



CONTROL OF VEHICLES AND PEDESTRIANS ON MALTING SITES

SCOPE: To identify the incoming vehicle and pedestrian control measures at MAGB member's sites and to determine the most suitable and practical controls based on survey feedback. The aim of the survey was to determine if there are any areas in which we differ dramatically and if that gives us an opportunity to learn and improve.

DATA COLLECTION: A survey including data from the major UK malting companies was made and collated. A consensus view was determined which forms the basis of this advice.

SUMMARY OF GOOD PRACTICE – in every case the actual controls used must be based on a specific site risk assessment:

- It is not necessary to stop all vehicles or pedestrians at a weighbridge or gatehouse if other controls are in place e.g. reception control, drivers who are regular to site and familiar with rules but individual company/site rules must be followed at all times.
- All visitors should be issued with rules on SHE
- Vehicles coming to site are usually marshalled, driver ID checked and drivers expected to have basic awareness of grain sites if delivering bulk
- Everyone driving on site must comply with all UK driving laws (e.g. mobiles, seat belts etc.) and individual site rules
- All drivers/ pedestrians are restricted as to where they can go on site
- Emergency control procedures must be in place
- Site speed limit should be in place. In general this should be 10mph maximum for roads entirely within the maltings operational boundary
- Advisory signs that are pictorial rather than written are best
- Speed control must be in place but can be via traffic calming, staff supervision or clear signage for the speed limit
- Pedestrian segregation is essential and usually provided via barriers and by having designated vehicle areas or routes
- Drivers are only allowed to leave cabs to fulfil administrative duties or to attend to their vehicles in the process of unloading/loading
- Banksmen should be used where risk assessment shows they are a necessity
- Where site layout and space allow, it is desirable to establish a one-way system to minimise the need for turning and reversing, especially for heavy vehicles
- All HGV's must have audible reversing alarms
- Specific reversing rules should be in place in high risk areas
- All people coming to site going into operational areas receive a site induction appropriate to their work on site
- It is best to direct vehicles on site using a site map and assign a site contact

- Hi-vis clothing and protective footwear in operational areas should be mandatory. Other PPE is to be provided based on risk such as hard hats, hearing protection
- Persistent abusers of site rules should be banned from site

ADDITIONAL AREAS CONSIDERED TO BE WORTH ASSESSING ON A SITE AND RISK BASIS

- Consideration could be given to control vehicles coming onto site containing explosive or combustible materials