



environmental  
services  
association

## VEHICLE AND PEDESTRIAN INTERFACE GOOD PRACTICE GUIDANCE

Vehicle and pedestrian interaction on site is one of the waste and recycling industry's significant risks in the workplace.

This ESA Good Practice Guidance document has been prepared to support the Waste & Recycling Sector in the on-site management of pedestrian and vehicle segregation.

Adopting a hierarchy of control approach, this guidance offers advice on what to consider in site design where vehicles and pedestrians interact, along with suggested control measures to adopt.



# VEHICLE & PEDESTRIAN INTERFACE GOOD PRACTICE GUIDANCE

## VEHICLE MOVEMENT DESIGN

### Good Practice Considerations for vehicle movements

- Take place in **designated areas/zone**
- **Don't interfere** with pedestrian routes
- **Don't impact** pedestrian visibility
- **Accessible** to pedestrian routes
- **Safe zones** for driver and crew

## CONTROL MEASURES

- 1 SEPARATE VEHICLE ENTRY/EXIT**
  - One-way systems
  - Separate routes for commercial and non-commercial vehicles
- 2 PARKING**
  - Cars – staff and visitors
  - Commercial where pre and post use checks will also need to be conducted
  - Mobile plant
  - Reverse parking (subject to layout and risk assessment)
  - Use of designated parking bays with wheel stops (where required)
- 3 VEHICLE ROUTES**
  - Layout – physical attributes
    - Appropriate for the sizes and volumes of vehicles
    - Junction management - roundabouts, traffic lights, give way etc
  - Layout – visual controls
    - Highway standard signage
  - Speed Management – physical attributes
    - Speed bumps
    - Rumble strips
  - Speed Management – visual controls
    - Electronic speed indicator signs
    - Highway standard speed limit signs – appropriate to the vehicle type
- 4 REVERSING**
  - Minimise the need through design
    - One-way systems
    - Drive through loading/unloading
    - Suitable areas for turning circle
    - Where reversing is required
      - In a controlled area
      - Pedestrians are excluded
      - Reversing assistant (or traffic marshal) where identified by risk assessment
- 5 LIGHTING**
  - Appropriate for the activities being conducted and operational times (day/night)
- 6 TECHNOLOGY AND VISIBILITY AIDS**
  - Convex mirrors to aid visibility at blind spots
  - Vehicle cameras
  - Audible reversing alarms
  - Nearside turning alarms
  - Site-based CCTV to aid monitoring
  - Beacons and lights



## PEDESTRIAN WALKWAY DESIGN

### Good practice considerations for walkway design

- **What are the areas** that require pedestrian access?
- **Who needs access?** Staff, visitors or members of the public
- **What are the volumes** of pedestrian movements?
- Are there **peak times**, both of pedestrians and vehicles?
- What about **emergency situations?**
- Is **maintenance access** required?
- Consider **transition points to / from buildings** (preventing pedestrians walking into roadways or into buildings where mobile plant is operating)

## CONTROL MEASURES

- 7 Separate pedestrian entrances and exits from vehicle activities**  
Segregated pedestrian walkways should ideally be:-
  - PROTECTED**
    - Concrete construction
    - Double Armco vehicle proof designs
    - Single Armco
    - Railings
    - Removable barriers using posts and chains
    - Raised kerbs
  - UNPROTECTED**
    - Painted lines (avoiding any potential vehicle blind spots)
    - Using hi-vis PPE
- 8**
- 9 CROSSING POINTS**
  - Positioned to provide good visibility for both pedestrians and drivers
  - Consideration of human behaviours – taking the path of least resistance
  - Selection
    - Automatic barriers and traffic lights
    - Inward opening gates
    - Painted zebra crossing
    - Painted lined crossing



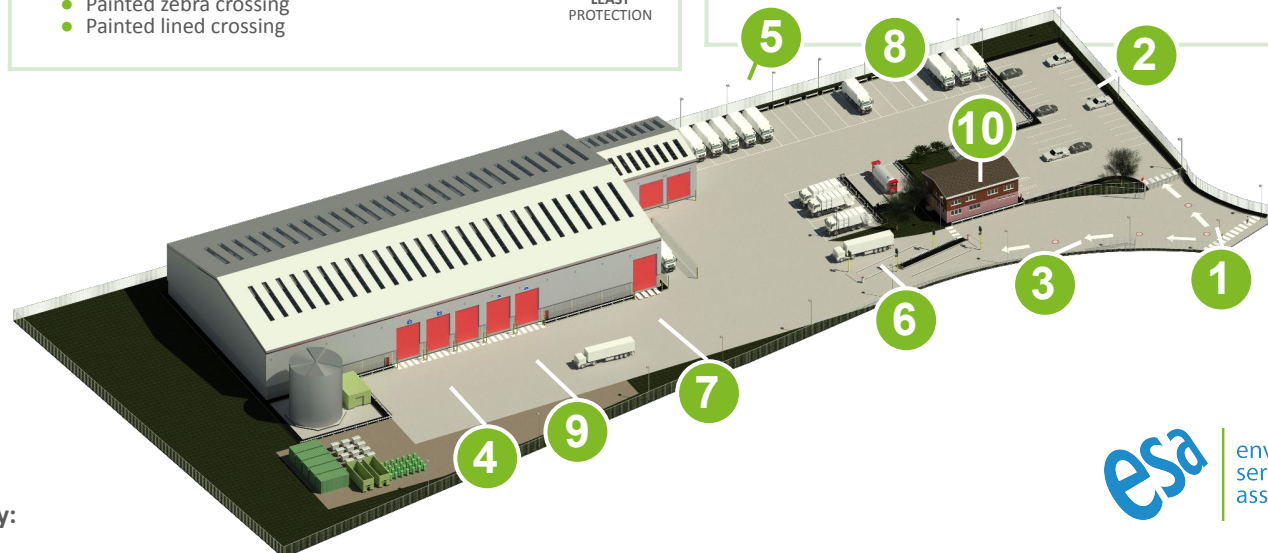
## MANAGEMENT AND SUPERVISION

### Good practice considerations for management

- Suitable & sufficient **risk assessments** and **risk management**
- **Everyone trained and competent** for the task they do
- **Clear responsibilities**, instructions and communications
- **Employee engagement** with those that do the job
- **Competent supervision** in place

## CONTROL MEASURES

- 10 RISK MANAGEMENT OF PEOPLE AND VEHICLE INTERFACE**
  - Risk assessment
  - Visual traffic management plan
  - Site specific procedures and instructions
  - Signage for pedestrians and vehicles
- INDUCTION**
  - Site-based staff
  - Non-site based staff – visiting drivers, contractors and visitors
- TRAINING**
  - Use and limitations of technology
  - Defect reporting
  - Pre-use checks
  - For specific vehicles and equipment
- COMMUNICATIONS**
  - Visual communications using signs
- RISK MANAGEMENT CONTROLS**
  - Members of the public – simple and clear signs and instructions
- MAINTENANCE**
  - Site infrastructure – barriers, signs, lighting, ground conditions etc
- VEHICLES**
  - Arrangements for monitoring and supervision



For further information, refer to HSE Workplace Transport Safety: An employer's guide HSG136