

CDM Regulations DESIGNER'S RISK ASSESSMENT

0Project:	AD14 Deflectograph Surveys 2021	Project Reference No:	
Design Stage:	Asset Needs Development	Design Element:	Scheme development, surveys
Drawing Nos:	WA1, WA2, WA3, WA4		

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	Health and Safety Hazard/Risk	Operations/Tasks	Designers Actions or Mitigation Measures	Health and Safety Information to be Provided
1	Working next to Live Traffic Collision with workforce	Traffic Management & Construction Activities	TTM is to be designed by CHC (M&R) in accordance with TSM Chapter 8. The initial proposal for TTM for each location is as follows; A1(M) Junction 49-51, Junction 56-65, D2_M = Mobile lane closures in accordance with chapter 8 D3_M = Mobile lane closures in accordance with chapter 8 A1(T) Seaton Burn to Morpeth NB D2_APTR = Mobile lane closures in accordance with chapter 8 OSGR Start 423251E, 574502N, End 418221E, 588600N A1(T) circulatory carriageways (Deflectograph) D2_APTR = Static lane closures in accordance with chapter 8 Traffic flow and general information is provided in the Site Information	Refer to Traffic Signs Manual Chapter 8 DfT Statistical Data Traffic Counts https://www.dft.gov.uk/traffic-counts/
2	Abnormal Loads Arrive at the sites which are too wide to travel through the traffic management.	Traffic Management & Construction Activities	Wide loads to be held in a suitable location prior to traffic management zone. Abnormal Loads Officer to be consulted on proposed works, and review movements to accommodate where required. .	Highways England Abnormal Loads Team through Area 14 Roadspace Area14Roadspace@highwaysengland.co.uk
3	Proximity to live traffic of plant, site vehicles and welfare facilities	Traffic Management & Construction Activities.	Survey vehicle remain within safe exclusion zone on the carriageway within the traffic management so as not to obstruct/distract drivers.	

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4	Conflict with overhead cables and services. Personal injury from electrocution or explosion.	Traffic Management / Construction Activities	Location of overhead cables shall be provided on site extent plans WA1, WA2, WA3, WA4. Overhead cable locations should be determined by TTM contractor and clearly demarcated on all TTM and construction drawings.	Refer to HSE Avoiding danger from overhead power lines Guidance Note GS6 (Fourth edition)
5	Underground Services Conflict with the underground services. Personal injury from explosion or electrocution	Construction Activities	The proposed pavement survey is no-intrusive and shall not affect existing statutory undertakers equipment	
6	Damage to waterproofing of structures Coring through waterproof membrane	Construction Activities	The proposed pavement survey is no-intrusive and shall not affect existing structures	
7	Asbestos Fly tipping within the works area	Site establishment	Should fly tipping be uncovered on site, asbestos is to be presumed as present. Environmental Manager is to be informed and specialist contractor be engaged to remove.	Highways England Environmental Manager, Georgina Page Initial contact to be made to YNE Regional Control Centre on 01924243700
8	Lighting of works, conflict with overhead cables – risk of electrocution Glare to road users	Night time working	Temporary lighting will be required due to night working. TM vehicles to have fixed height flood lighting. Site Manager/Agent to determine adequate lighting. Task lighting to be positioned so as not to dazzle road users.	
9	Environmental hazards/risks Noxious weeds Damage to verges Contamination of water course	All site activities	The extent of the pavement investigation works are confined to the carriageway and therefore environmental risks such as contact with noxious weeds, damage to verges/habitats etc. is not expected. The potential risks of plant fuel/oil spillage / contamination of surface water run-off from stationary plant/vehicles have been identified. Emergency spill kits are to be made available on site.	

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10	COVID-19 measures	All activities	<ul style="list-style-type: none"> Operatives to observe task briefing instruction. In addition, company guidelines are to be followed in the following scenarios: These instructions recognise that at times when 2m social distancing can't be maintained we need to be even more vigilant on reducing the spread of germs. When travelling in lorries and vans (to support the delivery of critical services): Follow personal hygiene guidance. Wipe down touched surfaces regularly (vehicles/tools). Ordinary cleaning will kill any virus, e.g. soap and water, alcohol sprays, normal cleaning agents or disinfectant. Keep the vehicle well ventilated. Avoid mass gatherings in changing rooms, mess rooms, smoking areas, briefing rooms. Where possible encourage teams to take PPE home – this helps to avoid groups gathering in changing rooms. Keep the numbers of people in working/travelling teams as low as possible. Where you can, keep team's constant - don't split/mix them up. If possible, keep the same teams with same vehicles. As work force availability reduces – where possible rotate vehicles (build in a 72 hour down-time rota between uses where you can). 	No extra information to be passed over.