SITE ACCESS TRAFFIC MARSHAL

Glen Davies

In association with

Transport for London
The Chartered Institute of Logistics and Transport
WORKSHOP OUTLINE
TODAY’S AGENDA

- Types of Traffic Marshal and identifying the need for training
- The development of the Site Access Traffic Marshal training objectives
- The importance of the role and the main responsibilities
- The role of the Site Access Traffic Marshal as part of the Traffic Management Plan
- A taster of the course content including vehicle checks and conflict management
- Open discussion on compliance with CLOCS requirements 3.1.3, 3.1.6 and 3.1.7
There are three types of Traffic Marshal who are involved in the safe movement and control of vehicles:

- **Vehicle and Plant Marshal (banksmen):** Responsible for the safe movement of plant and vehicles on a construction site.
- **Highways Traffic Management Operative:** Works to Chapter 8 of the Traffic Signs Manual for temporary Highways schemes.
- **Site Access Traffic Marshal:** The interface control between the public highway and the construction site.
TRAINING OBJECTIVES

COURSE GOALS

For delegates to be able to:

- Apply the principles of traffic management to the responsibilities of the SATM
- Direct and control vehicles in accordance with Health and Safety (Signs and Signals Regulations 1996)
- Direct and control traffic using the ‘Stop Works’ sign in accordance with Traffic Signs Manual Chapter 8
- Control vehicle movement to keep site traffic volumes at a manageable level
TRAINING OBJECTIVES
COURSE GOALS

For delegates to be able to:

- Take steps to protect members of the public using temporary segregation and effective communication
- Check vehicles for contractual road risk requirements in accordance with the CLOCS Standard and FORS
- Take appropriate action in the event of non-conformity to contractual road risk requirements
- Take immediate actions in the event of an incident, road traffic collision or security breach
A one-day interactive workshop for those employed as construction Site Access Traffic Marshals.

Covers the duty of care of the Site Access Traffic Marshal to their employer, the general public and themselves to:

- Comply with all regulations
- Work to safe practices
- Ensure the safe entry and exit of the site

This course is accredited by:

[Logo of The Chartered Institute of Logistics and Transport]
COURSE PROGRAMME

OUTLINE OF THE DAY

INTRODUCTION, COURSE OBJECTIVES AND ICEBREAKER

1 PRINCIPLES OF TRAFFIC MANAGEMENT

2 RESPONSIBILITIES OF THE SITE ACCESS TRAFFIC MARSHAL

3 DIRECTING AND CONTROLLING VEHICLES

4 DIRECTING AND CONTROLLING TRAFFIC

5 CONTROLLING SITE VOLUMES

6 PROTECTING MEMBERS OF THE PUBLIC

7 VEHICLE SAFETY REQUIREMENTS

8 ACTIONS IN THE EVENT OF AN INCIDENT

COURSE ASSESSMENT AND SUMMARY
The Site Access Traffic Marshal manages the point where the construction site meets the public highway and is the:

- Controller of entry and exit through the site boundary point
- Communication link between drivers, visitors and the site
- Site ambassador to the general public
- Eyes and ears of moving vehicles, plant and machinery
Developed in collaboration with the CLOCS WG the SATM is responsible for:

**JOB DESCRIPTION**

- Managing the risks at the construction site entry and exit points
- Knowing the site traffic management system in relation to the construction phase plan
- Knowing the delivery schedule and reporting any deviations and any unscheduled deliveries
- Communicating with drivers, site staff and visitors on the site traffic management system
- Communicating with drivers and guiding vehicles to ensure manoeuvres are conducted safely
- Implementing temporary segregation methods to safeguard the general public
- Checking drivers and vehicles for compliance to contractual work related road risk requirements
- Taking appropriate initial action in the event of an accident, collision or dangerous occurrence
CONTROLLING VEHICLES

THE BANKSMEN DUTIES

START MANOEUVRE

MOVE FORWARDS

TURN LEFT

STOP

MOVE BACKWARDS

TURN RIGHT

DANGER

HORIZONTAL DISTANCE

END OF MANOEUVRE
THE STOP – WORKS SIGN
YOUR LEGAL AUTHORITY TO STOP TRAFFIC

The SATM has legal authority under the Road Traffic Act to stop traffic, provided they:

- Are wearing the approved PPE
- Have undergone approved training
- Are using the Stop – Works sign correctly
- Have approval from the relevant Highway Authority
PORTABLE SIGNS
STOP – WORKS SIGN

STOP – WORKS sign can only be operated by qualified Traffic Marshals and:

- On single carriageways with clear visibility for drivers to the sign
- To stop vehicular traffic during works on or near a road
- For short periods, no more than 2 minutes in any 15 minutes
- Must be held by a Traffic Marshal wearing high-visibility clothing
- Must be illuminated by its own lighting during darkness
CONFLICT MANAGEMENT
RESOLVING DIFFICULT SITUATIONS

- Think before reacting
- Listen actively
- Assure a fair process
- Attack the problem not the person
- Accept responsibility but don’t place blame
- Use direct communication – say what you mean
- Look for interests - safety
CLOCS VEHICLE REQUIREMENTS
WORK RELATED ROAD RISK REQUIREMENTS

SYSTEMATIC VEHICLE CHECKING

Blindspot warning signs

FORS accreditation

Driver licence
Driver training

Left turn alarm

Blindspot minimisation through use of direct and indirect vision aids: Class V and VI mirrors, Fresnel Lens, camera systems

Side guards
CLOCS AND FORS
COMPLEMENTARY SCHEMES

Construction clients:
Take ownership of road risk in your supply chain
- Construction logistics plans
- Suitability of site
- Site access and egress
- Vehicle loading and unloading
- Traffic routing
- Control of site traffic
- Supply chain compliance

Fleet operators:
Demonstrate compliance to CLOCS through FORS
- Traffic routing
- Vehicle safety equipment
- Driver training
Construction clients:
Take ownership of road risk in your supply chain

- Construction logistics plans
- Suitability of site
- Site access and egress
- Vehicle loading and unloading
- Traffic routing
- Control of site traffic
- Supply chain compliance

Fleet operators:
Demonstrate compliance to CLOCS through FORS

- Traffic routing
- Vehicle safety equipment
- Driver training

or

or
CLOCS COMPLIANCE
A STEP BY STEP APPROACH

1. Level 1: Monitor compliance levels on-site

2. Level 2: Warnings issued to non-compliant vehicles

3. Level 3: Refuse access to non-compliant vehicles
<table>
<thead>
<tr>
<th>Vehicle and Equipment</th>
<th>Vehicle Type:</th>
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<tbody>
<tr>
<td>Fitted</td>
<td>Working</td>
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<tr>
<td>1. Class V + VI mirrors</td>
<td></td>
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<tr>
<td>2. Close proximity warning system and camera system and/or vision-aid</td>
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<tr>
<td>3. Side guards</td>
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<td>4. Audible left turn warning</td>
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<td>5. Warning signage</td>
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<tr>
<th>Pass:</th>
<th>Fail:</th>
<th>Comments:</th>
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</table>

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<tr>
<th>Action taken on site</th>
<th>Refused access:</th>
<th>Allowed access:</th>
</tr>
</thead>
</table>

I acknowledge receipt of the non-compliance notification

Driver's signature: ___________________________ Compliance Officer's signature: ___________________________

Send completed form to: ___________________________
COURSE ASSESSMENT
5. What must the driver understand when you are manoeuvring the vehicle?

A. That the manoeuvre must be carried out as quickly as possible
B. That you don’t have a lot of time as the next vehicle may come soon
C. That if they lose sight of you when the vehicle is moving, slow down
D. That they understand the signals to be used and encourage them not to do their own thing

6. What does this hand signal mean?

A. Stop
B. Hello
C. Emergency stop
D. Over here

7. What does this hand signal mean?

A. Start of manoeuvre
B. Straighten up
C. End of manoeuvre
D. Horizontal distance

8. A Stop Works sign can only be operated by a qualified Traffic Marshal: (Mark 2 answers)

A. For short periods, no more than 2 minutes in any 15 minutes
B. When a Traffic Marshal is wearing high-visibility clothing
C. Only when traffic levels are high
D. When traffic lights are not available
Below is the register of accredited Site Access Traffic Marshals. You can filter the results or use the search bar on the right of the page to find Traffic Marshals by name, surname or serial number.

<table>
<thead>
<tr>
<th>FIRST NAME</th>
<th>SURNAME</th>
<th>SERIAL NUMBER</th>
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<tr>
<td>A</td>
<td>Ghenciu</td>
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<tr>
<td>Abdiaziz</td>
<td>Shukri</td>
<td>00113</td>
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<tr>
<td>Adam</td>
<td>Stevenson</td>
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<td>Adrian Catalin</td>
<td>Carja</td>
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<tr>
<td>Alexandru</td>
<td>Covaci</td>
<td>00074</td>
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<td>Amir</td>
<td>Uddin</td>
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<tr>
<td>Andrew</td>
<td>Roberts</td>
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<tr>
<td>Anthony</td>
<td>Duncan</td>
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<tr>
<td>Bryant</td>
<td>Hell Trinett</td>
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CILT ACCREDITATION
CERTIFICATION AND REFERENCE HANDBOOK

SITE ACCESS TRAFFIC MARSHAL
HANDBOOK

This is to certify that

Alan Curtiss
HAS SUCCESSFULLY COMPLETED THE
Site Access Traffic Marshal
12 February 2018

Serial number: 00038

This certificate is valid for five years from the effective date.
OPEN DISCUSSION
CLOCS COMPLIANCE

The Site Access Traffic Marshal’s role in helping comply with CLOCS requirements:

- 3.1.3 Site access and egress
- 3.1.6 Control of site traffic
- 3.1.7 Supply chain compliance
THANK YOU!

enquiries@constructionlogistics.org.uk

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