

Thameslink Programme

Health & Safety – Good Practice 021

Exclusion Zones - at London Bridge Redevelopment

Overview/Description

Historically Chapter 8 (red / orange plastic) barriers have been used extensively on site to create exclusion zones to keep people out of potentially unsafe environments.

The Chapter 8 barriers are easily moved and due to their extensive use on site for various management controls e.g. used to demarcate walking routes they have not received the respect they are due. This has resulted in exclusion zones not being as effective as they should be.

Features:

- Exclusion Zone Managers identified / appointed
- All works at height in the London Bridge new concourse area and on St Thomas Street must have a fixed barrier and a person to marshal.
- The exception will be low risk activities such as inspection, wiring, testing and commissioning. Chapter 8 barriers can be used in these cases.
- All exclusion zones must now be checked by the Costain Exclusion Zone Managers before work can commence.

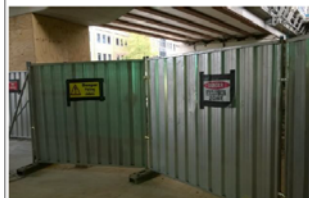


Chapter 8 Barrier

Benefits

- Responsibility for management of Exclusion Zones now sits with key individuals
- Types of acceptable fixed barriers have been identified and communicated
- Barriers are less easily moved
- People and works on site are safer

What does a fixed Barrier look like?



Double clipped heras panels with
Kentledge blocks



Scaffold A frames



Scaffold on lollipop supports



Scaffold with Key clamp fixings