



Borough of Poole

POOLE PARK SLUICE BRIDGE

Risk Assessment Method Statement





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Risk Assessment Method Statement

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CONTENTS

1	INTRODUCTION	1
2	METHOD STATEMENT	3
2.1	ESTABLISH SITE	3
2.2	DEMOLITION	3
2.3	ABUTMENT WORKS	5
2.4	NEW DECK	5
2.5	NEW PARAPETS / FENCING	5
2.6	FINISHES	6

APPENDICES

Appendix A

Appendix B

1 INTRODUCTION

As part of the £2.7 million Poole Park Life project, the existing footbridge over the sluice culvert channel within Poole Park will be replaced with a new structure. Borough of Poole (BoP) have commissioned WSP to prepare a Risk Assessment and Method Statement (RAMS) for these works.

The footbridge is located between Poole Park boating lake and the railway main line which runs from London to Weymouth. It spans the sluice channel enabling pedestrians and cyclists to cross. The sluice channel is used to regularly flush the boating lake to maintain water quality and salinity. The flushing is controlled by a sluice gate. This is located in a small compound between the footbridge and the adjacent railway bridge. This sluice gate is owned and operated by BoP. Access is via a lockable gate on the west approach to the footbridge. The location of the structure is circled in red in Figure 1.

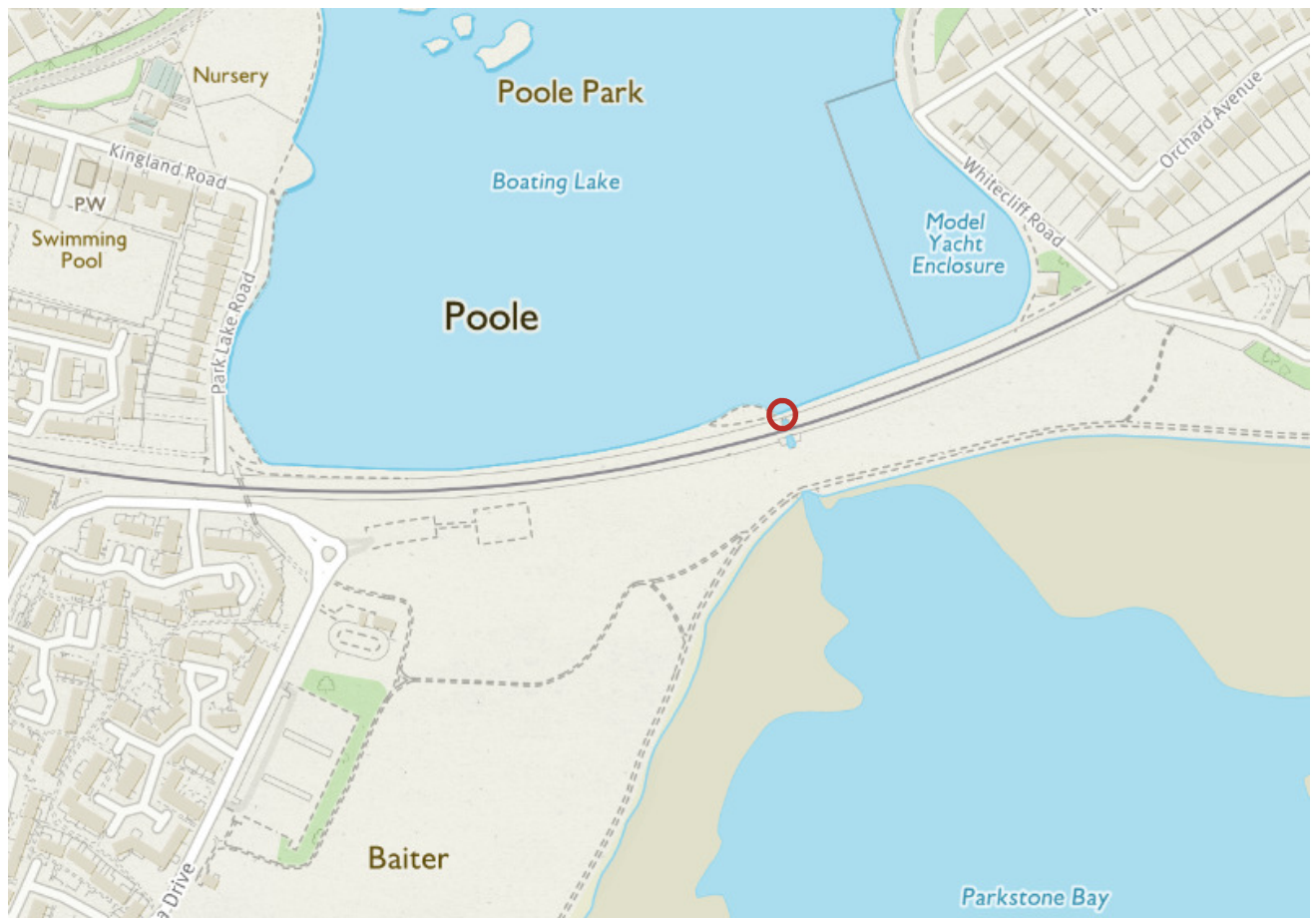


Figure 1 – Location Plan

A drawing of the existing structure and a summary of the proposed works are shown on drawing 70044480-SBR-SK-CB-0001 in Appendix A.

The existing Poole Park Sluice Channel footbridge comprises prestressed concrete Bison floor beams with 75mm thick insitu topping slab. Extensive spalling has occurred with some beams missing the bottom faces and associated prestressing which forms the main bending resistance of the section. The footbridge is in poor condition and can no longer safely carry pedestrians and cyclists. There is a risk that the existing concrete bridge may collapse into the sluice channel blocking the sluice gate which drains Poole Park boating lake.

A temporary scaffolding bridge was constructed above the existing concrete bridge in 2012. However, the scaffolding certification is out of date and the timber decking is starting to rot. Tarmac surfacing was laid in 2012 to tie in with the path levels at either end of the temporary scaffolding bridge ramps.

The existing prestressed concrete deck is supported on insitu mass concrete cill beams on top of the original brick abutments. The existing cill beams are in poor condition due to poor quality concrete with a weathering honeycombed surface and some vertical cracks. The abutment brick work is generally in good condition. All exposed brick surfaces are sound with little or no spalling or mortar loss. The pointing is in good condition except locally around ends of abutments and below the upstream parapet piers where there is significant mortar loss weathering/scour. The majority of the brick abutment is below water level and is in very good condition with little or no spalling or mortar loss evident.

At the upstream end of the bridge are two listed brick pilasters. These are in poor condition with extensive loss of pointing, missing brickwork and signs of movement caused by remains of the original steel deck corroding and root infestation from vegetation growing in the open mortar joints.

The upstream lake approach walls are in poor condition. These are a mixture of mass concrete and stone. The poor quality concrete has a weathered, fractured and honeycombed surface. The stonework sections are fractured at weathered joints through settlement and displacement. Below the water level there are extensive and deep washout/scour voids under the walls and behind the brick piers, particularly on the east abutment side. This is also having a detrimental effect on the stability of the brick piers.

Borough of Poole propose to remove the temporary scaffolding bridge, demolish the existing concrete deck and replace it with a new FRP bridge deck. The existing upstream brick pilasters will be taken down and reconstructed. The existing abutment concrete cill beams are in poor condition and will be replaced. The abutment and upstream wing wall brickwork will be repaired and repointed. New parapets will be installed on both sides of the bridge and on the upstream approaches. The existing gate to the sluice gate compound is in poor condition and will be replaced. The path be resurfaced to marry the levels between the new bridge and the existing path.

The purpose of this document is to provide a detailed description and risk assessment for all works associated with the demolition and reconstruction of the footbridge. The method statement in section 2 describes how the work will be undertaken. A risk assessment for these works is included in Appendix B. The method statement identifies:

- Potential health, safety and environmental hazards and risks.
- A safe and planned method of work
- How the work is to be expedited in order to remove or minimise hazards risks and difficulties.

This RAMS is not the final solution – the design has yet to be carried out and a contractor appointed – and hence may be subject to change.

This RAMS does not include the method of taking down and reconstructing the upstream pilasters. As these are listed structures, BoP have engaged a specialist conservator to prepare a RAMS for these items.

Any lifting activities, including the installation of the FRP deck units, will require a lifting plan prepared by a competent person. The contractor will produce the lifting plans.

The Poole Park Sluice Channel footbridge is close to the London to Weymouth main railway line which is owned by Network Rail. All proposed works have been carefully considered to reduce any risks to the railway in particular. This RAMS will be provided to Network Rail for information and comment.

2 METHOD STATEMENT

The activities for each stage of the works are described below. These have been separated into five main sections with a list of activities for each main section

2.1 ESTABLISH SITE

Secure site and set up facilities

The site will be closed to the public by closing the lake path with HERAS fencing between Park Lake Road and Whitecliff Road to the west and east respectively.

Adjacent to the Park Lake Road, concrete bollards will need to be demolished and a heavy boulder moved to enable plant and delivery vehicle access to the site from the west approach. Outdoor gym equipment on the west approach will also need to be moved to enable wide vehicles to pass.

Adjacent to Whitecliff Road there is a timber road gate which could be used by vehicles and plant to access the site.

Any vegetation growth which may obstruct the works will be cleared. On the east approach, low hanging branches from two or three trees would need to be cut back. On the west approach, many more low hanging branches would need to be trimmed. This includes the branches of a small tree on the west side of the channel by the existing bridge which will be removed for the excavator lifting slew. This work will be carried out on the Poole Park side of the boundary fence and will be undertaken by a trained and competent arborist. No work will be done within the rail boundary.

Site welfare and office facilities will be set up either on the east or west approach to the bridge. Access between the east and west abutments will be provided by suitably wide temporary scaffolding on the upstream side of the bridge. This will be at a lower level than the top of the approach upstream wing walls. The level difference will be as low as possible and temporary steps used if possible to reduce the number and use of ladders.

Site access will be from Park Lake Road although access will be possible from Whitecliff Road if required. There is insufficient space for large vehicles to turn around once they arrive at the sluice channel. Large vehicles will reverse in from the main road along the existing pedestrian footpath and drive forwards to return to the main road. Low speed limit signs (5 to 10mph) will be provided and banksmen will be required for any reversing plant or vehicles. Most light vehicles will be excluded from the site, however light vehicles that need to gain close access to the site will be driven in, have space to turn around and drive out.

Drain the boating lake

The lake will be drained to expose the brick abutments and upstream wing walls for repairs. This will lower the water level at the sluice channel to the top of the sluice gate sill -1.4m Above Ordnance Datum (AOD). The sluice channel will still retain approximately 0.7-0.8m depth of water due to the concrete plinth which supports the base of the sluice gate.

2.2 DEMOLITION

The proposed demolition sequence is as follows:

Remove existing scaffold footbridge by hand

The existing temporary scaffold bridge will be taken down by hand, components loaded onto a 7.5 tonne flatbed truck and removed from site.

Remove tarmac surfacing for temporary scaffolding bridge

The existing tarmac surfacing on the approaches to the temporary scaffolding bridge will be broken up with hand breakers. An excavator will scoop the debris onto a 7.5 tonne flatbed truck for disposal off site.

The excavator will slew over the boating lake not the railway line. A slew restrictor will be fitted to the excavator to prevent the excavator slewing over the railway.

An exclusion zone around the excavator will be set up. A signaller will maintain exclusion zone and communicate with the operator. No one can enter the exclusion zone until operator has lowered the excavator arm onto the ground and shut down the machine.

Establish temporary crash deck and scaffolding

The existing Bison precast floor beams are in poor condition and judged to be unsuitable for cutting and lifting. Therefore, a temporary crash deck will be installed beneath the concrete deck and the structure demolished in sections by a breaker fitted to an excavator.

The demolition work will be carried out after the lake has been drained. A crash deck with membranes will be installed on temporary scaffolding by hand. Divers will be required to establish the scaffolding within the sluice channel and boating lake. The scaffolding will be provided under the deck soffit for the crash deck, for the full length of the abutment and upstream wing wall repairs and at the pilasters to enable these to be dismantled and rebuilt.

A silt screen will be installed across each end of the channel to trap any debris which falls into the water within the sluice channel.

Take down existing brick pilasters

Existing brick pilasters will be taken down by hand. Bricks and capstones will be removed and stored on either side of the bridge within the site boundary for reconstruction once the new bridge is installed. These materials will be stored in a location which does not block access to the site during the works, particularly on the east approach where there is less available space for storage.

Access to the pilasters will be provided by temporary scaffolding.

An excavator may be required to lift heavy coping stones. If so, a specific lifting plan prepared by a competent person would be required. No coping stone will be lifted higher than 1.8m or that required to place it on a vehicle if required.

Refer to the conservator's risk assessment method statement for demolition and reconstruction of brick pilasters.

Remove existing parapets, fences and gate

There is an existing steel bridge parapet on the upstream side. It comprises 50mm diameter tubular rails and posts with 50mm square mesh infill panels. The parapet will be removed by cutting off the posts and rails where these are connected to the deck and / or brick pilasters.

On the downstream side, there is an existing chain-link fence with concrete posts. There is also an existing steel gate to the sluice gate compound to the west of the bridge which is severely corroded. These will be taken down by hand. The concrete posts may be cut into sections to facilitate lifting and handling.

On the upstream side, there are existing fences adjacent to the approach walls. These comprise steel mesh supported on timber posts. The mesh will be cut away from the posts. The timber posts will be removed by hand and may be cut into sections to facilitate lifting and handling.

Break and remove prestressed concrete deck

The existing reinforced concrete floor beams will be broken up with an excavator fitted with a breaker. The debris will fall onto the crash deck supported on scaffolding below. An excavator will scoop the debris onto a 7.5 tonne flatbed truck for disposal off site.

The excavator will slew over the boating lake not the railway line. A slew restrictor will be fitted to the excavator to prevent the excavator slewing over the railway.

An exclusion zone around the excavator will be set up. A signaller will maintain exclusion zone and communicate with the operator. No one can enter the exclusion zone until operator has lowered the excavator arm onto the ground and shut down the machine.

No material will be lifted higher than 1.8m or that required to place it on the vehicle.

Break out existing cill beam

Existing concrete cill beams will be cut and broken out with small breakers by hand. An excavator will scoop debris into a 7.5 tonne flatbed truck for disposal off site.

Remove existing cut-off steel girders

Corroding cut-off steel girders from the original bridge deck are causing the brickwork abutments to move which is destabilising the existing brick pilasters. These steel beams will be removed to prevent the problem reoccurring.

2.3 ABUTMENT WORKS

Abutment and wing wall brickwork repairs

Working from scaffolding, repair abutment and upstream and downstream wing wall brickwork where required. Fill the hole where cut-off steel beams removed with engineering brickwork and mortar to match existing. Replace any missing bricks with engineering brickwork and mortar to match existing. Repoint any brickwork where required to match existing. All brickwork repairs and repointing to be done by hand.

Cast new abutment cill beams

Cast new reinforced concrete cill beams to support new FRP bridge deck. Exact dimensions of existing cill beam to be determined with information from BoP site investigation and the FRP deck design drawings.

2.4 NEW DECK

Install new FRP deck units

Deliver two new FRP 1.9 tonne deck units to site on 7.5 tonne flatbed truck. An excavator will be setup on each abutment. Two excavators will be used to lift each deck unit into place. This will allow the height of each end of the unit to be adjusted to suit during the lift. The excavators will slew over the boating lake not the railway line. A slew restrictor will be fitted to the excavators to prevent the excavator slewing over the railway.

One excavator will unload the FRP deck unit from the delivery vehicle. It will be positioned close to the sluice channel and then reslung to be lifted by both excavators for accurate positioning.

No material will be lifted higher than 1.8m or that required to remove it from the vehicle.

A lifting plan will be provided by the appointed contractor and all lifting LOLER certification checked for equipment before the lift.

An exclusion zone around the excavator will be set up. A signaller will maintain exclusion zone and communicate with the operator. No one can enter the exclusion zone until operator has lowered the excavator arm onto the ground and shut down the machine.

Connect FRP deck units

The FRP units will be bolted together on site using small hand tools.

Connect FRP deck to abutments

The FRP deck units will be secured to the new abutment cill beams using Hilti anchors or similar with associated hand tools.

Rebuild brick pilasters

The existing brick pilasters will be rebuilt by hand in accordance with the conservator's risk assessment method statement.

An excavator may be required to lift heavy coping stones. If so, a specific lifting plan prepared by a competent person would be required. No coping stone will be lifted higher than 1.8m or that required to place it on the new brick pilaster.

Access to the pilasters will be provided by temporary scaffolding.

2.5 NEW PARAPETS / FENCING

Install new parapets and gate

New bridge parapets will be fixed to the new FRP deck using bolts and small hand tools. The upstream side parapet will be 1200mm tall and the downstream side parapet will be 1800mm tall. The higher parapet on the downstream side is required to secure the sluice gate compound.

An 1800mm lockable gate will be installed immediately to the west of the bridge on the downstream side. This will provide access to the sluice gate compound where the sluice gate controls are situated.

New 1200mm high parapets on the upstream side will be provided on the east and west approaches to the bridge.

The existing fencing around the sluice gate compound separates this area from the railway. This fencing will be unaffected by the works. No access to the line will be permitted for any personnel involved in the works.

2.6 FINISHES

Reinstate footpath approaches

The footpath surfacing on the approaches will be reinstated. Demolished concrete bollards on the approaches will be reinstated.

Remove temporary scaffolding by hand

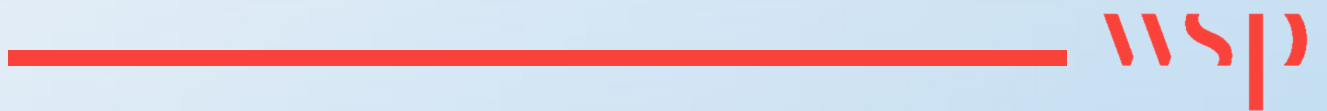
Divers will be required to remove the temporary scaffolding by hand.

Remove site facilities

Remove site welfare and office facilities.

Appendix A

DRAWINGS



1.1 ALL DIMENSIONS ARE IN MILLIMETRES (UNLESS STATED OTHERWISE) AND LEVELS IN METRES AND RELATE TO ORDNANCE DATUM

1.04 - EXISTING LEVELS

2. BRIDGE CONSTRUCTION
A. CONSTRUCTION OF 2ND, NEW R.C. ABUTMENT CILL BEAMS
B. CONSTRUCTION OF NEW RPP BRIDGE, APPROX. 6.545m, INSTALLED IN TWO SECTIONS TO REPLACE THE WEIGHT-OF-INDIVIDUAL SECTIONS AND ALLOWING EASIER MECHANICAL HANDLING. PARAPET RAILINGS INSTALLED TO BOTH SIDES.
3. REPLACEMENT CHAIN LINK FENCING TO SOUTHERN SIDE AS REQUIRED WITH NEW GATE PROVIDING ACCESS TO SLUCE GATE COMPOUND AREA.
4. CONSTRUCT NEW RAILINGS TO LAGOON EDGE, TOTAL OF 21m OVER EAST AND WEST SIDES.
 - A. RESTORE 2ND, BRICK PLASTERS.
 - B. CAREFULLY REMOVING FOR LATER RE-USE CAPSTONES AND BRICKWORK WHERE REQUIRED. DISCARD ANY POOR INTERIORS, OR DAMAGED OR MISSING BRICKWORK.
 - C. REPAIR JOINTS WHERE REQUIRED.
 - D. REBUILD BRICKWORK AND REPLACE CAPSTONES.
6. NEW GRAVEL OR TARMAC SURFACE TO MARRY LEVELS BETWEEN NEW BRIDGE AND EXISTING PATH, EXTENT TO BE CONFIRMED.



REV	DATE	BY	DESCRIPTION	ADM	REP
P01	28/03/2018	LM	FIRST ISSUE		

DRAWING STATUS: S2 - FOR INFORMATION

**Borough of
Poole**

Transportation Services
J.C. RICE BSC (Hons), C.Eng, MICE
Infrastructure Manager

POOLE PARK SLUICE BRIDGE

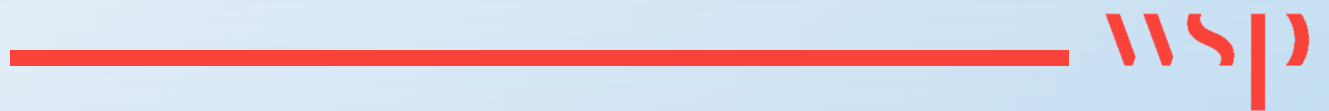
GENERAL ARRANGEMENT

POOLE PARK SLUICE BRIDGE

AS SHOWN	ADN	RBP
PROJECT NO:	DESIGNED:	DRAWN:
70044480		LM
DATE:		
MAR 25, 2018		
DRAWING NO:	REV:	
70044480-SBR-SK-CB-0001	P01	

Appendix B

RISK ASSESSMENT



T480 Modified: Risk Assessment & Method Statement (RAMS)**A hard copy of this form should be available on site throughout the duration of our works**

Project Number	70044480	Project Name	Poole Park Sluice Bridge
Risk Assessment Ref	B	Assessment Completed By	ADM
Risk Assessment Date	28/03/2018	Assessment Authorised By	BP

1. Site Location, Access Arrangements <i>Site address and pertinent access details. Attach plans and maps to rear of document if needed (include hospital route map if pertinent).</i>	Work site at Poole Park Sluice Bridge, Poole. Drive to Park Lake Road to west of site. Park and walk on foot along footpath to Poole Park Sluice Bridge. Deliveries should only access site by reversing along footpath with banksman and complying with site speed limit. Nearest A and E is Poole Hospital (with maps below): Poole Hospital, Longfleet Road, Poole BH15 2JB 01202 665511
2. Site Maps <i>Insert screen grab of appropriate site location map - highlight any constraints that are appropriate. Attach plans and maps to rear of document if needed.</i>	For location of site see PPL-SB-PL-01 Bridge to Sluice Channel Bridge attached. For location of hospital see map below: 
3. Anticipated Works and Programme <i>Outline of the anticipated works (layman's explanation) & overview of programme as appropriate</i>	Demolition of existing structure, repairs to abutments and upstream wing walls, constructing new bridge and parapets, taking down and rebuilding listed pilasters, establishing and removing site. Two month construction programme - construction to start in October 2018 and complete by end of November 2018.

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Risk Assessment Ref	B	Assessment Completed By	ADM	
Risk Assessment Date	28/03/2018	Assessment Authorised By	BP	
Site Specific Risk Assessment				
Significant Hazards	Risk (Who might be harmed and how)	Site Specific Risk Assessments & Controls (What is being done to control the risk on this job?)	Risk Rating See Matrix	Risk Grading (automated)
Falls from height	Site personnel - serious/fatal injury from fall from bridge deck while removing parapets	Provide edge protection with temporary scaffolding parapet Suitable footwear to be worn to prevent slips	1	Moderate Risk - Proceed
			5	
Falls from height	Site personnel - serious/fatal injury from fall from scaffolding ladder	Ladders used for scaffolding access will be clipped in place Temporary scaffolding access route between east and west abutments provided for site personnel will be suitably wide and have a level similar to the abutments to avoid use of high ladders to cross sluice channel during works	1	Moderate Risk - Proceed
			5	
Falling objects	Site personnel on scaffolding below existing bridge deck - injury from falling objects from demolition work above	No demolition work to be carried out while site personnel on scaffolding below - areas below demolition work to be cordoned off and signed as necessary Kick boards included on scaffolding parapet edge protection to reduce risk of falling objects	1	Low Risk - Proceed
			3	
Excavator - lifting operations and unloading / loading of equipment and materials	Site personnel - risk of serious injury from excavator overturning or crushed by lifted load Railway - risk of encroachment over railway boundary or even derailment	All heavy lifting activities requiring excavator to be covered by a specific lifting plan undertaken by a competent person Competencies of operator and associated roles such as slinger to be checked LOLER certification to be checked for all lifting equipment to be used, eg. chains, shackles and slings, etc Test certificate for the excavator to be checked Slew restrictor shall be fitted to excavator to limit slew of lift to not cross the park / rail boundary so that it cannot foul the railway line Works area to be segregated by using temporary barriers, cones, etc or a member of the workforce positioned appropriately to restrict access into the immediate area of the lift Signaller may be required who will monitor exclusion zone around excavator and communicate with operator. Suitable communications arrangements shall be established Excavator should slew over water but not over railway boundary Loads shall not be slewed/lifted over people Two excavators to be used to control the placement of the FRP deck units, one either side of the channel Tag lines shall be utilised to ensure full control of load Clearance over any site obstacles e.g. low branches, existing brick pilaster, existing approach parapets will be carefully considered and a height limiting device may be fitted to the excavator	1	Moderate Risk - Proceed
			5	
Road vehicles driving onto site unchallenged	Vehicle driven by member of the public colliding with site personnel - serious/fatal injury	Ensure vehicles cannot drive directly onto site, use of gates, fencing that filter vehicles into either a holding area or car park Ensure signage is in place identifying where drivers need to go, such as 'site office' etc; limit road vehicles wherever possible Traffic plans to be in place and wherever practical, pedestrian and vehicle routes are to be clearly identifiable on site with appropriate signage Vehicles required to enter site regularly and authorised are to have flashing beacons fitted and used	1	Moderate Risk - Proceed
			5	
Plant/delivery vehicle coming into contact with workforce or through loss of control compromising railway	Plant/delivery vehicle colliding with site personnel - serious/fatal injury	Site staff to be made aware of haul routes/walkways at inductions, traffic plan to be displayed. Daily briefings to be undertaken to highlight plant activities and movements within site for a that given day, especially areas designated as 'plant only' areas Wherever possible pedestrians to be restricted to identified walkways along haul roads, isolated by appropriate fencing. Access to work zones only at designated points Railway tracks are on embankment above the level of vehicular access Set speed limits suitable for the site, i.e.. 5-10 mph; ensure reversing activities are minimised as much as possible; where required vehicles are to be banked	1	Moderate Risk - Proceed
			5	

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Risk Assessment Ref	B	Assessment Completed By	ADM		
Risk Assessment Date	28/03/2018	Assessment Authorised By	BP		
Plant and equipment	Site personnel - risk of injury from operating plant and equipment	Supplier will provide adequate operating instructions and information Drivers and operators of plant and equipment will be suitably trained with appropriate certification Mechanical plant and equipment will be maintained in good condition, safety devices should be fitted (e.g. slew restrictor for excavator) and be in good working order Plant and equipment should be inspected regularly and inspections recorded Self propelled plant and equipment will not be left unattended such that it can be started/operated by unauthorised persons. This will include not leaving the engine running, not leaving keys in the ignition and not leaving starting handles present. Mobile plant will be fitted with flashing beacons	2	Moderate Risk - Proceed	
			3		
Breaking out works - demolition of deck with breaker attached to excavator or abutment cill beam with hand held breakers	Site personnel - risk of injury / eye injury from flying debris due to breakers Site personnel operating small breakers - hand-arm vibration syndrome (HAVS) from handheld concrete breakers	During breaking out works the supervising engineer will establish and monitor stand-off area around the breakout works to ensure that they and any other third parties are at a distance so as not to be in the direct path of any flying debris The wearing of eye protection is mandatory for all staff working in the immediate area if not specified within minimum site PPE requirements Dust levels generated from breaking out activities to be monitored visually; where identified as unacceptable the activity is to be stopped and method of works reviewed and remedial measures adopted, such as the use of water suppression For manual breakers, operatives to be appropriately experienced and to take turns to reduce exposure to HAVS	2	Moderate Risk - Proceed	
			3		
Damaging levels of noise from plant or portable equipment operations	Site personnel - risk of hearing damage from noise of breakers	Prior to hiring or procuring plant or equipment ask the question as to whether they are the quietest variants available that produce lesser levels of noise in operation Put in place hearing protection zones suitable for the plant and equipment being used, where the wearing of hearing protection is compulsory and mark them with signs if possible Where work has to be carried out within the hearing protection zone eg. operators, maintenance engineers, then regular breaks for the staff are to be taken outside of the area Ensure all ear protection is in good repair and readily available on site Do not use hearing protection as an alternative to controlling noise by technical and organisational means Provide all workforce with hearing protectors if they ask for it and their noise exposure is between the lower and upper exposure action values Provide all workforce with hearing protectors and make sure they use them properly when their noise exposure exceeds the upper exposure action values Make sure the protectors give enough protection - aim at least to get below 85 dB at the ear; target the use of protectors to the noisy tasks and jobs in a working day	2	Moderate Risk - Proceed	
			3		
Injury through the use of hand tools	Site personnel - risk of injury from hand tools	Operatives to be appropriately experienced in the use of hand tools Operatives to undertake due care and attention when using the tools. The tool is to be used for the purposes it was intended for Appropriate protective gloves to be worn where identified to aid grip and prevent puncture injuries, etc	2	Moderate Risk - Proceed	
			3		
Slips and trips and falls from poor housekeeping practices	Site personnel - risk of injury from slip, trip or fall	Good housekeeping to be maintained on site to ensure that potential trip or slip hazards are identified early and reduced wherever possible Any spillages are to be cleaned up immediately where possible to prevent possible slips; where not possible the area is to be cordoned off as a minimum Designated walkways on site are to be kept clear of obstructions at all times Works to be planned in such a way so as not to cause or leave in place from unfinished works potential trip and fall hazards No open holes, trenches, etc are to be left unprotected at any time; adequate barriers or suitable alternatives to be put in place All rubbish is to be put in the appropriate skips or receptacles on site	2	Moderate Risk - Proceed	
			2		

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Project Number	70044480	Project Name	Poole Park Sluice Bridge		
Risk Assessment Ref	B	Assessment Completed By	ADM		
Risk Assessment Date	28/03/2018	Assessment Authorised By	BP		
Manual lifting and handling	Site personnel - risk of back injuries from manual lifting	When planning the operation/activity, consideration will be given to the use of handling aids where possible (e.g. remove the heavy pilaster coping stones by crane if possible) Where manual handling of loads is necessary, risks to be assessed and controls implemented including sufficient numbers of operatives engaged on the lift. All individuals involved in manual handling activities shall have received manual handling training. The surrounding area will be level and stable where possible and free from tripping hazards. Suitable PPE will be provided and worn, i.e.: gloves for abrasive, sharp or chemically harmful loads, steel toe capped footwear.	2	Moderate Risk - Proceed	
			3		
Working on or near water (boating lake and sluice channel)	Site personnel falling into cold water - shock and/or rapid fatigue in the water	Provide edge protection to scaffolding to prevent site personnel falling into the water Swimming competence and use of buoyancy aids. Appropriate PPE (e.g. warm clothing or survival suits). Ensure welfare available nearby. The type of (BS EN standard) buoyancy aids should be informed by a risk assessment and communication with the manufacturer or supplier Avoid chin strap of a safety helmet. Wear non slip footwear	2	Moderate Risk - Proceed	
			3		
Working on or near water (boating lake and sluice channel)	Site personnel - surface fall/slip risks into water and consequent risk of shock or drowning	Maintain vigilance and walk at a steady pace. Site specific assessment of bank conditions. Ensure appropriate footwear worn, e.g. ankle protection and grippy sole. Consider use of two persons and throw line or rope where appropriate. Do not lone work on steep or slippery banks where risk and consequence of fall is foreseeable.	2	Moderate Risk - Proceed	
			3		
Working on or near water (boating lake and sluice channel)	Vehicles and plant operatives - surface fall/slip risks into water and consequent risk of shock or drowning	Extra care must be taken when driving or operating plant near water. Consider the use of stop blocks, fencing, and/or banksmen, e.g. treat the watercourse as an open excavation. Plant or vehicles should not cross existing temporary scaffold bridge, existing concrete deck or new FRP deck - these structures are not designed to accommodate vehicle loading	2	Moderate Risk - Proceed	
			3		
Microbiological hazards (Weil's disease)	Site personnel - low risk of infection working adjacent to water due to brackish/saline conditions however treat as possible	The importance of personal hygiene, including washing hands before eating and smoking, is to be included in site inductions. Information regarding Weil's Disease is to be included in site inductions	1	Low Risk - Proceed	
			3		



Town Hall Annexe, St Stephen's Rd,
Bournemouth,
BH2 6EA

wsp.com