



METHOD STATEMENT

General Clauses

Vintage Traffic Management working with Seddon Construction

Scope of Works

None site based and preparatory works.

Associated documents

All traffic management works will comply with information from the following documentation and associated manuals.

1. Chapter 8 of the Traffic Signs Manual – Part 1 & 2.
2. Traffic Signs Regulations and General Directions 2016.
3. National Highway Sector Scheme 12a,b,c and d.
4. TMCA notes for guidance.
5. HSE CIS53 Crossing high speed roads.
6. Vintage TM health and safety policy.
7. Safety at Street works and Road Works (A Code of Practice).



Personal Protective Equipment

There will be much variation in required PPE, However the PPE to be used on ALL sites are:

1. Hi-Viz garments (Long sleeved shirt and Trousers) which comply with BS EN471:2003 class 3.
2. Safety Boots.
3. Protective gloves.
4. Safety Helmets.

Items which will be used on sites which deem a requirement, or where the risk cannot be controlled:

1. Safety spectacles (Glasses) – Not a requirement on night time works as can cause dangerous amounts of glare.
2. Safety Harness – to be used where the working vehicles have no suitable access supplied and/or if it is deemed a required to take any hand rail off. The lanyard should be of fixed variety and not of the shock absorption type. This should be inspected before every use by sight and inspected by a professional every 2 year.

Vehicles

All Vehicles which are used by Vintage TM shall conform to specifications detailed in section 5 of chapter 8 2009. The driver's responsibilities are:

1. Full vehicle inspection before the engine is turned on. This is to be recorded on the Defect Sheets. Any defects should be reported to your Manager.

Loading of vehicles should be done under a controlled environment. This is normally the Yard space. When loading the vehicles, no hand rails should be removed. Frames should be put to the front of the vehicle and cones around the back axel – not passed it! Thought should be taken to load in a safe an efficient manner as to not delay or make it unsafe to install/remove on site.

Access and egress from the traffic management vehicle will always be on the dead side of the vehicle. For access to the rear of the vehicle, the steps which are installed should be used to access and egress the rear, no such time should you jump off the back of the vehicle. The 3-point contact rule is enforced for ladders and steps.



Personnel

All operatives shall attend a start of shift briefing before commencing work, this is recorded and any concerns raised will be recorded and dealt with efficiently.

Larger schemes will also require specific tool box talks for any complicated or bespoke tasks required.

Stopping/Parking on Hard shoulder/Non-Live Lane

When stopping on the hard shoulder or on single carriageway roads, all beacons should be turned on at least 200 yards before the intended stopping point. Your intentions should be made clear by use of indicators.

All equipment must always be loaded/unloaded from the dead side of the vehicle.

COSHH

COSHH assessments will be produced in the event of any controlled substance use, although we do use very little, appropriate PPE will always be supplied in the event of.

Spillages of such chemicals shall be dealt with when a specific risk and clean up assessment has been produced for the specific product.

Waste Disposal

Notifiable waste products shall be placed into the dedicated skips and recycling containers located in the compound.

Hazardous waste will be segregated and returned to Vintage TM yard to be disposed of by the relevant authority

