Your Company Ltd

RISK ASSESSMENT & METHOD STATEMENT

Highway Resurfacing - A38 Dual Carriageway

Reference	EX0007
Issue	1
Assessment Date	14/11/2026
Review Date	14/11/2027
Client	Your Client Ltd
Site Location	A38 dual carriageway, near Derby
Assessor	Your Name, Health & Safety Manager

Executive Summary

This Risk Assessment and Method Statement (RAMS) details the health, safety, and environmental control measures for the night-time resurfacing of a 2km section of the A38 dual carriageway. The scope includes traffic management, road planing, hot-rolled asphalt laying, compaction, and road marking. The primary risks include live traffic incursions, heavy plant interfaces, contact with hot materials, occupational health exposures (noise, dust, vibration), and risks associated with night working and fatigue. Stringent controls including Chapter 8 Traffic Management, rigorous plant-pedestrian segregation, and task-specific PPE (EN ISO 20471 Class 3, EN 407) are required to ensure the safety of the 12 operatives involved.

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1. Project Details

Client:	Your Client Ltd	**Site Location:**	A38 dual carriageway, near Derby
Assessment Date:	14/11/2026	**Review Date:**	14/11/2027
Assessor:	Your Name, Health & Safety Manager	**Staff Count:**	12

2. Method Statement

Step 1: Traffic Management Installation (Pre-start) - Lantra-qualified TMOs to deploy advance warning signage and establish the lane closures as per Chapter 8 drawing. Speed limits reduced.

Step 2: Site Induction - Site Supervisor to brief all 12 operatives on RAMS, site rules, night-working risks, and establish pedestrian exclusion zones.

Step 3: Lighting and Welfare - Position mobile lighting towers to illuminate the work zone without dazzling live traffic. Locate the mobile welfare unit in a safe, segregated area.

Step 4: Planing Operations - Deploy road planer to remove the existing wearing course. Water suppression must be active. Tippers to reverse into position under banksman control to collect planings.

Step 5: Sweeping - Mechanical road sweeper to clean the planed surface, removing loose debris, dust, and standing water.

Step 6: Tack Coat Application - Spray bitumen emulsion tack coat onto the clean surface. Establish exclusion zone to prevent tracking of wet bitumen by plant or pedestrians.

Step 7: Hot-Rolled Asphalt Laying - Position the paver. Asphalt delivery lorries reverse to the paver hopper under banksman direction. Paver lays the asphalt to the specified depth.

Step 8: Compaction - Vibrating rollers to compact the hot asphalt. Operators to ensure rolling patterns are followed while maintaining minimum 5m clearance from pedestrians.

Step 9: Road Marking and Studs - Once the surface has cooled sufficiently, apply thermoplastic road markings and install reflective road studs.

Step 10: Site Clearance & TM Removal - Remove all plant, tools, and waste from the carriageway. Ensure the new surface is swept and safe for traffic. TMOs to lift the lane closures sequentially and reopen the road.

Resources Required

- 12x Operatives (including Site Supervisor, Plant Operators, Paving Crew, Banksmen)
- Traffic Management Crew (separate sub-contractor or dedicated internal team)
- 1x Road Planer (tracked, water suppression fitted)
- 1x Asphalt Paver
- 2x Ride-on Vibrating Rollers
- 1x Mechanical Road Sweeper
- Asphalt Delivery Tippers and Planing Removal Tippers
- Mobile Lighting Towers (VT1 or equivalent)
- Mobile Welfare Unit (towable, self-contained with hot water and heating)

- Thermoplastic road marking equipment and reflective studs
- Chapter 8 Traffic Management equipment (cones, signs, VMS boards, temporary barriers)

Site Setup

The site is a dynamic, linear work zone on the A38 dual carriageway. Initial setup involves establishing Chapter 8 compliant lane closures to create a sterile work area. Advance warning signs and VMS must be placed 1 mile prior. The work area will be illuminated by non-glare mobile lighting towers. A mobile welfare unit will be sited within the coned-off area, protected by a crash cushion or hard barrier, positioned at the safest extremity of the site. Pedestrian routes between welfare and active plant must be physically demarcated.

3. ALARP Justification

As Low As Reasonably Practicable (ALARP) Declaration

The residual risks identified for this A38 highway resurfacing project have been reduced to as low as reasonably practicable (ALARP) through the strict implementation of the hierarchy of control. The risk of live traffic collision is mitigated by physical segregation and Chapter 8 compliance. Exposure to fumes and heat is reduced through engineering controls on plant and strict PPE specifications. Noise and vibration are managed through zoning and exposure time limits. Further risk reduction measures, such as full carriageway closure rather than lane closures, have been deemed disproportionate to the socio-economic cost of severing a major trunk road, provided the robust traffic management measures outlined herein are strictly maintained.

4. Risk Matrix Reference

	Negligible (1)	Minor (2)	Moderate (3)	Major (4)	Catastrophic (5)
Almost Certain (5)	5	10	15	20	25
Likely (4)	4	8	12	16	20
Possible (3)	3	6	9	12	15
Unlikely (2)	2	4	6	8	10
Rare (1)	1	2	3	4	5

1-5 Low 6-12 Medium 15-25 High

5. Risk Assessment

1. Live Traffic Collision - Public Vehicles

20 HIGH | 10 MEDIUM

Description	Risk of operatives being struck by public vehicles entering the traffic management exclusion zone at high speed.		
Persons at Risk	Staff, Contractors, Public		
Control Measures	• Implement full lane closures in strict accordance with the Traffic Signs Manual Chapter 8 and NRSWA 1991 requirements. • Deploy temporary safety barriers (compliant with EN 1317) to segregate the work zone from live traffic lanes. • Install advance warning signage, including variable message signs (VMS), starting at least 1 mile before the lane closure tapers. • All operatives must wear EN ISO 20471 Class 3 high-visibility clothing at all times. • Ensure traffic management is installed and maintained by Lantra-qualified Traffic Management Operatives (TMOs).		
Initial Risk (Pre-Control)	Likelihood **4**	Severity **5**	Score **20** (High)
Residual Risk (Post-Control)	Likelihood **2**	Severity **5**	Score **10** (Medium)

2. Plant and Pedestrian Collision - Site Vehicles

20 HIGH | 10 MEDIUM

Description	Risk of operatives being struck or crushed by heavy site plant (planers, pavers, dumpers, rollers) operating in restricted areas.		
Persons at Risk	Staff, Contractors		
Control Measures	• Establish distinct pedestrian exclusion zones around mobile plant, enforced by the Site Supervisor. • Ensure all plant is fitted with flashing amber beacons, broadband reversing alarms, and 360-degree vision aids (mirrors/CCTV) as per PUWER 1998. • Deploy competent banksmen/traffic marshals to direct reversing plant, using high-visibility batons in night-time conditions. • Operators must hold valid CPCS or NPORS certification for the specific plant being operated.		
Initial Risk (Pre-Control)	Likelihood **4**	Severity **5**	Score **20** (High)
Residual Risk (Post-Control)	Likelihood **2**	Severity **5**	Score **10** (Medium)

3. Contact with Hot Materials (Bitumen/Asphalt)

16 HIGH → 8 MEDIUM

Description	Risk of severe thermal burns from direct contact with hot-rolled asphalt (up to 160°C) or heated bitumen emulsion tack coats.		
Persons at Risk	Staff		
Control Measures	• Wear heat-resistant safety gloves (EN 407) when handling paving tools or touching near asphalt. • Wear flame-retardant or long-sleeved heat-resistant coveralls (EN 11612) and safety boots with heat-resistant outsoles (EN ISO 20345 HRO). • Mechanise the application of asphalt via the paver to minimise manual raking and handling. • Provide immediate access to burn-specific first aid kits and cold water on the paver and at the welfare unit.		
Initial Risk (Pre-Control)	Likelihood **4**	Severity **4**	Score **16** (High)
Residual Risk (Post-Control)	Likelihood **2**	Severity **4**	Score **8** (Medium)

4. Inhalation of Bitumen/Asphalt Fumes

12 MEDIUM → 6 MEDIUM

Description	Exposure to fumes generated during the laying of hot-rolled asphalt, which can cause respiratory irritation and long-term health issues.		
Persons at Risk	Staff		
Control Measures	• Lay asphalt at the lowest viable temperature (warm mix asphalt where specified) to reduce fume generation, aligning with COSHH Regulations 2002. • Ensure workers position themselves upwind of the paver screed wherever practical. • Rotate the 12 operatives between tasks to limit individual exposure time to direct fumes at the rear of the paver. • Use half-mask respirators (EN 140 with A1P3 filters) for operatives continually working directly above the hot material if natural ventilation is insufficient.		
Initial Risk (Pre-Control)	Likelihood **4**	Severity **3**	Score **12** (Medium)
Residual Risk (Post-Control)	Likelihood **2**	Severity **3**	Score **6** (Medium)

5. Noise Induced Hearing Loss (NIHL)

15 HIGH | 6 MEDIUM

Description	Exposure to high noise levels (>85dB(A)) from road planers, pavers, and compaction rollers over 4 consecutive night shifts.		
Persons at Risk	Staff		
Control Measures	• Designate the entire planing and paving operational footprint as a mandatory Hearing Protection Zone under the Control of Noise at Work Regulations 2005. • All operatives must wear ear defenders or earplugs compliant with EN 352, ensuring attenuation brings exposure below 80dB(A) at the ear. • Maintain heavy plant to manufacturer standards, ensuring engine cowlings and acoustic covers are closed during operation. • Switch off plant engines when not in active use.		
Initial Risk (Pre-Control)	Likelihood **5**	Severity **3**	Score **15** (High)
Residual Risk (Post-Control)	Likelihood **2**	Severity **3**	Score **6** (Medium)

6. Inhalation of Respirable Crystalline Silica (RCS) Dust

16 HIGH | 8 MEDIUM

Description	Exposure to hazardous silica dust generated by the road planing machine removing the existing carriageway surface.		
Persons at Risk	Staff		
Control Measures	• Ensure the road planer's integrated water suppression system is fully operational and filled before works commence. • Utilise local exhaust ventilation (LEV) on the planer if fitted, discharging dust away from operators. • Operatives working in close proximity to the planer must wear FFP3 respirators (EN 149) and be face-fit tested. • Utilise a mechanical road sweeper with water suppression immediately behind the planer to remove residual dust.		
Initial Risk (Pre-Control)	Likelihood **4**	Severity **4**	Score **16** (High)
Residual Risk (Post-Control)	Likelihood **2**	Severity **4**	Score **8** (Medium)

7. Hand-Arm and Whole-Body Vibration (HAVS/WBV)

12 MEDIUM → 6 MEDIUM

Description	Risk of nerve, joint, or circulatory damage from operating heavy rollers (WBV) or using hand-held breakers/wacker plates around ironwork (HAVS).		
Persons at Risk	Staff		
Control Measures	• Monitor trigger times for all vibrating equipment in accordance with the Control of Vibration at Work Regulations 2005. • Ensure operatives do not exceed the Exposure Action Value (EAV) of 2.5 m/s2 for HAVS. • Provide modern, low-vibration compaction equipment with vibration-dampening seats for WBV reduction. • Ensure operators take regular breaks from driving vibrating rollers (e.g., 15 minutes every 2 hours).		
Initial Risk (Pre-Control)	Likelihood **4**	Severity **3**	Score **12** (Medium)
Residual Risk (Post-Control)	Likelihood **2**	Severity **3**	Score **6** (Medium)

8. Fatigue and Circadian Disruption - Night Working

16 HIGH → 8 MEDIUM

Description	Working 4 consecutive night shifts increases the risk of fatigue, leading to compromised decision-making, slower reaction times, and accidents.		
Persons at Risk	Staff		
Control Measures	• Ensure all operatives have undergone a night worker health assessment in compliance with the Working Time Regulations 1998. • Schedule formal, mandatory rest breaks in a well-lit, heated welfare unit with access to hot drinks. • Implement a buddy system among the 12 operatives to monitor colleagues for signs of severe fatigue. • Ensure adequate task lighting (BS EN 12464-2) is deployed to maintain alertness and visibility, whilst avoiding glare to live traffic.		
Initial Risk (Pre-Control)	Likelihood **4**	Severity **4**	Score **16** (High)
Residual Risk (Post-Control)	Likelihood **2**	Severity **4**	Score **8** (Medium)

9. Slips, Trips and Falls

8 MEDIUM → 4 LOW

Description	Tripping over uneven ground (e.g., planed vs unplaned surfaces), loose kerbs, or plant cables in poor lighting conditions.		
Persons at Risk	Staff		
Control Measures	• Deploy portable lighting tower systems (e.g., VT1) to illuminate the work area to a minimum of 50 lux, adjusting for shadows. • Maintain stringent housekeeping; ensure loose planings are swept and tools are returned to vehicles when not in use. • All operatives must wear safety boots with ankle support and deeply cleated soles (EN ISO 20345). • Clearly mark changes in surface elevation (e.g., planed steps) with cones if pedestrians must cross them.		
Initial Risk (Pre-Control)	Likelihood **4**	Severity **2**	Score **8** (Medium)
Residual Risk (Post-Control)	Likelihood **2**	Severity **2**	Score **4** (Low)

10. Manual Handling - Tools and Ironwork

12 MEDIUM → 6 MEDIUM

Description	Musculoskeletal injury from lifting heavy items such as manhole covers, gully grates, or heavy hand tools during resurfacing adjustments.		
Persons at Risk	Staff		
Control Measures	• Use mechanical lifting aids (e.g., magnetic lifters, hydraulic cover lifters, or plant lifting points) for ironwork as per Manual Handling Operations Regulations 1992. • Employ two-person lifting techniques for items exceeding 20kg where mechanisation is not reasonably practicable. • Train operatives in kinetic lifting techniques prior to works commencing. • Store materials and tools at waist height in vehicles where possible to avoid repetitive bending.		
Initial Risk (Pre-Control)	Likelihood **4**	Severity **3**	Score **12** (Medium)
Residual Risk (Post-Control)	Likelihood **2**	Severity **3**	Score **6** (Medium)

11. Fire and Explosion

10 MEDIUM | 5 LOW

Description	Ignition of diesel fuel during plant refuelling or LPG/gas bottles used for heating paver screeds.		
Persons at Risk	Staff, Public, Contractors		
Control Measures	• Store fuel and LPG cylinders in secure, well-ventilated, and bunded areas away from ignition sources. • Ensure hot work controls are in place; strictly no smoking within 10 metres of plant, fuel, or paver heating systems. • Equip all heavy plant and the supervisor's vehicle with CO2 and powder fire extinguishers (EN 3) that are in date. • Refuel plant over a drip tray using an automatic cut-off nozzle, carried out by trained operatives only.		
Initial Risk (Pre-Control)	Likelihood **2**	Severity **5**	Score **10** (Medium)
Residual Risk (Post-Control)	Likelihood **1**	Severity **5**	Score **5** (Low)

6. Required PPE



Head protection | Eye protection | Ear protection | Respiratory protection | Hi-vis clothing | Gloves | Safety footwear

- High-Visibility Clothing (EN ISO 20471 Class 3 - Long Sleeve)
- Safety Boots (EN ISO 20345 HRO - Heat Resistant Outsole, Ankle Support)
- Safety Helmet (EN 397)
- Heat Resistant Gloves (EN 407)
- Ear Defenders/Plugs (EN 352)
- Safety Glasses/Goggles (EN 166)
- FFP3 Dust Masks (EN 149) - required for planing tasks

7. Site Rules

1. All personnel must sign in with the Site Supervisor and attend a site-specific induction prior to commencing work.
2. EN ISO 20471 Class 3 high-visibility clothing must be worn and fully fastened at all times.
3. No mobile phone use while operating plant, acting as a banksman, or walking within the live work zone.
4. Strict adherence to plant-pedestrian exclusion zones; never approach mobile plant without the operator's explicit visual acknowledgement.
5. Smoking and vaping are strictly prohibited except in designated areas near the welfare unit.
6. All operatives must report any signs of excessive fatigue in themselves or colleagues immediately.
7. No unauthorised adjustment or removal of Traffic Management equipment.

8. Competency Requirements

Qualification	Description	Required For	Verification
CSCS Card (Appropriate Level)	Demonstrates health and safety awareness and core occupational competence in highway/construction environments.	All 12 operatives on site.	Physical or digital CSCS Smart Check application scan at induction.

Qualification	Description	Required For	Verification
CPCS or NPORS Plant Operator Competency	Proof of competence to operate specific heavy plant (Road Planer, Paver, Ride-on Rollers, Forward Tipping Dumper).	All designated plant operators.	Card check verifying specific category and expiry date before keys are issued.
NRSWA / Lantra Traffic Management (12A/12B/12C as applicable)	Competence in deploying, maintaining, and removing temporary traffic management on high-speed roads.	Traffic Management Operatives.	Certificate and card check at induction.
SSSTS or SMSTS (Site Supervisor/Manager Safety Training Scheme)	Advanced health and safety knowledge for supervising construction and civil engineering works.	Site Supervisor.	Certificate validation at project commencement.
First Aid at Work (FAW)	3-day comprehensive first aid qualification.	Site Supervisor / Nominated First Aider.	Certificate review confirming within 3-year validity period.

9. Regulatory Compliance

Regulation / Standard	Section	Relevance to This Assessment
Construction (Design and Management) Regulations 2015	Regulation 15 - Duties of contractors	Requires the principal contractor to plan, manage, and monitor the construction phase, coordinating health and safety to ensure construction work is carried out without risk to health or safety.
Traffic Signs Manual Chapter 8	Part 1 - Design & Part 2 - Operations	Dictates the legal standard for signing, lighting, and guarding of the A38 lane closures to protect both operatives and road users.
Provision and Use of Work Equipment Regulations 1998	Regulation 28 - Self-propelled work equipment	Mandates that plant like pavers and planers must be equipped with adequate visibility aids and warning devices (beacons, alarms) to protect pedestrians.
Working Time Regulations 1998	Regulation 7 - Health assessment and transfer of night workers	Requires employers to offer free health assessments to operatives working regular night shifts to ensure they are fit for the work pattern.

10. Emergency Procedures

First Aid
First aid kits and burn-specific kits (Water-Jel or equivalent) are located in the Site Supervisor's vehicle and the welfare unit. The nominated First Aider is the Site Supervisor.

Fire Emergency
In the event of plant or material fire: Use dry powder/CO2 extinguishers if safe to do so. If uncontrollable, evacuate upwind, keep clear of live traffic, and call 999.

Spillage Response
For diesel, hydraulic, or bitumen spills: Deploy spill kits immediately to contain. Prevent ingress into highway drainage gullies using drain covers or sandbags. Report to Supervisor.

Serious Injury
For serious injury: STOP WORK. Contact emergency services (999). State location clearly using A38 marker posts and direction of travel (e.g., Northbound). Do not move casualty unless in immediate danger from live traffic.

Evacuation Point
Primary assembly point is adjacent to the mobile welfare unit. If compromised, the secondary assembly point is the furthest safe point within the coned exclusion zone away from the incident.

Emergency Contacts
Site Supervisor: [Number], Project Manager: [Number], National Highways Traffic Officer: 0300 123 5000, Emergency Services: 999, HSE: 0345 300 9923

11. Inspection & Monitoring

Supervision Arrangements
Continuous on-site supervision by the SSSTS-qualified Site Supervisor. Dedicated banksmen will supervise plant movements.

Inspection Schedule
Traffic management checks every 2 hours by TMOs. Pre-use visual checks of all plant prior to each night shift. Site Supervisor to conduct documented daily shift report.

Responsible Person
Site Supervisor

Review Triggers
- Adverse weather conditions (e.g., heavy rain, fog) compromising visibility or braking distances on the A38.
- Traffic management breaches by public vehicles (incursions).
- Plant breakdown or failure of primary lighting towers.
- Following any accident or near miss.
- Any change in the resurfacing methodology or introduction of new materials.

12. Incident & Near-Miss Reporting

Minor Injury
Apply first aid from the site kit. Report to Site Supervisor. Record details in the site Accident Book. Investigate if PPE or process failed.

Serious Incident
Halt operations. Secure the scene. Contact 999. Inform National Highways control room. Notify the Company Health & Safety Manager immediately. Do not move plant unless necessary to save a life.

Near-Miss Reporting
Report any TM incursions, plant-pedestrian proximity events, or equipment failures to the Supervisor immediately. Document on near-miss form. Brief the team on findings before the next shift.

RIDDOR Reporting
The Company H&S Manager is responsible for reporting to the HSE via www.hse.gov.uk/riddor within 15 days (or 10 days for specified injuries/fatalities). Relevant events include fractures, severe burns, or any injury resulting in over 7 days incapacitation.

Emergency Contacts
Site Supervisor: [Number], H&S Manager: [Number], Emergency Services: 999, National Highways: 0300 123 5000, HSE: 0345 300 9923

13. Applicable Legislation

- Health and Safety at Work etc. Act 1974
- Management of Health and Safety at Work Regulations 1999
- Construction (Design and Management) Regulations 2015
- New Roads and Street Works Act 1991 (NRSWA)
- Traffic Signs Manual - Chapter 8 (Traffic Safety Measures and Signs for Road Works and Temporary Situations)
- Provision and Use of Work Equipment Regulations 1998 (PUWER)
- Control of Substances Hazardous to Health Regulations 2002 (COSHH)
- Control of Noise at Work Regulations 2005
- Control of Vibration at Work Regulations 2005
- Manual Handling Operations Regulations 1992
- Personal Protective Equipment at Work Regulations 1992
- Working Time Regulations 1998
- EN ISO 20471 - High visibility clothing
- EN 407 - Protective gloves against thermal risks
- EN ISO 20345 - Personal protective equipment - Safety footwear
- BS EN 12464-2 - Light and lighting. Lighting of work places. Outdoor work places

14. Toolbox Talk

Night-Time Highway Resurfacing & Plant Safety

10 minutes

Key Hazards	• Live traffic incursions from the A38. • Crush injuries from reversing heavy plant (planers, pavers, dumpers). • Severe burns from hot-rolled asphalt and bitumen. • Fatigue from night working leading to poor concentration.
Key Controls	• Stay strictly within the coned Chapter 8 safe zone. Never step into the live lane. • Maintain strict eye contact with plant operators. Use banksmen for all reversing manoeuvres. • Wear heat-resistant boots, gloves, and long sleeves when working near the asphalt. • Look out for your mates. If someone is struggling with fatigue, ensure they take a break.
PPE Required	• Class 3 Hi-Vis (Mandatory for Highways) • Safety Boots (Heat Resistant Soles) • Hard Hat • Ear Defenders • Heat/Cut Resistant Gloves
Key Message	We are working in darkness just metres away from high-speed traffic, alongside heavy machinery. Visibility and vigilance are what will get you home safely tonight.
Discussion Points	• Are all our lighting towers positioned correctly to illuminate the work without blinding drivers? • Who is the nominated banksman for the tippers tonight, and do they have their lit batons?

15. Site Staff Acknowledgment

I confirm that I have been inducted, understand the hazards identified, and agree to follow the control measures outlined in this assessment.

Name	Position	Date Signed	Verification

No staff acknowledgments recorded yet.

Assessor Declaration & Client Acceptance

I confirm that this assessment has been prepared by a competent person and represents a suitable and sufficient assessment of the risks associated with the described work activity, in accordance with the Management of Health and Safety at Work Regulations 1999.

Prepared By (Assessor)

Your Name, Health & Safety Manager

Name & Position

Signature

Date

Accepted By (Client / Principal Contractor)

Name & Position

Signature

Date