Traffic Control Stop Works

RAMS018-CEN

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1 Document Summary

1.1 This generic RAMS document covers the installation, operation & removal of traffic management by way of Stop Works.

1.2 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

1.3 This method statement applies to all highways and roads with a speed limit of 60mph and below.

1.4 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.

- 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 Stop Works Limitations

5.1 Before setting up any traffic control, a risk assessment must be undertaken following the table of limitations below from the Safety at Street Works and Road Works a Code of Practice 2013 2nd impression (with amendments), June 2014 and Traffic Signs Manual Chapter 8 Part 1 2009 table 5.2 for the operation of a Temporary Obstruction.

5.2 On occasions, activities are required in the carriageway or footway that temporarily restrict or prevent the free passage of road users past the works or reduce the width of carriageway to less than 2.5 metres. Such activities include the collection and delivery of materials. In some circumstances it is not possible or practical to provide an alternative route because of widths or other factors, or to apply a full Road Closure. A 'Stop Works' sign may be appropriate in these situations.

5.3 The "STOP Works" sign can only be used to stop vehicular traffic for short periods during works on or near a road. Each period of use can last no more than **2 minutes in any 15-minute period**.

5.4 The "Stop Works" sign must not be used as a substitute for other forms of traffic control and must only be used at sites where the risk has been assessed as low.

5.5 The sign must be double sided, mounted on a black / yellow banded pole and must be held by the operator. The sign should not be used at night unless directly illuminated. Illumination must be uniform across the sign face. Partial illumination is not permitted, nor is intermittent illumination. Two "Stop Works" signs may be required in circumstances such as manoeuvring plant or works vehicles.

5.6 You can only use the "Stop Works" sign when the road is single carriageway and the minimum clear visibility for drivers to the sign is:

Speed Limit of Road	Minimum Clear Visibility
40 mph or less	60 m
50 mph or more	75 m

Method	Max. Speed Limit	Max. Coned Area Length	Max. Traffic Flow
Stop Works Sign	60 mph	N/A	N/A

5.7 Traffic control ahead signs must be positioned on both approaches when any of the following conditions apply:

- The two-way traffic is greater than 20 vehicles counted over 3 minutes (400 veh/h)
- Bends in the road or other obstructions affect visibility.
- The speed limit is 50mph or more.

Note It is an offence under section 137 Highways Act 1980 to obstruct the highway without a lawful excuse.

Temporary traffic regulation orders, temporary traffic regulation notices or temporary regulations (as appropriate) are required to temporarily obstruct roads in Scotland, Wales and Northern Ireland.

Highway authority permission needed. Signing as per Safety at Street Works and Road Works a Code of Practice 2013 2nd impression (with amendments), June 2014 page 65 Consult your supervisor, manager or other competent person if at or near a railway level crossing. See also Safety at Street Works and Road Works a Code of Practice 2013 2nd impression (with amendments), June 2014 pages 77 to 80.

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, including trailer if required.
- 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. This is to ensure there is a form of contact in the event of traffic light failure.
A full sequence of lights MUST be carried out to ensure that all signal heads are working.

- 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.
- All traffic light batteries are fully charged.

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 Install

8.1 Upon reaching the site switch on amber beacons, indicate and pull over to left hand verge, and stop at the position of first sign location.

8.2 Exit the vehicle from the near side and begin to install the road works ahead sign.

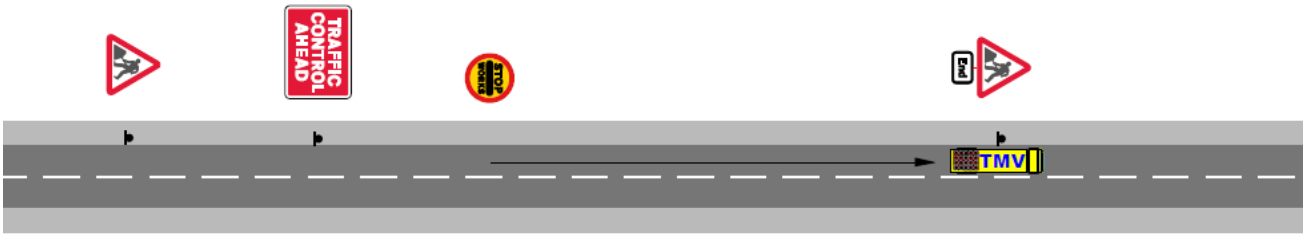
8.3 Place a minimum of 1no sandbag on to each sign to ensure the sign remains upright. (Additional bags to be added depending on sign size, speed of road and weather conditions).

Note Signs are too be positioned in such a way as not to reduce the minimum footway width to less than 1 metre, or block/restrict cycle lanes. Where minimum distances and a setback of 0.45m from the signs to the carriageway edge cannot be maintained, an alternative location for the sign must be sought. Signs may be placed on the carriageway or half on half off the footway where the carriageway width is not reduced below 6.75m for two-way traffic, and the minimum footway width is not restricted.

8.4 The TM Operative will proceed along the route towards the proposed site installing the Traffic Control Ahead sign.

8.5 Proceeding with the flow of traffic the TM operative will proceed along to the proposed site and install the Stop Works sign on the verge ready for the works to take place.

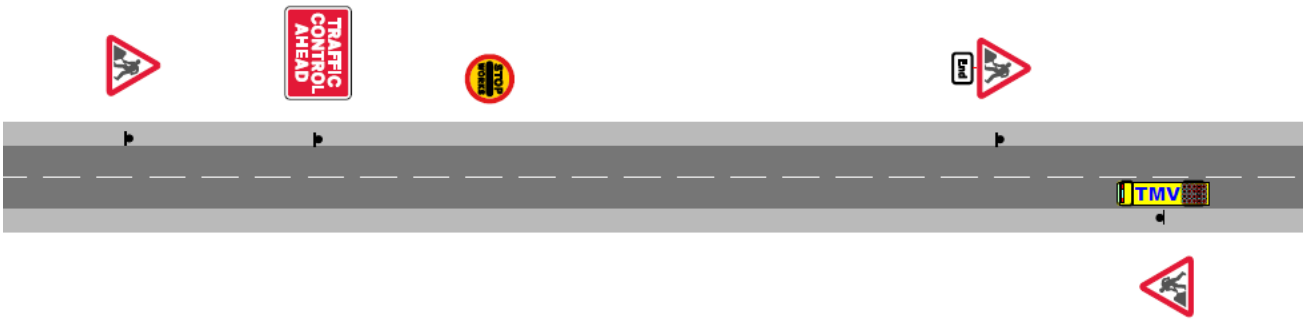
8.6 Proceeding with the flow of traffic the TM operative will proceed and install the Men at Work end sign.



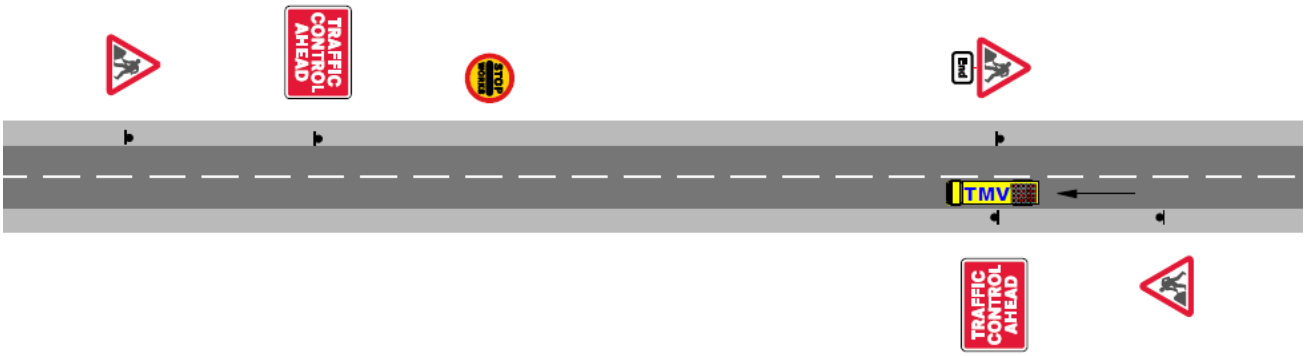
8.7 The TM Operative is to find a safe location to turn around and repeat the above operation on the opposite leg approaching the works area.

8.8 Upon reaching the site switch on amber beacons, indicate and pull over to left hand verge, and stop at position of first sign location.

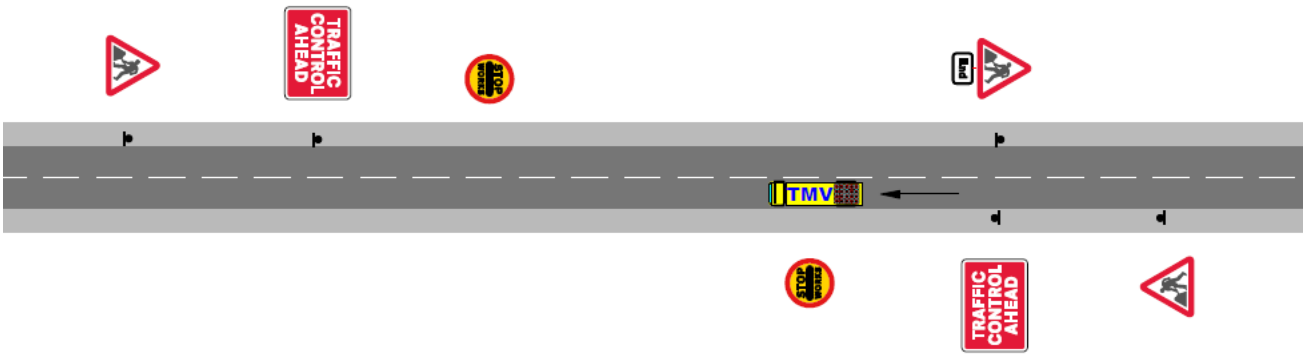
8.9 Exit the vehicle from the near side and begin to install the road works ahead sign.



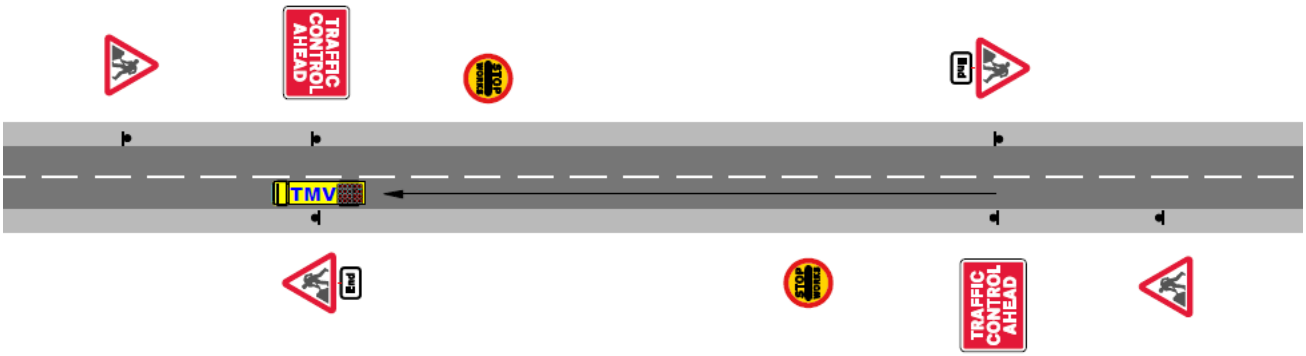
8.10 Proceeding with the flow of traffic the TM operative will proceed along to the proposed site and install the Traffic Control Ahead sign.



8.11 Proceeding with the flow of traffic the TM operative will proceed along to the proposed site and install the Stop Works sign on the verge ready for the works to take place.

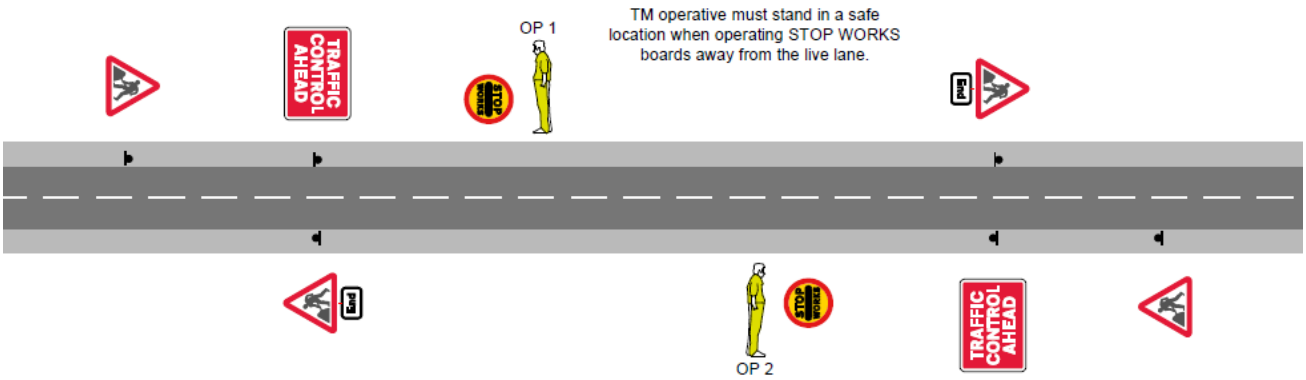


8.12 Proceeding with the flow of traffic the TM operative will proceed and install the Men at Work end sign.



8.13 Once all advance signing has been installed the TM operative will park the TMIV in a safe location off the carriageway. The TMIV will not obstruct the area where Stop Works are being undertaken.

8.14 When Stop Works are required, and instruction has been received operative 1 will speak with operative 2 via two-way radios. The stop Works sign will be positioned by the operatives to face oncoming traffic in both directions.



8.15 Stop Works will proceed as and when required ensuring that it is only used for a maximum of 2 minutes in any 15-minute period. When Stop Works are not being used TM operatives will place the Stop Works sign in a safe location on the verge.

8.16 Take photos of the completed installation from a safe location.

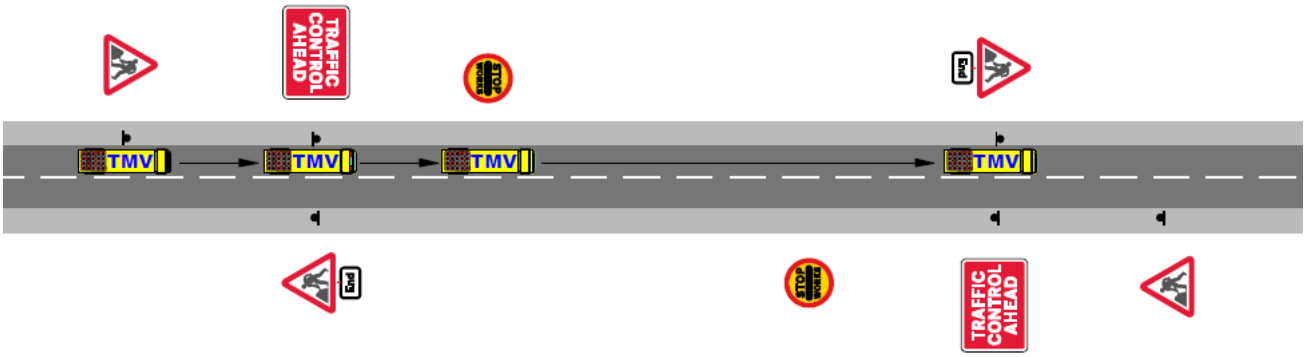
9 Removal

9.1 Once all works are complete and the carriageway is clear the TM operatives will now collect all advance chapter 8 signing.

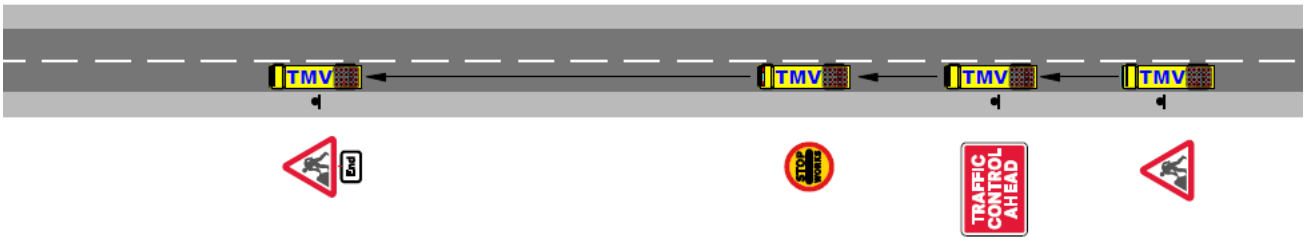
9.2 Proceeding with the flow of traffic find a safe place to turn around and proceed back to the works site.

9.3 Upon reaching site switch on amber beacons, Indicate and pull over to left hand verge, and stop at position of first sign location.

9.4 Exit the vehicle from the near side and begin to remove the road works ahead sign. The TM Operative will then proceed along the route towards the proposed site removing the Traffic Control Ahead and stop works signing.



9.5 Find a safe location to turn around and repeat the above operation on the opposite leg approaching the works area.



9.6 Take photos of the completed installation from a safe location.

Note It is a legal requirement that all equipment is to be removed from site.

10 Linked Documents

Document Name
ARTSM Guidance on the Use of Portable Traffic Signals
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

11 Risk Assessments

11.1 The following risk assessments are based on Generic TM Works; the following operational hazards and risks provide a general indication of what may be encountered during normal TM 1works and applies to all highways and roads:

- 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

11.2 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 work is undertaken.

11.3 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.

Note You **MUST** ensure that any risk(s) that have been identified throughout these works are controlled, and if in any doubt **"STOP"** works and contact your supervisor.

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

11.5 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.

11.6 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

11.7 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	1	4	4	L
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.	1	4	4	L
Traffic Control – By Stop – works' sign (s)	All	Lifting injuries to TMO. Falling from height injuries to TMO. Cuts and abrasions from lifting QFF's/Signs Injuries from being struck by oncoming traffic	5	4	20	H	a. TMO must have undergone suitable training and competency assessments to satisfy the requirements of the nationally recognised standard, NHSS 12D M1/M2. b. TMO carries out a traffic count parked in a safe area before any works is set out. c. On-site risk assessment is undertaken by the TMO before any works is carried out. d. Manual Handling risk assessment in place. e. **Stop – works sign(s)** are only to be used when the road is single carriageway and the minimum clear visibility for drivers to the sign is: • 60 metres for speed limits of 40 mph or less; • 75 metres for speed limits of 50 mph or more f. Traffic control ahead' signs are positioned on both approaches when any of the following conditions apply • the two-way traffic is greater than 20 vehicles counted over 3 minutes (400 veh/h); or • bends in the road or other obstructions affect visibility; or • the speed limit is 50 mph or more. g. Radio batteries are fully charged. h. A spare radio and Batteries are available. i. Signs to be illuminated across the sign face at night or in poor weather conditions. j. Stop/Go boards **MUST** not be used where there is an uncontrolled junction joining the shuttle lane.	1	4	4	L

							k. TMO must be aware of their own and other roads users' safety.				
TM Installation and Removal	TMO/SP	Signs falling on TMO(s)/public/SP	4	4	16	H	a. Set up as per method. b. Only TMO's with 12D sector scheme training to be used. c. PPE to be worn, clean and serviceable. as per PPE section d. Carry out TM works at times of reduced traffic flow. e. Use appropriate manual handling. f. 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. d. Operatives trained in manual handling techniques.	1	4	4	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
Contractor's staff straying into the safety zone or carriageway	SP	Serious injury to SP	2	5	10	M	a. Light continuous barrier or second row of traffic cones and safety Line will be placed adjacent to the working space to mark the inside edge of the sideways safety zone (S) and a traffic barrier after the longways safety zone (L) to prevent any possible straying or parking of vehicles/plant in these areas.	1	5	5	L

Vehicle Movement within the Road Closure.	TMO/SP	Collision with Plant or Operatives	2	5	10	M	a. Amber Beacons to be illuminated when driving through the works area. b. Site Speed limit to be kept to 10mph (unless stated otherwise). c. Be aware of plant operating on site. Wait until the plant operator has acknowledged awareness of TMIV or other TM vehicles before passing (particularly excavators when slewing). d. Always gain eye contact with plant operators/signallers/slingers and wait for their instructions. e. Avoid any reversing on site and use a banksman to revers when reversing is required. f. Always use site access and exit points and don't enter/exit site through safety zones.	1	5	5	L
Vehicle Strikes	TMO/SP	Serious injury to TMO & SP	4	4	16	H	a. Use of cones, Barriers and signage to be used. b. Set up as per Section 5, barrier Installation. c. Only TMO's with 12D sector scheme training to be used. d. PPE to be worn, clean and serviceable. as per PPE section	1	4	4	L
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. 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	1	4	4	L
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	2	3	6	MO	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	3	3	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 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	1	4	4	L
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	3	2	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	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	1	4	4	L

management equipment							d. Follow safe manual handling practices e. Use IPV				
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)	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

Emissions to land or water from spillage of fuel or oil											
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	1	2	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 – Noise generation	CRP/EH	Local effects of Pollution (noise)	1	2	2	L	a. TM Vehicles have silent night reversing Bleepers fitted. 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.	1	1	1	L
Site Works – Obtrusive Lighting	CRP/EH	Local effects of Pollution (lighting)	1	2	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.	1	1	1	L

							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.					