Works at or Near a Level Crossing

RAMS025-CEN

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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 requirements and process required to install traffic management on or near to a level crossing. This document must be read in conjunction with the relevant traffic management RAMS document based on the traffic management required.

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

- Safety at Street Works and Road Works (A Code of Practice) 2013 Second Impression
- ARTSM Guidance on the Use of Portable Traffic Signals
- Chapter 8 The Traffic Signs Manual Parts 1
- New Roads and Street Works Act 1991

1.3 Any authority, utility company or other body intending to carry out work on a road at or near any type of level crossing in England must follow the procedures set out in Appendix C of the Code of Practice "Coordination of Street Works and Works for Road Purposes and Related Matters". For level crossings in Wales, Scotland and Northern Ireland refer to the appropriate Overseeing Organisation for the relevant procedures.

1.4 Works at or near level crossings may impact upon one or more of the following:

- Safety of road users, pedestrians, cyclists, railway passengers and personnel.
- Train operation.
- Structural integrity of the permanent way and other railway infrastructure assets.
- Railway overhead traction cables, electrified third rails and feeder or continuity cables; or
- Railway underground apparatus serving the railway and running parallel to it.

1.5 Statutory undertakers, the highway/road authorities, Network Rail, and others carrying out street or road works, and other works have a duty to co-ordinate their activities and to follow the special safety precautions which apply at level crossings.

1.6 Risk Assessments with continuous monitoring, are essential to safe operation of street works at or near to level crossings.

1.7 The whole of Network Rail's rail network infrastructure is a continuous site for the purposes of CDM. When work is being planned to take place on or in the immediate vicinity of a level crossing, and in order for permission to be given for any street works to commence, Network Rail and other light or heavy rail operators will require details of the street works and the competence of those employed to carry out the street works and will advise contact details.

1.8 A detailed Task Briefing will be given for all works on or near to a level crossing 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.

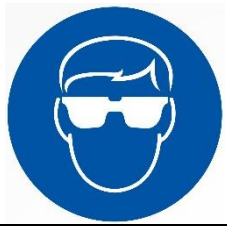
1.13 This method statement is to be read in conjunction with RAMS Appendix A (Standard Clauses)

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 Personal Protective Equipment (PPE)

2.1 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.

If you are not entering a site then High visability jacket/long sleeve vest and Safety Boots/shoes will surfice, as long as you keep to footways/foot paths.

3 PRE Works

3.1 Any site that requires works to be undertaken on or near to a level crossing will require the Local Highways Authority and Network Rail to be consulted. The General Manager, Area Manager or Project Manager **MUST** attend the site where the proposed works are to take place to ensure that the proposed works are able to be undertaken in a safe manner. Once the method of work for the site has been agreed the TM will be designed in accordance with the relevant legislation and industry guidance documents.

3.2 Once the company RAMS and TM plan have been completed, these will be submitted to the client for approval.

3.3 Prior to the Operative leaving the local depot the TM Operative will be given a site-specific Task Briefing by the person in charge of the works, this could be General Manager, Area Manager or Project Manager, which will include any additional information relating to client specific requests, known hazards, GS6, or any other constraints, that are not detailed in our standard RAMS documents so that they fully understand the requirements of the job.

3.4 The Operative will have access to the company RAMS and TM plan in relation to the job they are to undertake from their field service tablet. If the operative is unsure of what to do when arriving on site, the operative must STOP immediately and contact their supervisor or Manager.

4 Traffic Control

4.1 "STOP/GO" should be used at works that straddle a level crossing, or within 50 m of the level crossing stop line where the level crossing is equipped with twin red flashing traffic signals. For Installation of Stop & Go works see **RAMS013-CEN.**

4.2 Under no circumstances should portable traffic signals be used at works that straddle a railway level crossing, nor to control road traffic within 50 metres of a level crossing equipped with wig-wag traffic signals. Your Supervisor, Manager or other competent person must contact the railway owner or tramway operator when works requiring portable signals are to take place at or near a level crossing, or where traffic queues could affect a level crossing. For installation of temporary traffic signals see **RAMS012-CEN.**

4.3 When operating temporary traffic signals outside the 50m boundary up to 200m of a level crossing the traffic signals **MUST** be manually controlled by the traffic management operative on site to ensure that traffic does not back up and block the level crossing. The traffic management operative is to manually control the traffic signals for the duration of the works and must remain alert to the dangers.

4.4 Attention must be paid to situations where street works may be a considerable distance away from the level crossing, as they may still cause traffic to tail back over the crossing.

4.5 At no point is any TM personnel allowed to execute any works within Network Rail or other rail operators' boundaries. TM personnel are to always remain on the adjacent highway authority network.

5 Multiple Operative Working

5.1 In some cases, and depending on the contract, it may be necessary to appoint two or more Operatives to a scheme. The person responsible for the works **MUST** determine the risk and add additional

Operatives to the scheme if deemed necessary. In this scenario, the additional operatives **MUST** work side by side with the lead operative following the RAMS for the required TM.

6 Emergency Works

6.1 Where it is necessary to carry out emergency works at or near to a level crossing it is vital that the street authority and local Network Rail office is contacted immediately, and work **MUST NOT** commence until the promoter has been assured that all necessary safety precautions are in place. If in doubt the TM Operative is to contact their supervisor or manager prior to starting any works activity.

7 Placement of Temporary Traffic Signals

7.1 When working near a rail line care and attention must be taken to ensure that temporary traffic signals are not mistaken as a red stop signal for approaching trains. During the placement of temporary signals, especially during the switch on / testing / installation phase ensure that the signals are pointing in a direction where they will not be mistaken as a stop signal for approaching trains.

7.2 A site-specific risk assessment **MUST** be carried out prior to installing any traffic management and to be briefed to the TMO(s) that are to undertake the TM works.

8 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.
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

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

9 Risk Assessments

9.1 The following risk assessments are based on TM 12D Works and. The following operational hazards and risks provide a general indication of what may be encountered during normal TM 12D works and applies to all highways and roads, except motorways and any dual carriageways with a speed limit of 50 mph or more:

- 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

9.2 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.

9.3 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.

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

9.5 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.

9.6 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

9.7 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	4	5	20	H	a. Structured Induction and Site-Specific Training before being allowed to work b. Buddying system with experienced TMOs or Supervisors c. Daily Task briefings with clear role allocation and expectations d. Active supervision and mentoring until competence is demonstrated e. Regular competency checks and feedback loops a. 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	4	5	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	5	5	L
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 techniques f. Always work from the safe side of the vehicle and be vigilant of any road user.	1	4	4	L
Moving Trains Moving Vehicles Overhead powerlines Railway lines Barriers	All	Injuries from being struck by oncoming traffic Potential fatalities caused by impact with trains Electrocution	3	5	15	H	a. RAMS013-CEN Stop/go works in place and MUST be used in conjunction with this RAMS document when required. b. RAMS012-CEN 2/3/4-Way traffic lights and Pedestrian crossings in place and MUST be used in conjunction with this RAMS document when required. c. Local Highways Authority and Network Rail MUST be consulted prior to any works is undertaken. d. No works to be undertaken without written authority from Highways Authority and Network Rail. e. The TMO must have the correct qualifications for the type of work being carried out near the Railways – NHSS Lantra awarded. f. PPE must be worn as per the PPE section of these RAMS g. Portable traffic signals are not to be used at works that straddle a railway level crossing, nor to control road traffic within 50 metres of a level crossing equipped with wig-wag traffic signals.  h. Stop/Go traffic control to be used at works that straddle a level crossing or within 50meters of the level crossing.	1	5	5	L

							i. When operating temporary traffic signals outside the 50m boundary up to a distance of 200m of a level crossing the traffic signals MUST be manually controlled by the TMO on site to ensure that traffic does not back up and block the level crossing. j. The TMO is to manually control the traffic signals for the duration of the works and must remain alert to the dangers. k. Where it is necessary to carry out emergency works at or near to a level crossing it is vital that the street authority and local Network Rail office is contacted immediately, and work MUST NOT commence until the promoter has been assured that all necessary safety precautions are in place. l. Highway authority MUST be given before TL's are used adjacent to the railway and the railway authorities MUST be informed. m. TMO must position TL's where they are not mistaken for railway signals. n. Traffic Lights MUST be turned away from the railway when setting up. o. When more than one TMO is controlling lights on the works they are to have communication at all times using radios. p. All overhead cables are marked at ground level with the relevant sized blue cone with a reflective cone sleeve with the wording "Danger overhead Cables" on it. 				
Site Plant & Equipment	Op	Collision with moving plant (e.g., excavators, road rollers)	3	4	12	M	q. Operative to coordinate with the Site Manager, Supervisor, or Foreman. r. Operative to be briefed on site works and movements of plant if required. s. Operative to stay clear of exclusion zones.	1	4	4	L

							t. Full PPE is to be worn when auditing on site as per Section 4 PPE, clients PPE requirements to be followed if different from Section 2 PPE. u. PPE is to be clean and worn correctly.				
Slips, Trips & Falls	Operative	Uneven ground, debris, and weather conditions	4	4	16	H	d. Operative to wear the correct footwear for all works. e. Operative to walk within safe walking routes, footways/footpaths. f. In Poor weather or at night Operative to have their safety helmet head torch switched on. g. Operative not to work on verges or in water. h. Operative to constantly observe where they are walking. i. Only enter and exit the vehicle once it has come to a complete stop. j. Operative to ensure that their hands and footwear are dry and free from mud or snow and are dry before entering the vehicle. k. Operative to use 3 points of contact when entering or exiting a vehicle cab. l. Operative to face the vehicle when entering or exiting. m. Operative to use designated steps, handholds and grab rails provided on the vehicle. If vehicle larger than a small van. n. Operative not to use unstable objects like the steering wheel or door frame as anchor points. o. Operative to ensure 3 limbs are anchored at all times p. Operative not to break the 3 points of contact until they have reached their destination, they are stable with both feet on the ground. q. Operative to be mindful of the ground area to ensure there is no mud, snow, ice, uneven surface or verges.	1	4	4	L

Weather Conditions	Operative	Reduced visibility, wind, rain, or extreme temperatures	4	2	8	M	g. Operative to wear the appropriate clothing to the weather conditions (Must be Hi-Visibility Clothing. h. Operative to monitor weather conditions and cease audit if weather becomes to extreme. i. Head torch to be switched on in reduced visibility conditions or/and at night.	1	2	2	L
Lone Working	Operative	Delayed emergency response	4	2	8	M	a. Operative to ensure that they have communicated with their Line Manager with regards to when and what site they are auditing. b. Operative to ensure they have a mobile phone, it is fully charged, and they have their Line Managers contact number. c. Operative to inform their Line Manager when they are back at the depot or home whichever is their end journey. d. Operative to read Lone Working Policy.	1	2	2	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 h. Bodycams to be worn and switched on.	2	4	8	M
Noise	Operative	Hearing damage, difficulty in communication	3	2	6	M	a. Operative to remove themselves to a quieter place. b. Operative to apply ear plugs or other ear noise protection PPE c. Operative to postpone works until noise risk as ceased or lowered.	1	2	2	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. e. Gloves and extra layers in low temperatures. f. Winter driving and management briefings to be followed.	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 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 e. 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 f. When stationary all vehicles to be parked with parking brake engaged, engine turned off and streeting wheel turned towards the verge.	1	4	4	L
Unsecured items during transit	TMO P	Falling load during transit	1	3	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 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 d. 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 -	L/W/NR/EH	Water source and ocean Pollution, Deforestation, soil erosion and land	2	3	6	M	a. Supplier of the vehicle carries out the maintenance and not on our sites.	1	3	3	L

Use of fossil fuels (natural resources) Emissions to land or water from spillage of fuel or oil		quality & Biodiversity loss. Material resources & Land despoliation, supply chain issues & inequal disruption to impacts					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				
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)	2	1	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)	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
Bio-security and cross contamination	CRP/EH	Local effects of Pollution (environmental)	1	2	2	L	f. TM crews to remain in the public highway at all times and not enter or park on private land / field or woodland accesses.	1	1	1	L