

Risk Assessment Summary Sheet

Ref 026

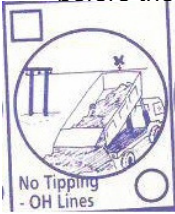
Activity/Workplace; Activities in close proximity to Overhead Electrical Lines

Generic Risk Assessment						Risk Assessment after application of Control Measures				
Hazard	Risk	Risk Group	Likelihood	Severity	Risk Rating before controls	CONTROL MEASURES	Responsible Person	Likelihood	Severity	Risk Rating after controls
Contact with services via plant or equipment	Risk of Electrocutation	Employees Contractor	3	5	15		<p><u>General Points</u> Where reasonably practicable the provisions of the ESB Code of Practice or Avoiding Danger from Overhead Electricity Lines shall apply to all works where an overhead electricity line presents a hazard.</p> <p>The relevant ESB code of practice for overhead lines is in the "Green Folder" for referral.</p> <p>Specific provisions are set out below for several works types commonly carried out by Donegal Co Council Roads Section.</p> <p><u>For road strengthening and re-surfacing works (e.g. surface dressing or road restoration) the following procedure shall be implemented in line with the provisions of Chapter 9 of the ESB Code of Practice or Avoiding Danger from Overhead Electricity Lines:</u></p> <ol style="list-style-type: none"> 1. A pre patrol of the site shall be carried out to identify and assign a unique identification number to each overhead line crossing/location. These shall be marked and listed on the site specific risk assessment by the Area Engineer. 2. The Donegal Co Council Electrical Hazard Risk Assessment Form (EHRA), based on the template provided in Appendix 3 of the ESB Code of Practice, shall be completed by the Area Engineer and included with the Risk Assessment. 3. The site supervisor shall ensure that warning signs are placed at both the Entry and Exit of the "No-Tip Zone" for each conflict identified on the Risk Assessment Plan. See figures 7, 7a and 7b of the ESB code of practice for determining the minimum extent of the "No-Tip-Zone". A sample of standard signage to be used is shown below. 	Line Management Employees	2	5
	Risk of damage to property		2	4	8	1			4	4
	Risk of Personal Injury		3	5	15	1			5	5

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						<p>4. On narrow single lane roads (less than 5m wide) with minimal verge width erection of one sign at the entry/exit of the "No-Tip Zone" is sufficient.</p> <p>5. Due to the nature of road resurfacing works marking of the "No-Tip Zone" has no benefit given that the old road surface will be covered (by tar sprayer or grader) before the Tipper Truck reaches the Hazard Zone.</p> <div style="display: flex; align-items: center;">  <div style="margin-left: 10px;"> <p>6. When the no tip zones have been marked out and signage erected the site supervision shall confirm this by ticking the "No Tip Zone" box on the HSA SSWP form. (See opposite). This shall be deemed to answer questions 5, 6 and 7 on the DCC EHRA form.</p> <p>7. A competent Banksman shall be nominated for each site (or each activity where overhead electrical cables present a hazard if more than one such operation is taking place on a site e.g. laying wet mix and surface dressing on the same site).</p> <p>8. Duties of the Banksman to be prioritised above all other operative duties when construction plant is being used in proximity to overhead electrical cables. The Banksman will be required to wear an orange reflective safety vest to distinguish him from all other operatives on site. All plant operators shall follow the directions of the banksman.</p> <p>9. The Skip of the Tipper Truck should be lowered before the front of truck cab reaches the sign indicating commencement of the "No-Tip Zone". In the case of Surface Dressing where the Tipper Truck is reversing the skip should be lowered before the tailboard of the lorry reaches the sign indicating commencement of the "No-Tip Zone".</p> </div> </div>				

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						<p>10. The Tipper Truck should then proceed forward (or backwards if towed by chipping spreader) until the front/rear of Truck is sufficiently past the sign indicating the exit extremity of the "No-Tip Zone", so that no part of the truck Skip when tipped comes within the "No-Tip Zone".</p> <p>11. Any further filling of material into a paver should be carried out by the paver moving forward past the marked exit from the "No-Tip Zone" and receiving material from the Tipper Truck at this point. The Tipper Truck should not reverse back into the "No-Tip Zone" with the Tipper Skip raised under any circumstances.</p> <p>12. Regular on-site safety audits should be carried out to ensure compliance with the above control measures.</p> <p><u>For the following routine road maintenance operations the following provisions shall apply. These operations are by their nature mobile semi-static type operations and involve only one or two works vehicles, travelling and working on the public roadway.</u></p> <p>1. Pothole Repair (using pick-up or lorry)</p> <p style="margin-left: 20px;">a. The skip of the lorry/pickup shall not be raised while the vehicle is moving through the site or travelling to sites.</p> <p style="margin-left: 20px;">b. The skip shall only be raised (to fill bins / trays) when the vehicle is stopped prior to entering the works area, and not in the vicinity of overhead lines.</p> <p>2. Ledging / Drainage Works (using Back Hoe Excavator)</p> <p style="margin-left: 20px;">a. These works involve the Rubber Wheeled Excavator travelling and working at multiple locations over a long distance of public road in a day.</p>				

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						b. Where overhead lines are present on the road which is being worked on, a competent banksman shall be in attendance with the plant operator. c. The banksman shall survey the site in advance of the works operation as it proceeds and shall erect warning signs at both the Entry and Exit of the "No-Tip Zone" for each cable encountered. See figures 7, 7a and 7b of the ESB code of practice for determining the minimum extent of the "No-Tip-Zone". d. When the Excavator is working within the "No-Tip-Zone" the back hoe shall not be raised above the height of the cab of the excavator. While the excavator is within the "No-Tip-Zone" banksman shall act as a dedicated observer to ensure compliance with this measure. e. Once the works operation has finally passed a cable location the warning signs can be removed.				

One of the following signs should be used to identify the "No-Tip-Zone" on Roadworks Sites.

