**Method Statement Streetworks**

**All works on the highway are subject to Streetworks procedures, and may require the appointment of a qualified Supervisor and/or specialist Traffic Management subcontractors.**

- The Supervisor will issue written instructions to operatives prior to the start of work.
- All operatives will be trained and experienced in the use of the plant and equipment and at least one operative must hold a valid and current Streetworks card. Cards and appropriate equipment safety and maintenance records are to be carried and available for inspection onsite.
- Whenever Traffic Management measures are required, these must be carried out in accordance with current regulations and signage as per publication DFT 2006 Chapter 8, and include scale drawings of the intended site showing test locations and proposed layouts. These plans should be copied to the appropriate Agency detailing the date and sequence of works, simple description of proposed layouts and type, use and/or proposed location of skips and speed of the road. If the road width is to be reduced to less than 6.75m during sitework then the Transport Coordinator must also be informed.
- The All test locations must be set out with reference to service drawings, development proposals and site conditions, and checked using the CAT/GENNY system before any excavation with any starter holes excavated to a minimum depth of 1.5m to ensure adequate clearance from services.
- The Supervisor should ensure that an Information Board is displayed, giving an emergency telephone number. It is usual also that works should normally be carried out between 9.30am and 4.30pm to reduce risks associated with high traffic flow.
- Arising and spoil will be placed so as not to present a hazard to operating personnel, others (including traffic or the public) or the surrounding environment.
- On completion, all excavations and surfaces will be reinstated as per Streetworks procedures, the site swept and left clean.

**Risk Scoring and Assessment**

Health, Safety and Environmental Risk is measured using a 5 x 5 matrix to obtain a result that, after control measures have been applied is scored as: Low (Proceed with care), Medium (If no alternative, proceed with care), High (Do not proceed, seek alternative).

| | | | **Severity** | | | | |
|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 |
| | | | No Injury or Impact | Minor Injury or Impact | Reportable Injury or Impact | Serious Injury or Impact | Fatality, Disability or Major Impact |
| **Likelihood** | Unlikely or Rare | 1 | 1 LOW | 2 LOW | 3 LOW | 4 LOW | 5 LOW |
| | Remote possibility | 2 | 2 LOW | 4 LOW | 6 LOW | 8 **MED** | 10 **MED** |
| | Possibly occur | 3 | 3 LOW | 6 LOW | 9 **MED** | 12 **MED** | 15 **MED** |
| | Probably occur | 4 | 4 LOW | 8 LOW | 12 **MED** | 16 **HIGH** | 20 **HIGH** |
| | Certain to occur | 5 | 5 LOW | 10 **MED** | 15 **HIGH** | 20 **HIGH** | 25 **HIGH** |

| Hazard/Risk | Type | Affected | Control Measures | Score | Residual Risk |
|---|---|---|---|---|---|
| Operating equipment | H&S | Oprs | Trained and competent operators only. | 2 x 3 | Low |
| Contact with underground or overhead services | H&S | Oprs | Review positions with reference to utility plans and maintain safe distances. CAT scan each position prior to breaking ground. | 1 x 5 | Low |
| Traffic (if on Highway) | H&S | Oprs | Apply all NSRWA traffic management measures | 2 x 4 | Med |