MINIMUM STANDARD

Site Organisation – Pedestrian Segregation & Access

SHEMS-MST-DPS-0026

The following Minimum Standard is applicable on all projects

Introduction

Controlling pedestrian traffic is fundamental to protecting employees, contractors, visitors and other third parties including the public from the hazards resulting from our activities.

Planning

The following are to be implemented under this standard:

- A Site Traffic Management Plan is to be established and a layout drawing displayed denoting routes, crossing points and other controls
- A site speed limit is to be established (by risk assessment), taking into account the specific works environment
- Access and entry controls for pedestrians (including visitors and disabled) must be clearly defined
- Pedestrian routes are to be physically segregated from all plant and vehicle routes wherever practical to do so
- The type of segregation is to be determined by risk assessment and is to be achieved using the most appropriate robust means available, taking into account the specific works environment
- Ensure suitable measures are in place to control pedestrian movement during temporary closures of entrances and exits. For example, consider using concertina barriers
- Clearly sign pedestrian routes, using industry recognised pictorial signs and where appropriate additional means such as cut out figures or footprints on surfaces
- All pedestrian routes are to be made up of suitable surfaces, be firm under foot and maintained level, adequately illuminated and include emergency lighting where necessary
- Anti-slip materials are to be used where there is a foreseeable risk of slips (e.g. workshops, stair towers for deep excavations etc)
- Apply grit and salt to access routes in advance of and during cold weather
- Where pedestrian routes cross vehicle/plant routes red hooped pedestrian gates are to be used, with signage warning pedestrians of moving vehicles/plant and warning drivers/operators of pedestrian traffic
- Pedestrian crossing points across established tarmac/concrete roads are to be defined by 'zebra crossing' road paint
- Use trained and competent Vehicle Marshals/Banksmen to aid control of vehicle, plant and pedestrian movement
- Where pedestrian traffic requires controlling outside of the site boundary, display sufficient warning, explanatory and courtesy signs
- Consider the movement of pedestrians into/around the works at tender stage including segregation from vehicle/plant routes
- Evaluate proposed vehicle movement schemes with the objective to avoid reversing, pinch points and blind spots
- Accommodate visibility splays or where not feasible, incorporate visual aids such as viewing panels and convex mirrors
- Plan pedestrian routes to be sited away from lifting operations, loading bays, overhead works and other activities presenting significant risk