

Risk Assessment Template

Project Name & No	Queens Wharf / Riverside Studios	Risk Assessment Number	001	Date	01.04.2016
Location	Crisp Road Vehicle Bay				
Activity	Establishment and Safe Operation of Crisp Road Vehicle Bay				
Persons Exposed	Pedestrians, Cyclists, Vehicle Drivers, Site Operatives, Site Management, Traffic Marshals, Slinger Signallers.				

Likelihood	Frequent	Probable	Occasional	Improbable	Incredible
	5	4	3	2	1

Severity	Catastrophic	Major	Serious	Significant	Minor
	5	4	3	2	1

RISK RATING = LIKELIHOOD X SEVERITY

Potential for Harm	Low (L)	Medium (M)	High (H)
RR Value	1 to 4	5 to 15	16 to 25
	No additional controls required	Efforts should be made to reduce the risk	Work should not be started until the risk has been reduced

Hazard	Likelihood	Severity	Initial Risk Rating (IR)	Controls	Likelihood	Severity	Residual Risk Rating (RR)
Pedestrians colliding / mixing with vehicles	5	4	20	1) Footpath (Site side of Crisp Road) is closed and hoarded off. 'Footpath closed sign please use other side of road' sign displayed. 2) Marshals to assist and direct pedestrians crossing the road where possible. 3) Vehicle bay fully fence off using temporary barriers.	1	4	4
Vehicle / cyclist collision on single file	4	4	16	1) Signage and barriers established in line with Chapter 8 guidance, particularly Stop / Go. 2) Marshal roles and responsibilities clearly established and communicated to workforce. 3) Logistics and Traffic Management Plan to be read and understood by traffic management team.	1	4	4
Vehicle loads colliding with vehicles during lifting	3	4	12	1) Tag lines to be used during lifting operations. Traffic to be stopped from both directions when lifting from the back of vehicles. 2) Lifting operations to be stopped in high winds. 3) Sub-Contractor RAMs to be read and understood by workforce taking part in loading / unloading activities.	1	4	4
Poor light conditions resulting in persons being unable to read and understand signage	3	4	12	1) General daylight to be monitored, particularly during winter months, by traffic and logistics manager. If light conditions deteriorate to a level where signage cannot be read and understood vehicle loading / unloading is to cease and the vehicle bay is to be dismantled and signage removed from roadside. 2) Street lighting and flood lights to loading bay will provide some additional light.	1	4	4

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Poor communication / lack of training	3	4	12	1) All traffic marshal's to have banksmen / vehicle marshal training. 2) All traffic marshals involved in the operation of the stop go boards and vehicle loading bay to receive briefing on role and responsibilities. See Mount Anvil traffic marshal roles and responsibilities. 3) All traffic marshals to be in constant radio communication. 4) Traffic marshals to maintain line of site wherever possible.	1	4	4
Vehicle collision with Marshal	3	4	12	1) All traffic marshals to wear orange hivi jackets, hard hats and trousers at all times. 2) Marshals to remain vigilant at all times. 3) 20Mph statutory speed limit on road.	2	4	8
Sign boards and barriers blowing over and striking pedestrians or vehicles	4	2	8	1) Sand bags to be placed on metal support frames for signage boards. 2) Signage to be checked periodically to ensure is still displayed and visible. 3) Red and white barriers to be partially filled with water.	1	2	2

Other Reference Information						
COSHH Assessment	Noise Assessment	PPE Assessment	Manual Handling Assessment	Training Requirements	HAV's Assessment	Other Information
						Riverside Stuiods Traffice Management Plan for Crisp Road Vehcile Bay (Drawing)
						Crisp Road Vehcile Bay - Marshall Briefing (Rolls and responsibilities)
						Queens Wharf - Logistics and Traffic Management Plan
						Traffic Marshal general RAMs
						Sub-contractor lifting plan and associated RAMs

Prepared by			
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Reviewed by			
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