Mobile Lane Closure
With & Without Hard Shoulder
RAMS021-CEN

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1 Document Summary

1.1 This RAMS document covers the installation, operation, and removal of a Mobile Lane Closure and High-Speed dual carriageways and motorways with and without hard shoulders.

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

- Traffic Signs Manual Chapter 8 Part 1 & Part 2 2009
- Traffic Signs Manual Chapter 8 Part 3 2016
- National Highways Sector Scheme 12C

1.3 It applies to all Motorways and 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.

1.4 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.

1.5 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.

1.6 Liaison with National Highways may be required in planning the works to obtain any necessary licences, approvals, and temporary traffic regulation orders/notices (TTRO) in advance of the works commencing. Where works impact an adjoining Highways Authority network further liaison will be required.

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.

- **Sector Scheme 12C**

3 Vehicle

3.1 The block vehicle used for MLC used which will be an Impact Protection Vehicle (IPV).

- TM installation vehicles (TMIV) will be used along with mobile lane closure boards / trailers to conduct the MLC. The TMIV may be between 3.5t and 7.5t in weight. 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.

Personal Protective Equipment (PPE)

3.6 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.

4 Planning

4.1 Planning is a key component for safe operations and any assessment for carrying out work should include the following considerations: The person responsible for the Mobile Lane Closure (MLC) are to ensure that:

- Suitable and sufficient location specific risk assessments are undertaken and appropriately documented.
- Additional important advice that may be available in relation to a specific location, for example when lone working or when work is being carried out during the hours of darkness to be taken into consideration.
- Any relevant information relating to the works been undertaken are obtained.

4.2 Personnel undertaking Mobile Lane Closures (MLC's) should ensure that they:

- Are capable of giving, receiving, understanding and acting upon instructions.
- Have good hearing.
- Are suitable for the work required, and that, safety is not compromised by them suffering from specific conditions or illnesses.
- Are not adversely affected by the taking of medication or prescribed drugs.

5 Pre-Works

5.1 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.
- All trailers & vehicles will undergo a thorough inspection recorded on forms **TR017 & TR018 or the Big Change field service system.** Any defects identified will be rectified before works are able to commence.
- If using trailer mounted signs, operatives are to ensure the 7-pin plug and trailer lights are in working condition & fit for purpose. 4-fold lights, beacons, and work lights to be checked and any issues rectified prior to leaving the depot.
- The Highway Maintenance sign displayed on the rear of the trailer should be clean and fully visible when the sign board is in the stored position.
- Two-way radios (designated channel) will be used to communicate between the Works / Contractor Vehicle, Block Vehicle (IPV) and advance trailers. Radios will be checked prior to leaving the depot and additional radios & battery packs issued as required. A mobile phone will be available should the need to contact the emergency services arise, the client will be notified of this emergency mobile number.
- The contractor vehicle should display a 1200mm or 1500mm 610 Directional Arrow to the rear of their vehicle depending on the type of carriageway when undertaking the MLC Operation. This sign is to be covered / removed when travelling to and from site

Arriving On Site

5.2 On arriving on site, the TM Operative MUST

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

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

6 Installation

6.1 Prior to the works commencing the **12C Supervisor** / **Planning Officer** will carry out a pre-site inspection to assess the verge (if working in a carriageway with no hard shoulder) and / or the hard shoulder itself. The inspection will record any debris, permanent barrier lengths, structures, marker post detail, sight lines, fallen trees and raised drainage. Following the report, if the Planning Officer deems the section of works area unsafe to carry out an MLC, then alternative traffic management may be required.

6.2 The nominated operative (T4) will be sent out to a designated position. 360-degree beacons will be switched on & the operative will commence a traffic count. The traffic count information will be communicated to the **12C Supervisor** and if under the limit of 60 vehicles per 3 minutes, the MLC will be called on and the supervisor will notify all other trailers to take up their positions at the predetermined locations.

6.3 Once each trailer reaches their location, the operative will call out their positions and await further instruction, in numerical turn. Once all trailers are in position the **12C supervisor** will brief the contractor as to the method of installing lane closure.

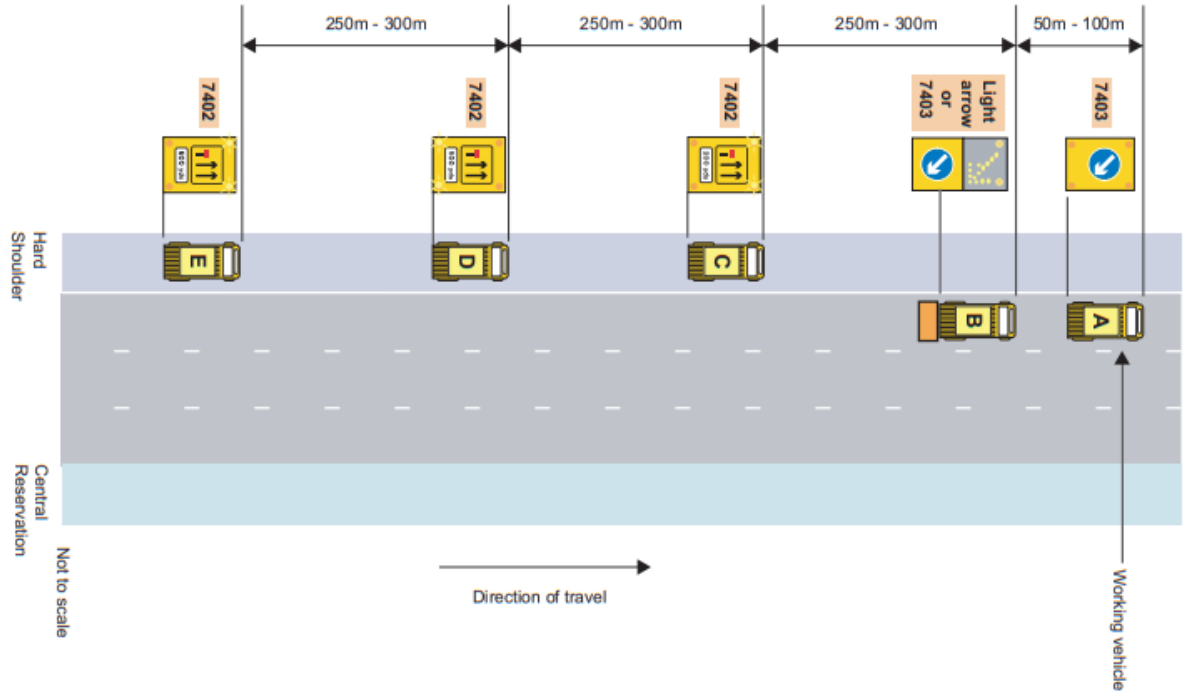
6.4 The **12C supervisor** will instruct all trailers, "boards up and 4 folds on", again confirmation from the trailers in sequence will be required. The next command will be from the Supervisor asking for "radio silence until the closure is established".

6.5 The Contractor Vehicle and Block Vehicle will now move from their holding position to the starting point of the works and come to a complete stop. Radio silence is lifted and T2 will let Block Vehicle Supervisor know if there are any issues with the rear sign display on the IPV. If there is an issue, the MLC will be aborted, if no issues arise, then the Supervisor will instruct all trailers and contractor vehicle to move off at a speed of 5 or 10mph depending on the site.

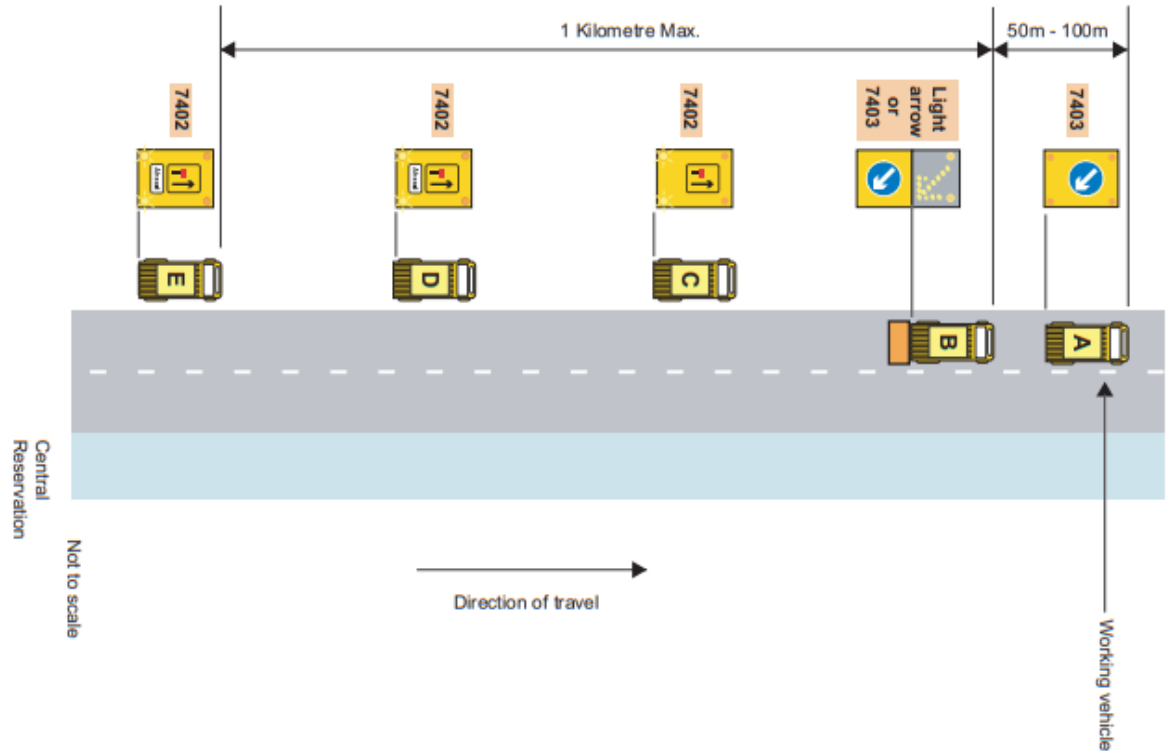
6.6 The Block Vehicle will call up the first trailer to the next available position or run-down verges as and when able to do so if working on a carriageway without Hard Shoulder. T2 will call T3 and T3 will call T4 up to last positions. If working on a carriageway with Hard Shoulder, then T2 will call each marker post as they pass to enable T3 and T4 stay in formation. The Block vehicle will notify trailer T2 of all obstructions, slip roads and any other problems that may arise, these messages are to be passed back through the train in formation.

6.7 T4 will carry out and record traffic counts every 15 minutes. This information is to be passed to the Block Vehicle. if during the works, the traffic count rises above maximum traffic flow according to the conditions, a decision to remove the closure should be taken in the interest of safety. This decision will be taken by the **12C supervisor** in all cases, not the client.

Works on a carriageway with a hard shoulder

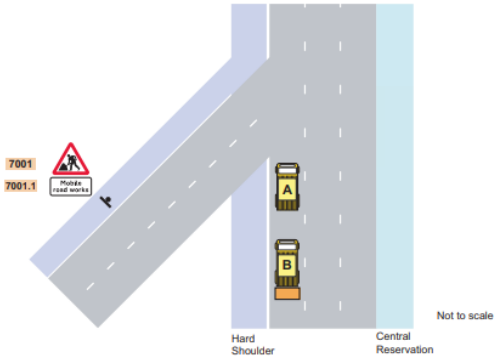


Works on a carriageway without a hard shoulder



7 Side Roads / Entry Slip Roads

7.1 All side junctions and entry slip lanes will require advance warning for adjoining traffic as the MLC approaches. A free-standing MAW sign with “Mobile Road Works” supplementary plate is to be erected when instructed by the 12C Supervisor. The ‘Scurry Vehicle’ is used to install / remove & relocate this sign, as necessary.



7.2 As trailers approach an exit slip, they are to advise the Block Vehicle in the following context “Trailer 2 approaching the exit slip road”. The Block Vehicle will respond “Trailer 2, cross the slip road at the shortest point and only when safe to do so”. Trailer 2 will respond “Trailer 2 doing the dash” then “Trailer 2 dash complete”. Trailers 3 & 4 will use the same methodology.

7.3 This procedure will be mirrored for crossing an entry slip road. In some instances, if a trailer cannot pass across a slip due to traffic volumes, the operative must inform the Block Vehicle who can then bring the MLC to a stop, until such time the trailer is safely across.

8 Removal

8.1 Once the Contractor Vehicle notifies the Block Vehicle that all works are completed, the **12C Supervisor** will call a halt to the MLC by using the command “all trailers STOP, STOP, STOP”. At this point, all trailers will respond in numerical order “T2 received, T3 received, T4 received”.

8.2 The Block Vehicle Supervisor will now request radio silence and instruct the Contractor Vehicle to build up speed in the lane currently stopped in. If in an outside lane, the Block Vehicle will instruct the Contractor Vehicle to move across on command.

8.3 At this point, the Block Vehicle and Contractor Vehicle move across the lanes together. Both vehicles will now either pull on to the Hard Shoulder or to a place of safety depending on the type of carriageway and location of works.

8.4 The Block vehicle will raise cushion and lower lighting arrow and instruct all trailers to turn off 4-fold lights, lower boards and use amber beacons and move to predetermined meeting point.

8.5 All paperwork will now be handed in to the Block Vehicle Supervisor, and the MLC will be called off.

9 12C Emergency Procedure

9.1 In the unlikely event of an accident during the works, the **12C Supervisor** will instruct all operatives of the any actions to take place. At no time should the advance warning trailers be removed from the positions last used unless instructed to do so by the supervisor on site. If the Block Vehicle Supervisor is not able to take lead due to an IPV strike, then Trailer 2 will take over the situation.

9.2 The emergency services are to be contacted immediately using the emergency mobile phone provided 999 or 112 will put the individual through to the emergency services. You will be required to provide your name, telephone number and any other details that will help the emergency services. Clear,

precise instructions and directions with any potential casualty numbers are to be given, all operatives are to remain calm until help arrives.

9.3 A Manager will need to be informed ASAP; a full report will need to be completed upon return to the depot.

9.4 If the Block vehicle or any of the trailers breaks down or develops a fault that cannot be remedied immediately, the Supervisor should take the decision to suspend the MLC as per the removal technique. The fault should be repaired off site before the MLC can recommence.

10 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)
TR017-CEN 12C Block Vehicle Check List
TR018-CEN12C Trailer Vehicle Check List
TR019-CEN 12C Vehicle Traffic Count
TR020-CEN 12C MLC Request Form
TR021-CEN 12C MLC Briefing Form

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 works 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.

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	5	5	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	2	5	10	M	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.	1	5	5	L

							c. Where available use reversing aids such as reversing cameras.				
TM Installation and Removal	TMO/SP	Signs falling on TMO(s)/public/SP	5	4	20	H	a. Set up as per method. b. Only TMO's with 12C 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	5	4	20	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
Contractor's staff straying into the safety zone or carriageway	SP	Serious injury to SP	5	4	20	H	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	4	4	L
Vehicle Movement within the Closure.	TMO/SP	Collision with Plant or Operatives	5	4	20	H	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.	1	4	4	L

							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.				
Emergency Vehicle Access	Emergency services, TMO, Public	Blocked route for ER vehicles; delayed response	2	5	10	M	a. Pre-agreed emergency access plan with ROCC/Police. b. Immediate de-tapering procedure. c. TMF instructed to keep radio contact. d. Formal log of any ER obstruction.	1	5	5	L
Vehicle Strikes	TMO/SP	Serious injury to TMO & SP	5	4	20	H	a. Use of cones, Barriers and signage to be used. b. Only TMO's with 12C sector scheme training to be used. c. 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	4	4	16	H	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	1	4	4	L

							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.				
Weather exposure (heat, cold, rain)	TMO	Fatigue, dehydration, illness	3	4	12	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. e. Lighting to be assessed and installed when required.	1	4	4	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	4	4	16	H	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	4	4	L
Poor visibility/night work	TMO/SP	Reduced safety, increased accident risk	4	4	16	H	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	4	4	16	H	a. Adequate breaks b. Rotate duties c. Fit-for-work checks d. Avoid excessive overtime e. Reporting of fatigue to supervisor	1	4	4	L
Reinstating moved traffic management equipment	TMO	Struck by vehicle, manual handling injury	4	5	20	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	5	5	L
Environmental Risk assessment											
Use Of Vehicle –	A/CRP/O	Air Pollution – Green House gases = Global Warming and Climate Change	3	2	6	MO	a. Driver Behaviour Monitored, Speeding, Cornering, harsh braking and vehicle idling	3	1	3	L

C02, S0x, N0x and particulates emissions							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				
Use Of Vehicle – Use of fossil fuels (natural resources)	NR	Material resources & Land despoliation, supply chain issues & inequal disruption to impacts	3	2	6	MO	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	3	1	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	3	2	6	MO	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	3	1	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	3	2	6	MO	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	3	1	3	L
Disposal of Waste - Failure	All	Local effects of Pollution (air quality, noise, waste, lighting, odour)	3	2	6	MO	a. Waste is collected from site and brought back to the depot to dispose of within the waste receptacles.	3	1	3	L

to follow waste hierarchy Failure to comply with Duty of Care Avoidance of disposal of waste		Water source and ocean Pollution, Waste and International waste trade Deforestation, soil erosion and land quality, Biodiversity loss					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				
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. 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