Pedestrian Management

RAMS016-CEN

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1	22/01/2026	Phil Thompson	New draft

Note Under no circumstances is this document to be modified in any way without the QHSE Managers consent. Uncontrolled when Printed or Downloaded

1 Document Summary

1.1 This generic RAMS document covers the installation, operation, and removal of pedestrian management.

1.2 This document can run alongside other traffic management RAMS and MUST be used when required.

1.3 This document has been put together using guidelines set out in the following documents.

- Safety at Street Works and Road Works
- Traffic Signs Manual Chapter 8 Part 1 2009
- National Highways Sector Schemes 12D

1.4 It applies to all highways and roads, except motorways and any dual carriageways, with a speed limit of 50 mph or more. This Code applies to works carried out by or on behalf of both highway authorities and statutory undertakers.

1.5 Local highway authorities have a statutory duty to co-ordinate all works in the streets for which they are responsible. Similarly, Undertakers have a statutory duty to co-operate with the highway authority and with other undertakers.

1.6 Liaison with the highway authority and other authorities or statutory bodies may be required in planning the works to obtain any necessary licences, approvals and temporary traffic regulation orders/notices in advance of the works commencing. No works are to be installed without the relevant licences and approvals in place.

1.7 No works are to be installed without the relevant licences and approvals in place.

1.8 A Task Briefing will be given for all works, detailing any site-specific information relevant to the specific works being undertaken.

1.9 If any risks, operational or environmental, are identified when carrying out the on site-specific risk assessment that compromises safety you **MUST** inform the Contract Manager immediately and prior to the deployment of any traffic management equipment.

1.10 If at any point throughout your work, you encounter an unsafe situation you **MUST** stop work and contact your manager or supervisor immediately for guidance.

1.11 All Incidents, Collisions, Near Misses and Accidents are to be reported through the Notify IM app immediately.

1.12 All Incidents, Collisions, Near Misses and Accidents are to be reported directly to the client.

1.13 This method statement is to be read in conjunction with RAMS Appendix A (Standard Clauses)

1.14 RAMS Appendix A (Standard Clauses) is to be attached / sent along with this method statement.

Note Any deviation from these RAMS or any linked documents mentioned below, must be agreed with the QHSE Manager.

2 Training

2.1 TM Operatives working under this method statement must have undergone suitable training and competency assessments to satisfy the requirements of the nationally recognised standard.

2-Way phase Temporary Traffic Signals - NHSS 12D M1/M2 Working on Single Carriageways.

3 Vehicle

3.1 At a minimum, a traffic management maintenance/inspection or installation vehicle will be used in accordance with Chapter 8 Traffic Signs Manual.

- Conspicuous colour
- Reflective Markings (Chevrons on the rear of the vehicle)
- Roof mounted 360 beacon + rear strobe LED's
- "HIGHWAY MAINTENANCE" SIGN
- High visibility fluorescent yellow retroreflective strip alongside of the vehicle
- Company Livery
- Work lights
- Reverse Bleeper

3.2 A full digital check shall be carried out and recorded prior to leaving the yard, depot or at the shift changeover point. Any defects are to be reported accordingly.

3.3 The vehicles shall be loaded to ensure the equipment is secure and in such a manner so as to enable safe unloading in the correct order on site.

3.4 All drivers are to have driving licences checked on a regular basis (usually, every 6 months) prior to commencing any work, with a record being kept with the employee's HR Department and made available at request by main client.

3.5 All vehicles should carry a fire extinguisher for minor incidents. Major incidents would require the assistance of the fire service (contactable on 999 or 112 emergency calls only) other means of communication on site will be via a mobile phone, but, not during the installation of any TM equipment.

4 Personal Protective Equipment (PPE)

4.1 Minimum requirements on site for these RAMS for all personnel are:

Hard Hat	Eye Protection	Hi-Vis Clothing	Safety Gloves	Safety Boots
				

Colour dependent on role, with 4-point chin strap that meet EN397 & EN12 492 standards. Head torch to be worn for night working and poor visibility	Safety glasses or goggles To be worn for task specific work or when required by client / site	Long sleeve Hi-Vis Jacket EN 20 471 class 3 Hi-Vis trousers EN ISO 20 471 class 1	Minimum of cut level F	(laced only) metatarsal if required by client / contractor S3 steel toe cap with ankle support

Black	White	Blue
		
SMSTS Managers and SSSTS Supervisors	General use, Managers, Clients and Competent Operatives	Trainee workers and Site visitors

Note The above PPE requirements apply to either Yellow or Orange (this could depend on Client's requirements). PPE is to be clean, fit for purpose and identifiable with the company logo.

5 Footway / Footpath

5.1 Definitions of footway and footpath need to be understood to ensure that the correct signing is utilised when installing pedestrian management. The Highways Act 1980 Section 329 (1) describes them as:

- FOOTWAY" means a way comprised in a highway which also comprises a carriageway, being a way over which the public have a right of way on foot only.
- "FOOTPATH" means a highway over which the public have a right of way on foot only, not being a footway.

5.2 Correct signing should be utilised for either a Footway or Footpath

Note Always follow your TM plan and if in doubt speak with your supervisor.

6 Pre-Works

6.1 Prior to leaving the depot the TM Operative(s) MUST ensure the following:

- They have the correct PPE to undertake the works in accordance with the Task Briefing and any client specific requirements.
- They have in their possession their relevant Lantra training record card.
- All the required documentation is available on the Field Service System for the works they are to undertake.
- They understand what is required of them through the Task Briefing, if in doubt they are to speak to their Supervisor/Manager.

Note Depending on the client's requirements the TMO's working on these works maybe required to attend a daily briefing.

- They understand RAMS and other associated documentation for the works.
- Completed, Vehicle Daily Walk around check.
- Kit is suitable for the works to be undertaken; defected kit is not to be used.

Note The TM Operative is to ensure that the local depot telephone number is clearly visible on the rear of the site signs.

- Kit that is required for the works is as per the traffic management plan and spares.
- Kit is securely loaded on to the vehicle; vehicle must not be overloaded.

7 Arriving On Site

7.1 On arriving on site, the TM Operative MUST

- Park your vehicle in a safe area
- Carry out the on-Site Risk Assessment using the Field Service System
- Take Pre installation Photos – from a safe location.

8 Choice Of Method

Safe routes for pedestrians and other vulnerable road users.

8.1 Where footways and pedestrian areas are affected by street works and road works, it is your responsibility to make sure that pedestrians passing the works are safe. This means protecting them from both the works and passing traffic.

8.2 You must consider the needs of children, older people, disabled people and cyclists, having particular regard for visually impaired people.

8.3 In order to do this, you, or the client must provide a suitable barrier system that safely separates pedestrians from hazards and provides a safe route suitable for people using wheelchairs, mobility scooters, prams or pushchairs.


Typical traffic barrier


Typical pedestrian barrier with tapping rail

Always be on the lookout for pedestrians who seem confused or who are having difficulty negotiating a temporary route and be prepared to offer assistance.

8.4 You must ensure suitable provisions are made for the safety of cyclists passing or crossing the works. Particular care is needed where cycle lanes or cycle tracks are affected by street works or road works because these routes may be especially popular with cyclists. Be aware of contra-flow cycle lanes. Examine the article on provision of cycle lanes in Safety at Street Works and Road Works A Code of Practice 2013 2nd impression (with amendments), June 2014.

Restricted width footway / footpath

8.5 You should always try to enable pedestrians to remain safely on the footway / footpath if at all possible. Ideally, the footway / footpath should be a minimum of 1.5 metres wide for temporary situations but if this cannot be achieved, the existing footway / footpath can be reduced to an absolute minimum of 1 metre unobstructed width. (This excludes barrier legs) Where the existing footway / footpath is narrower than 1 metre, you are not required to provide an alternative wider than the existing, but you should consider whether this is possible.

Temporary walkway in the carriageway

8.6 If it is not possible to maintain safe pedestrian access on the footway and a safe off-carriageway alternative cannot be found, you should provide a walkway in the carriageway.

8.7 Suitable pedestrian barrier with tapping rail **MUST** be used and **MUST** be linked together as a continuous run with no gaps.

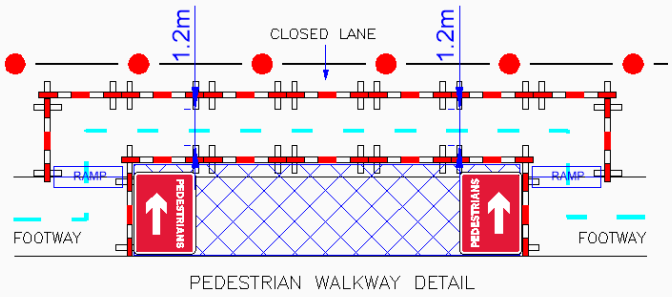
8.8 Pedestrian barrier **MUST** be used on both sides and ends of the pedestrian walkway:

- To separate pedestrians from the works
- To separate pedestrians from live traffic

8.9 In general, a minimum 1.2 metre width of walkway should be provided (this allows for a visually impaired person being guided), with an absolute minimum of 1 metre unobstructed width.

8.10 It is recommended that a wider walkway be provided if it can be done without resulting in a road closure or a reduction to shuttle working. It is not permitted for barrier feet or other equipment to obstruct the walkway.

8.11 Pedestrian ramps **MUST** be used where there are no existing drop kerbs.



PEDESTRIAN WALKWAY DETAIL

Alternative route for pedestrians

8.12 Closing the footway / footpath and placing a 'Footway closed' of 'Footpath closed' signs at the works and an advance 'Footway ahead closed' or 'Footpath ahead closed' sign at a location where it is safe for people to cross the road. Installation of a pedestrian diversion to an alternative footway.

8.13 Where it is necessary to close an independent footpath (i.e., not adjacent to a carriageway where an alternative can be located), a Temporary Traffic Regulation Order or Temporary Traffic Notice will be required in a similar way to when a carriageway is closed. Pedestrian access to all properties and premises must be maintained at all times.

Temporary pedestrian crossing facilities

8.14 Consideration should be given to the use of signal-controlled pedestrian crossing facilities, where appropriate, using existing crossing points supplemented by a temporary crossing to provide a safe route around the works area. A specific risk assessment and method statement are required for the installation of pedestrian crossing facilities. This is not covered by this method statement.

8.15 Where the minimum footway / footpath width of 1 metre cannot be maintained, you must consult your supervisor, manager, or other competent person. Where a road closure or pedestrian lights are required, the highway authority must be informed, and appropriate orders or permissions obtained.

Temporary footway closure

8.16 Sometimes works are required that temporarily restrict or prevent the free passage of pedestrians past the works (traffic-sensitive times are to be avoided whenever possible). Such activities include the collection and delivery of materials, and limited excavation or reinstatement activities. In some circumstances it will not be possible to provide an alternative footway because of restricted widths or other factors.

8.17 This measure should only be used with the agreement of the highway authority and after consultation with your supervisor, manager or other competent person and an on-site risk assessment has been undertaken.

8.18 A temporary obstruction of the footway is permissible if **ALL** the following apply:

- No alternative footway is available or can be provided.
- The footway is closed for no longer than absolutely necessary, and in any case no longer than 15 minutes in every full hour.
- Sufficient operatives are available at all times to advise, assist and direct footway users safely past the works.
- Pedestrians requiring assistance need wait no longer than 5 minutes for help.
- All overhead operations are suspended when assisted pedestrians pass the works.

- Temporary footway closure signs are placed a recommended minimum of 20 metres in advance of the works.
- The highway authority has been notified and agrees with the use of this measure.

8.19 Special consideration must be given to disabled people (including wheelchair or mobility scooter users) and people with pushchairs or prams at all times.

9 Install

9.1 The diversion for pedestrians should be in position prior to the works site being established.

9.2 The operative will proceed along the route towards the proposed site installing the Footpath Closed sign, barrier and any coning detail if required.

9.3 There may also be a requirement to install Pedestrian Diversion signage or "Pedestrians Use Other Footway" if suitable crossing facilities are available depending on the traffic management layout being installed at the time.

Note The diversion for pedestrians should be in position prior to the works site being established.

9.4 The unobstructed width for pedestrians must be agreed prior to the installation of the scheme with due care being taken for the unobstructed carriageway width, where a footway is placed in the carriageway.

9.5 When pedestrians are diverted to temporary walkways in the carriageway, suitable ramps or raised footway boards must be provided to enable people using wheelchairs or pushchairs to negotiate kerbs safely. The layout should allow wheelchair and scooter users to enter and exit a temporary walkway safely. Ramps and boards must be fit for purpose.

9.6 Kerb ramps or pedestrian boards, where required MUST be installed.

9.7 Worksites must be protected by a continuous line of barriers; these should be installed after the diversion has been completed.

9.8 Photographs of the installation are to be taken once installation is completed.

10 Maintenance During the Works

10.1 A minimum of 3 daily site checks should be completed (Start, middle and end of shift) on fully attended sites to ensure compliance. This can be completed by the client (providing they have a competently trained operative) or by Hatton. This will be agreed at planning stage.

10.2 As a minimum, Hatton will always attend weekly and complete a thorough check.

10.3 Any equipment damaged will be replaced and documented and client made aware. Any displaced equipment will be stood up when operations allow.

10.4 Operatives must walk the length of the site visually checking and photographing sections of the site as directed on their field service tablet from a safe location.

10.5 All signs must be standing and appropriate to the scheme. Un-used signs should be removed from site and recorded on the maintenance job card.

10.6 All cones are to have clean and visible reflective sleeves fitted. Replace any damaged or excessively dirty cones.

10.7 Pedestrian walkways and safety zones should be checked for safety, and ideally, the walkway should be a minimum of 1.5 metres wide for temporary situations but if this cannot be achieved, the existing footway can be reduced to an absolute minimum of 1 metre unobstructed width.

10.8 Where the existing footway is narrower than 1 metre, you are not required to provide an alternative footway wider than the existing footway, but you should consider whether this is possible. Where pedestrians are required to use a diversion on to the carriageway, pedestrian kerb hopper ramps should be in position.

Note Where the minimum footway width of 1 metre on the footway cannot be maintained, you must consult your supervisor. Where a road closure or pedestrian lights are required, the highway authority must be informed, and appropriate orders or permissions obtained.

11 Collection of TM equipment

11.1 On completion of works and when instructed to do so, the TMO will check the footpath/footway to make sure that the site is clear of any or all debris prior to re-opening.

11.2 An on-site Risk Assessment will be carried out and if the operative deems the site safe to re-open to the public, he will proceed.

11.3 All signs and cones will be collected using the TMIV supplied making sure that all signs/sandbags installed are collected and free of the carriageway when leaving site.

11.4 A note of the removal time of all equipment will be made on the off hire/amendment sheet/paperwork if the Big Change System is not used.

11.5 Take any photographs required to demonstrate the site has been fully cleared from a safe location.

12 Linked Documents

Document Name
Safety at Streetworks and Road Works Code of Practice (Red Book)
Guidance Note GS6 (Fourth edition) Avoiding danger from overhead power lines.
OF20-CEN Task Briefing Sheet
PY002-CEN Vehicle Policy
PY003-CEN Incident Reporting Policy
PR006-CEN Spillage Procedure
PY007-CEN Lone Working Policy
PY036-CEN Health & Well Being Policy
PY051-CEN Working at Height Policy
PY053-CEN Personal Protection Policy (PPE)

RA015-CEN Working Near Water
RAMS025- Works at or near a level crossing in place.
Traffic Signs Manual Chapter 8 Part 1 & Part 2 2009.
Traffic Signs Manual Chapter 8 Part 3 2016
TR001-DHB (Drivers Handbook)

Note All the above documents can be found on the field service tablets or on SharePoint

13 Risk Assessments

13.1 The following risk assessments are based on Generic TM 12D; the following operational hazards and risks provide a general indication of what may be encountered during normal TM works.

- Collision of plant or personnel with moving vehicles, highway traffic or work vehicles
- Working at night
- Manual handling
- Lone working
- Driving
- Noise
- Uneven ground (slips / trips / falls)
- Violence / abuse from members of the public
- Weather conditions & visibility
- Road layout
- Fatigue

13.2 The list is not exhaustive and operational personnel **MUST** carry out an on-site dynamic risk assessment. Risk assessment to be completed on the Field Service tablet before any sector scheme 12D work is undertaken.

13.3 If any risks, operational or environmental are identified when carrying out the on-site dynamic risk assessment, you **MUST** inform your supervisor immediately and prior to the deployment of traffic management equipment.

13.4 If at any point throughout your work, you encounter an unsafe situation you **MUST** stop work and contact your supervisor immediately for guidance.

13.5 The risk assessments **MUST** be communicated to all personnel undertaking any traffic management 12D works.

- If ANY risk is **HIGH**, do not proceed with the operation, abandon the job, or look at alternative delivery methods.
- If ANY risk is **MEDIUM**, proceed only with caution, introduce additional control measures where possible.
- If All risk is **LOW**, proceed with work.

13.6 Risk Scoring Methodology & Risk Assessments

Likelihood Categories		Severity Score				
Category	**Description**	**1**	**2**	**3**	**4**	**5**
1	Extremely Unlikely	1	2	3	4	5
2	Unlikely	2	4	6	8	10
3	Occasional	3	6	9	12	15
4	Likely	4	8	12	16	20
5	Expected	5	10	15	20	25

Severity Score Description	
1	Minor Injuries/inconveniences. Employee can continue to work - short term local damage
2	Minor Injuries. Operative requires first aid treatment. Stops work - medium term local/short term regional damage.
3	Reportable/LTI or illness - long term local/regional damage
4	Major injury or illness with long term effects - long term widespread damage
5	Fatalities - Widespread permanent damage

Risk	Action Required
Low	Check that no other risks can be eliminated by modifications of design then proceed with design. Record residual risks
Medium	Reduce risks as far as reasonably practical. Consider alternative design or construction method. If alternatives are not available, specify precautions to be adopted. Record residual risks.
High	Seek alternative solutions. If alternatives are not available, specify precautions to be adopted & advise Senior Management & Supervisor (if appropriate). Record residual risks
Examples of Persons at Risk	Inexperienced
	Vulnerable Road Users (VRU's) including Public, Cyclists, Horse riders.
	Lone workers (LW)
	Operative (OP) (TMO or/and Ganger)
	Site Personnel (SP)
	All

13.7 Risk Scoring Methodology & Risk Assessment Works Environmental

Category	Control	Severity Score				
Likelihood	**Description**	**1**	**2**	**3**	**4**	**5**
1	High degree of control	1	2	3	4	5
2	Medium degree of control	2	4	6	8	10
3	Moderate degree of control	3	6	9	12	15
4	Slight degree of control	4	8	12	16	20
5	Negligible degree of control	5	10	15	20	25

Severity Score Description	
1	All aspects fully controlled or have negative effect upon the environment
2	Aspects exist at recognisable levels, which may impact on the environment; but any change is easily recoverable with no lasting effect
3	Will have an effect on the environment - Damage is short term and is always recoverable
4	Major Impact - Damage is not permanent, but may take some time to remedy
5	High Impact - Risk of severe environmental damage

Risk	Action Required
Low	Low impact identified - Control measure to be adopted and monitored
Medium	Medium impact identified - Ensure that the aspect & impact assessment is reviewed, further controls may be necessary
High	High impact identified - Re-evaluate the aspect & impact assessment and develop / determine greater controls
Examples of Receptor	Air (A)
	Land (L)
	Water (W)
	Natural Resources (NR)
	Community/Residence/Pedestrians (CRP)
	Operative (O)
	Ecology /Habitat (EH)
	Carbon Footprint (CF)

Key Environmental Issues	
Local effects of Pollution (air quality, noise, waste, lighting, odour	Carbon emissions and greenhouse effect global warming
Water source and ocean Pollution	Deforestation, soil erosion and land quality
Material resources & Land despoliation, supply chain issues & inequal disruption to impacts	Energy Supplies, innovations in food and fuel
	Agricultural issues arising from global trade

Hazard(s)	At Risk	Risks	PRE-RCM Risk score (L x S)				Risk Control Measures	POST-RCM Risk score (L x S)			
			Likelihood	Severity	Risk Score	Risk Level		Likelihood	Severity	Risk Score	Risk Level
Inexperienced TM operatives implementing TTM	TMO/P/SP	Major Injury or long term health effect	5	4	20	H	a. Structured Induction and Site-Specific Training before being allowed to work b. Buddying system with experienced TMOs or Supervisors c. Daily briefings and toolbox talks with clear role allocation and expectations d. Active supervision and mentoring until competence is demonstrated e. Regular competency checks and feedback loops f. Clear stop work authority, ensuring they know they can speak up if unsure	2	4	8	M
TM vehicles operating on public roads and sites	All	Not distinguishable to other motorists, risk of collision and fatal/serious injury	2	5	10	M	a. All TMIV's are marked and equipped as a minimum to the requirements of Traffic Signs Manual – Chapter 8: Part 2 Operations (2009) b. All TMIV's and TM vehicles are checked prior to their use daily to ensure that everything is in working order.	1	5	5	L
TM vehicles operating on public roads and sites	All	TM vehicle pulling off carriageway or into works area and colliding with other vehicles	2	5	10	M	a. TMIV to use beacons, indicators and use relevant access/exit points. High visibility markings remain facing the flow of traffic.	1	5	5	L

TM Vehicles	All	TM vehicle reversing and picking up TM equipment. Colliding with other vehicles, running over/crushing Operatives	5	4	20	H	a. TMO to check site is clear of other vehicles and any other site personnel/members of the public before commencing any reversing operations. b. Always use a banksman when on clients sites to reverse. c. Where available use reversing aids such as reversing cameras.	2	4	8	M
Footway and footpath works	All	Potential injuries to a VRU's and Public	5	4	20	H	a. The TMO MUST have the correct qualifications for the type of work being carried out – NHSS Lantra awarded. b. A TTRO MUST be in place before an independent Footpath is closed. c. TMO to carry out an on-site risk assessment before any works is started. d. Pedestrian access to all properties and premises MUST be maintained at all times e. TMO not to commence any works if it is unsafe to do so and contact their Supervisor/Manager. f. Safety barriers are to be in place to separate pedestrians from hazards. (Plant, Slopes Steep gradients) g. A safe route is installed if the works obstruct a footway (or part). h. The footway to be 1.5 meters wide for temporary works. (a minimum of 1-meter unobstructed width) i. Footway boards are installed to maintain a route for pedestrians during excavation works. j. Kerb ramps are to be installed and secured where Pedestrians have been diverted (see Safety at Streetworks p98). k. A Walkway of 1.2 meters (a minimum of 1-meter unobstructed width) are installed when safe access to footways cannot be maintained. l. Barrier feet are not to obstruct the footway/Walkways. m. The temporary Footway/Path is on even ground.	2	4	8	M

							n. Signing and guarding is put in place before any footway is blocked and a pedestrian diversion put in place. o. A temporary Footway closure is only to be used when ALL the following is met p. No alternative footway is available or can be provided. q. The footway is closed for no longer than absolutely necessary, and in any case no longer than 15 minutes in every full hour. r. Sufficient operatives are available at all times to advise, assist and direct footway users safely past the works. s. Pedestrians requiring assistance need wait no longer than 5 minutes for help. t. All overhead operations are suspended when assisted pedestrians pass the works. u. Temporary footway closure signs are placed a recommended minimum of 20 metres in advance of the works: and v. The highway authority has been notified and agrees with the use of this measure. w. The 'Temporary Footway Closure Pedestrians wait here' signage to be used. x. All signage is secure and stable.				
Pedestrian, Cycle (Toucan) and Equestrian crossing Works	Public	Injuries to VRUS	5	4	20	H	a. These Risks can form any part of other traffic Management works and MUST be considered when planning/undertaking any other TM works. b. The TMO MUST have the correct qualifications for the type of work being carried out – NHSS Lantra awarded. c. Supervisor/Manager MUST obtain the highway authority when a suspension if works affect a pedestrian, cycle (Toucan) or equestrian crossing. d. Alternative arrangements need to be agreed for the users of the suspended crossing9s). e. 'Crossing Not In Use' signs to be installed. f. All Zebra crossing globes, signal heads and push buttons, and tactile rotating cones are covered. 	2	4	8	M

							g. Audible warnings are to be disabled. h. Barriers are to be placed across the accesses to the crossing(s). i. Kerb ramps are to be installed and secured where Pedestrians have been diverted (see Safety at Streetworks p98). j. Both crossings are to be closed if the works spreads into one or both sides of the crossing with a central refuge. k. Temporary TL's Ped crossings to be installed by a qualified TMO. l. A safe temporary cycle track or alternative route to be put in place were street or road works affect normal routes. m. A 'Cyclists Dismount And Use Footway' sign is to be put in place where the carriage way is closed but the footway remains open.  n. Unobstructed widths table in the Safety at Street Works and Road Works Code of Conduct Pg 53 to be referred to. o. TMO to take TL timings into effect for cyclists through the works. p. TMO to consider suspending works when horse riders/handlers need to pass. q.				
TM Installation and Removal	TMO/SP	Signs falling on TMO(s)/public/SP	4	4	16	H	r. Set up as per method. s. PPE to be worn, clean and serviceable. as per PPE section t. Carry out TM works at times of reduced traffic flow. u. Use appropriate manual handling. v. Always work from the safe side and be vigilant of any road user.	1	4	4	L
TM Installation and Removal Erecting signs	TMO/P/SP	Signs falling on TMO(s)/public	4	4	16	H	a. Erect signs on firm, level ground. b. Ensure adequate number of sandbags used to secure frame/sign. c. Ensure that signs are visible to the highway user and do not reduce the footway to less than 1 metre.	1	4	4	L

							d. Operatives trained in manual handling techniques.				
Pedestrian - Traffic Lights if used, Live traffic during light setup/removal	All	Struck by vehicle, serious injury or fatality	5	4	20	H	a. Use advance signage to warn road users before the setup zone b. Establish a safe working zone using cones and Chapter 8 layouts c. Ensure operatives wear correct high-visibility PPE (Class 3 minimum) d. Always face the oncoming traffic when deploying/removing heads near live carriageways e. Brief operatives on live traffic risks before starting setup	1	5	5	L
Incorrect light phasing/timing	All	Head-on collisions, public injury, reputational damage	3	5	15	M	a. Only trained, competent personnel to program and test light heads b. Phase timings calculated according to traffic flow and visibility c. Trial run conducted before going live d. Use of manufacturer's instructions or pre-approved timing plans	1	5	5	L
Power failure or battery loss	All	Signals fail, uncontrolled junction, increased crash risk	4	4	16	H	a. Fully charge all batteries before deployment b. Use quality-checked battery packs or mains supply (if applicable) c. Keep spare battery packs or alternative power on site d. Regular visual checks and test cycles throughout the shift e. Stop/Go boards to be placed at the traffic lights in the event of TL failure f. Include battery maintenance in daily vehicle/plant checks	1	4	4	L

Poor visibility of lights (e.g. bends, dips, poor lighting)	All	Drivers run the red, risk of vehicle collision	3	5	15	M	a. Place TTLs where drivers have a clear, unobstructed line of sight b. Use repeater heads if visibility is limited due to bends, hills, or lighting c. Install additional warning signs in advance of signal heads d. Check visibility during daylight and low light conditions e. Consider temporary lighting or illumination in poorly lit areas	1	5	5	L
Obstruction of pedestrian paths	All	Slips, trips, impact with equipment	3	3	9	M	a. Ensure TTL heads, barriers, and cables do not block pedestrian footways b. Divert footways only with proper signage and safe alternative routes c. Use ramps or coverings over cables to prevent trips d. Brief site team on pedestrian interaction zones e. Inspect the area regularly to keep access clear	1	3	3	L
Improper placement (e.g. wrong distance between heads)	All	Confusion, driver error, accidents	3	4	12	M	a. Confirm placement using site-specific traffic management drawings b. Double-check signal angle to ensure visibility for all approaches c. Correct distances and placements before go-live	1	4	4	L
Public interference or vandalism	All	Signal moved or switched off, uncontrolled site	3	4	12	M	a. Fit anti-tamper locks or security bolts to TTL units b. Cone or barrier off the signal head to deter tampering c. Place signage warning of legal consequences of interference d. Monitor TTLs regularly during shifts, particularly on overnight setups e. Immediately report and replace damaged or moved equipment	2	4	8	M
Verbal abuse aggression from public	TMO	Stress, injury	4	4	16	H	a. Conflict management training. b. Clear signage to be used. c. TMO not to put themselves in danger, get into a conflict situation.	2	4	8	M

							d. TMO to return to their vehicle and lock the door e. Contact supervisor/police if needed f. Report and record all incidents through notify. g. Contact supervisor/police if needed				
Incorrect access given to unauthorised vehicle	SP/P	Security breach, risk to site works	4	4	16	H	a. TMO to check ID or reason for access b. TMO to use access list if provided c. Escort through works when required d. Supervisor/QHSE team to review process if breached.	1	4	4	L
Trips/slips and falls	TMO/SP	Sprains, bruising, head knocks	3	3	9	M	a. Keep area tidy at all times b. Store any unused TTM equipment on vehicle c. Avoid trailing equipment around access point(s) d. Use cones to mark hazards around near access points. e. PPE to be worn, clean and serviceable. as per PPE section f. Head torch is to be fitted to Hard hat and switched on at night or in inclement weather. g. Mobile lighting to be used when required h. Vehicle work lamps to be used when loading/unloading at night or in inclement weather.	1	3	3	L
Weather exposure (heat, cold, rain)	TMO	Fatigue, dehydration, illness	3	2	6	M	a. Suitable clothing to be worn, PPE, waterproofs in wet weather. b. Shelter breaks c. Water breaks to be implemented in extreme heat. d. Sun cream to be applied to exposed skin in extreme heat.	1	2	2	L
Manual handling of signage/barriers	TMO	Strain/injury	4	4	16	H	a. Team lifts where needed b. Use of mechanical aids (e.g., Tail lift, sack truck or trolley) c. Manual handling awareness undertaken d. Lightweight equipment to be used were possible	1	4	4	L
Lifting SLG items (signs, cones, frames) by hand	TMO	Manual handling injuries (strain, sprain, back injury)	4	4	16	H	a. TMO carries out a full site risk assessment b. TMO not to proceed with work if site unsafe and report to supervisor. c. Manual handling training	1	4	4	L

							d. Team lifting for heavy/bulky items e. Use of mechanical aids (e.g., Tail lift, sack truck or trolley) f. Plan load layout in advance to minimise handling				
Loading on uneven or unstable ground (site)	TMO	Slips, trips, falls	4	4	16	H	a. Pre-check ground stability b. Maintain clear access and egress c. Use suitable footwear with good grip as per PPE requirements S3 Standard with laces fastened up fully.	1	4	4	L
Lifting above shoulder height onto flatbed	TMO	Musculoskeletal injuries, falling items	4	4	16	H	a. Hard Hat to be worn and fastened up. b. Use drop-down tailgates or steps c. Use two-person lift or mechanical hoist if available d. Store heavier items lower on vehicle	1	4	4	L
Poor visibility during loading (early morning/night)	TMO	Trips, vehicle collisions	4	4	16	H	a. Adequate task lighting, vehicle lights, work lights on rear of vehicle. b. Wear Hi-Vis PPE c. Site lighting in depot d. Position vehicle in well-lit area	1	4	4	L
Traffic movement during site loading	TMO	Hit by vehicle	4	4	16	H	a. Temporary Traffic Management in place b. Use of Lookout/Signaller/2ndTMO c. Exclusion zones around loading areas to be used where required d. Vehicle beacons and hazard lights to be switched on when outside the works area	1	4	4	L
Unsecured items during transit	TMO P	Falling load during transit	3	1	3	L	a. Use of vehicle-specific securing systems (straps, ratchets) b. Regular checks during journey, retighten straps when required c. Use a Load configuration plan	1	1	1	L
Poor visibility/night work	TMO/SP	Reduced safety, increased accident risk	2	4	8	M	a. Use of reflective clothing b. Illuminated signage c. Adequate lighting	1	4	4	L

Fatigue (long hours, low alertness)	TMO	Reduced concentration, increased error risk	2	3	6	M	a. Adequate breaks b. Rotate duties c. Fit-for-work checks d. Avoid excessive overtime e. Reporting of fatigue to supervisor	1	2	2	L
Reinstating moved traffic management equipment	TMO	Struck by vehicle, manual handling injury	4	4	16	H	a. Conduct task during low traffic flow b. Use buddy system c. Wear full PPE d. Follow safe manual handling practices e. Use IPV	1	4	4	L
Environmental Risk assessment											
Use Of Vehicle – C02, S0x, N0x and particulates emissions	A/CRP/O	Air Pollution – Green House gases = Global Warming and Climate Change	2	3	6	M	a. Driver Behaviour Monitored, Speeding, Cornering, harsh braking and vehicle idling b. Euro VI vehicles used c. C02, NOx & PM monitored and reported to Senior Management d. Driving assessments carried out at induction. e. Vehicle policy in place f. Drivers' handbook in place g. TBTs, Alerts and Memos given to Drivers h. Vehicle serviced and maintained regularly i. Vehicles renewed on a 3 yearly cycle	1	3	3	L
Use Of Vehicle – Use of fossil fuels (natural resources)	NR	Material resources & Land despoliation, supply chain issues & inequal disruption to impacts	2	3	6	M	a. TBTs, Alerts and Memos given to Drivers. b. Vehicle serviced and maintained regularly. c. Vehicles renewed on a 3 yearly cycle. d. FORS Silver accreditation in place e. 14001 Accreditation in place. f. Fuel, MPG, Ltrs mileage reports reviewed by Senior Management	1	3	3	L

Refuelling of Vehicle/Plant - Use of fossil fuels (natural resources)	W/L/H	Water source and ocean Pollution, Deforestation, soil erosion and land quality & Biodiversity loss	2	3	6	M	a. Vehicles are filled up in a controlled environment. b. TBT given regarding Spillages/pollution c. Weekly walk around checks are carried out by the DM's	1	3	3	L
Vehicle Plant Maintenance - Use of fossil fuels (natural resources) Emissions to land or water from spillage of fuel or oil	L/W/NR/EH	Water source and ocean Pollution, Deforestation, soil erosion and land quality & Biodiversity loss. Material resources & Land despoliation, supply chain issues & inequal disruption to impacts	2	3	6	M	a. Supplier of the vehicle carries out the maintenance and not on our sites. b. Minor top ups carried out on vehicle and plant, Jugs and funnels used c. Servicing's dates are monitored by the TAF at each depot to ensure the vehicles/plant is serviced on time	1	3	3	L
Disposal of Waste - Failure to follow waste hierarchy Failure to comply with Duty of Care Avoidance of disposal of waste	All	Local effects of Pollution (air quality, noise, waste, lighting, odour) Water source and ocean Pollution, Waste and International waste trade Deforestation, soil erosion and land quality, Biodiversity loss	2	3	6	M	a. Waste is collected from site and brought back to the depot to dispose of within the waste receptacles. b. A Contractor GoGreen manages waste. c. Reports are generated by the QHSE Manager and reported on at the Senior Management QHSE meetings d. Weekly walk around checks are carried out within the depots to ensure waste is in the correct areas	1	3	3	L
PPE - Use of fossil fuels (natural resources)	NR	Material resources & Land despoliation, supply chain issues & inequal disruption to impacts	2	1	2	L	a. PPE controlled and supplied b. Stock off PPE kept c. New PPE is swapped for old and recycled through the supplier where it is reused.	1	1	1	L
Site Works –	CRP/EH	Local effects of Pollution (noise)	2	1	2	L	a. TM Vehicles have silent night reversing Bleepers fitted.	1	1	1	L

Noise generation							b. TM Operative not to communicate by shouting, radios to be used. c. Vehicle sound systems levels to be low. d. Vehicle horns not to be activated in a built-up area between the hours of 11.30 pm and 7.00 am except when another road user poses a danger.				
Site Works – Obtrusive Lighting	CRP/EH	Local effects of Pollution (lighting)	2	1	2	L	a. Lighting is only used for short periods of time when laying out a site. b. Head torches are used at night-time and point in the direction of travel. c. TM vehicle head lights are used for traveling only. d. TM Vehicle work lights are used for loading unloading only and not to be left on. e. TM hazard beacons are only used for warning others of stopping to set up a sight or leaving a site.	1	1	1	L