

Segregation of Vehicles & Scaffolds

Edition
04



The Scaffold Standard

Segregation of Vehicles and Scaffolds

Why Segregate Scaffolds?

A drive through any UK town or city centre will reveal a large number of scaffolds erected on the public highway. Many of these are well constructed and adequately protected from potential vehicle impacts, but it's also the case that a worryingly high number are built with little or no consideration given to the risk of collision by vehicles.

A browse through our [Facebook gallery](#) reveals many instances of this and many involve drivers who failed to notice the proximity of the scaffold to the highway.

Some would argue that a scaffold founded on a pavement should be safe, but the reality is that these structures should be protected from potentially adverse interface with vehicles.



Typically, incidents involving vehicles and scaffolding are caused by three combining factors, lack of adequate warning or protection, driver error or lack of driver awareness.

The Legal Position

The primary piece of legislation governing scaffolds standing on public highways is the Highways Act 1980, and specifically, section 169, 'Control of Scaffolding on Highways'. The duty for enforcing this law is delegated to the Local Authority responsible for the geographical area in concern and as such, they are responsible for enforcing the use of Pavement Licenses.

Each Local Authority can apply such License terms *as it sees fit* and consequently, it is not uncommon for License conditions to vary between

different authorities and geographical areas. A specimen pavement licence, as used by North Yorkshire County Council, is available at [this link](#).

Other legislation applicable to scaffolds constructed on or adjacent to a highway includes the Construction (Design & Management) Regulations 2015 and the Management of Health & Safety at Work Regulations 1999 and together, these laws place responsibilities on scaffolding providers and specifiers to ensure that the risks to users of the highway are controlled.

The considerations made at the planning stage of the contract should extend to:

- ❖ The need for a pavement licence
- ❖ Traffic management requirements
- ❖ Segregation arrangements
- ❖ Hoarding arrangements
- ❖ Lighting and signage arrangements



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The full scope of what needs to be done can be established by carrying out a simple risk assessment, but where a risk of vehicular contact with the scaffold exists, then it will normally be required to use some form of physical barrier to prevent contact, as shown in the image below, where timber baulks have been used.

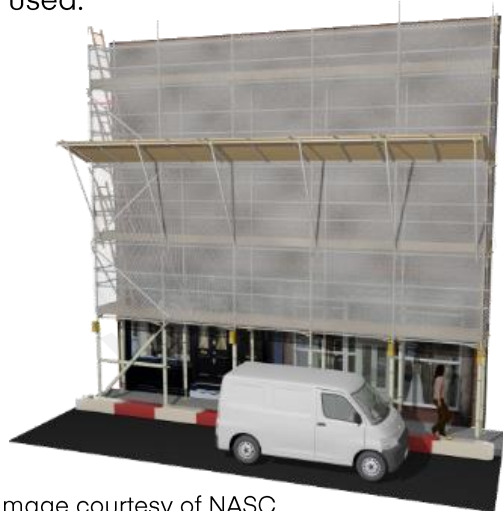


Image courtesy of NASC

Practical Arrangements

Whilst the potential for impact at ground level must be considered, so must the potential for impact above the ground. Many of the incidents that take place involve the curtain side of a passing lorry catching a protruding scaffold tube so care should be taken to ensure that braces, ledgers, transoms and boards do not protrude excessively.

TG20:13 recommends that scaffold fans should be at a minimum height of 5.05m above the road and that scaffold uprights are 0.45 m, but these distances can vary across different local authorities and should be checked prior to the erection of the scaffold.

In some instances, for example where traffic flow is very light and perhaps weight restricted, it may be decided that physical barriers are not required, but it may still be necessary to provide illumination to warn passing vehicles of the presence of scaffolding during hours of darkness.

Image courtesy of NASC



Further Reading

NASC TG20:13 – Chapter 10
NASC [SG34:17 – Protection of the Public](#)
HSE – [HSG151 – Protecting the Public](#)
HSE – [Guidance on CDM Regulations 2015](#)

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Feedback:

Briefing Acknowledgement

Name	Date	Signed