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| **Topic** | Safer management of pedestrians and transport on site |
| **Entry number (MPA Ref)** | 202408 |
| **Title of Entry** | Bletchley Site pedestrian route upgrade |
| **Name of Company** | CEMEX |
| **Location** | Bletchley Asphalt Plant and Depot |
| **Video** **[ ]  (if yes, please include URL for video)** | No |
| **Other resource X (if yes, please include description)** | 5 images (descriptions in images) |
| **Fatal Theme (tick boxes that are applicable) 1 [ ]  2 X 3 [ ]  4** **[ ]  5 [ ]  6** **[ ]**  |
| **BACKGROUND** |
| Bletchley is a long narrow site incorporating four operations plus access to Network Rail’s maintenance yard. The site is extremely busy with high volumes of traffic, and together with the footprint, provides traffic management challenges. Recently a new elevated railway station has been built on site, reducing the width at the top end of the site access road, affecting traffic flow and vehicle and people interactions.The installation of the new station impacted on the existing site office and car parking arrangements. The offices were moved to the other side of the site and the weighbridge also had to be relocated. Due to the repositioning of the buildings, the length and width of the existing car-parking space was reduced, limiting the capacity for parking and drivers were accessing the office using an unprotected walkway directly alongside the busy haul road.Pedestrian access to the ready-mix and mortar plants has historically been located to the rear of the site to eliminate employees walking along the busy haul road, however, this route required access alongside the internal rail sidings with hazards/risks of train movements during discharge. Following collaboration with relevant stakeholders, a traffic management working group was set up. Site meetings were held with the safety dept and all operations on site to formulate a three-stage plan to improve segregation between pedestrians, vehicles, and trains.  |
| **MANAGEMENT OF PROCESS** |
| CONSULTATION/COLLABORATION* Traffic management working group was created to enable effective cross collaboration with all key stakeholders.
* Access to sidings during train movements was highlighted via a NMHA created by a contract haulier and raised on an internal safety audit;
* The project demonstrates management commitment to acting on feedback to improve safety standards and thereby benefitting from improved engagement with key stakeholders regarding H&S issues.
* This improvement demonstrates a collective protection measure as the new pedestrian routes will benefit all operations on the site.
* Positive feedback from key stakeholders regarding the improvements

METHOD* The area was evaluated and marked out to create safe segregation of people and vehicles, without impacting the traffic route along the haul road adjacent to the car park.
* The three-stage plan involved relocating the office access steps to the rear allowing an additional two car-parking spaces to be created and a new pedestrian walkway.
* Additional space was created at the back of the car park by trimming the trees and removing the existing Armco barrier, replacing with a mesh fence running the full length of the tree line, allowing drivers to exit vehicles into a dedicated walkway away from the haul road traffic. The mesh fence also prevents access to the adjacent railway line together with a fence and lockable gate at the entry point.
* Additional guardrails were installed along the sidings to segregate pedestrians from the trains along the walkway to the ready-mix plant.
* To enable safe access to the ready-mix plant and dry mortar silos a substantial elevated gantry walkway was installed above the mortar plant structure, eliminating the risk of walking alongside the rail line during train discharge.
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| **BENEFITS** |
| After reviewing the finished project, all the following goals were achieved.* Segregation of people from road vehicles.
* Eliminated accidental trespass onto the railway line.
* Segregation of people from the railway line.
* Improved pedestrian access to the ready-mix and mortar plant.
* Access to the bitumen tanks for maintenance.
* Created two extra car parking spaces on a site with restricted space.
* Allowed drivers to exit vehicles from rear in car-park, eliminating the requirement to walk alongside the haul road, reducing vehicle interactions.
* Improvement to traffic flow by increasing the width of the access road alongside the weighbridge.
* Acting on feedback from key stakeholders to improve H&S standards will benefit engagement.

The project has reduced the high potential risk of vehicle/pedestrian interactions by improving segregation between pedestrians and vehicles/trains on site (Fatal 6)  |
| **INNOVATION** |
| * The project used established principles of vehicle and pedestrian segregation; it was the collaboration from all departments that was the key factor to a successful outcome of the project.
* The creation of a raised gantry walkway was an innovative approach to eliminate the risk of vehicle/pedestrian interactions.
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| **DEVELOPMENT & TRANSFERABILITY** |
| * Further development of the project to expand the pedestrian route down to the rail unloading point at the bottom of the yard is planned.
* There are similar solutions at other sites, the challenge at Bletchley was the site layout, volume of traffic, limited space and the multiple operations on site including the new elevated railway platform.

This project has been shared internally as best practice via the Global H&S award program |
| **NB if document has embedded images try and include these****If other documents provided say additional information available.** |