Traffic Management Plan

Project:	**KOKO / Hope & Anchor**
Activity:	**Façade retention and demolition**
Date:	**May 2018**
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Issued to:	
Revision number:	**3**
Revision Date:	**15/06/18**
Summary of Amendments:	**Wording revised, drawing removed.**

Traffic Management Plan

Introduction

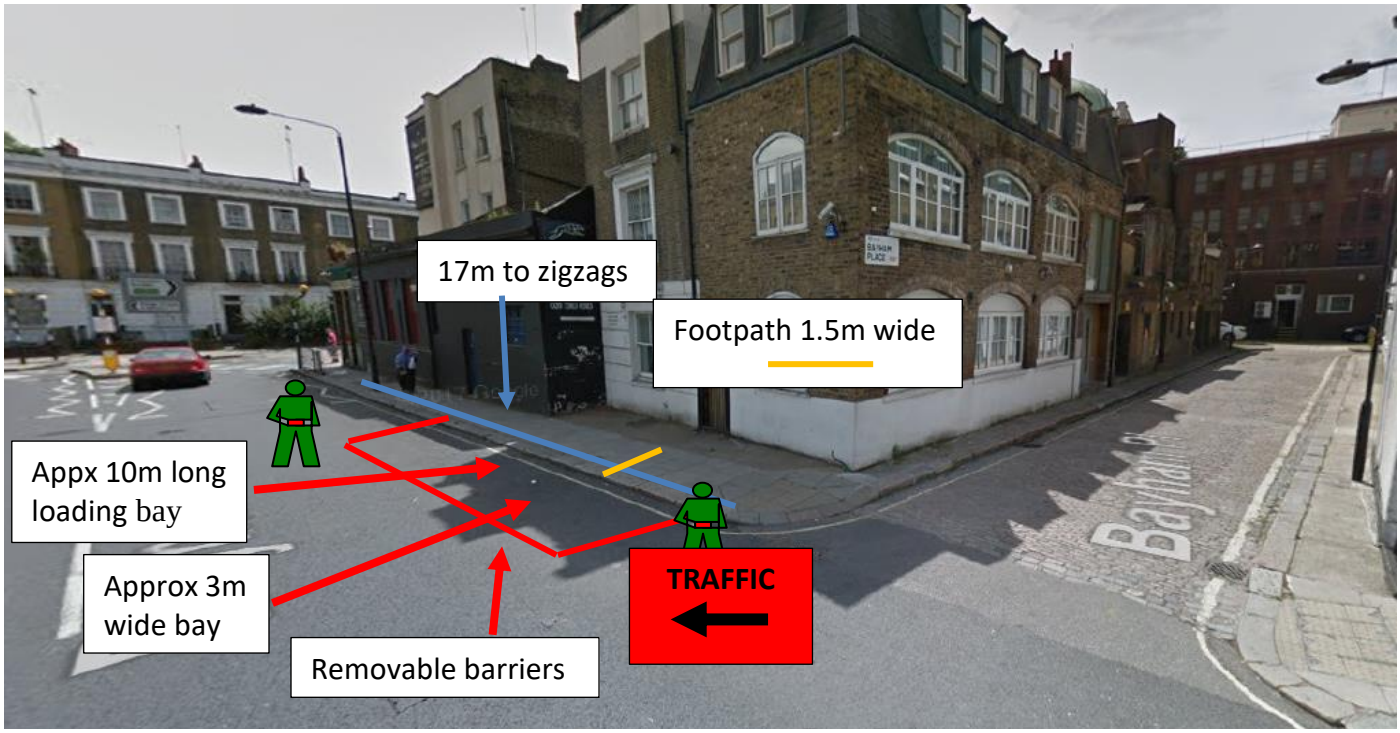
Every year around 70 people are killed or injured by vehicles at work. This document provides practical guidance on the planning of these issues by providing points for consideration and potential remedies. Avoiding hazards and controlling the risks arising from the use of the vehicles in construction work is essential. The Health and Safety Executive (H.S.E) expect to see traffic management plans that include:

- Planning and managing both vehicles and pedestrian routes
- The elimination of reversing where possible
- Safe driving and working practices
- Protection of the public
- Adequate vision and lines of sight
- The provision of signs and barriers
- Adequate parking and off loading/storage areas

If you require further information on this topic please contact the Health and Safety Department. You can obtain a free leaflet from the H.S.E website on www.hse.gov.uk/pubns/indg199.pdf

Contents

Indicative loading bay drawing:



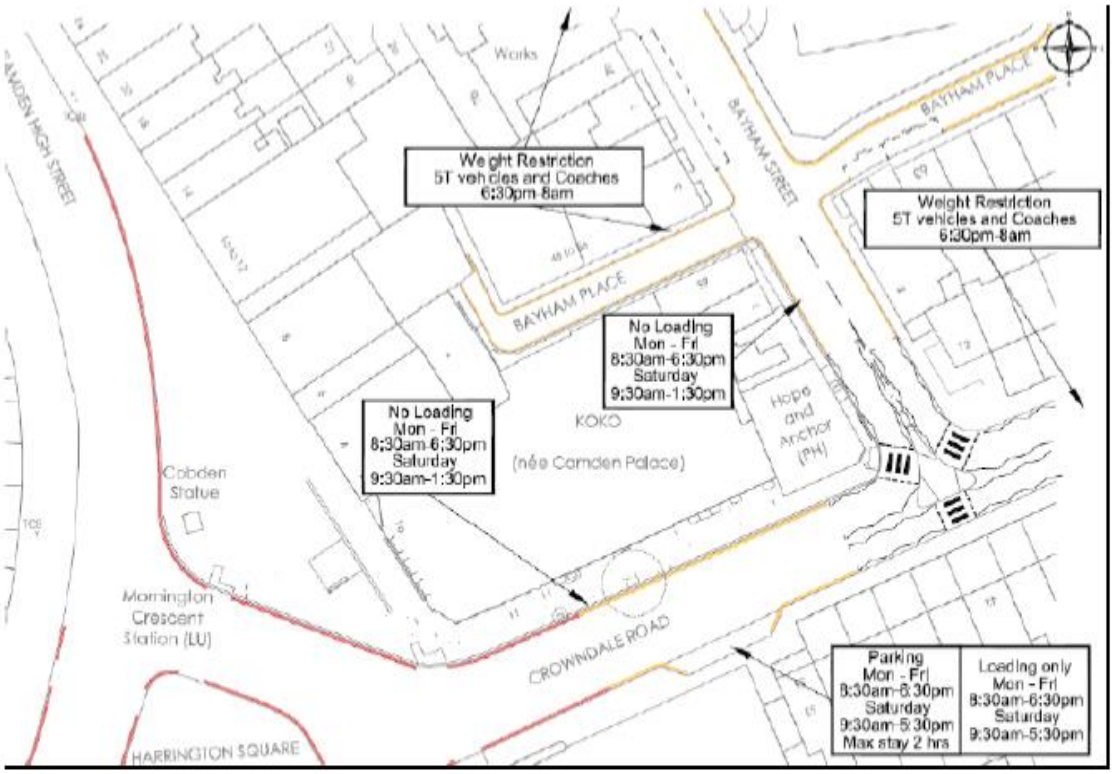
Notes:
Barrier to be opened to receive lorry then closed once inside loading bay.
Upon completion of loading the barrier will then be opened to allow the lorry to exit onto the highway.
Any vehicles attending site will be immediately escorted into the loading bay.

Footpath to remain open, marshals to direct operatives / pedestrians during loading / unloading.

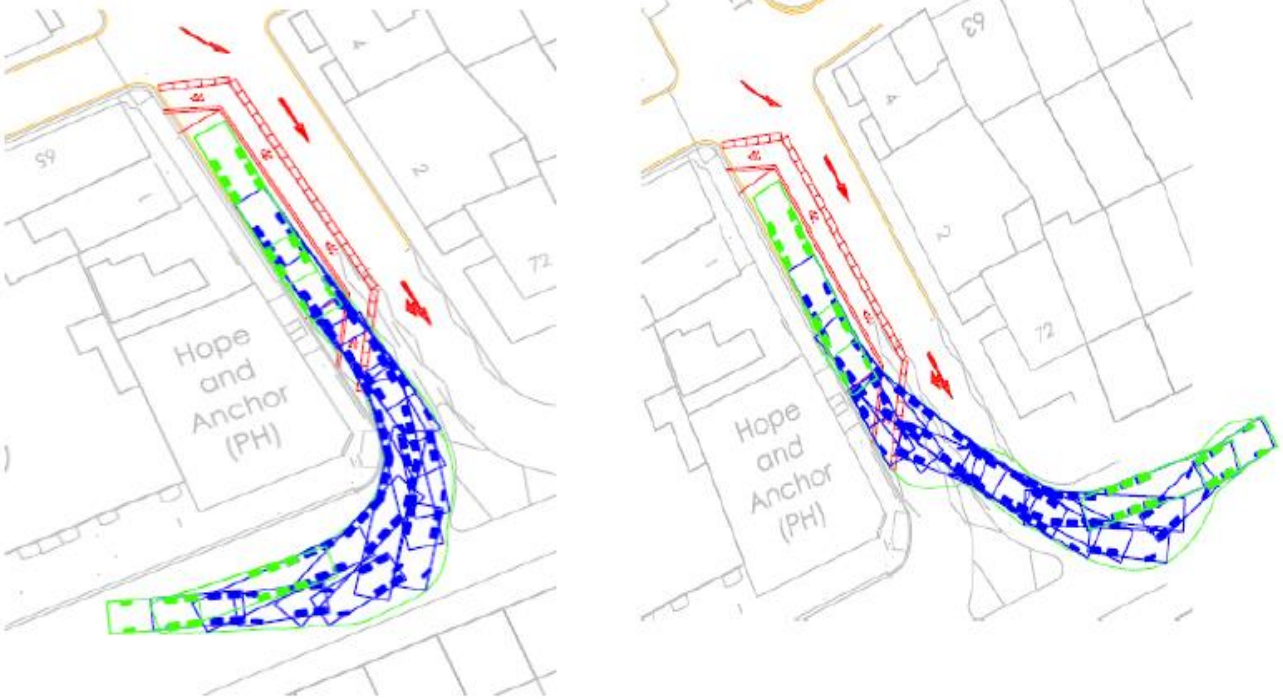
The situation regarding pedestrian management on the footway during vehicle loading/unloading will remain under review, and will be revisited if deemed necessary.

Traffic direction sign to be displayed informing motorists of loading bay (pit lane) ahead.

Existing parking / loading restrictions:



Swept Path Analysis (indicative of a 16.3m low loader) ((from draft CMP))



SECTION 1

Overview:

Regulation 27 of the Construction (Design and management) Regulations 2015 requires that every construction site shall be organised in such a way that, so far as is reasonably practicable pedestrians and vehicles can move safely and without risks to health. In short, this regulation requires the provision of safe, effective and functional pedestrian and vehicle segregation. It is therefore, proposed, that pedestrians and vehicles should, wherever practicable, not share access / egress points or circulation routes. Therefore, wherever vehicles and pedestrians are required to utilise adjacent access suitable physical segregation shall be installed to demarcate safe pedestrian routes.

Site Layout:

Pedestrian access / egress points and primary circulation routes are depicted on the site logistics plans. Vehicles making deliveries to the site or demolition material will travel via the designated routes.

Operatives will attire themselves with appropriate PPE within the site welfare before proceeding onto site. When passing between the welfare compound and the working site all personnel will be required to pass through a security control point. Within site, pedestrian routes will be delineated, segregated from vehicular construction traffic. These shall be classified as site walkways and the wearing of PPE shall be mandatory.

Transport Links:

It will be recommended that site personnel travel to site on public transport. Scheduled bus services immediately pass the site and numerous routes serve the surrounding area with regular services running throughout the day. In addition, the site is in close proximity to Mornington Crescent Under Ground Station.

Vehicular Access:

When considering vehicular access, the four primary issues to consider are:

a) Maintaining site security
b) Segregation of pedestrian and vehicular traffic
c) Manoeuvring of vehicles
d) Delivery co-ordination

Maintaining Site Security:

In order to maintain site security, it is important that vehicle areas provide access to vehicular traffic only. Pedestrian access should be prohibited at these points. Vehicle access barriers should be kept closed, opened only to receive or disperse vehicles. These barriers are utilised to more efficiently control traffic access/egress during the working day whilst the gates will be closed and locked at the end of the shift to secure the site. Vehicle access and egress points should also be manned during site operational hours.

Pedestrian Access/ Egress Routes

Pedestrian access routes for members of the public will be clearly delineated using appropriate and approved signage. Where necessary, such as through tunnels under scaffolding, additional lighting (including emergency power fittings) will be provided from the site temporary electrical installation.

All Pedestrian routes that are in close proximity to moving vehicles will be protected using physical barriers manned by Traffic Marshals.

All operatives, visitors and contractors will access and egress to the project using pre-planned and signed pedestrian entrances.

Once operatives have entered the site they will only use designated pedestrian routes which will be clearly defined with relevant signage prominently displayed and updated as works progress and site dynamics change. Physical barriers will be installed to segregate vehicle and pedestrian movements and crossover points will be gated.

Safe 'green routes' including crossovers where appropriate will be established to ensure safe segregation between all vehicles and pedestrians/ construction operatives.

At all crossover points vehicles have priority. All personnel must stop at any crossover points and ensure it is safe before proceeding.

Vehicular / Pedestrian Segregation:

It is recommended that vehicles and pedestrians should, wherever practicable, not share access / egress or circulation routes. As previously stated construction vehicles shall enter/exit the site at a separate location to pedestrians. Furthermore, marshalled pedestrian routes will be established along Bayham Street, Bayham Place and Crowndale Road if necessary to ensure segregation from vehicles.

Public Protection for Vehicle Deliveries to Project

Traffic Marshals will be employed to control all deliveries.

Drivers will be formally briefed to drive with extreme care when in close proximity to the site to avoid potential incidents with other users.

Control Measures for Reversing Operation

The following control measures will be adopted for all reversing activities should they be necessary:

- Provide turning circles to eliminate the need for / minimise the extent of reversing
- Provide observation positions/ refuges for pedestrians, and radio communications
- Provide a safe system of work when vehicles must reverse i.e. banksman, CCTV, reversing alarms, convex mirrors
- Provide a competent banksman who is visible to the operator at all times
- Ensure both banksman and drivers know and understand the relevant safety procedures and correct signalling systems
- Warn pedestrians and make sure they are kept away from vehicle operations

Manoeuvring of Vehicles:

In order to promote safe manoeuvring in and around the site it is recommended that reversing of vehicles is excluded wherever possible. This is most commonly achieved by the implementation of one-way systems and / or drive through delivery zones. Where reversing of vehicles is unavoidable, such manoeuvres should be kept to a minimum and due consideration given to, amongst others, the space required to complete such manoeuvres, the exclusion of personnel from this area and the supervision, direction and control afforded to the manoeuvre.

Vehicle Arrival and Dispersal:

All vehicles shall approach the site in accordance with the CMP / Traffic Management Plan.
Vehicle movements will be controlled by attendant Traffic Marshals.

Vehicle Access & Egress:

Upon reaching the site vehicles shall be met by designated Banksmen / Traffic Marshalls. The vehicle will be directed into place then barriers and signage erected around the vehicle to ensure public segregation. Upon completion of loading the vehicle will filter into existing traffic and exit the site as per the designated route. The barriers will then be replaced parallel to the kerb to maintain existing road width.

Traffic Management Operatives:

All vehicle entrances and exits shall be manned by security traffic marshals responsible for receiving and dispersing vehicles. Duties will include checking that vehicles arrive in accordance with the planned delivery schedules, advising drivers of site rules and directing to the appropriate loading / off-loading zone. When leaving, marshals will confirm the legitimacy of any plant or materials being removed from site and check vehicles' cleanliness before finally dispersing back onto the public highway. Marshals will also be responsible for directing and banking vehicles to ensure that manoeuvres are executed safely, minimising the risk to the public. Marshals will direct operatives / pedestrians during loading / unloading.

Delivery Co-ordination:

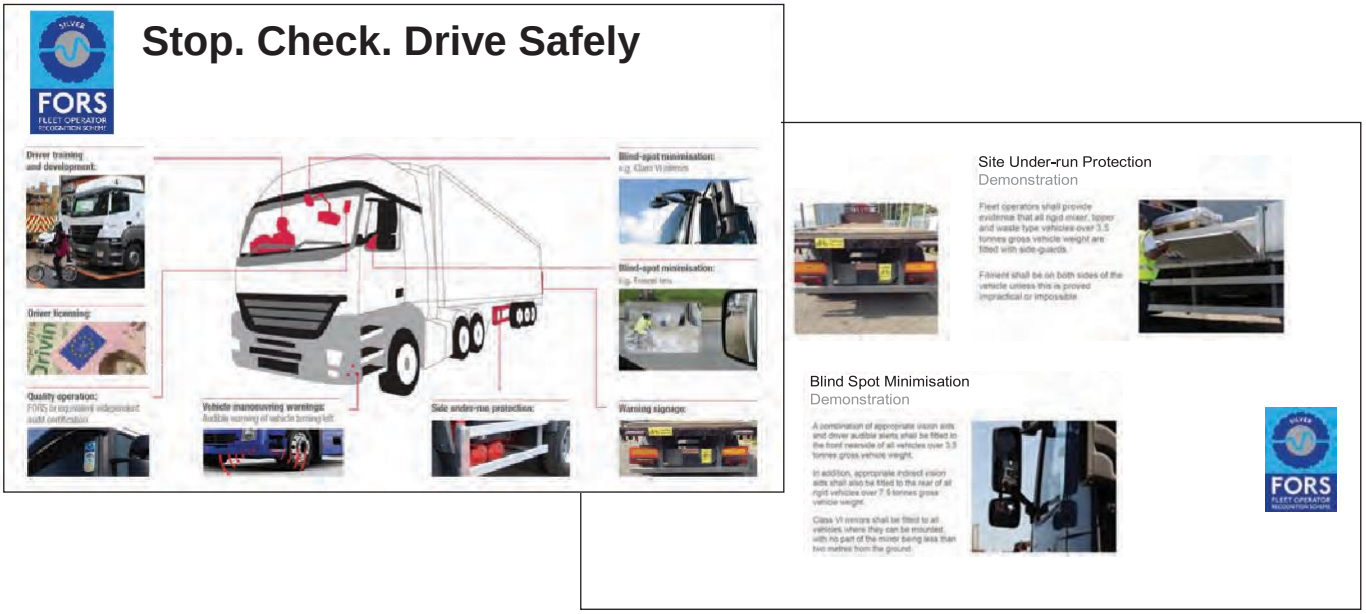
Site access / egress for all materials and waste will require right control. The development of a scheduling system will provide an efficient and effective means of controlling all deliveries. Access for collection and delivery vehicles for the existing tenants must be coordinated and unhindered. The implementation of pre-agreed delivery schedules and programmes will ensure that all deliveries arrive at the right time.

All suppliers will be required to service the site utilising FORS members.

All vehicles servicing site over 3.5T must meet each of the following conditions: -

- Operators must be a member of TFL's Fleet Operator Recognition Scheme (www.tfl.gov.uk/fors) or similar at a minimum Bronze level.
- All drivers undertake cycle awareness training such as the Safe Urban Driver module through Fleet Operator Recognition Scheme (FORS) or similar.

FORS Best Practice Guidance as per the examples:



All vehicles associated with the project will:

- Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.
- Have a proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.
- Have a Class VI Mirror fitted
- Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

All vehicles servicing the site will be FORS /CLOCS accredited and registered.
All Hauliers and vehicles will be registered with and active members of FORS (Fleet Operator Recognition Scheme).

Generally:

'Cyclists Aware' and 'Danger Lorries Turning' signage will be displayed at all gates and in strategic locations around the site perimeter.

Where possible all deliveries / collections will be between 09:30 & 16:30 Mon to Friday and 09:30 to 13:00 Saturday only.

Any deliveries that are required by the local authorities to be out of hours i.e. large plant etc. must be planned and notified to all neighbouring residents and occupied buildings well in advance.

Traffic Marshalls (clearly identified in orange hi-visibility clothing) will control all vehicle movements.

Retractable barriers will be placed across pavements when vehicles access or egress the site to separate pedestrians from moving vehicles.

Collection and delivery vehicles will enter and exit the site as per the above plans and will filter into existing traffic flow when exiting the site.

No site vehicles will be permitted to park in adjacent roads.

All delivery / collection vehicles will be called in on an as and when required basis.

Vehicles must switch off engines when being loaded / unloaded.

All vehicles will be sheeted when leaving the site and wheel washing facilities will be set up to ensure cleanliness of vehicles prior to leaving the site.

Surrounding pavements, drains and roads will be kept clean by designated operatives supplemented with imported road sweepers if required.

Where possible a one-way system will be implemented to reduce the need for reversing of vehicles, there will however be some requirement for reversing to position skips etc. in the required locations for loading.

The site gates will be kept locked shut when not in use or unmanned and all vehicles / visitors will be required to sign in / out at the site entrance.

All Traffic Marshalls will be made aware of the hazards and risks associated with traffic management and the specific constraints relating to this site via induction and the contents of this TMP.

Vehicle Routes and Deliveries

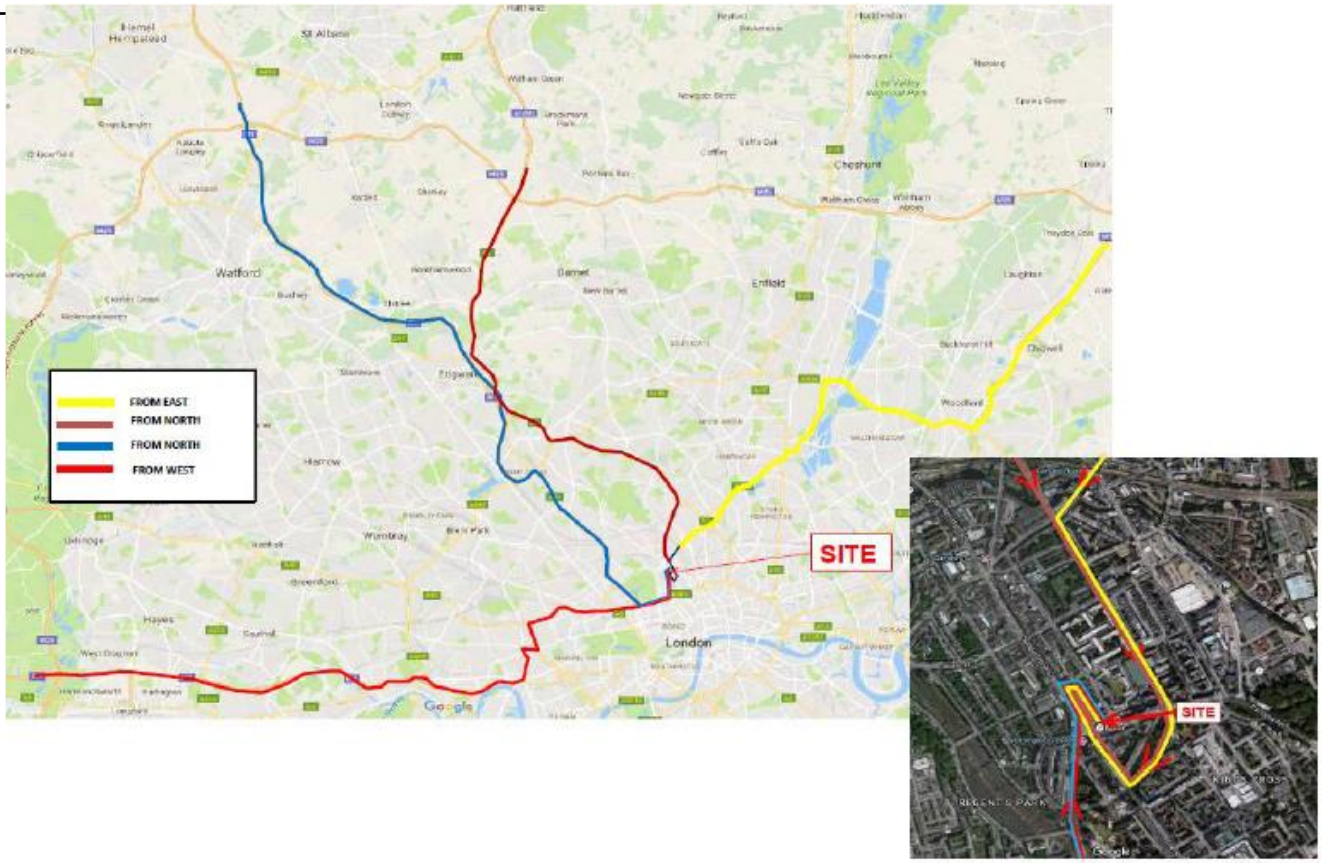
The site is located within Camden at postcode NW1 1TP and is bounded by Crowndale Road, Bayham Street and Bayham Place.

Bayham Street is a one-way road and access to the loading bay will be via Bayham Street then filtering onto Crowndale Road.

It is essential that the H&S risks associated with construction traffic working in such close proximity to the public are minimised as much as possible and also that our works cause minimal disruption to our neighbours and local business.

The estimated Number of Vehicle Movements during the demolition phase range from 0 to 3 per day and will mainly consist of hoarding and scaffolding materials and the removal of demolition arisings.

Traffic Management Plan



Traffic Management - Site Specific Rules

These Traffic Management Rules will be given to all delivery companies before being allowed to deliver to/ collect from the site. Non-compliance will result in offenders being turned away from the site:

1. **DO NOT** park your vehicle in a way that may congest the local roads around the site.
2. **DO** turn your engine and lights off (except any necessary hazard warning lights) when parked up.
3. **DO NOT** Park in front of any points of access / egress.
4. **DO** be polite and respectful to members of the general public in the event that enter into discussion with you.
5. **DO** adhere to all direction given by the site Traffic Marshals.
6. **DO NOT** access the construction site until you have been briefed by the Traffic Marshal.
7. **DO adhere** to the site speed limit of 5mph.

8. **DO NOT** access the construction site as a visitor unless you are accompanied by someone who has a permanent site ID pass.

9. **DO NOT** arrive to the site unannounced (timings as per delivery schedule).

10. **DO ENSURE** that you wear a hard hat, protective footwear and high visibility vest at all times on site when leaving your vehicle.

11. **DO ENSURE** that you observe all traffic signs and notices displayed.

12. **DO NOT** consume food or drink on the site, unless it is within the welfare facilities provided.

13. **DO NOT** attend site under the influence of alcohol or drugs.

14. **DO NOT** smoke on site except within authorised areas.

15. **DO NOT** manoeuvre/reverse unless told to do so by a Traffic Marshall. You will be given a route to your plot/ designated holding area. Ensure your 4 way Flashers are working, your Reversing Audible Alarm is working as well as your flashing beacon.

16. **DO NOT** reverse your vehicle on site unless absolutely necessary and then only with the assistance of a banksman.

17. **DO NOT** leave the site until you have been cleared to do so by the Traffic Marshall.

18. **YOU ARE NOT ALLOWED** to bring children into the site in your vehicle cabs; you must make alternative arrangements for child supervision outside of the site before you can enter the site with your lorry/ van.

19. **DO NOT** access the back of your vehicle unless there are measures in place to prevent falls or arrest falls

SECTION 2

PEDESTRIAN ROUTE CHECKLIST		YES	NO	N/A
Q1	Are pedestrian routes clearly separated from vehicle routes by fencing and/or a kerb, or other suitable means? If 'no' see action 1			
Q2	Are pedestrian routes wide enough to safely accommodate the number of people likely to use them at peak times? If 'no' see note 2			
Q3	Do pedestrian routes allow easy access to work areas? If 'no' see note 3			
Q4	Pedestrian routes are kept free of obstructions? If 'no' see note 4			
Q5	Pedestrian routes are clearly and suitable signed? If 'no' see note 5			
Q6	Can pedestrians safely cross the main vehicle routes? If 'no' see note 6			
Q7	Do pedestrians have a clear view of traffic movements at crossings and at gates which lead onto traffic routes? If 'no' see note 7			
Q8	Do pedestrians have clearly marked, separate access for use at loading bays and site gates? If 'no' see note 8			
Q9	Do pedestrian routes provide safe access to welfare facilities? If 'no' see note 9			

Actions to be taken		Action taken
A.1	Ensure routes are clearly designated and protected	
A.2	Base plan on peak numbers	
A.3	Plan routes to allow safe access	
A.4	Ensure plan includes need to keep access routes clear	
A.5	Ensure sufficient signage	
A.	Ensure sufficient crossing points are planned for	
A.7	Ensure that blind spots are eradicated during the planning process	
A.8	Consider separate access to loading bays and gates	
A.9	Provide safe routes at parking areas. Plan site set up to avoid need for pedestrians to cross routes	

SECTION 3

VEHICLE ROUTES		YES	NO	N/A
Q1	Are routes clearly separated from pedestrian routes by fencing and/or a kerb, or other suitable means? If 'no' see action 1			
Q2	Are routes wide enough to safely accommodate the number of vehicles likely to use them at peak times? If 'no' see action 2			
Q3	Do routes allow easy access to delivery areas? If 'no' see action 3			
Q4	Are routes kept free of obstructions? If 'no' see action 4			
Q5	Are routes clearly and suitably signed? If 'no' see action 5			
Q6	Can pedestrians safely cross the main vehicle route? If 'no' see action 6			
Q7	Do pedestrians have a clear view of traffic movements at crossings and at gates which lead onto traffic routes? If 'no' see action 7			
Q8	Do routes eliminate or reduce the need for reversing? If 'no' see action 8			
Q9	At the final point of exit can the driver see pedestrians on the pavement? If 'no' see action 9			
Q10	Are temporary structures protected from vehicle impact? If 'no' see action 10			
Q11	Will parking areas be required? If 'yes' see action 11			

Actions to be taken		Action taken
A.1	Ensure routes are clearly designated and pedestrians protected	
A.2	Ensure the plan assumes peak number. Consider one way system.	
A.3	Plan routes to allow safe access	
A.4	Ensure plan includes need to keep access routes clear.	
A.	Ensure sufficient signage	
A.6	Ensure sufficient crossing points are planned for. Ensure drivers are told of crossing points.	
A.7	Ensure that blind spots are eradicated during the planning process.	
A.8	Plan routes to reduce or eliminate reversing	
A.9	Ensure adequate sight lines or mirrors to assist driver. Angle hoarding line to assist vision	
A.10	Ensure scaffolds, falsework or other structures (LPG stores) are protected from impact.	
A.11	Ensure sufficient parking areas exist. If necessary provide traffic marshall to ensure vehicles are parked safely. Ensure adequate lighting exists.	

SECTION 4

VEHICLE MOVEMENTS		YES	NO	N/A
Q1	Are routes planned to reduce the need for excessive vehicle movement? If 'no' see action1			
Q2	Are vehicles fitted with reversing aids? If 'no' see action 2 and page 10			
Q3	Will vehicles reverse without reversing aids? If 'yes' see action 3 and page 10			
Q4	Will vehicles reverse to excavations? If 'yes' see action 4 and page 10			
Q5	Are routes kept free of obstructions? If 'no' see action 5			
Q6	Are routes clearly and suitably signed? If 'no' see action 6			
Q7	Can pedestrians safely cross the main vehicle routes? If 'no' see action 7			
Q8	Do pedestrians have a clear view of traffic movements at crossings and at gates which lead onto traffic routes? If 'no' see action 8			
Q9	Do drivers have a clear view? If 'no' see action 9			
Q10	Will vehicles run a risk of depositing mud on the road? If 'yes' see action 10			
Q11	Will vehicles need sheeting up? If 'yes' see action 11			

Actions to be taken		Action taken
A.1	Ensure routes provide sufficient space to turn. Keep routes to a minimum	
A.2	Request they are fitted.	
A.3	Vehicles not fitted with reversing aids must be banked when reversing.	
A.4	Ensure traffic marshal is present or adequate stop block.	
A.5	Ensure plan includes need to keep access routes clear. Include in induction.	
A.6	Ensure sufficient signage	
A.7	Ensure sufficient crossing points are planned for. Ensure drivers are told of crossing points.	
A.8	Ensure that blind spots are eradicated during the planning process.	
A.9	Plan routes to reduce or eliminate reversing and blind spots	
A.10	Consider wheel wash facilities or other suitable alternative	
A.11	Ensure provision of sheeting gantry if required	

SECTION 5

HIERARCHY OF CONTROL MEASURES FOR REVERSING OPERATIONS		
1	Eliminate need to reverse.	Implement one-way systems around the site and in loading and unloading areas. Provide designated turning areas.
2	Reduce reversing operations.	Reduce the number of vehicle movements as far as possible. Instruct drivers not to reverse, unless absolutely necessary.
3	Ensure adequate visibility for drivers.	Fit CCTV, convex mirrors, Fresnel lens, etc. to overcome restrictions to visibility from the driver's seat, particularly at the sides and rear of vehicle.
4	Ensure safe systems of work are followed.	Design vehicle reversing areas which: • Allow adequate space for vehicles to manoeuvre safely • Exclude pedestrians; and • Are clearly signed and have physical stops or buffers to warn drivers that they have reached the limit of the safe reversing area. Fit radar proximity devices to vehicles to indicate to drivers when there are objects near the vehicle. Ensure everyone on site understands site rules on vehicle safety. Drivers and traffic marshals need to be in constant communication during reversing operations. Traffic Marshals should not be put at risk from vehicle movement, e.g. by standing directly behind reversing vehicles. Ensure all vehicles on site are fitted with appropriate warning devices.
5	Provide warnings when vehicles are reversing.	Ensure reversing warning lights and alarms are in good working order and instruct workers to keep clear of moving vehicles.

SECTION 6

DRIVERS SAFE WORK PRACTICES CHECKLIST	
1	Only operate vehicles if you are competent and authorised to drive them.
2	Do not drive when your abilities are impaired by ill health, poor vision, prescribed/illegal drugs or alcohol.
3	Make sure you fully understand the operating procedures of the vehicles you control.
4	Know the site routes and follow them. Take care at pedestrian crossings.
5	Understand the system of signals used on site.
6	Visiting drivers: seek appropriate authority to enter the site and operate vehicles.
7	Know the safe operating limitations of your vehicles, particularly relating to safe maximum loads and gradients.
8	Carry out daily checks on your vehicles and report all defects immediately to supervisors.
9	Follow site procedures and comply with all site rules.
10	Do not drive at excessive speeds.
11	Wear appropriate PPE when out of the cab.
12	Ensure that windows and mirrors are kept clean and clear.
13	Keep the vehicle tidy and free from items which may hinder the operation of vehicle controls.
14	Do not allow passengers to ride on vehicles unless safe seating is provided.
15	Park vehicles on flat ground wherever possible, with the engine switched off, the handbrake and trailer brake applied and where necessary use wheel chocks.
16	Do not reverse without reversing aid or traffic marshal assistance.
17	Where visibility from the driving position is restricted, use visibility aids or a traffic marshal. Stop if you lose site of the traffic marshal or the visibility aids become defective.
18	Do not remain on vehicles during loading operations, unless the driver's position is adequately protected.
19	Ensure loads are safe to transport.
20	Do not attempt to get on or off moving vehicles.
21	Do not make adjustments with the engine running and guards removed.
22	Do not smoke during refuelling operations.
23	Do not use a mobile phone whilst driving on site.
Drivers to sign below to acknowledge receipt of the above information	

Name:		**Signature:**		**Date:**	

SECTION 7

TRAFFIC MARSHAL CHECKLIST	
1	Use relevant safety procedures and correct signalling systems.
2	Ensure drivers understand the correct signalling systems.
3	Signal instructions clearly.
4	Ensure you are visible to the driver and the driver is visible to you; if not, stop the vehicle moving.
5	Stand in a safe location at all times.
6	Warn pedestrians and make sure they are kept away from vehicle operations.
7	Wear appropriate protective clothing, including high-visibility clothing.
8	Report work hazards to supervisors.
9	Make sure you can get to and from your work location safely.
10	Do not ride on the vehicle you are directing unless you are in a designated safe position.
11	Do not direct vehicles if your ability is affected by alcohol or drugs.
12	Do not use a mobile phone whilst directing vehicles.

Sign below to confirm acknowledgement of the above rules					
Name:		**Signature:**		**Date:**	

SECTION 8

SAFE USE OF SITE DUMPERS CHECKLIST	
1	Allow only competent people to drive site dumpers.
2	Provide stop blocks at the edges of excavations, pits, spoil heaps, etc. to prevent dumpers falling when tipping. The blocks need to be positioned a sufficient distance away from any unsupported edges and slopes to prevent the weight of the vehicle causing collapse.
3	Do not operate the site dumper's controls unless seated on the driving seat.
4	Do not carry passengers unless purpose-built seats are provided.
5	Do not drive on gradients in excess of those safe for the dumper (see manufacturer's instructions).
6	Avoid manoeuvring on sloping ground.
7	Drive at appropriate speeds for site conditions.
8	Load on flat ground with brakes applied.
9	Get off dumper when it is being loaded.
10	Ensure loads are distributed evenly and do not let them obscure your vision.
11	Securely fix loads which may cause danger if they move.
12	Stop the vehicle, take out of gear and apply parking brake, before tipping loads.
13	Do not drive around with the skip in the vertical discharge position.
14	Use the appropriate towing pins (not bent pieces of reinforcement bars).
15	Do not leave the engine running when you leave the vehicle.
16	Be aware of the differences in performance of site dumpers when loaded and unloaded, particularly speed, braking and stability on slopes.
17	Be aware of the different handling and braking characteristics of the vehicle in wet or icy conditions.
18	Do not alter tyre pressures outside the manufacturer's specifications.
19	When using a starting handle ensure: • Neutral gear is selected and the handbrake is firmly applied, and the area is clear of obstructions. • The starting-handle is the correct type and in good condition with a handle grip which rotates freely. • Your thumb is kept on top of the grip of the handle to prevent injury in case of kickback.
20	Do not use a mobile phone whilst driving a dumper.

Sign below to confirm acknowledgement of the above rules					
Name:		**Signature:**		**Date:**	

Project / Contract	Activity	Assessment By:		Reviewed By:		Assessment No:
KOKO / Hope & Anchor	Traffic Management	Name	R Unwin	Name		RA/H&A/01 TMLP
		Date	30/05/18	Date		

Potential Hazards / Conditions to be Considered											
Deep Excavations		Work on or Over Water		Fall from Height		Fire Risk		High Winds		Young Persons	
Uncontrolled Collapse		Confined Spaces		Buried / Overhead / general Services		Noise / Dust / Vibration		Adverse Weather		Loading / Unloading	
Lifting Operations		Manual Handling		Fuel Storage		**Traffic Management / pedestrians**	**1**	Training Required		General Public	
Use of Hand Tools		Working Platforms / Ladders		Slips / Tripping		Fumes		Environmental Risk		Other Workers	
Use of Plant		COSHH		Storage / Lay Down Area		Ground Conditions		Health Surveillance		Asbestos	

No	HAZARD DESCRIPTION	IDENTIFIED AT RISK (People/ Property etc)	Initial Risk			CONTROL MEASURES	Residual Risk		
			L	S	R		L	S	R
1	**Vehicular deliveries to site / Unloading of materials**	Striking members of the public or public vehicles whilst accessing and egressing the site Striking site personnel whilst on site	**3**	**3**	**9**	Traffic Marshals to control all vehicle movements. Carefully planned and positioned signage Traffic route maps to be issued to all drivers accessing site Segregated pedestrian routes. High visibility clothing to be worn. Pedestrian activity suspended when vehicles are manoeuvring by using barriers etc.	**1**	**3**	**3**

2	**Third Party safety**	**Interface between general public & construction vehicles**	**3**	**3**	**9**	Traffic marshals to be positioned at the site access gates No reversing in or out of site Vehicles to be FORS registered and compliant	**1**	**3**	**3**
3	**Falling objects from delivery vehicles**	**Injury to operatives and third parties**	**2**	**3**	**6**	Vehicles to be filled to a level beneath the max height of the materials container Open vehicles to be provided with secured sheets / tarpaulins Traffic Marshals to inspect each vehicle before exiting the site	**1**	**3**	**3**

4	**Use of Plant**	**Noise & Vibration.** **Misuse of plant / equipment** **Faulty plant/ equipment**	**2**	**3**	**6**	Control measures to reduce noise levels. Provision of PPE. Implement an adequate safe system of work for the use of plant Selection of modern appropriate plant and equipment Used only by trained and certified personnel Planned maintenance regime	**1**	**3**	**3**
5	**Crane Lifting Operations**	**Falls of Loads** **Loads striking persons and/or structures and/or objects** **Failure of Lifting Equipment** **Failure of Lifting accessories.**	**3**	**3**	**9**	All crane lifts to be carried out by an independent specialist as a 'Contract Lift' Competent and certified Appointed Person(s) to plan and supervise all lifting operations Ensure crane can operate from a stable and level base - Structural Engineer to assess ground conditions Crane and associated lifting equipment to have current and valid thorough examination certificates	**1**	**3**	**3**

						Vehicles to be loaded / unloaded in a designated area. Ensure suitable running line / harness point and edge protection is available if accessing the back of a vehicle			
6	**Unloading / Loading of vehicles**	**Fall of materials / operatives**	**2**	**3**	**6**	Fit temporary guardrails to vehicle Do not unstrap all loads at once Keep posts in place to restrain load Hiabs to be operated by certified operators only.	**1**	**3**	**3**
7	**Delivery of materials**	**Collision of plant and other vehicles** **Collision of Operative / site staff** **Reversing of vehicles**	**2**	**3**	**6**	Traffic Marshals to be in attendance during all reversing operations. Pedestrian access to be suspended during manoeuvre with barriers in place. Vehicles to be fitted with audible reversing alarm and sufficient mirrors	**1**	**3**	**3**

8	**Craneage / hiab operations**	**Failure of lifting equipment Loose material Uncontrolled collapse Damage to operatives / public and adjacent buildings**	**3**	**3**	**9**	Lift plan to be produced for all lifting operations. Slinger / Signaller to be in attendance at all times. Area to be cordoned off before works start and maintained throughout work. Visual inspection of cranes and lifting equipment to be carried out daily before works start by the driver Thorough examination certificates to be inspected for each piece of equipment	**1**	**3**	**3**

Risk Rating		Likelihood		
		3	2	1
Severity	3	**9**	**6**	**3**
	2	**6**	**4**	**2**
	1	**3**	**2**	**1**

4 or more = Unacceptable Risk

Risk Rating = S x L = R

Risk Rating	
Severity	
3	Major Injury/ Pollution/ Damage
2	Minor / Pollution/ Damage/ Loss
1	Injury / low Damage / Loss
Likelihood	
3	Likely
2	Possible
1	Never /Very Unlikely

Name of Person Given Risk Assessment Briefing			
Name		Date :	
Signature		Time :	

The above TMLP and risk assessment has been briefed and fully understood.			
Name		Signature	
Name		Signature	
Name		Signature	
Name		Signature	
Name		Signature	
Name		Signature	
Name		Signature	
Name		Signature	
Name		Signature	
Name		Signature	