

METHOD STATEMENT & RISK ASSESSMENT

RAMS 042 Traffic Management

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RAMS042	Rev00	5/3/18		

METHOD STATEMENT & RISK ASSESSMENT

RAMS 042 Traffic Management

1. ACTIVITY

Control of Plant Operations within Main Structural Soils Compound; control of crossing points/intersections of site haul roads and access / egress points on public highways.

2. LOCATION

Main Site Compound: Wylfa Newydd, Cemaes, Anglesey, Gwynedd, LL67 0DH

Works Locations:

1. Valley
2. Llanfachraeth

3. PERSONNEL

Project staff suitably trained as Vehicle Movements Banksman for vehicle movements under the control of Structural Soils. SQEP sub-contracted staff for erection and operation of NRSWA traffic management within the public highway.

4. EQUIPMENT & SIGNAGE

2-way radio may be required for traffic management tasks involving public highways.

Appropriate NRSWA compliant signage, cones, temporary traffic lights / stop-go systems.

5. PPE

In addition to site minimum standard PPE, the Banksman (and any operatives within the highway) must wear a long sleeve Hi-vis jacket or vest and Hi-vis trousers.

6. SEQUENCE OF OPERATION

MAIN COMPOUND / WITHIN WORKS LOCATIONS

Telehandler operations in the compound and works locations must be controlled by a suitably trained vehicle movements banksman. The Plant operator will be under the control of the banksman and only follow instructions issued by him. The banksman will monitor the movements of other vehicles through the compound and may instruct other vehicles to halt in order for the Telehandler to complete a manoeuvre or task.

The Banksman must position himself in such a way that he remains visible to the Plant Operator – either in line-of-sight or via the vehicle-mounted mirrors - for the duration of the task. This is to ensure that the Operator can be signalled to stop at any time, should a pedestrian or another vehicle encroach upon the working area.

The Banksman must only use agreed hand signals to instruct Plant Operators.

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CROSSING POINTS

Designated crossing points must be manned during working hours by a vehicle movements banksman. The role of the banksman in this situation is to instruct any site vehicle, including 4x4's and Plant, to halt at the intersection of haul road and public highway, before checking that no vehicle is approaching the crossing point and allowing the site vehicle to cross over.

The Crossing point Banksman must have a 2-way radio for suitable communications with other banksmen or Plant/vehicle operators.

A pre-start check must be made to ensure any relevant warning signs and/or recommended speed restriction signs are in place and visible to drivers as they approach any crossing points.

The Crossing point Banksman is not permitted to halt non-site traffic on public highways, unless also appropriately trained in accordance with the New Roads and Streetworks Act (NRSWA) 1991.

Consideration must be given to the welfare of the Banksman when situated at a crossing point and he must be given shelter from the elements when working, he must be able to take the relevant welfare breaks allowable for the shift and provided with toilet facilities within a reasonable distance. If welfare break times are being covered, the replacement individual must also be a trained and competent banksman, regardless of duration of break.

When assigned to a crossing point, the banksman may be required to convey information of recent traffic movements on the highway in order to give indication of a potential hazard.

For example: a tractor towing a flat-bed trailer wishes to move across the 'Pennant' crossing point, but it is unknown whether any public traffic is approaching the crossing point. The trailer is carrying a rotary rig and is therefore moving slowly.

A radio call from the 'Pennant' Banksman to the 'Firs' Banksman to ask '*has any traffic passed your location in the last 5 minutes?*', will give the Pennant Banksman an indication of whether to allow the Tractor and trailer to begin to cross the road, or to halt the site traffic until public traffic has passed

Therefore it is vitally important that personnel manning a crossing point are vigilant and are able to pass on relevant information when required. This may include information regarding groups of walkers, cyclists, agricultural machinery or horse-riders.

Personnel manning a crossing point **must not** use their mobile phones or any other recreational hand-held device whilst monitoring or controlling traffic movements. The distraction caused by using any such equipment could contribute to a serious or fatal injury, involving the Banksman, other drivers on site, walkers and cyclists, or any other driver of a non-site related vehicle.

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Any gates controlled by the Crossing Point Banksman must be closed and locked at the end of the shift.

MAIN CARRIAGEWAY TRAFFIC MANAGEMENT

Where there is a requirement for a temporary closure of a lane within an existing single carriageway, all works will be undertaken and supervised by a suitably qualified sub-contract traffic management firm.

Advance signage, and appropriate traffic control measures (traffic lights, stop-go boards) will be erected to allow for the delivery and access/egress of plant and vehicles to and from the works locations.

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Activity: Traffic Management in SSL controlled areas and Haul road crossing points.							RA No: 042			
Person's At Risk: Staff and sub-contractors										
	Without Control Measure s			Control Measures			With Control Measure s		Residual Risk Acceptable (Y/N)	
Hazard Identification:	S	L	R				S	L	R	
Serious or fatal injury to SSL/Subcontractor staff from contact with plant, site vehicles and vehicles on public carriageway	5	4	20	Only trained and competent persons shall be used as vehicle banksman. Long-sleeved Hi-vis top and trousers to be worn when acting as vehicle banksman, in addition to normal, minimum site PPE standards. The Banksman must not attempt to stop non-site traffic moving along the highway or move into the road to try and slow vehicles down. The Banksman must always position himself where he can see and be seen by any traffic or plant.			5	1	5	Y
Serious or fatal injury to member of the public arising from contact between site traffic and public; e.g. walkers, cyclists, drivers.	5	4	20	Ensure any warning signs are appropriately located on the approach to the crossing point. Banksman to ensure that all site traffic stops before emerging onto public highway and that no site traffic is allowed to proceed until the banksman has confirmed that the road is clear.			5	1	5	Y

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				<p>Banksman to ensure he is visible to traffic on the public highway as an indicator that traffic management is in place and site traffic may be encountered.</p> <p>Ensure information regarding vulnerable parties; walkers, cyclists, horse-riders, etc is passed on to other crossing point controllers.</p>				
Adverse exposure to weather conditions; lack of welfare in isolated or fixed locations.	3	5	15	<p>Suitable shelter shall be provided to any personnel at a fixed location; overhead protection from the sun and shelter from the wind.</p> <p>SSL Site Manager to ensure personnel at a fixed location are given suitable opportunity for welfare breaks and any covering staff are suitably trained and competent.</p>	3	1	3	Y