


Design Risk Register										Risk categories:	
Project:		Queensbury Tunnel Greenway Feasibility Study								Ac	Acceptable
Compiled by:		[REDACTED]								Ma	Marginal
Document ref:		10533-N-RR-01								Mo	Moderate
Date Updated:		14/09/2021								Un	Unacceptable

Hazard Identification					Risk Assessment			Risk Response					Risk Monitoring & Control						
ID No.	Date identified	Identified by	Project phase when hazard may occur	Description of hazard (briefly describe the nature of the hazard and the consequences should it occur)	Severity	Probability	Risk Category	Persons at Risk*	Response organisation	Response action description	Response type (E-STOP hierarchy of control)	Action by (name or role)	Action required at project stage	Review date	Severity	Probability	Risk Category	Update (description of any changes since last review)	Current status
1	26/08/21	[REDACTED]	Construction	Works to construct Holmfield to Queensbury corridor are situated in areas of known former mining activity. Risk of disturbance or collapse and serious injury/harm to construction team and/or the public, and potential for damage to nearby property.	3	3	Un	All	Designer & Contractor	Mining assessment survey to be completed prior to detail design and construction. Detail design and construction to take account of survey findings. Construction methods to include stabilisation works where required. Where areas of unacceptable risk are identified into he mining survey, route to be designed to avoid them. This hazard carries a risk of non-completion of the route, which should be highlighted to client in feasibility report.	Eliminate	Designer	Developed Design				Ac		
2	14/09/21	[REDACTED]	Construction	Railway cuttings. Constrained access and construction conditions. Risk of collisions, collapse of banks, and injury to construction personnel.	3	2	Mo	Contractor	Contractor	Where route construction is within cuttings, contractor to adopt appropriate working methods. Design to minimise disturbance to cutting slopes where possible.	Operational controls	Contractor	Construction				Ac		
3	14/09/21	[REDACTED]	Construction	Railway embankments. Constrained construction conditions, working above slopes, risk of overturning vehicles, trips, slips and falls.	3	2	Mo	Contractor	Contractor	Where route construction is on top of embankments, contractor to adopt appropriate working methods.	Operational controls	Contractor	Construction				Ac		
4	14/09/21	[REDACTED]	Construction	Railway embankments. Trips, slips and falls.	3	2	Mo	Public	Designer & Contractor	Where embankment slopes are steep/high, suitable barriers to failing to be installed/preserved. Suitable barriers may be artificial (e.g. fences) or natural (e.g. existing hedges/tree lines).	Technical controls	Designer & Contractor	Construction				Ac		
5	14/09/21	[REDACTED]	Construction	Construction on sloping ground. Overturning vehicles causing injury and harm to construction team.	3	2	Mo	Contractor	Contractor	Where route construction is on sloping ground, contractor to adopt appropriate working methods.	Operational controls	Contractor	Construction				Ac		
6	14/09/21	[REDACTED]	Construction	Construction within tunnels. Constrained working conditions, poor ventilation, falling objects, leading to injury/illness of construction workers.	2	2	Ma	Contractor	Contractor	Appropriate preliminary works to ensure adequate ventilation during construction to be carried out as necessary. Structural security of tunnel to be established prior to infrastructure works commencing. Contractor to develop construction plan to ensure safe working within tunnels.	Operational controls	Contractor	Construction				Ac		
7	14/09/21	[REDACTED]	Construction	Construction in active highway. Collisions between workforce and vehicles leading to injury or death.	3	2	Mo	All	Contractor	It is not possible to eliminate working within the highway. Contractor to develop construction plan to ensure safe working within the highway.	Operational controls	Contractor	Construction				Ac		
8	14/09/21	[REDACTED]	Construction	Working adjacent to statutory undertakers equipment (Including overhead lines). Striking equipment leading to electrocution, fire, explosion, etc.	2	3	Mo	Contractor	Designer & Contractor	Designers to complete utility searches during future design stages. Infrastructure specification to take account of services where present. Contractor to use appropriate construction methods in presence of services.	Technical controls	Designer	Developed Design				Ac		
9	14/09/21	[REDACTED]	Construction	Construction over and alongside watercourses, leading to drowning and/or disease.	2	2	Ma	Contractor	Contractor	Contractor to use appropriate construction plan to minimise risk when working alongside watercourses.	Operational controls	Contractor	Construction				Ac		
10	14/09/21	[REDACTED]	Post-construction	Insufficient width/extended or excess gradient prevents provision of LTN1/20 infrastructure. Users at risk from collision or injury.	2	2	Ma	Public	Designer	Designer to select alternative routing (even if indirect) to avoid non-compliant infrastructure in the highway. Where not possible on traffic-free routes, designer to include measures at detailed design to mitigate effects of non compliance, e.g. rest points, design to limit speed etc.	Substitute	Designer	Developed Design				Ac		
11	14/09/21	[REDACTED]	Post-construction	User isolation within tunnels once opened. Accessibility to injured users within the tunnels.	2	2	Ma	Public	Designer	Tunnels are constructed to ensure maintenance/emergency vehicle access and egress. CCTV systems, gates and tunnel lighting to be specified in design proposals.	Technical controls	Designer	Concept Design				Ac		
12	14/09/21	[REDACTED]	Post-construction	Poor ventilation, falling objects leading to injury illness of tunnel users.	2	2	Ma	Public	Designer & Contractor	Designer to ensure structural repairs and moisture management are appropriate to prevent falling objects (including ice in winter). Ventilation to be specified where length of tunnel requires.	Technical controls	Designer	Developed Design				Ac		
13	14/09/21	[REDACTED]	Post-construction	User isolation on inter-urban paths once opened. Security of users from ambush, injury etc.	3	2	Mo	Public	Designer	Path surrounds to be specified to maximise visibility of surroundings where possible (excluding tunnels). Provision of lighting is specified on stretches of the route likely to be used in the hours of darkness. Areas considered to be purely recreational are not proposed to be lit, as the majority of use will occur during daytime. Further consideration towards personal security should be given at subsequent design stages.	Technical controls	Designer	Developed Design				Ac		
14	14/09/21	[REDACTED]	Post-construction	Existing boundaries contain route, leading to feelings of isolation.	2	2	Ma	Public	Designer	Designer to minimise lengths of enclosed sections, and provide lighting to increase security in hours of darkness.	Technical controls	Designer	Developed Design				Ac		
15	14/09/21	[REDACTED]	Post-construction	Cycling in mixed traffic resulting in collisions between users and vehicles.	3	2	Mo	Public	Designer	Where highway is not already suitable for mixed traffic cycling, designer to specify appropriate measures to bring traffic speeds and volumes into line with guidance for cycling in mixed traffic environment. Information provided to users detailing nature of provision along route.	Technical controls	Designer	Developed Design				Ac		

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