



3 Key Learnings to Help you Create a Safer Workplace

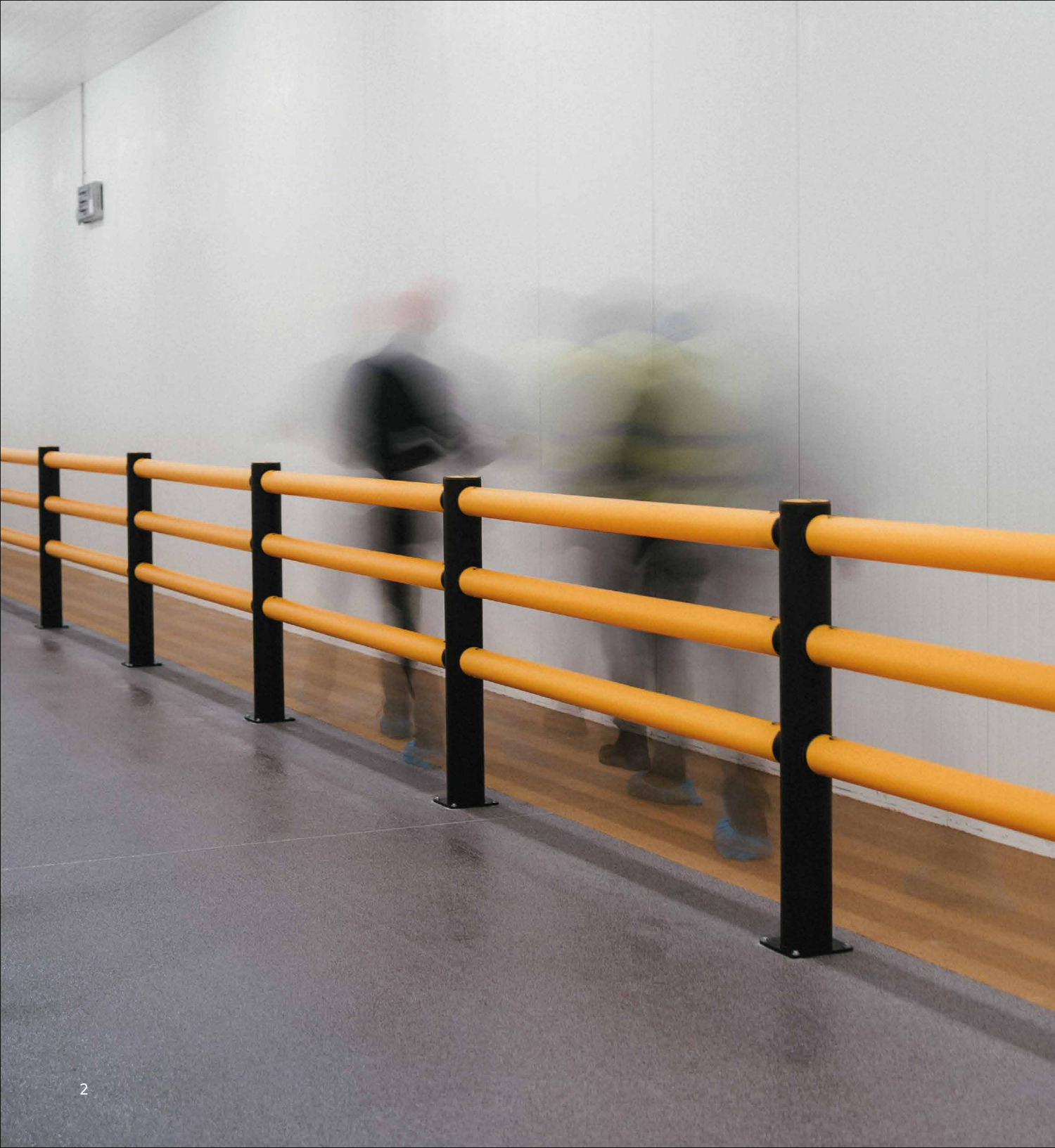
How to create a Safer Workplace

A guide to understanding PAS 13

Selecting the correct safety barriers within the workplace; helping you protect your people, buildings and equipment.

A guide to understanding PAS 13 – Code of practice for Safety Barriers used in traffic management within workplace environments with test methods for safety barrier impact resilience.





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A Safety Barrier should be used to stop pedestrians taking short cuts and ensuring they stick to the walkway.

PAS 13, Clause 4.5

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Creating a Safer Workplace

Today's modern workplace environments operate at an incredibly fast pace.

With the rapid movement of forklift trucks, often in close proximity to pedestrians, there is an ever-increasing risk of impact strike and subsequent cause of potential injury.

The introduction of PAS 13 helps you create a safer workplace. But what are the key learnings in helping you create a safer workplace?

Segregated pedestrian walkways – this is the number 1 way of reducing risk of injury.

PAS 13 identifies and sets out the specification for the correct type of safety barriers within the workplace. The code of practise stipulates the requirement to install safety barriers along pedestrian walkways; highlighting this as the primary methods of reducing the risk of a pedestrian being struck by a forklift truck or motorized vehicle in the workplace.



Key Learning Point #1

A **safety barrier** that conforms to PAS 13 should be used to **segregate pedestrians** and vehicles in the following circumstances:

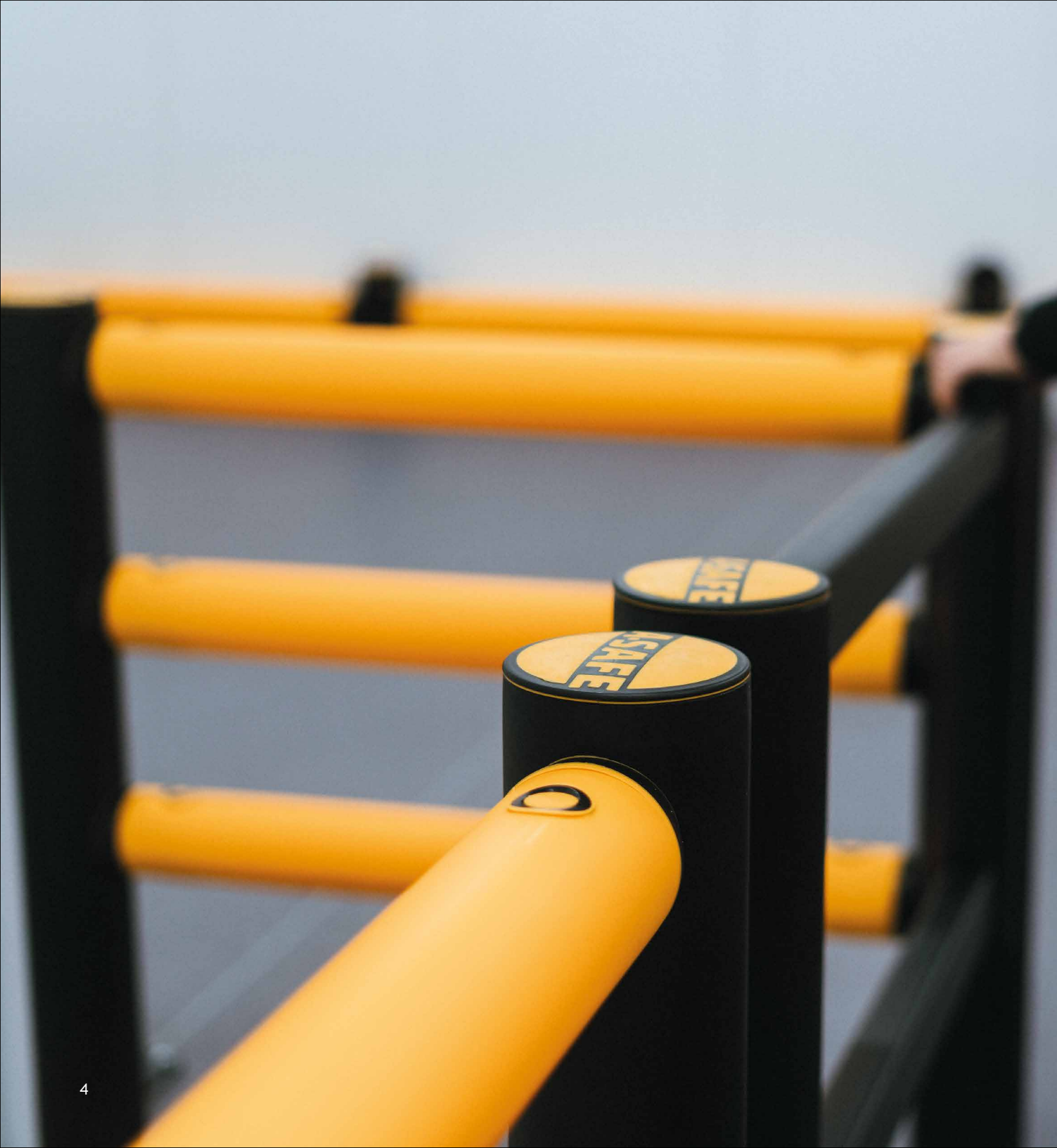
1. Motorized vehicles are in operation.
2. Where there is no raised kerb.
3. When the vehicle route is closer than 1.0m to the pedestrian zone or walkway.

A safety barrier should be used to stop pedestrians taking short cuts and **ensuring they stick to the walkway.**

PAS 13 (Clause 4.5)



iFlex Pedestrian 3 Rail



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Safety Barriers positioned around the crossing point, with pull Gates, act as a control measure.

PAS 13, Clause 4.5 & 4.7

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An enhanced Safety Culture

PAS 13 enables an important opportunity for organisations to strengthen and enhance their safety culture; helping to catalyse a fresh approach to how best we can help protect people, buildings and equipment.

PAS 13 states the need for control measures at crossing points; highlighting the need for gates and barriers to be positioned in these locations to prevent pedestrians from walking in front of vehicles.

Correctly positioned Pedestrian Gates and Barriers at crossing points and door openings – this causes a stop and pause in pedestrian movement.

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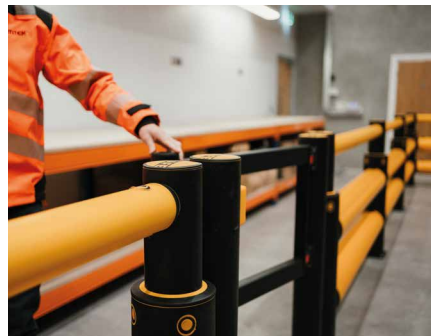
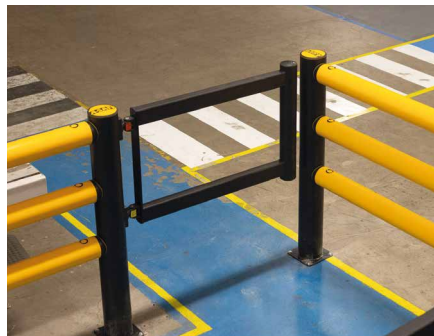
Key Learning Point #2

Pedestrian routes should be planned:

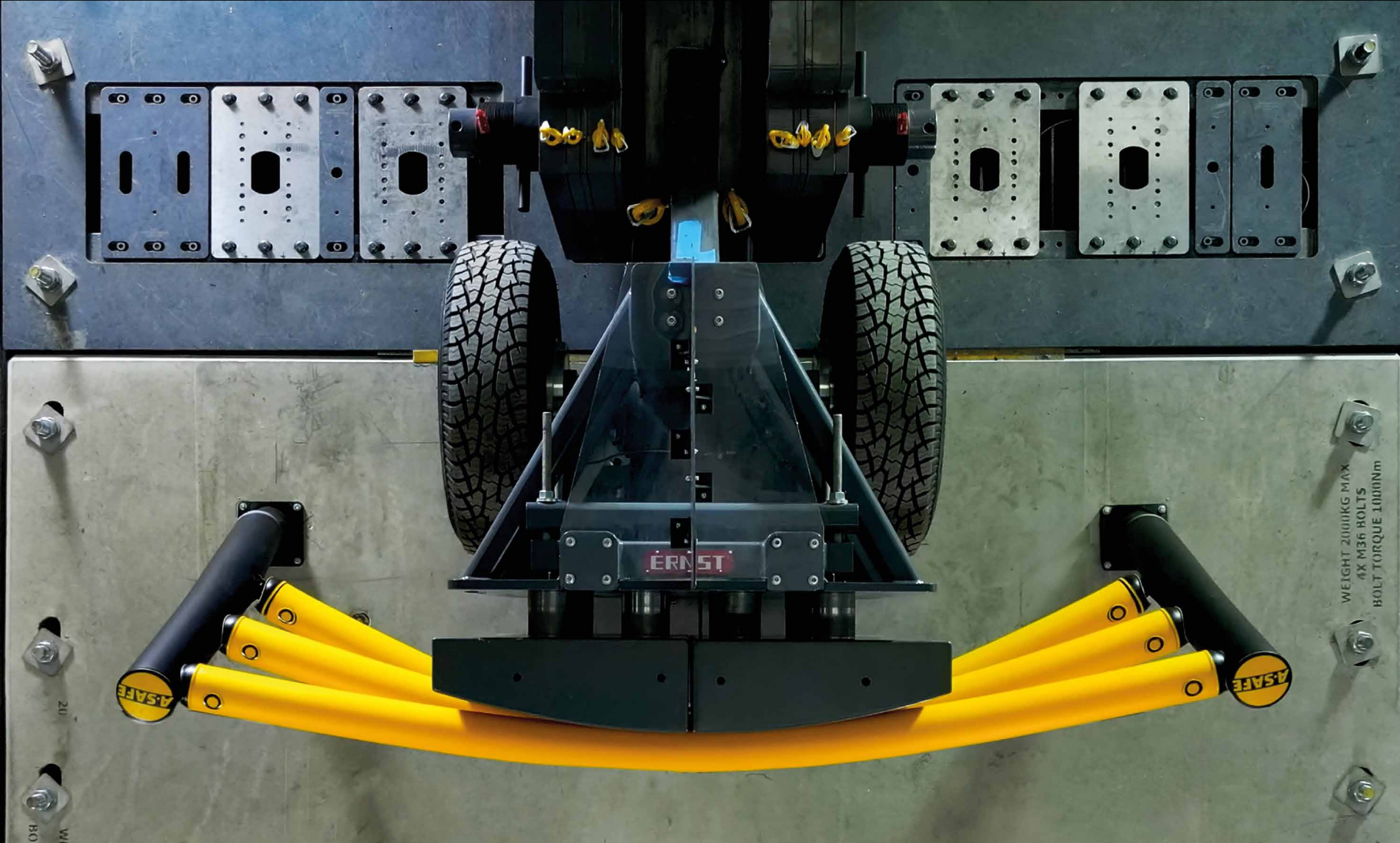
1. **Safety barriers** positioned around the crossing point, with pull gates, act as a control measure for crossing points.
2. **Gates** should open towards the pedestrian to create a pause in pedestrian movement before leaving the pedestrian zone.
3. **Pedestrian barriers** should be used at entrance points to prevent pedestrians walking in front of vehicles.

Define the pedestrian zones; reviewing the suitability of the traffic routes.

PAS 13 (Clause 4.5 & 4.7)



iFlex Swing Gate



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Use an appropriate safety barrier to protect structures and equipment.

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PAS 13, Clause 4.8

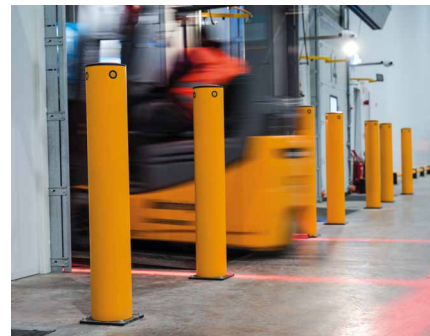
Testing & Performance you can trust.

PAS 13 identifies how to protect critical structures and equipment with key control measures such as highly visible bollards and barriers.

PAS 13 also sets out the test methods for safety barrier impact resilience, to ensure the safety barrier will perform under impact.

You deserve to have the peace of mind that the safety barriers you are selecting will adequately protect your people and the equipment, buildings and critical infrastructure you have invested in.

Testing of safety critical barriers and bollards should be on-going and repeated regularly; not just a one-off. Life is precious and diligent suppliers will give you full sight of their testing methods, crash test footage and explain in detail their 3rd party verification impact ratings. All design and crash test methodology should be reflective of workplace transportation vehicles used in modern day facilities.



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Key Learning Point #3

Wherever possible, vehicles routes should be moved away from critical equipment or structures. If this is not possible critical structures and equipment should be protected in the following ways;

1. Use an appropriate **safety barrier** to protect structures and equipment.
2. Use highly visible items such as **bollards**, signs and ground markings to help guide drivers and identify critical points.
3. Position safety barriers at a distance that takes in consideration of the **impact deflection distance** from the structures or equipment.

Design the workplace layout to reduce the speed of vehicles around critical structures and equipment.

PAS 13 (Clause 4.8)



iFlex Bollard

We're here to help you create a **Safer Workplace** in Ireland.

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Download
PAS 13 code of practise.



Watch the Video
to see how we help our customers in Ireland create a safer workplace.



Request a Survey
and we will help you identify PAS 13 compliant safety enhancements unique for your workplace.

