BEST PRACTICE

LOCATION:	Readymix or mortar plant	ARTICLE YEAR	2016
ACTIVITY:	Traffic management	COMPANY:	Tarmac Ltd
SUB ACTIVITY:	Product delivery	COMPANY LOCATION:	Glasgow Mortar
BEST PRACTICE No:	BP1961	COMPANY TEL:	0000
COUNTRY OF ORIGIN:	United Kingdom		

TITLE	
Vehicle and pedestrian review following new products and vehicles	
ARTICLE	

DESCRIPTION

In 2016, additional products and volumes were added to the portfolio of Tarmac's, Glasgow mortar site. The changes involved the introduction of a new vehicle and increased vehicle movements on a site with limited space. A multidisciplinary team was set up, involving representatives from all the different functions working on and entering the site, to review the vehicle pedestrian management plan (VPMP).

An initial review was carried out by the site team who walked through the site to determine areas of concern. An aerial view of the plant was utilised to highlight the key hazards identified and to aid the team in visualizing solutions. This was also used to facilitate communication with other stakeholders such as hauliers, contractors and visitors. A slide was produced to show vehicle movements and to highlight high traffic route usage, this helped identify bottlenecks and cross over areas.

The table below shows the hazards identified by the review and subsequent risk assessment together with the solutions proposed;

Hazards

1. No interception or control of vehicles entering site

2. RTU Mixer loading and testing areas not defined

3. DSM silo lugger movements crossing main traffic routes and movements not controlled

4. Overhead height restriction at loading points

5. Merging of a wide range of vehicles on site

6. Cars from carpark merging with site exit traffic

7. Bulk bag production, silo lugger off loading, hi-ab loading area and fitters/contractors on site.

8. Pedestrian movements from main office crossing yard and transport routes.

Recommendations

1. Introduce control barriers at site entrance with intercom and CCTV

2. Create designated bay for testing with access gantry and barrier to yard entry

3. Lugger vehicles to park in silo park area only when space available

4. Overhead height restriction signs at entrance to loading point

5. Controlled by barriers and cameras

6. Controlled by barriers and cameras

7. Bulk bag production and hi-ab loading in designated area only, limited lugger movement whilst this operation takes place and fitters to park in designated area when van not required for task

8. Additions to site walkways and marked crossing points via 'goalpost' gates and signage

The changes were presented to senior management and approved. Suppliers were asked to suggest further enhancements and these were also incorporated within the final solution.

Following the success of this review, it was decided that the methodology should be presented at a Safety Day for the Mortar plant teams. An aerial image of each site within the business was reviewed for hazards and suggested solutions on post it notes were added to the image. Regional managers reviewed these and put forward applications to facilitate the recommended changes.

Further initiatives have subsequently been introduced to enhance the process

- Videoing from hauliers cab to capture the issues a driver faces when entering and operating on each site.
- Creating a set of site induction cards for each type of vehicle entering a site
- Planned maintenance schedules updated to incorporate checks on the new systems
- Enhancements suggested by suppliers such as LED lighting on gate boon
- Hauliers invited to attend regular safety meetings
- Process now being adopted across all Tarmac business lines

BENEFITS

- Glasgow site has grown volumes, products and improved profitability
- Glasgow site is safer, better controlled with a reduced risk of collisions
- High level of team involvement in assessing hazards and solutions
- Reasonable and sustainable controls implemented
- System incorporates both engineered and behavioural change
- Enhanced engagement with all site users – especially hauliers
- Process now being applied nationally and across all business lines
- Peer review and continuous improvement via national initiatives and standards
- Extended into review of mobile plant safety specifications
- Reduced risk of vehicle collisions and pedestrian contact across all Tarmac sites

ARTICLE IMAGES