


PROJECT DETAILS

Project Name:	A61 Barnsley
Project Number:	

APPROVAL

	Date	Signature
Reviewed by Site Lead *		
People, Vehicle and Plant Coordinator	14.12.22	
Reviewed by HSES Advisor *		

* These signatures are required for the first issue only. Thereafter the People, Vehicle and Plant Coordinator can approve changes, which shall be recorded in the review section.

DISTRIBUTION OF COMPLETED PVPMP

Copy No	Name	Position	Location
1	Geoff Fletcher	People, Vehicle and Plant Coordinator	
2		Plant and Vehicle Marshal	
3		Plant and Vehicle Marshal	
4		Plant and Vehicle Marshal	

RECORD OF REVIEW

Date	Details of Review	By Whom	Action Taken	Signed

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SECTION 1 - INTRODUCTION TO PLANT VEHICLE AND PEOPLE MANAGEMENT PLAN

This Plant Vehicle and People Management Plan (PVPMP) sets out the arrangements that are required to be followed to ensure that the risks involved in the movement of vehicles and plant and the interface with site personnel are identified and controlled as far as reasonably practicable.

As work proceeds the nature of the site will change and as additional or different risks are identified, revised controls will be implemented. Any revisions to this document as a result of these changes will be recorded and re-briefed as required.

The PVPMP is primarily for planning and controlling plant and people interface.

Display/Communication of Information

The arrangements for traffic and pedestrian management will be communicated through the site induction. When further, more specific, information needs to be communicated additional toolbox talks will be given to relevant site personnel.

It is intended that the PVPMP site layout drawings (Appendix 1) will form the main part of the plan and this along with relevant sections of the PVPMP will be displayed in prominent positions on relevant site notice board(s) and will be specific to the site.

Where the site drawing/sketch contains sufficient information, only this needs to be displayed.

Identifying the Hazards

The hazards associated with plant/vehicle movements and the risks they present must to be identified and assessed at the planning stage of jobs.

The key risks associated with mobile plant and vehicle operations on the site include:

- vehicles and their loads striking pedestrians, particularly when reversing
- pedestrians being struck by something falling from mobile plant or vehicles
- pedestrians falling off mobile plant or vehicles
- vehicles striking services, obstructions, structures
- mobile plant or vehicles overturning

Hierarchy of Control

The hierarchy of control applicable to plant and vehicle movements is set out below. This hierarchy of control must be followed at the planning stage of this project and the reasons for working at this level of the hierarchy are detailed below:

Level	Description	Risk Control Measures	Radio Communication Assessment
1 Eliminate	People plant interface removed	Large fenced off area with people eliminated from the work area. Plant operates without marshalling.	N/A
2 Minimise	Full, physical segregation of people and plant	Erect physical barriers around a single operation outside the maximum reach of the machine. Marshall the Plant Safe Zones by physically restricting people from entering	Radio Communication required to control entry into the exclusion zone (see * below)

Level	Description	Risk Control Measures	Radio Communication Assessment
3 Minimise	Partial segregation of people and plant	Use visual means (cones or spray marks) that denote the exclusion zone. Marshall the exclusion zone by physically restricting people from entering. This requires increased supervision and measures to prevent unauthorised access.	Radio communications must be adopted for all activities in this scenario in conjunction with hand signals. (see * below)
4 Mitigate	No segregation of people and plant	<p>Exceptional tasks that require essential personnel to enter the 'amber' Plant Safe Zone (for example, kerb laying, disconnecting attachments, slinging loads, off-loading materials from fork lift trucks or lorry beds). Must be mitigated through a robust site and task specific Safe System of Work.</p> <p>These tasks must only be conducted with:</p> <ul style="list-style-type: none"> • clear communication between the plant operator or vehicle driver and essential personnel performing the task • a method of preventing non-authorized access • a full time Plant & Vehicle Marshal • increased supervision, and a strict discipline in executing the task exactly as written <p>Personnel must not enter the red zone unless the machine functions are fully isolated, engine switched off where reasonable and operator indicates the plant is isolated & safe to approach</p>	Radio communications is imperative in ensuring that giving and receiving safety critical information and/or instructions are clear and concise and instant. (see * below)

* Only when the risk assessment identifies that the introduction of radio communications either introduces additional risk (e.g. where the plant operator and PVM cannot maintain clear and unobstructed visual contact with each other throughout the full operation etc.) or adds no benefit can the requirement for radio communications be omitted from a safe system of work with Director authorisation ([HSES-PR-0004](#)).

A hierarchy means that you start at the top and only if it is not reasonably practicable to do so can the next lower level be used. The justification for progressing down the hierarchy must be detailed below:

Level	Description	Justification
1 Eliminate	People plant interface removed	Work activities cannot be reasonably be completed without interface between people and plant
2 Minimise	Full, physical segregation of people and plant	Work activities require people within the work area in order to complete the task.
3 Minimise	Partial Segregation of people and plant	Only in very limited circumstances would moving down the hierarchy from this point be justified. Would only be permitted if the segregation would prevent the work from being carried out.
4 Mitigate	No Segregation of people and plant	Not applicable

SECTION 2 – NOMINATION OF RESPONSIBILITIES AND DUTIES

People, Vehicle and Plant Coordinator

The People, Vehicle and Plant Co-ordinator on this project is:

Geoff Fletcher

The People, Vehicle and Plant Co-ordinator will retain overall responsibility. However, due to the nature and size of some projects/sites, this may be delegated by the People, Vehicle and Plant Co-ordinator to his appointed deputy who is also approved by the Site Lead.

The People, Vehicle and Plant Co-ordinator Appointed deputy is:

TBC

The People, Vehicle and Plant Co-ordinator is responsible for ensuring that effective controls are in place to manage the risk associated with the interface between people and plant.

Duties:

- Have the responsibility for the development, maintenance, review and updating of the PVPMP
- Ensure that effective controls associated with the interface between People, Vehicle and Plant movements have been developed
- Consult with operational staff when deciding what arrangements are required
- In conjunction with operational management ensure there are a suitable number of trained Plant and Vehicle Marshals (PVM)
- Ensure where more than one PVM is required or nominated, clear arrangements and handover of plant and vehicle control between PVMs is agreed and communicated. This may require radio contact between PVMs
- Ensure that the requirements of the PVPMP are communicated to all stakeholders
- Ensure that any generic PVPMP is suitable and sufficient for the activity they are intended for
- Identify and co-ordinate the People, Vehicle and Plant routes on site and should ensure these are established at the start of the activity
- Ensure that all construction site plant (excluding towed plant) that is used on the public highway has an Authorisation to Take Plant onto the Public Highway (HSF-SF-0046a) and is correctly prepared for travelling on the highway in accordance with the manufacturer's instructions.

Plant and Vehicle Marshals

The number of Plant and Vehicle Marshals required on this project (per shift) is:

1no
TBC

The Plant and Vehicle Marshals on this project are:

Only trained and authorised Plant and Vehicle Marshals are permitted. Reversing operations or the movement of plant must not be controlled by employees unless they are trained and authorised to carry out the role on this project/site.

PPE requirements for Plant and Vehicle Marshals are detailed in Personal Protective Equipment ([HSF-PR-0048](#))

The Plant and Vehicle Marshal in the gang will be nominated at the start of each day and noted in the Daily Activity Briefing.

Duties of the Plant and Vehicle Marshal:

- Brief plant/vehicle drivers on the relevant controls and method of communication Driver Site Rules ([HSF-TF-0047a](#)), the Driver Flash Card for Highways Lane Closures ([HSF-TF-0047b](#)) or the PVPMP for the project (this document)
- Brief the plant operators the relevant controls, People, Vehicle and Plant Interface Zone for the specific item of plant ([HSF-RM-0047a](#)) and method of communication relevant to the movement they are about to undertake.
- Stipulate in all cases that the plant operator/vehicle driver MUST stop if eye contact is lost
- Always position themselves in a place of safety outside the direct line of travel and remain visible to the operator or driver at all times
- Assist plant operators and vehicle drivers to safely manoeuvre and reverse to prevent injury to people, damage to property or materials, and to stop operations if necessary
- Prevent people from putting themselves at risk whilst plant or vehicles are being manoeuvred or reversed on site
- Check that mirrors, CCTV, flashing beacons and reversing sounders are in place (where fitted), turned on, fully operational and clean prior to reversing operations being undertaken. All defects must be immediately reported to their Supervisor who will agree on the Safety System of Work or rejection of the load
- Ensure that all drivers/operators are instructed at the start of each manoeuvre or shift that if the driver is unable to see the PVM at any point the driver must immediately stop moving and wait for the PVM to reappear. The PVM must at all times be visible by means other than the CCTV

Plant and Vehicle Drivers

Duties:

- Comply with the requirements detailed in the briefing given by the PVM for the project/site/location
- Stop work immediately if any person enters the plant/vehicle interface zone
- only carry out refuelling operations in designated locations and in accordance with the specific refuelling procedures

SECTION 3 – SITE RULES

The following site rules for plant and people interface apply on this project/site:

- On arrival to the project, all visitors and new staff must have a site induction. In the site induction they will be made aware of the site rules with regards to plant and vehicle movements
- Prior to entering the site, employees must report to the site supervisor who will brief them on the site hazards.
- Pedestrians must stick to segregated areas and must not to approach moving vehicles, or vehicles with the engine running without prior approval from the driver
- Pedestrians are to stay vigilant and visitors are to be escorted whilst on site
- Pedestrians must not go through any closed barriers or move any cones preventing access. These work areas must only be entered under the direct supervision of an appointed Plant and Vehicle Marshal and must be made aware of hazards such as wire ropes at all heights, winching operations, other items of plant and machinery and personnel working in the vicinity
- Pedestrians must only cross at designated crossing points when crossing from one route to another, or when accessing a work task area. Pedestrian movement will be minimised wherever possible to avoid people and plant interface
- Site speed limit is 10 mph, with a reduction to 5 mph when passing work activities or when travelling on Trackway or Terrafirma matting
- The use of seat belts is mandatory
- Mobile phones must not be used whilst driving or operating plant
- Eating or drinking whilst driving or operating plant is prohibited
- All reversing must be controlled by a Plant and Vehicle Marshal. (Unless the need has been eliminated). **The preference is always to remove the requirement for reversing and plant and people interface therefore negating the requirement for a Marshal**
- Engines to be switched off prior to leaving the cab and keys removed from the plant/vehicle **when not in use**
- Full PPE must be worn at all times when outside of the cab
- Plant refuelling operations must only be carried out in designated locations **and in accordance with the project specific refuelling procedures(below)**
- All personnel on site must wear high visibility clothing such that vehicle drivers readily see them:
- High visibility jacket or vest – EN 471 Class 2
- If working on dual carriageway roads with a speed limit of 50mph or more, Class 3 high visibility jacket or vest (long sleeves) must be worn unless the operatives stay within the working space at all times
- When using remote controlled plant the safe positioning of the Operator and Plant & Vehicle Marshal must be agreed prior to any movement on-site and travelling between site locations.

SECTION 4 – RE-FUELLING

All plant fuelling must be conducted at the designated location detailed on the site layout plan/sketch and displayed on **the notice boards within the yard welfare unit. (See Appendix 1)**

Only proprietary fuel bowsers or fuel pods may be used.

Fuelling of plant by means of transferring fuel from one vehicle to another is prohibited.

No pedestrian personnel are permitted in the vicinity whilst the vehicles are being positioned in preparation for fuelling.

All refuelling on the project must be carried out by a designated refueller.

Spill kits and plant nappies must be used when refuelling.

No smoking allowed within the refuelling area.

SECTION 5 – DELIVERIES/SITE HOURS

Site hours will be 07.30hrs to 17.30hrs with only weekends and nightshifts when required such as Re Surfacing works and pre-cast concrete beams/bridge lift as per submitted programme.

Deliveries to site shall be scheduled to the working times of the site.

No vehicles are be permitted prior to	07.30	Weekdays
No vehicles are be permitted after	16.30	Weekdays
Deliveries will / Will not be accepted at a weekend,	-	Weekend

All delivery drivers are required to report to the site office **or controlled access point** upon arrival on site, to be instructed and controlled by the designated Plant and Vehicle Marshal.

The Plant and Vehicle Marshal shall brief the external company delivery driver using the site delivery flash card before work commences.

Any vehicles used for routine delivery of materials to site shall be fitted with a reversing alarm and provisions for all round vision.

All reversing delivery vehicles must be under the control of a trained vehicle marshal, irrespective of any alarms or visual aids fitted (unless the need for Marshals has been eliminated). **The preference is always to remove the requirement for reversing and plant and people interface therefore negating the requirement for a marshal.**

The prescribed delivery routes together with their constraints and restrictions are as follows:

- In accordance with the project specific traffic management plan, access maps are to be issued to the driver to ensure that they are following the designated access for the tower
- [GS6](#) Goal Posts will be erected where height restrictions apply for crossing under overhead lines

Any delivery vehicles that will be off-loading goods/equipment using a lorry loader will also be required to demonstrate:

- The operator has a valid CPCS/ALLMI card
- There is a lift plan in place
- Valid certificates are available for all lifting equipment and accessories.

All vehicles leaving site will be checked before entering the public highway for any mud and where required will have tyres jet washed.

To control mud and dust being transferred to the public highway then a Road sweeper will be deployed.

All Plant & Materials to be stored within site compound and Redline boundary.

SECTION 6 – EXISTING HAZARDS FOR WHICH ARRANGEMENTS MUST BE INTRODUCED

The site plans at access points must detail services in the work area and any control measures to be taken. 3rd parties entering the site must report to the site office or controlled access point upon arrival on site, to be instructed by the site supervisor.

Overhead Services

No work shall be carried out under a live OHL between the goalposts without the relevant authorisation. The authorisation must be issued and briefed on site and signed onto by the Works Supervisor. All Height/Slew restrictors must be checked and proven prior to works starting.

[GS6](#) goalposts have been erected a safe distance away from the overhead service where the access route crosses under.

They have been set at the following as specified by the service provider.

Access to	Location	Height restriction(m)

Underground Services

Underground services have been identified through service maps from BB design and also local providers. Authorisation will be issued before ground penetration activities are undertaken and any additional control measures identified to protect existing services

Side slopes and gradient issues

Side slopes and gradient issues must be assessed. Through a combination of ground preparation, trackway and alternative routes, gradient and slide slopes will be managed to ensure level and stable vehicles. Where this is not practicable the assessment must detail the specific control measures required.

Weak bridges and culverts

Weak bridges and culverts must be assessed and either upgraded or alternative routes are to be managed.

Any Line Open

As defined in [M&EE COP0032](#) when working in proximity to the railway.

SECTION 7 – PEDESTRIAN TRAFFIC

The site layout plan/sketch details the location of pedestrian routes, vehicle routes, offices, welfare facilities and work areas, emergency exit routes or refuge areas. (See Appendix 1)

Pedestrians are expected to follow designated pedestrian routes. These will be clearly identified on site. Pedestrians must not take short cuts and must only use designated crossing points.

The following identifies specific requirements for pedestrian traffic on this site:

- Areas where pedestrians are prohibited (not including the working party) are the tower site work area and any other coned areas put into place by site gang
- Obey instructions provided by the Plant and Vehicle Marshal
- Use of designated crossing points where provided
- Mobile phones must only be operated when in a safe area i.e. away from operating plant and vehicles

SECTION 8 – PUBLIC INTERFACE

Measures in place to protect workers from passing traffic are as follows:

- Warning signs to be erected in advance of access/egress points and work activities where there is an interface with the public

- Work areas shall be demarcated
- Due to the nature of the works, where necessary, marshals will be put in place to warn members of the public and stop the work activities to allow them to safely pass through the work area e.g. hill walkers passing through an area of upgraded access track
- Compound works are within a fenced off area as per appendix 1

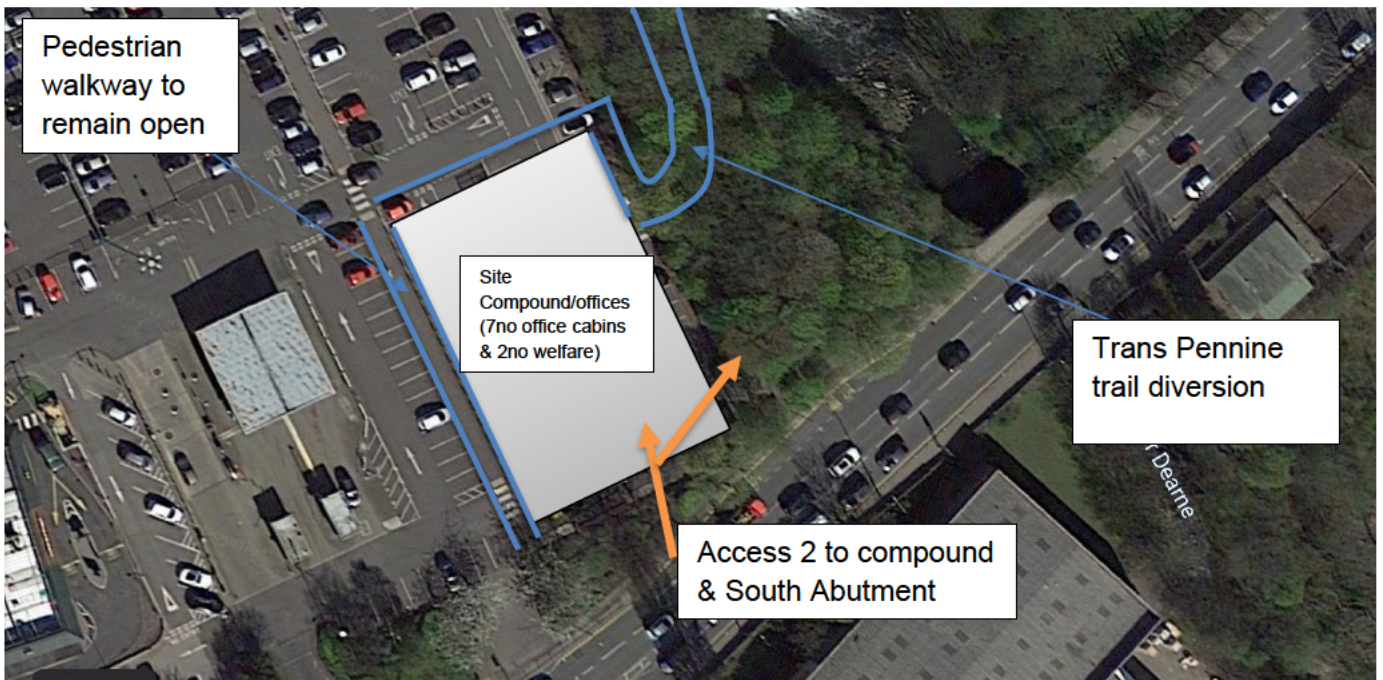
SECTION 9 – MONITORING AND REVIEW

The PVPMP and site arrangements shall be monitored informally on a daily basis and form part of the Company/Project programmed inspection/audit regime and reviews.

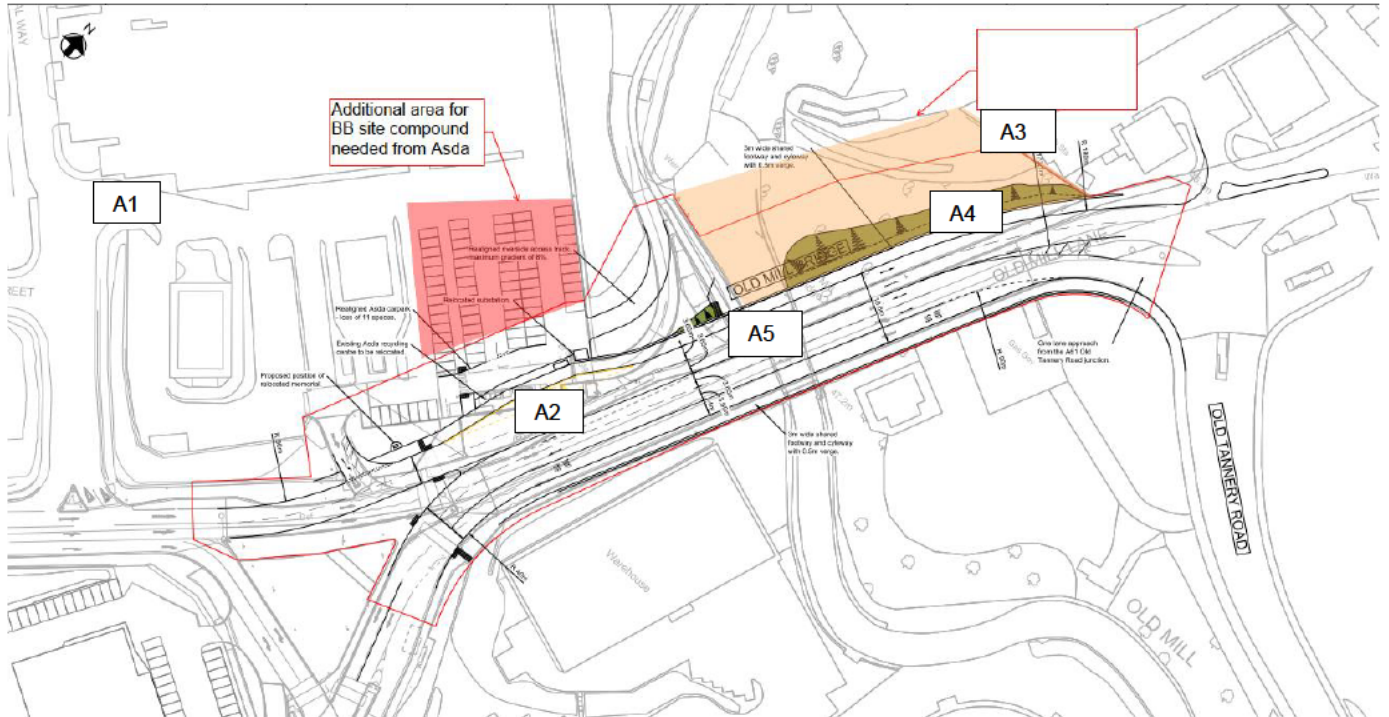
The plan shall be reviewed every 4 weeks or when any significant changes that effect the safe passage of vehicles and pedestrian occur, are likely to occur, or as a result of the above monitoring or inspections. The date of any revision must be shown on the plan.

For work within around the River Dearne water course please refer to Environment Agency - EPR LB3455MQ Flood risk activity permit (FRAP).

APPENDIX 1 – TRAFFIC, PLANT AND VEHICLE MANAGEMENT PLAN / SKETCH



Proposed Access points



Access point 1

For access to vehicles during site set up (delivery of site cabins) and for site staff, site operative and Visitors through the project.

All vehicles to reverse park within car park upon arrival.



Access Point 2

Access to BB Compound/offices and to the South abutment via Closed Trans Pennine trail access by arrangement through traffic management

Protection slab to be installed over existing services within footway



Access Point 3

Access to North abutment from Greggs car park.



Access Point 4

Access to North Abutment through arrangement of traffic management, once works carried out to remove wall & earthworks completed to suitable level.



Access point 5

Access from A61 via traffic management Access/exist points as per proposed TM Plan.
Traffic to be switched to 3no narrow lanes for duration of the project with exception of weeks 5 to 14 where 2 lane system will be used during hydrodemolition works to the existing bridge parapet.

All Traffic management to be Maintained/checked daily.

Site Compound security Hoarding

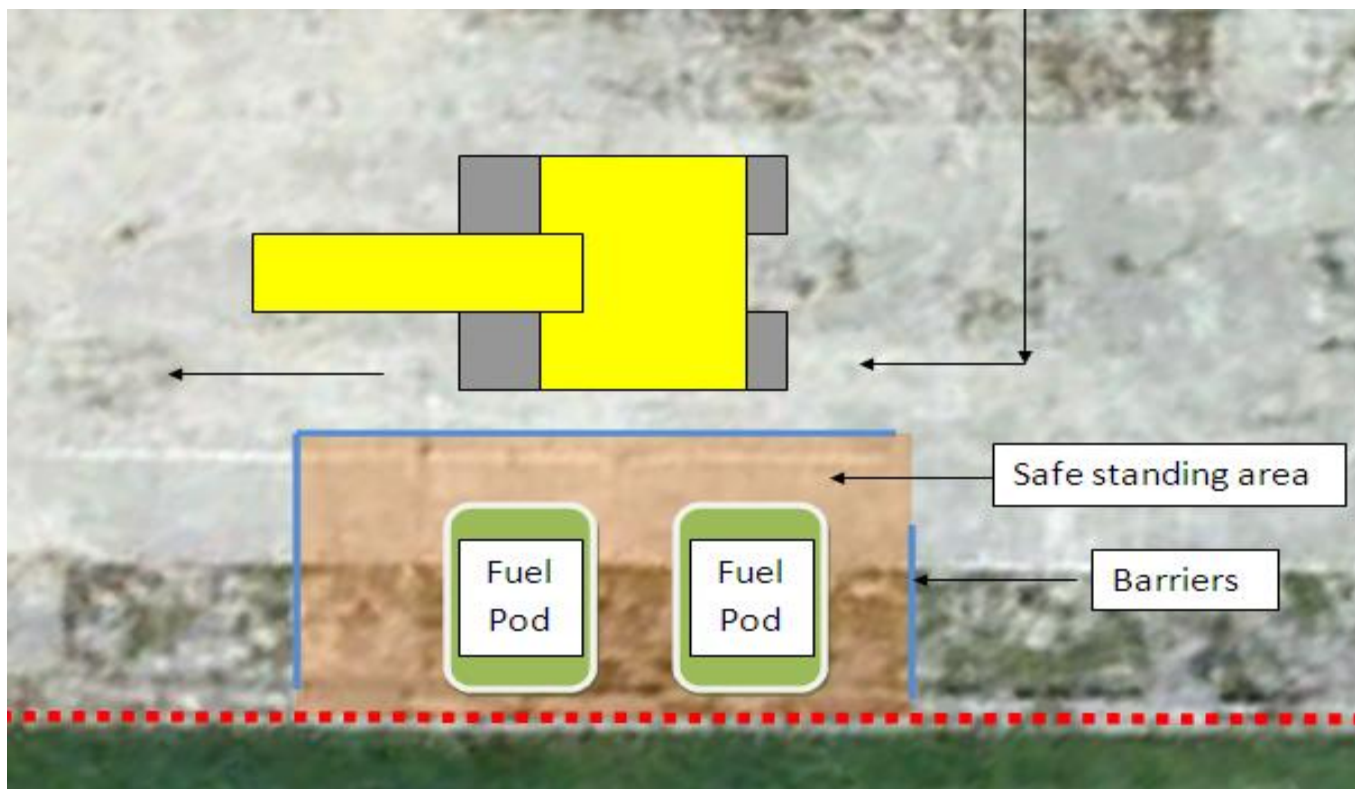
All site hoarding around the site compound/offices will be installed using Kenledge blocks and therefore not causing any damage to existing surfacing within Asda car park.
Site hoarding to be checked weekly and maintained where required





Typical layout for a Static Refuelling Location or Fuel Pod within site compound

Travel into and out of the fuelling area in a forwards direction to minimise the requirement for reversing by following the 1 way system in the yard.



The vehicle marshal shall guide the vehicle into position close to the static bunded tank or to the mobile fuel delivery vehicle.

Switch off the engine and a plant nappy shall be placed under refuelling point before commencing.