



RISK ASSESSMENT

RA1 - WORKING ST THE ROADSIDE

This is a template risk assessment. It can be used to help you control the risks associated with your staff working at the road side.

To use this assessment effectively, and ensure it is suitable and sufficient to protect your staff and any one else who may come into contact with your operation you will need to adapt it to suit your company:

- You should review the controls identified in the template assessment
- Add any further controls you may have in place that are not noted in the template assessment
- Remove any controls which are not applicable to your operations
- You should indicate the date you reviewed the assessment
- You should identify who carried out the assessment

For further information on SURVIVE and to access the Best Practice Guidance log onto:

www.survivegroup.org

For the purpose of assessing the degree of risk (Risk Level) in the assessment, the following definitions apply:

- **High Risk (H)** – Where the performance of the task is likely to result in a Fatal/Major injury on each occasion the task is performed. Major injury is generally defined as any fracture, amputation, dislocation, loss of sight, chemical or hot metal burn to the eye, electric shock injury, lost time over 3 days, and be RIDDOR reportable. *For full details, please refer to The Reporting of Injuries Diseases and Dangerous Occurrence Regulations 1995, Schedule 1.*
- **Medium Risk (M)** – The potential for serious injury is likely on some occasions. A serious injury is a lesser injury than a major injury, but would be one that requires medical treatment or which may result in lost time up to 3 days.
- **Low Risk (L)** – The level of injury is minor and the likelihood that injury will occur is rare. A minor injury requires first aid only or no treatment.

This generic risk assessment aims to identify foreseeable hazards and assess the risk of occurrence and injury. Control measures are provided to reduce or remove the risk. However, not all eventualities can be covered in a single risk assessment, so **Dynamic Risk Assessment** is suggested as a means to enable operators to make informed assessments by using their own judgement based on a variation of the generic assessment.

Risk Assessment Description	Dealing with managing/attending breakdowns, recoveries and removals on carriageways (this does NOT consider the actual breakdown repair or recovery process)	Version	1 (06.09)
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Hazard	Who is at Risk	Controls	Risk Level (Generic)	Risk Level (Operator)
Being hit by a passing / moving vehicle	<p>Technician</p> <p>Motorist and passengers of the casualty vehicle</p> <p>Other road users</p>	<p>All Roads</p> <p>High visibility reflective jacket will be worn at all times (conforming to BS EN 471 class 3 as a minimum standard)</p> <p>Suitable beacons will be used throughout the breakdown operation</p> <p>Livery will make the vehicle as visible to other road users, so far as is reasonably practicable, with special consideration being given to the livery on the rear</p> <p>Working from the rear of the vehicle should be avoided so far as is reasonably practicable</p> <p>SURVIVE Best Practice Guide will be issued to, read, understood and followed by the technician</p> <p>Technician should avoid working on the offside of</p>	M	

		<p>the vehicle so far as is reasonably practicable</p> <p>Safety advice will be given to the motorist at point of breakdown call if required based upon their location</p> <p>Technician will ensure that the motorist/s of the casualty vehicle are advised to stand in a safe location away from the carriageway whenever practicable</p> <p>Regular reviews of incidents will be undertaken to ensure that lessons are learnt and company procedures and training are suitable and sufficient</p> <p>The current version of PAS43:2008 (Safe Working of Vehicle Breakdown, Recovery and Removal Operations – Management Systems Specification) should be considered</p> <p>Dynamic risk assessment must be carried out on approach to and through out the whole breakdown</p> <p>The fend position should be used whenever possible, unless the job is a direct recovery or the emergency services or Highways Agency Traffic Officers are already in attendance</p>		
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		<p>When leaving the scene the technician shall advise the motorist of the casualty vehicle the most appropriate method of re-entering the running traffic</p> <p>If a third party vehicle enters the breakdown area the technician should request them to move their vehicle or leave the scene as appropriate to ensure the recovery vehicle is still visible to passing motorists and the third party vehicle does not create an additional hazard</p> <p>Motorways and High-Speed Dual Carriageways</p> <p>The time spent on the recovery or breakdown should be kept to as minimum period as possible, the aim will be to get the vehicle off the road as quickly as possible</p> <p>Live lane work on motorways (including if the hard shoulder is being used as a running lane) must not be undertaken without the presence of the police or Highways Agency Traffic Officers shutting down the lane</p> <p>Live lane work on lane 2 or above must not be undertaken on high speed dual carriageways without the presence of the police or Highways</p>		
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		<p>Agency Traffic Officers shutting down the lane</p> <p>Job information will be of sufficient detail to enable the technician to determine if the casualty vehicle can be repaired or should be recovered (to a place of safety or full recovery) to enable them to decide on the appropriate parking position</p>		
Working within road works	<p>Technician</p> <p>Motorist and passengers of the casualty vehicle</p>	<p>SURVIVE Best Practice Guide will be issued to, read, understood and followed by the technician. This identifies what actions are required to be undertaken in such circumstances</p>	L	
Working with tunnels	<p>Technician</p> <p>Motorist and passengers of the casualty vehicle</p>	<p>The technician should keep the time spent working in the tunnel to a minimum to avoid any potential excessive noise, fumes, temperature, air pollution and lighting conditions.</p>	L	
Motorist of casualty vehicle being used in breakdown operation	<p>Technician</p> <p>Motorist and passenger of the casualty vehicle</p>	<p>The motorist of the casualty vehicle should only be used if their assistance can be given in reasonable safety. The technician should carry out a dynamic assessment and advise the motorist of the risks and what actions they should take to control them.</p>	L	

		The technician should assist the motorist to and from the drivers door (if entry through the safe side is not possible), checking traffic levels and speed are suitable		
Hazardous substances present at the scene	Technician	Technicians will not attempt to handle any hazardous substances unless they have received the necessary training / information and have the use of the required PPE	L	
Attending an RTA / debris	Technician	The technician will undertake a dynamic assessment taking into account issues such as broken glass, sharp / protruding metal etc and ensure that the appropriate PPE is worn (e.g. rigger gloves and eye protection)	L	
Slip / trip / fall	Technician Motorist and passenger of the casualty vehicle	Technician will carry out a dynamic risk assessment of the scene, taking into account such areas as embankments, Armco barriers, ground conditions, lighting, weather conditions etc. Consideration will also be given to the motorist of the casualty vehicle and their passenger's capabilities when placing them in a suitable & safe location whilst the work is being carried out At night, if the technician is parked in the fend position, the operational vehicle will provide additional lighting of the scene		

Violence and Abuse	Technician Motorist and passenger of the casualty vehicle	Dynamic assessment undertaken by the technician will consider any threat to their personal safety at the scene. Suitable information &/or training will be provided to the technician on how to deal with this type of situation	L	
Adverse Weather Conditions	Technician Motorist and passenger of the casualty vehicle	Dynamic assessment of the weather conditions is undertaken by the technician prior to attending the breakdown scene, taking into account visibility issues, wind (especially if working on bridges or roads with side wind warnings), impact of spray levels, impact upon ground conditions etc.	L	
General	Technician	Accident, incident and near miss reporting will be in place with investigations being carried out to identify actions required to prevent re-occurrence Technicians will be suitably trained and competent The Highway code will be adhered to by the technician at all times If the dynamic risk assessment carried out by the technician identifies that an additional resource is needed to make the task safer then this should be requested prior to carrying out the work	L	

		In the event of an emergency the technician has mobile communications equipment to contact the emergency services or the control room		
Reviewed by:			Date of review:	