

VEHICLES INFORMATION SHEET

WASTE 24 SUPPORT DOCUMENT

This WISH information document is aimed at health and safety improvements in the waste management industry. The Health and Safety Executive provided support to WISH in producing this guidance. This guidance may go further than the minimum you need to do to comply with the law with regard to health and safety

This information sheet is one of a series of supporting documents to WASTE 24 (Working on the Public Highway Street Cleaning). It should be read in conjunction with WASTE 24. This sheet covers vehicles. The other support sheets being INFO 14 on monitoring, INFO 15 on PPE, INFO 16 on risk assessment and INFO 17 on signage.

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1. Introduction and scope

Guidance on the appropriate standard for all vehicles involved in working on the highway (including those used by supervisors or managers engaged in site assessment, inspection or supervision) is set out in Safety at street works and road works: a code of practice, and for Motorways and higher speed dual carriageways in the guidance to Chapter 8 of the Traffic Signs Manual.

These provisions are also applicable, subject to highway type and risk assessment, for slow moving mechanical sweeper vehicles and litter collection vehicles engaged in intermittent short duration stops on the highway.

2. References

This information sheet has been written with reference to the below, which you may wish to read in conjunction with this sheet:

- Traffic Signs Manual Chapter 8
- Part 2 Health and Safety at Work Act 1974
- Management of Health and Safety at Work Regulations 1999
- Safety at Street Works and Road Works: A Code of Practice (The Red Book) 2013
- The Traffic Signs Regulations and General Directions (TSRGD) 2016

3. Construction and use

The whole vehicle shall comply with current Construction and Use Regulations and the Control of Vibration at Work Regulations 2005. The Provision and Use of Work Equipment Regulations 1998 (PUWER) may also apply to road going vehicles for use at work, and employers also need to take account of their duties under the Control of Noise at Work Regulations 2005 (employers are also advised to look at the HSE publication Buy Quiet available at <https://www.hse.gov.uk/noise/buy-quiet/index.htm>).

Vehicles shall be conspicuously coloured (e.g. Yellow or White) and have a High Visibility rear (e.g. red/yellow striped chevrons).

Chevron markings shall compose of alternate strips of fluorescent orange-red retroreflective material and fluorescent yellow non-retroreflective material, of not less than 150mm each inclined at 45-60° to the horizontal and pointing upwards, OR a solid block of fluorescent orange-red retroreflective.

Red reflective markings shall be applied on the inside edge of all rearward opening doors.

All works vehicles shall display diagram 7404 (TSRGD) 'Highway Maintenance' sticker on the rear.

Vehicles stopping or moving slowly on higher speed roads shall use a sign to diagram 7403 (TSRGD) or the alternative light arrow sign in accordance with Chapter 8 section 10.8 in addition to advance signage.

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Vehicles shall be equipped with twin independent warning beacons, which must be visible from 360 degrees. Where the vehicle body construction obscures sight of the warning beacons additional beacons must be fitted to achieve all round visibility at sufficient distance to allow approaching vehicles to stop safely.

Vehicles fitted with impact protection equipment such as lorry mounted crash cushions (LMCC's) must have a minimum mass of 10 tonnes and automatic braking systems.

It is recommended that all vehicles should be fitted with headrests and 3 point fixing diagonal seat belts; they should carry a first aid kit, fire extinguisher and fluid spill kits and it is recommended that litter collection vehicles are equipped with a sharps container with provision made for the safe temporary storage and transport of offensive/hygiene waste.

If vehicles work during the hours of darkness work lights should be fitted and used.

Mechanical sweeper water tanks should be kept filled to ensure dust suppression equipment remains fully functional when sweeping.

Fitment of rearward, forward and side facing cameras and sensors can enhance safety, improve security, provide evidence in a collision and may act as a deterrent to aggressive road users.

CCTV camera lenses should be positioned and adjusted to provide optimum vision during reversing, be kept clean, provide a good view of the working zone (it is recommended the field of view extends at least 5 metres behind the vehicle) and cater for low light levels.

CCTV systems should be of sufficiently high definition to give a clear view of the working and pedestrian zone (colour monitors may provide a clearer visual display than monochrome), display a mirror image when the monitor is positioned to function in the same way as a rear view mirror and not 'blank out' in sunlight (this can be achieved by fitting adjustable monitors, monitor shrouds etc.).

Tracking devices may also be considered useful to monitor vehicle deployment, speeds and driving performance as well as improve vehicle security.

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Vehicle below shows use of secondary amber strobe beacons and displays sign to diagram 610 for use when stopping or moving slowly on lower speed roads. For higher speed roads refer to notes above.



4. Deployment

Deployment of any cleansing vehicle should be subject to risk assessment of the planned work activity. A dynamic risk assessment should be conducted on site before the planned activity commences to establish if conditions or road usage differ from that expected or required by the risk assessment controls and any related safe working practices. Refer to separate guidance relating to risk assessment.

Vehicle roadworthiness must be checked each day and defects repaired before deployment.

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Drivers must be licensed to drive the vehicle assigned and be trained and competent to operate vehicle equipment.

Vehicles should be selected to ensure they are within maximum weight, size and speed limits applicable to the highway particularly when required to operate on footways and other paved areas.

The vehicles, signage and equipment deployed should be appropriate to support the risk assessed work activity and working methods. Refer to separate guidance relating to deployment of traffic signs.

Most vehicles have reduced visibility for the driver when travelling in reverse. CCTV is a useful supplementary measure to allow drivers to view the rear of the vehicle before reversing. However, deployment of a trained reversing assistant is strongly recommended wherever practicable.

Where an operation requires access to and from the highway verge consideration should be given to the type of vehicle deployed particularly if there are soft ground conditions.

Where regular vehicular access is required defined hard standings or areas of firm ground in the verge should be identified or constructed ensuring the necessary lateral safety clearance from live traffic lanes.

Lights and beacons shall be switched on when an operation is taking place and switched off once the operation has ceased.

Four-way hazard lights should only be used in an emergency or if a vehicle has broken down and is awaiting recovery.

Vehicles undertaking single vehicle works on single carriageways or the nearside lane of dual carriageways with a speed limit of 40 mph or less shall display 'directional arrows' to diagram 610 (TSRGD). The signs shall be covered or removed when the vehicle is travelling to and from the site. At no time must the arrows be pointed directly up or down.

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For mobile works in the offside lane on dual carriageways, with a speed limit of 40 mph or less, it is strongly recommended that vehicle mounted signs to diagram 7403 (TSRGD), or the alternative light arrow, are provided in addition to verge and central reserve placed advance warning signs.

On single carriageway roads where there is limited forward visibility at sharp bends or steep brows the upstream deployment of escort vehicles, fitted with rearward facing signs to diagram 610 (less than 40mph) or 7403 (40mph or more) can help control vehicle speeds and improve road user awareness.

Risk assessments of operations on single carriageway roads with a speed limit above 40 mph or more should include consideration of the deployment of a works vehicle fitted with impact protection equipment or a lorry mounted crash cushion (LMCC) escort vehicle.

It should be noted that an LMCC may be inappropriate on roads with poor alignment and of less than 5.5m wide as it may create an additional hazard to road users.

On single carriageway roads with more than two lanes and on dual carriageways, with a speed limit of 40 mph or more, deployment of an LMCC escort vehicle is recommended. Where there are only short lengths of such dual lane roads deployment should be subject to risk assessment and only then if practical and appropriate given the available road length and geometry.

Disclaimer and WISH

This information document has been prepared by health and safety practitioners to assist health and safety improvements in the waste management industry. It is endorsed by the WISH (Waste Industry Safety and Health) Forum. This information document is not formal guidance and represents good practice, which typically goes beyond the strict requirements of health and safety law.

Nothing in this information document constitutes legal or other professional advice and no warranty is given nor liability accepted (to the fullest extent permitted under law) for any loss or damage suffered or incurred as a consequence of reliance on this document. WISH accepts no liability (to the fullest extent permitted under law) for any act or omission of any persons using this document.

This information document is not a substitute for duty holder and/or professional safety advisor's judgment, Notwithstanding the good practice in this document, duty holders are responsible for ascertaining the sufficiency and adequacy of their internal and independent procedures for verifying and evaluating their organisation's compliance with safety law.

The Waste Industry Safety and Health (WISH) Forum exists to communicate and consult with key stakeholders, including local and national government bodies, equipment manufacturers, trade associations, professional associations and trade unions. The aim of WISH is to identify, devise and promote activities to improve industry health and safety performance.

Links and further reading

- Traffic Signs Manual. <https://www.gov.uk/government/publications/traffic-signs-manual>
- Safety at Street Works and Road Works (A Code of Practice) (The Red Book) 2013. <https://www.gov.uk/government/publications/safety-at-street-works-and-road-works>
- WISH Website. https://wishforum.org.uk/?page_id=33