Risk Assessment - Task Risk Assessment : Installation & Removal of L/Xing Pads

Reference No: PER-44231-80
Version No: 4
Assessment Approver: Philip Moore

Part of the generic suite of risk assessments for 'standard' tasks undertaken by the P-way Dept : the Installation, Maintenance and Removal of Level Crossing Pads. The Infrastructure Manager has overall ownership of Level Crossings (signage, decision points, risk assessments, etc.), with P-way responsible for fitting the pads, C&M responsible for the approach pathways and the Ops Director responsible for operational signage for the railway interface.

Department: Permanent Way
Date Of Assessment: 04 February 2021
Review Due Before: 12 May 2029
Lead Assessor: Paul Fuller (Track Maintenance Manager)
Team: Kev Jarvis (Process Assurance), Colin Charman (Safety Director), Graham Willis (HR Director), Andy Stratford (P-way Saturday Team Leader), Jim Graham (P-way Wednesday Team Leader), Pete Lightfoot (P-way Safety Rep)

Removing / Installing Panels

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Manual Handling Handling tools and crossing panels	Volunteers & Staff	1) CRITICAL - Elimination: Good housekeeping - tools to be kept away from walking routes or working areas unless they are in use. This is to help prevent trip hazards. - Effective 2) CRITICAL - Elimination: Use mechanical means so far as practicable. Ensure sufficient assistance available. Teamwork. Use range of P-Way tolleys and monitor for Musculo-skeletal strain - Effective 3) Substitution: The lifting of the crossing pads should be undertaken using mechanised machinery where possible to eliminate musculoskeletal injuries. - Effective 4) CRITICAL - Engineering: Use of lifting aid - such as the crane jib for the telehandler forks. - Effective 5) CRITICAL - Engineering: Correct tools to be used for the process. Tools to be checked over prior to use. - Effective 6) CRITICAL - Administrative: Use of correct lifting methods in accordance with the manufacturer's instructions. - Effective 7) CRITICAL - Administrative: All volunteers in the department to have watced the 'Manual Handling' training video on the Portal and completed the quiz questions. They are reminded to be careful in their approach to the carrying and careful use of the equipment and to pace themselves as necessary as so not to rush, ensuring they use the correct and safest manual handling techniques possible. - Effective 8) Administrative: Assistance of other persons for lift - Effective 9) Administrative: PTS rules apply at all times. - Effective 10) CRITICAL - PPE: Non-slip (i.e. grip) gloves should be worn when undertaking the work. - Effective 11) CRITICAL - PPE: Bump caps or hard hats should be worn when working with the RRV or telehandler. - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Administrative: First Response Team are available to call if required : 07395 448213 - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Health and Safety	Slips, trips and falls Working on track / weather conditions / untidy site	Volunteers & Staff	1) CRITICAL - Elimination: Good housekeeping - tools to be kept away from walking routes or working areas unless they are in use. This is to help prevent trip hazards. - Effective 2) CRITICAL - Elimination: Consider weather conditions and take care over timber / metal surface - Effective 3) CRITICAL - Engineering: The distance the tools and materials need to be carried to the worksite should be minimised where possible. The pathway should be clear of obstructions and as flat as possible. - Effective 4) CRITICAL - Administrative: PTS rules apply at all times. - Effective	3 x 2 = 6 Medium - Risk to be minimised and controlled so far as is reasonably practical.	1) Administrative: First Response Team are available to call if required : 07395 448213 - Effective	3 x 2 = 6 Medium - Risk to be minimised and controlled so far as is reasonably practical.	n/a

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Impact tools / Crow Bars use contact with body Operatives being struck by self or others accidently	Volunteers & Staff	1) CRITICAL - Elimination: Care should be taken when striking objects which could shatter - use of eye protection necessary. - Effective 2) CRITICAL - Elimination: Operative should be aware of ballast and chance of shards flying off when struck - use of eye protection necessary. - Effective 3) CRITICAL - Elimination: Those using axes and sledge hammers should be fully aware of who is near them (behind!); hands must be kept well clear in impact zone. - Effective	3 x 2 = 6 Medium - Risk to be minimised and controlled so far as is reasonably practical.	None	3 x 2 = 6 Medium - Risk to be minimised and controlled so far as is reasonably practical.	n/a
Health and Safety	Working with machinery (RRV, minidigger or telehandler) Personal injury	Volunteers & Staff	1) Elimination: Restrict number of operatives working around machinery. - Effective 2) Elimination: No person to put any part of their body (head, arms, legs) under a suspended load - Effective 3) Elimination: Correct PPE to be worn, including gloves, bump caps or hard hats. - Effective 4) Elimination: Briefing between machine operator and staff before works undertaken to agree method and type of work. - Effective 5) CRITICAL - Administrative: A Banksman should be appointed who is to be the sole person giving instructions to the machine operator. - Effective	3 x 2 = 6 Medium - Risk to be minimised and controlled so far as is reasonably practical.	None	n n n	n/a

Risk to the Public/Users

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Personal Injury Trip Hazard	Public	1) CRITICAL - Engineering: Lipping of crossing pads creating a TRIP HAZARD - where multiple pads are installed, ensure there is a consistently flat surface at the joint, with no one pad higher than the other. - Effective 2) CRITICAL - Engineering: UNSUPPORTED pads resulting in pad movement when being used - ensure the correct supports are used at installation, especially underneath the 'wings' of the pad which fit under the rail head. - Effective 3) CRITICAL - Engineering: UNLEVEL pads causing unexpected sloped surface - at installation, ensure the crossing pads are correctly fitted and are level in both planes so that users are not caught off-guard when using the crossing. - Effective 4) CRITICAL - Engineering: In all situations, ensure the correct pads are used for the type of railway they are being fitted to. - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	n n n	n/a

COSHH Assessments

There are no COSHH assessments associated with this risk assessment.

Ends