

# RISK & OPPORTUNITIES - RISK ASSESSMENT 005

WORK TASK	TRAFFIC ROUTES (VEHICLES ON CONSTRUCTION SITES)			
	<i>Works reference [where required]</i>		<i>Client / PC</i>	<i>Line manager/person in charge</i>
<i>Site/location</i>				
<i>Start Date:</i>			<i>End Date:</i>	
<i>Worker participation &amp; consultation</i>				










METHOD OF ASSESSMENT	RISK ASSESSMENT METHODOLOGY		RISK ACTION LEVELS:																																					
<b>PERSONS EXPOSED</b>	Value Likelihood Axis	Value Severity of Harm Axis																																						
Employers' workers	1 Negligible	1 No harm	1-5	No action required																																				
Other workers	2 Low	2 Minor	6-11	Low – limited action required																																				
Members of the public	3 Likely	3 7day loss	12-	Medium – significant, action required following the principles of prevention																																				
Visitors	4 Very likely	4 Specified injuries	19-25	High – significant, action may require technical input beyond the author																																				
Plant operators	5 Certain	5 Catastrophic																																						
Young workers			Risk rating calculated by: $L \times S = RR$ , where L is the estimated likelihood value of an accident occurring, (Likelihood), S = the estimated value of the severity of harm because of a potential hazard being realised.																																					
Others please state			RR <sup>1</sup> = the Risk Rating without controls in place and RR <sup>2</sup> = Residual Risk with controls in place.																																					
<b>POTENTIAL NUMBER EXPOSED</b>	<table border="1"> <tr> <td></td> <td>5</td> <td>10</td> <td>15</td> <td>20</td> <td>25</td> </tr> <tr> <td>LIKELIHOOD</td> <td>4</td> <td>8</td> <td>12</td> <td>16</td> <td>20</td> </tr> <tr> <td></td> <td>3</td> <td>6</td> <td>9</td> <td>12</td> <td>15</td> </tr> <tr> <td></td> <td>2</td> <td>4</td> <td>6</td> <td>8</td> <td>10</td> </tr> <tr> <td></td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> </tr> <tr> <td></td> <td colspan="5">SEVERITY OF HARM</td> </tr> </table>			5	10	15	20	25	LIKELIHOOD	4	8	12	16	20		3	6	9	12	15		2	4	6	8	10		1	2	3	4	5		SEVERITY OF HARM						
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HAZARDS	L	S	RR <sup>1</sup>	PRINCIPLES OF PREVENTION	L	S	RR <sup>2</sup>
Reversing:	5	4	20	<p>Reversing areas should clearly marked, and visible to drivers and anyone else in the area. People not needed in reversing areas should be kept well clear. Vehicle reversing alarms should be fitted. These should be kept in working order and should be loud and distinct enough to be heard above background noise. In some circumstances, e.g. where a reversing alarm might not be easy to hear, visible systems such as flashing warning lights can be used. Other safety devices can be fitted to vehicles. For example, a 'sensing' or 'trip' system, which either warns the driver or stops the reversing vehicle when it comes close to or touches an obstruction. Physical stops, such as barriers or buffers at loading bays, can be used. They should be highly visible and sensibly positioned.</p> <p>Where vehicles reverse up to structures or edges, barriers or wheel stops can be used to warn drivers that they need to stop.</p> <p>When a vehicle has no rear-viewing aids to help reversing, the driver will require a 'banksman'.</p>	2	5	10
Temporary traffic routes:	5	4	20	<p>Temporary workplaces often have routes for vehicles and pedestrians that change as work progresses, or 'unprepared' routes such as unsurfaced roads or open ground. These routes should comply with the same basic safety standards applying to 'prepared' routes, i.e. they should be suitable for their purpose, have firm and even surfaces, be properly drained, and slopes that are too steep should be avoided. Try to make temporary routes follow natural contours of the ground where possible, so that natural drainage works for you, not against you. Safety banks may be needed on haul routes to prevent vehicles running over open edges, or to indicate a safe route. It is recommended that a bank should be 1.5 m tall or the axle height of the largest vehicle using the route.</p>	2	4	8
Being struck by vehicles:	5	4	20	<p>Keep vehicles and pedestrians separate whenever possible. Think about what kind of vehicles move around the site, including less-common vehicles [such as emergency services] and how much room they need to move safely. Then do what is practicable to keep vehicles in their areas, and pedestrians clear of them. Complete segregation is the ideal, although often not practicable, but the further apart you can keep vehicles and pedestrians the better. Drivers leaving parked vehicles should not have to cross potentially dangerous areas.</p>	2	4	8
Striking overhead cables/obstructions:	4	5	20	<p>If you have to work near overhead power lines, observe the following rules: - Treat all overhead lines as 'live' Get to know any maximum clearance requirements specified by the DNO/National Grid. Do not try to bypass 'goal posts' or barriers or other warnings. If you are a banksman, always keep the overhead lines in view when giving directions. Only direct plant under power lines where 'goal posts' are provided. Never stack materials or tip under overhead lines. This could reduce the safe clearance and, in wet weather, result in a 'flash over' to earth. Equally, a tipper body may come dangerously near to the wires - or accidentally touch them - with disastrous results</p>	2	5	10

HAZARDS	L	S	RR <sup>1</sup>	PRINCIPLES OF PREVENTION	L	S	RR <sup>2</sup>
Deliveries:	4	4	16	Where possible, lay the site out so that reversing is unnecessary; When maneuvering on public roads, public traffic and pedestrians have priority and that signallers have no legal authority to stop traffic on the public highway. If cones or barriers are to be used, discuss this with the local police and highway authority, and don't direct pedestrians on to the road; Make sure that lifting equipment is suitable for the use it is being put to, marked with its safe working load, properly maintained and inspected and receives a periodic thorough examination.	2	4	8
The public:	3	5	15	In some cases, the public may have access to sites. They should, as far as possible, be kept away from workplace vehicle routes and loading, unloading and parking areas. Safe routes for the public should be provided and clearly signposted. Lift trucks are especially dangerous to the public, and as far as possible they should be kept apart.	1	5	5
Runaway vehicles:	3	4	12	Drivers should <b>never</b> leave their vehicle without ensuring that the vehicle and its trailer are securely braked, the engine is stopped, the starter key removed, and any mounted equipment lowered to the ground.	1	4	4
Weather conditions:	3	4	12	Suppress dust during dry weather conditions and ensure that site approach roads are kept clean and free of mud and debris.	2	2	4

ADDITIONAL CONTROLS		Statutory Inspections:	Permits:
<b>Information, instruction and training &amp; supervision:</b> All workers & visitors are to be given specific information and Instruction by way of induction into any site-specific rules.	<b>Monitoring:</b> Work supervisors are to ensure that workers under their control adhere to any site-specific rules. Changes in the arrangements can be communicated through 'tbt's'.	<b>Emergencies:</b> Follow any specific site or principal contractor's procedures. Trained first aiders only may give first aid. All incidents must be reported as quickly as possible so that any accident reporting procedures can be dealt with i.e., RIDDOR	

PERSONAL AND RESPIRATORY PROTECTIVE EQUIPMENT	PPE/RPE must always be regarded as a last resort, the last line of defence. All other measures must be considered and if the use of PPE/RPE avoided where possible and practical. Where PPE/RPE is worn it must be suitable, compatible, and issue free. If in doubt ASK!		

 EN397 Industrial safety helmet	 EN13287 Slip resistant	 EN471.2 Banksman/traffic marshal marked orange vest	 As required	 As required
 As required	 As required	 As required	 As required	
ADDITIONAL:				

<b>MONITORING</b>	<p><b>Briefing:</b> person in charge/control of the activity is to brief those under their control this assessment.</p> <p><b>Change and review:</b> The originator is responsible for ensuring that the assessment is reviewed when it is no longer valid. This could be after the results of any monitoring, changes in law, technology or work process. As a minimum the assessment is to be reviewed annually</p>
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