

Health and Safety Team/SW Service Delivery risk assessment
 Risk Assessment: High Winds Traffic Management

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Hazard	Who Might be Harmed and How	Current Control Measures	Probability	Consequence	Residual Risk Rating	Further Control Measures
Inclement Weather	Anyone working on the M48 bridge being affected by cold and/or wet weather by working in conditions for extended periods	<ul style="list-style-type: none"> High Visibility Waterproof clothing/PPE is provided which is assessed by HE as meeting requirements Drying room and tumble dryer available at Almondsbury Outstation to dry clothing Traffic Officers are given the opportunity to take a welfare break at least every two hours – this is managed by the duty Team Manager Flasks are available at outstations so staff can take hot drinks with them, Weather shelters are available at junction 1 and team managers should regularly check their condition Additional lighting has been installed in the area and should be switched on. 	Probable	Negligible	Y	<p>An additional stock of waterproof clothing is supplied and kept at Almondsbury Outstation.</p> <p>An activity specific work instruction has been written to support a defined, safe system of working.</p>
TTM	Traffic Officers are required to move TTM in order to open and close slip roads. Large cones are available at scene for this purpose. Harm could	<ul style="list-style-type: none"> All Traffic Officers have received appropriate training in respect of manual handling techniques. (also see Manual Handling risk assessment and MAC score sheet). 	Remote	Minor	Y	

	arise from injury by manual handling.					
Abuse	Traffic Officers may come into contact with violent or aggressive road users	<ul style="list-style-type: none"> • There should be minimal dialogue with road users • Traffic Officers should retreat to the safety of their vehicle and phone police should the need arise • Temporary Traffic Management (TTM) is provided to Chapter 8 standards to clearly direct moving traffic and minimise potential conflict between traffic officers and road users • Where appropriate, stay in the vehicle and talk to pedestrians through the window. Lock vehicle doors if threatening behaviour develops or is anticipated. • Report aggressive or threatening behaviour to the ROC. • Instruction has been issued to Traffic Officers to avoid physical contact with persons when dealing with incidents under all circumstances. • Traffic Officers are aware that their personal safety is paramount and is the traffic officer's highest priority. 	Frequent	Lower than average	A	<p>An activity specific work instruction has been written to support a defined, safe system of working.</p> <p>Deployment of TOVs with CCTV only.</p> <p>Operations to also consider local media campaign to promote good news story of TOS involvement for safety of road users, to be monitored through social media.</p>
Moving Traffic at junction 1, M48	Traffic Officers could be struck by a moving vehicle whilst setting out TTM or during the high wind management process	<ul style="list-style-type: none"> • ROC have a suite of procedures in place for implementing appropriate signs and signals to support any activity at either junction • ROC to monitor CCTV where applicable • Temporary Traffic Management (TTM) is provided to Chapter 8 standards to provide a safe working area at junction 1. • High Winds Management should only take place once the traffic management is in place 	Remote	Major	A	<p>An activity specific work instruction has been written to support a defined, safe system of working.</p>

		<p>and has been checked by the duty Team Manager</p> <ul style="list-style-type: none"> During either a deliberate or accidental non-compliance of traffic officer instruction, the Traffic Officer should not attempt to enter a live lane in order to stop the vehicle but should use working instructions in association with a dynamic risk assessment to decide upon the best method to return the vehicle to safety once it is safely stopped on the hard shoulder. Traffic should be directed at the roundabout from the position of safety using appropriate hand signals Additional lighting has been installed in the area and should be switched on 				
Moving Traffic at junction 2, M48	Traffic Officers could be struck by a moving vehicle during the high wind management process	<ul style="list-style-type: none"> Bridge filtering at this location should not be undertaken as motorcycles present a high risk to traffic officers. The point of access to the footpath on the Welsh side is in the same location where high winds management would take place, therefore the risk of traffic officers being hit by a motorcycle (whether legally or illegally using the footpath) at this point presents a foreseeable and intolerable risk, which Highways England cannot mitigate by physical means. Further review is required with the South West Traffic Road Authority (SWTRA) to review if and how filtering could be conducted safely at this location. 	Occasional	Major	R	Further review is required with the South West Traffic Road Authority (SWTRA) to review if and how filtering could be conducted safely at this location.
Slip, Trip or Fall	Traffic Officers could slip trip or fall on uneven terrain	<ul style="list-style-type: none"> Traffic Officers are provided with PPE, including safety boots. Traffic Officers should check the soles and tread for wear. Staff should be vigilant and aware of their surroundings and report any issues to the duty Team Manager 	Occasional	Major	A	

		<ul style="list-style-type: none"> Additional lighting has been installed in the area and should be switched on. 				
Stopping Vehicles	Traffic officers could encounter abuse or be hit by a moving vehicle	<ul style="list-style-type: none"> Traffic Officer should not attempt to enter a live lane in order to stop the vehicle There should be minimal dialogue with road users 	Remote	Major	A	An activity specific work instruction has been written to support a defined, safe system of working.
Driving across the bridge	Traffic officers drive across the bridge to work at each junction and to conduct safety checks. Vehicle could blow over.	<ul style="list-style-type: none"> The traffic officer vehicle does not exceed the height restriction Vehicle should be driven as the appropriate speed for the conditions and as per signs and signals displayed A dynamic risk assessment should be undertaken prior to driving the bridge and an alternative route used if necessary 	Improbable	Very Serious	A	