Chartrange.

HS 27-01: RISK ASSESSMENT

Operation/Task:	Working Adjacent to Network Rail Infrastructure	Employees at Risk:	All site personnel.	
Location/Area:	Charles Street -Manchester	Other Persons at Risk:	General public.	
Assessor:	T Hensman	Key Responsible Personnel:	Contracts Managers &Supervisors	

Activity	Hazard	Risks	Pre Control Risk Ratings			Control Measures	Post Control Risk Ratings			Comments
			1*	2**	1×2		1*	2**	1×2	
Working Adjacent to Network Rail Infrastructure	Interference with track from groundworks which affect structural integrity Airborne Dust Unauthorised access Plant and Vehicle movement and operation Operation of MEWPS Vibration	Damage to tracks Reduced visibility for train drivers Impact with train Impact with train Impact with train Damage to tracks	3	5	15	Comply with procedures noted in this Method Statement 10m exclusion zones will be in place to prevent plant interfacing directly with and around the track area. A fence is already established which is 10m away from the track which allows for segregation between plant, vehicles, people and the track. It also restricts any access to the track area. Any excavation deeper than 1m must have the batters stepped or propping in place, any propping used must have temporary works approval from Morgan Sindall before use. Batters to excavation(s) will be at a min 1:1. An excavation temporary works will be designed by a competent person, approved by the client and TWC and installed and inspected in line with requirements. All temporary works are required to be designed and approved by a competent person and signed off by the TWC on site. The TWS will carry out documented daily and weekly checks on any temporary works on site. Vibration monitoring will be carried along the site boundary closest to the track. A calibrated seismometer will be installed and will take readings at 30 second intervals. Noise assessment to be completed. Ground conditions to be assessed and monitored – work to immediately cease where there is an immediate risk of injury or plant damage.	1	5	5	

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			1*	2**	1×2		1*	2**	1×2	
						• Overhead lines assessment to be carried out. • Reversing alarms/beacons activated on plant at all times. • Dust suppression will be available on site in the form of sprinklers or a water bowser to prevent any dust emission onto the track. • Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. – No additional lighting on this site is planned during this phase of works.				

The person signing this assessment must check the information above to ensure it is relevant to this operation on this site. Additionally any additional controls measures deemed necessary must be included.

Target Post-Control Rating=10. Some Pre-Control ratings may be less than 10 but further controls are still to be considered.

Assessment Date:	28/05/2026	Review Date:	28/05/2026
Approved For Issue:	Y		
Issue No:		1	

Operatives Acknowledgement

Name	Trade	Company	Date: