

 Roads, Vehicles & Equipment

Operational Safety Instruction

Pedestrian Crossings & Walkways Airside

09th January 2020
ASDRVE_OSI_017
v2.0

It is the responsibility of all employers to ensure that relevant OSIs are brought to the attention of their staff. However, individuals remain responsible for their own actions and those who are in any doubt should consult their Supervisor or Manager.

1. Introduction

- 1.1 The purpose of this OSI is to give clarification to airside users on the designated places for pedestrians to cross an airside road.
- 1.2 Heathrow Airport Ltd employs two types of pedestrian crossings on airside roads:
 - 1.2.1 A full airside pedestrian crossing is similar in design to a zebra crossing on public highways;
 - 1.2.2 An implied airside pedestrian crossing consists of dotted paint markings across the carriageway.
- 1.3 The crossings are designed so motorists and other road users recognise marked areas where pedestrians may cross. Where a designated crossing is not available, pedestrians can use the 'Green Cross Code'. For more information on the Green Cross Code please see Appendix A.

2. Definitions

Abbreviation	Description
TBBM	Terminal Baggage Business Manager



3. General Rules: Airside Crossings and Walkways

3.1 Pedestrians

- 3.1.1** Pedestrians are expected to use designated crossings wherever they are provided.
- 3.1.2** It is mandatory for pedestrians who are not wearing safety shoes to use pedestrian walkways designated walking routes when they are provided.
- 3.1.3** Passengers must be supervised when using any airside walkway or crossing. They are exempt from wearing high visibility clothing airside.
- 3.1.4** Pedestrians have a responsibility to exercise care and caution when using any airside pedestrian crossing, even when they have priority, and should follow the principles as laid down in the 'Green Cross Code'. Extra consideration should be given to the possibility that sightlines for drivers vary from location to location.
- 3.1.5** Pedestrians must not loiter at any type of crossing.
- 3.1.6** If an ambulance, fire engine, police or other emergency vehicle approaches using flashing blue lights, headlights and/or sirens, pedestrians must keep off the road/crossing.
- 3.1.7** Within the baggage Hall, all pedestrians must use a designated walking route where one is provided. The tug roads in the Baggage Halls are strictly for vehicle use only, unless the following criteria are met:
- 3.1.7.1** There is a compelling operational reason why pedestrians need to work in the roadway and;
 - 3.1.7.2** A valid risk assessment is in place for the specific type of work which has been signed off by a Heathrow TBBM or equivalent.
- 3.1.8** A pavement or designated walking route may be closed temporarily because it is not safe to use. Take extra care if you are directed to walk in or to cross the road.
- 3.1.9** If pedestrians wish to cross the road where there is not a full or implied airside pedestrian crossing, they must first find a safe place to cross and where there is space to reach the pavement on the other side. Where there is a crossing nearby, they should use it. Otherwise choose a place where you can see clearly in all directions. Try to avoid crossing between parked cars, on a blind bend. Move to a space where drivers and riders can see you clearly. Do not cross the road diagonally.



3.2 Airside Drivers

- 3.2.1** Drivers should remain vigilant for pedestrians who are crossing a road when they are not using a pedestrian crossing.
- 3.2.2** Drivers must not wait, park or obstruct a marked pedestrian crossing, nor must they overtake within the area delineated by zig-zag markings on the approach to a pedestrian crossing.
- 3.2.3** Drivers must not wave or use their horn to invite pedestrians across a road; this could be dangerous if another vehicle is approaching.
- 3.2.4** Drivers should allow more time for stopping on wet or icy roads.

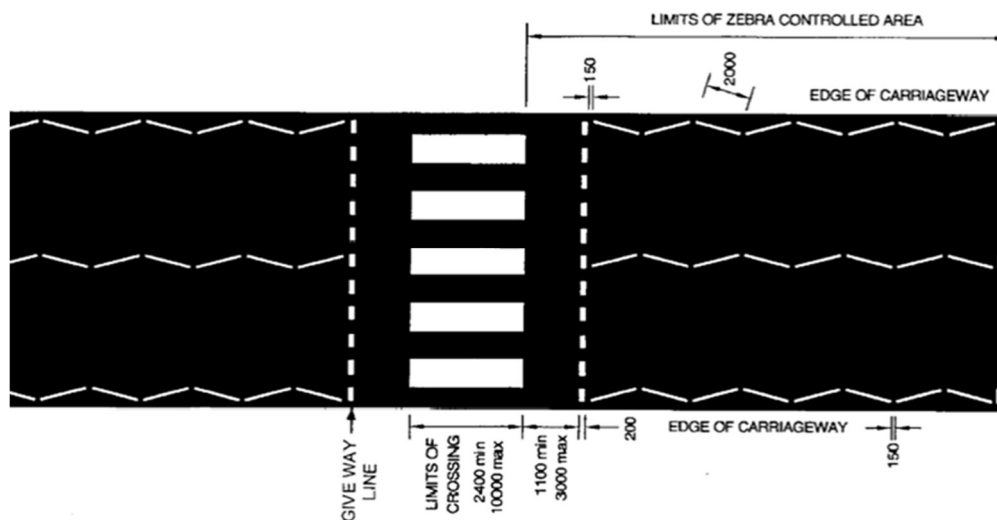


4. Types of Crossing Airside

4.1 A Full Pedestrian Crossing

4.1.1 A 'Full' pedestrian crossing is a place designated for pedestrians to cross a road. They are designated crossing points where pedestrians can be easily seen by motorists and therefore can cross safely while restricting vehicle traffic. They are commonly installed where large numbers of pedestrians are attempting to cross regularly.

4.1.2 Typical Layout of Full Airside Pedestrian Crossing Markings:



4.2 Rules at a Full Pedestrian Crossing

4.2.1 Pedestrians have priority over vehicle traffic.

4.2.2 Drivers Must;

4.2.2.1 Exercise caution when approaching any full pedestrian crossing.

4.2.2.2 Look out for pedestrians waiting to cross and be ready to slow down or stop to let them cross.

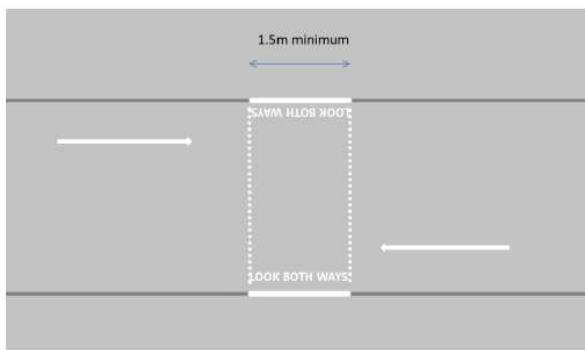
4.2.2.3 Come to a stop before the give way line when a pedestrian has moved onto a crossing.



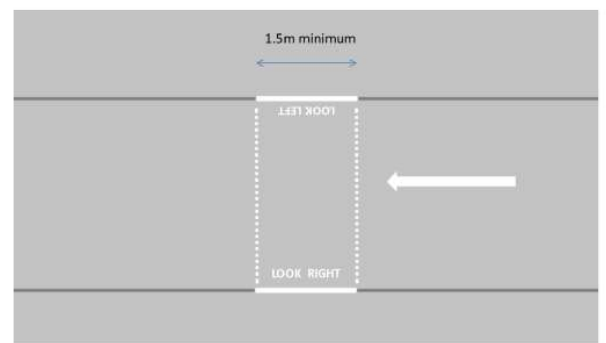
4.3 Implied Crossing

4.3.1 'Implied' crossings are designed to advise pedestrians of a suitable place to cross the airside road system or where pedestrian roadside access comes to an end. Pedestrians do not have priority over vehicle traffic on 'implied crossings'.

4.3.2 Implied airside pedestrian crossing markings:



Two-Way Traffic – Airside Implied Crossing



One -Way Traffic – Airside Implied Crossing

4.4 Rules at an Implied Crossing

4.4.1 Pedestrians do not have right of way.

4.4.2 Pedestrians must wait until traffic has stopped from both directions or the road is clear before you step onto the implied crossing.

5. Pedestrian Walkways

5.1 Pedestrian walkways are a set of parallel green lines usually combined with white lines marking the outside edge. They are often supplemented by a 'walking man' pictogram applied in white to the walkway. Pedestrian walkways are normally coordinated with pedestrian crossings and building entrances airside.



6. Pedestrian crossing assessment

- 6.1** Heathrow has a procedure in place for the review of current and proposed pedestrian crossings. In order to request a review of a current airside crossing, or to request an assessment for a new pedestrian crossing, contact Airside Operations Standards Team airside@heathrow.com
- 6.2** Crossing assessments will be conducted in accordance with Airside Pedestrian Crossing Assessments 10000-XX-AM-XXX-000227
- 6.3** The Airside Operations Standards Team will confirm whether the assessment has indicated that a crossing should be installed.

7. References

Green Cross Code

<https://www.highwaycodeuk.co.uk/rules-for-pedestrians-crossing-the-road.html>

Airside Pedestrian Crossing Assessments 10000-XX-AM-XXX-000227

8. Enquiries

Any further questions regarding this Instruction should be directed to Airside Operations Standards team at: airside@heathrow.com



9. Appendix A:

9.1 The Green Cross Code:

9.1.1 The Green Cross Code itself is a short step-by-step procedure designed to enable pedestrians to cross streets safely. While the Code has undergone several changes over the years, the basic tenets ("Stop, Look, Listen, Think" or "Stop Look Listen Live".) have remained more or less the same. The 2018 version of the Green Cross Code reads as follows:

- 9.1.1.1** THINK! Find the safest place to cross.
- 9.1.1.2** STOP! Stand on the pavement near the kerb.
- 9.1.1.3** USE YOUR EYES AND EARS! Look all around for traffic, and listen.
- 9.1.1.4** WAIT UNTIL IT'S SAFE TO CROSS! If traffic is coming, let it pass.
- 9.1.1.5** LOOK AND LISTEN! When it's safe, walk straight across the road – do not run.
- 9.1.1.6** ARRIVE ALIVE! Keep looking and listening

Heathrow recommends that all companies operating airside advise their staff on the safest way to cross the Airside roads.

