Road Closure Access Arrangements (12D)

RAMS046-CEN

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1 Document Summary

1.1 This RAMS document sets out the procedures for TTM operatives managing access on road closures. The purpose is to control entry, prevent unauthorised access, and ensure the safety of all road users and workers within the road closure.

1.2 This document sets out the requirements for the following scenarios:

- Un-escorted Access arrangements
- Escorted Access arrangements

1.3 This method statement is to be read in conjunction with the following RAMS document.

- RAMS017_CEN Road Closure & Diversion Local Authority Roads 12D

1.4 This Code applies to works carried out by or on behalf of both highway authorities and statutory undertakers.

1.5 A Task Briefing will be given for all works, detailing any site-specific information relevant to the specific works being undertaken. Risk Assessments with continuous monitoring, are essential to safe operation of street works.

1.6 Where possible a letter drop will be undertaken in advance of the works to inform residents and businesses of the road closure and what access arrangements will be in place.

1.7 All personnel on site MUST be briefed on the agreed access arrangements prior to works being undertaken.

1.8 When the road closure extends over a longer distance, localised work areas will need to be cordoned off as an additional safety measure.

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 these RAMS must have undergone suitable training and competency assessments to satisfy the requirements of the nationally recognised standard.

- Sector Scheme 12D

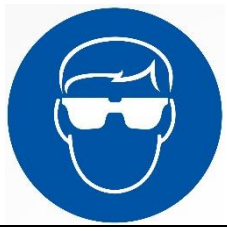
3 Vehicle

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

3.2 Vehicles used for escorting will display a “ESCORT VEHICLE NO OVERTAKING” sign on the back.

4 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, midsole 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 Dynamic Risk Assessment Throughout the Works

5.1 To ensure that all site operatives maintain a high level of situational awareness and activity identify and control risks associated with the changing site conditions, particularly in relation to ground hazards, equipment placement, and manual handling during the installation or removal of temporary traffic management (TTM) equipment, the steps below are to be used throughout the works, and if the works become unsafe **STOP** and speak to your line manager.

5.2 **Key Elements**

5.3 Pre-Ground Condition Check

- Inspect ground surface at and around the intended work zone/areas prior to any activity (e.g., loading, unloading, placing signage).
- Identify and clearly mark any hazards such as ruts, potholes, uneven surfaces, or soft ground.
- Relocate materials and equipment placement areas (e.g., signs, cones, Quick Fit Frames) to stable and level ground whenever possible.

5.4 Signage and Equipment Placement

- Avoid placing signage in or adjacent to unstable or compromised ground (e.g., near ruts or slopes).
- Ensure signage bases are level, secure, and positioned in low-risk zones for both workers and road users.
- Continually reassess placement suitability as site conditions evolve, especially after rainfall or heavy vehicle movements.

5.5 Loading & Unloading Practices

- Conduct a brief DRA prior to manual handling activities such as lifting or loading equipment onto vehicles.
- Confirm the immediate area is free of slip/trip hazards and that stable footing is available.
- Reposition loading zones as needed to avoid hazards or unstable ground conditions.

5.6 Ongoing Ground Surveying

- All operatives must adopt a "look and reassess" mindset throughout the work period.
- Periodically check walking and working surfaces for new or worsening hazards (e.g., rutting from vehicle movements, water pooling).
- Use hand tools or marker cones to highlight hazards as they are identified, and report findings to the team supervisor immediately.

5.7 Best Practice

- Wear suitable PPE for the terrain and task — footwear should be company approved S3 Standard, appropriate for uneven ground, checked for condition and fully laced up.
- Document any significant changes to site conditions or risks using task sheets, daily logs, or digital reporting tools if available.
- Engage with the client during site handover or initial briefing to gather information on known ground conditions or previous incidents.
- Wherever practicable, the loading and unloading equipment shall not be undertaken from the live traffic side of the vehicle.
- All temporary traffic management equipment shall be clean and fit for the purpose and be regularly maintained in such condition until completion of the work.
- Measures must be taken to stabilise traffic signs/frames, with ballast in the form of sacks containing fine granular material, or to otherwise secure them to permanent fixtures.
- Placement of vehicles in the verge should avoid restricting the sightlines of passing vehicles.

Note At night or in poor weather conditions you MUST wear a hard hat with a head torch attached and switched on.

6 Incursions

6.1 An incursion into a works area whether intentional or unintentional is wholly unacceptable. Contractors are expected to implement a series of measures to comprehensively eliminate, reduce or control unintentional or authorised entry in to work zones by members of the public or emergency services.

6.2 Incursions are classified as:

- Intentional incursion where the road user seeks to gain a benefit.
- Intentional incursion where the road user is seeking information.
- Intentional incursion where the road user is seeking refuge.
- Unintentional incursion where the road user follows a works vehicle into the works in error, also known as a follow in.
- Unintentional incursion where a road user enters the works area because of confusion.
- Unintentional incursion where a road user enters the works area or traffic management because of a collision or to avoid a collision.

6.3 Where incursions are expected additional measures can be put in place to eliminate & reduce the possibility of incursions happening such as a vehicle incursion system or CCTV monitoring.

6.4 TM Operatives shall not be used as the primary means of preventing incursions.

6.5 Traffic management vehicles shall not be used to barricade a site or operate as the gate. This only increases the risk to the operative from a determined intentional incursion or the road user who is impaired or confused.

7 Barrier Installation

7.1 Barrier **MUST** be placed across the entire road. Where the verge offers the opportunity for vehicles to drive around the closure, additional barrier **MUST** be installed

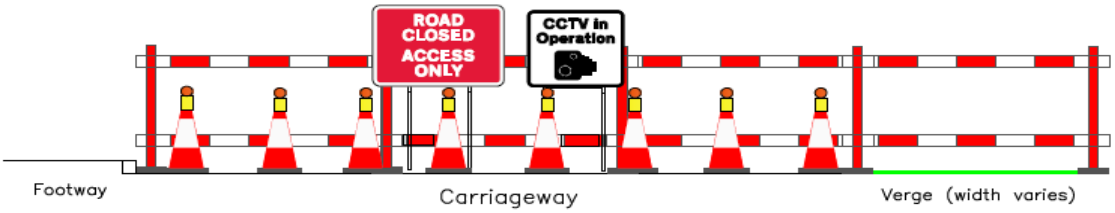
7.2 Installation of barrier will be dependent on the road layout.

7.3 Where footways are to be closed additional barrier **MUST** be installed.

Example 1

Example 2

Example 3



Example 4

Note A mixture of requirements may be required when installing barrier at a road closure. Ensure that the barrier is installed across the entire carriageway and verges.

8 Pre-Works

8.1 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 site may be 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; defective kit is not to be used. All signage is to have the company logo, and the local area contact number on them.
- Kit that is required for the works is as per the traffic management plan, plus spares.
- Kit is securely loaded on to the vehicle and the vehicle is not to be overloaded
- If the road closure has more than 1 x TMO then two way radios to be available with spare batteries

9 Un-Escorted Access Arrangements

9.1 Road closure to be fully installed in line with traffic management drawing and RAMS017.

9.2 With the closure fully installed, position barrier system and “Road Closed Access Only” signs at the full closure points.

9.3 With the road closure and barrier fully in position a TTM operative will take up position at the full closure points.

9.4 The operative(s) will position themselves in a safe location at the closure point in a location where they are able to interact with members of the public.

9.5 Interact with members of the public and approaching drivers to confirm their right to access the closure:

- Ask for proof of residence, work ID, delivery paperwork or appointment confirmation.
- Politely deny access to unauthorised persons and direct them to alternative routes.
- Maintain a professional and non-confrontational tone.

9.6 Where members of the public are granted un-escorted access to the road closure ensure that they are aware of the speed limit to maintain (10mph) and ensure that they activate their hazard warning lights while travelling through site.

10 Escorted Access Arrangements

10.1 Road closure to be fully installed in line with traffic management drawing and RAMS017.

10.2 With the closure fully installed, position barrier system and “Road Closed Access Only” signs at the full closure points.

Note It may be necessary to install a second line of barrier to create a safe and sterile area for vehicles to wait for the escort vehicle. The sterile area must be big enough for multiple vehicles.

10.3 With the road closure and barrier fully in position a TTM operative will take up position at the full closure points.

10.4 The escort vehicle will park in a safe location ready to escort as required.

10.5 2-way radios will be used between the driver of the escort vehicle and the TTM operatives at the full closure points.

10.6 Interact with members of the public and approaching drivers to confirm their right to access the closure:

- Ask for proof of residence, work ID, delivery paperwork or appointment confirmation.
- Politely deny access to unauthorised persons and direct them to alternative routes.
- Maintain a professional and non-confrontational tone.

10.7 Where members of the public are granted access to the road closure the TTM Operative will open up a section of barrier and let the vehicle in to the road closure. Where a second line of barrier has been installed the vehicle to be escorted will wait in the sterile area.

10.8 Once the escort vehicle is ready, the TTM Operative will open a gap in the second section of barrier (where used).

10.9 Ensure that the vehicle to be escorted are aware of the speed limit to maintain (10mph) and ensure that they activate their hazard warning lights while travelling through site.

10.10 The escort vehicle will now move off and maintain a speed of 10mph through site and escort the vehicle to its destination.

11 Communication

11.1 Communicate with members of the public in a clear

11.2 Use radios or mobile phones to communicate with supervisor and / or client representative.

11.3 Escalate aggressive or persistent individuals to the supervisor or Police if needed.

Note Do not engage with confrontational members of the public. Retreat to a safe location and escalate the issue to your supervisor and / or client representative.

12 Emergency Procedures

12.1 In case of accident, follow the site emergency procedures.

12.2 Contact emergency services via 999.

12.3 Inform supervisor and client representative immediately.

12.4 Complete incident report form.

13 Monitoring

13.1 Maintain presence during agreed site working hours.

13.2 Keep a log of vehicles allowed through (if required by client).

13.3 Keep a log of and report any incidents or unauthorised access attempts.

14 Linked Documents

Document Name	Location
Safety at Streetworks and Road Works Code of Practice (Red Book)	Documents/QHSE/Support Documents/Traffic Management Support Docs
OF20-CEN Task Briefing Sheet	Documents/QHSE/Approved RAMS
PY002-CEN Vehicle Policy	Documents/QHSE/Policies/Policies
PY003-CEN Incident Reporting Policy	Documents/QHSE/Policies/Policies
PR006-CEN Spillage Procedure	Documents/QHSE/Procedures
PY007-CEN Lone Working Policy	Documents/QHSE/Policies/Policies
PY036-CEN Health & Well Being Policy	Documents/QHSE/Policies/Policies

PY051-CEN Working at Height Policy	Documents/QHSE/Policies/Policies
PY053-CEN Personal Protection Policy (PPE)	Documents/QHSE/Policies/Policies
RA015-CEN Working Near Water	Documents/QHSE/Approved RAMS
RAMS025- Works at or near a level crossing in place.	Documents/QHSE/Approved RAMS
Traffic Signs Manual Chapter 8 Part 1 & Part 2 2009.	Documents/QHSE/Support Documents/Traffic Management Support Docs
Traffic Signs Manual Chapter 8 Part 3 2016	Documents/QHSE/Support Documents/Traffic Management Support Docs
TR001-DHB (Drivers Handbook)	Documents/QHSE/Drivers Handbook

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

15 Risk Assessments

15.1 The following risk assessments are based on Generic TM 12D Works and historical data; 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

15.2 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.

15.3 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.

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

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

15.6 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

15.7 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
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 the relevant NHSS 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
Vehicle Strikes	TMO/SP	Serious injury to TMO & SP	4	4	16	H	b. Use of cones, Barriers and signage to be used. c. Set up works as per CAD plan and MS. d. Only TMO's with NHSS sector scheme training to be used. e. PPE as per section 3 to be worn, clean and serviceable.	1	4	4	L
Obstruction of pedestrian paths	All	Slips, trips, impact with equipment	3	3	9	M	a. Ensure TTM equipment 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

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
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 at closure point	TMO/SP	Minor injury	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. Correct PPE to be worn as per section 3.	1	3	3	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	2	3	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 worn 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. Manual handling awareness undertaken c. 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/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	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	1	4	4	L

(early morning/night)							c. Site lighting in depot d. Position vehicle in well-lit area				
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	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 e. Use IPV	1	4	4	L
Environmental Risk assessment											
Use Of Vehicle – C02, S0x, N0x and particulates emissions	A/CRP/O	Air Pollution – Green House gases = Global Warming and Climate Change	3	2	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	3	1	3	L

							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	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	3	2	6	M	a. Vehicles are filled up in a controlled environment. b. TBT given regarding Spillages/pollution c. Weekly walk around checks are carried out by the DM's	1	3	3	L
Vehicle Plant Maintenance - Use of fossil fuels (natural resources) Emissions to land or water from spillage of fuel or oil	L/W/NR/EH	Water source and ocean Pollution, Deforestation, soil erosion and land quality & Biodiversity loss. Material resources & Land despoliation, supply chain issues & inequal disruption to impacts	3	2	6	M	a. Supplier of the vehicle carries out the maintenance and not on our sites. b. Minor top ups carried out on vehicle and plant, Jugs and funnels used c. Servicing's dates are monitored by the TAF at each depot to ensure the vehicles/plant is serviced on time	1	3	3	L
Disposal of Waste - Failure to follow waste hierarchy	All	Local effects of Pollution (air quality, noise, waste, lighting, odour) Water source and ocean Pollution, Waste and International waste trade	3	2	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.	1	3	3	L

Failure to comply with Duty of Care Avoidance of disposal of waste		Deforestation, soil erosion and land quality, Biodiversity loss					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	2	1	2	L	a. PPE controlled and supplied b. Stock off PPE kept c. New PPE is swapped for old and recycled through the supplier where it is reused.	1	1	1	L
Site Works – 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