


# **METHOD STATEMENT FOR THE INSTALLATION OF REDIWELD SPEED CUSHIONS ON THE PUBLIC HIGHWAY**

<b>PROJECT INFORMATION</b>	
<b>Company Details:</b>	<p>Rediweld Rubber &amp; Plastics Limited 6/9 Newman Lane ALTON Hampshire GU34 2QR <b>Tel:</b> 01420 543007 <b>Fax:</b> 01420 544090 <b>E-Mail:</b> <a href="mailto:info@rediweld.co.uk">info@rediweld.co.uk</a></p> 
<b>Site Address:</b>	
<b>Activity-Risk:</b>	<p>To install rubber Speed Cushions on the Public Highway.</p>



## IMPLEMENTATION & CONTROL OF RISK

Hazardous Task – Risk	Method of Control
<p>1. Put out warning signs and sufficient traffic management measures to ensure the safety of operatives, road users and pedestrians. Risk to operatives and third parties will be high.</p>	<p>Operatives will follow the correct procedure for accessing the site. Works vehicles will be safely positioned with amber beacons on. Warning signs and traffic management measures will be positioned, as per Chapter 8. The site will be clearly defined and barriered. Safety zones will be maintained at all times. Signs will be adequately placed and sandbagged if necessary. If two-way lights are to be used, cables will be run along edges and channel strips will be used. A safe, signed pedestrian route will be provided and maintained at all times. Reversing operations will be minimised.</p>
<p>2. Mark position on road and assemble complete cushions (without fixings) ensure that 40mm x 50mm angle iron is correctly located at both ends of the cushion and that the reflective arrow on the cushion will face on-coming traffic. Risk to operatives will be medium. Risk to third parties will be low.</p>	<p>Operatives will have adequate training in manual handling and will employ manual handling techniques to lift individual rubber units at all times. Operatives will wear gloves and safety boots, at all times to prevent trapped fingers and damaged feet .A first aid box will be provided on site at all times. Operatives will only work within the site ‘ working space’ to protect third parties.</p>
<p>3. Ensure all module butt joints are tightly together, carefully remove corner units at one end of cushion only, with a 14mm drill bit, drill through angle iron hole to a depth of 100mm into the carriageway. The drill used will be a Hilti T15 or T21 hammer drill (or similar) attached to a 3 kva generator via a 25 m. 110 v extension lead. Risk to operatives will be medium. Risk to third parties will be low.</p>	<p>Plans of services will be obtained prior to commencing work on site. A visual survey of the area and a ‘CAT’ scan will be carried out prior to drilling. Operatives will wear appropriate eye, ear and feet protection. Dust masks will be worn, if necessary. Regular checks will be made on the condition of airlines and the tightness of fittings. Hoses will be run safely and will avoid pedestrian routes. To prevent vibration white finger, reduced vibration equipment will be used, regular job rotation will be implemented and operatives hands will be kept as warm as possible. Fuel for generators will be stored in suitable containers in a</p>



<p>10.Tighten modules together across cushion width. Risk to operatives low. Risk to third parties will be low.</p>	<p>As outlined earlier.</p>
<p>11.Commence drilling all modules through holes provided to a depth of 170mm from module surface. Risks – as outlined earlier.</p>	<p>As outlined earlier.</p>
<p>12.Thoroughly blow out holes and insert resin commencing at base of hole, 4 to 5 pumps required. <b>Warning – resin will harden in within 25 minutes.</b> Risk to operatives will be low. Risk to third parties will be low.</p>	<p>As outlined earlier.</p>
<p>13.Insert nylon plug, coach screw and washer. Tap assembly down to 30mm above module surface and tighten with impact wrench, ensuring washer is firmly seated. <b>Do not over-tighten.</b> Risk to operatives low. Risk to third parties will be low.</p>	<p>As outlined earlier.</p>
<p>14.Insert rubber bungs (taper on bung top to match module slope). Tap bungs down to just below module surfaces. Risk to operatives low. Risk to third parties will be low.</p>	<p>As outlined earlier</p>
<p>15.Remove all work debris &amp; personal rubbish from site. Risk to operatives will be medium. Risk to third parties will be low.</p>	<p>Operatives will have good hygiene standards, use gloves (where practical), clean and cover cuts and will carry a Leptospirosis card.</p>
<p>16.Remove traffic management signs and barriers. Risk to operatives and third parties will be high.</p>	<p>Operatives will comply with the sequence of removing signs as per Chapter 8 when dismantling traffic management measures.</p>