



Health and Safety Risk Assessment

Directorate: Public Protection	Service: Car Parks / Property / Woodies	Assessor: Sadie Hawson SEHO (no consultation)
Activity: Fruit and Vegetable Stall – Woodies - High Street, Car Park - South Entrance. The stall takes up less than ½ the public road entrance width. Woodies side loading delivery vehicle has been witnessed to park opposite the stall, on the entrance road to the car park, when this occurs approximately > 2/3 of the entrance width is taken up. A traffic island adjoining the side of 285 the high street, with a no entrance sign on, also restricts the traffic through route. With a ½ entrance width, with no staff, customers or debris from the stall, there is sufficient space for a vehicle to pass. With <1/3 entrance width there is only just enough space for one vehicle to pass with no space for any people or debris between the two vehicles and the stall.		Date: 27th July 2016 Version 1 (2 pages)

What are the hazards?	Who might be harmed and how?	Risk Rating without control Measures?	What are you doing already to control the risk?	Risk Rating with Control Measures	Is there any further action required?	Action by whom?	Action by when?	Completed when?
1-Struck by Vehicle - Road Traffic Accident	Child / Elderly / Disabled/ Adult / Employee / Public associated with stall. -Person struck by vehicle entering Car Park. - Person struck by stepping into path of vehicle. Vehicle factors: -Speed -Driver distracted by street activity or in car / other distraction -Limited line of sight on approach. A vehicle can commit to entrance and speed before seeing stall. - If stall spills onto street it is more likely to be seen by approaching drivers however not if this line of sight is blocked by vehicles use the loading bay outside 277 & 275 High Street	L-3 x S-3 Risk High	The requirement for people to move to allow a vehicle to pass will normally slow down traffic reducing the likelihood of being struck. One-way traffic prevents contraflow and lowers the likelihood via less distraction and decreased through-put of road. No signs to car parking via the South entrance. The North entrance & exist is clearly marked providing the main access via Swindon Road. However old maps and local knowledge will still know of the, South, High Street entrance. This entrance however has a lower use than the main one reducing the likelihood of being struck. When goods are displayed on the high street they can be seen by an approaching driver, this increases the likelihood of a driver seeing the stall in the entrance road before committing to	L-2 x S-3 Risk High	Yes – consideration of Road closure - consider bollards / cones on pavement and/or clear signs in accordance with highways recommendations - to allow only emergency vehicle access (if required see 4 below) but prevent car park use. Before road closure granted:- No loading or unloading markings to be made on entrance road, to prevent Woodies loading and unloading vehicle opposite stall. Segregation- Mark ground to define spaces for : stall; customer; vehicle access route. (This may facilitate segregation but could encourage space ownership by driver or customer, potentially preventing or delaying movement and initiating aggressive behaviour or encouraging faster movement in designated space– discuss	CBC Property (see 4) & GCC Highways signs, markings and segregation ? Car Parks enforcement of loading areas. Property - clear conditions in land use agreement	As soon as reasonably practicable	



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Cont...	<p>Person factors:</p> <ul style="list-style-type: none"> -Distraction, purchasing or other -Lack of awareness when stepping out of delivery van or serving -Loss of control to animal or child -Disability limiting awareness of risk, impaired hearing, sight or slow reaction speeds. - Poor visibility to driver due to clothing, size, location etc. <p>Environmental factors:</p> <ul style="list-style-type: none"> -Poor Street lighting (Autumn and Winter) restricts visibility of area. -Road condition from stall activity / spill, extends stopping time 		<p>turning and it is likely speed reduction will occur.</p> <p>(Driver recognition of stall and people may ensure slower approach speeds and potentially reduced impact damage but this is dependent on the individual being hit.)</p>		<p>for urban design before implementation).</p> <p>Loading bay outside 277, 275 be temporarily removed from operation during market stall sale times. To ensure good line of sight to stall from approaching vehicle.</p> <p>Ensure north entrance to high street car park is kept clear and open to ensure primary access route.</p> <p>Ensure goods sales are always placed on the street to enhance chances of stall being seen by approaching drivers.</p> <p>Consider – street lighting to facilitate visibility (avoiding glare and dazzle).</p>	for Woodies and enforcement of such (EHO if requested but no legal enforcement powers).		
2-Slip, trip – fall (STF),..	Child / Elderly / adult / employee. Slip or trip on debris – plastic bag, food, or box from stall	L-2 x S-2 Risk Med	Woodies area of work (not CBC) – presume: - Boxes and produces kept tidy - Spills, fruit drop picked up when occur	L-1 x S-2 Risk Low	Checks to ensure area is kept tidy	Choice: Car Parks; Licencing; Property; CPO's EHO's	ASARP	
3-STF into path of Vehicle	As above into path of vehicle	L-2 x S-3 High	As above	L-1 x S-3 Med	Yes - as 2 above	"	"	
4- If road closed Restriction at entrance prevents emergency vehicle access	Injured party or personal property within the car park or adjoining buildings. Delay in treatment or fighting of fire due to access diversion from south entrance to north.	L-1 x S -3 Med	Access via south entrance is currently available. Town one way system reduces likelihood that south access will be required easiest route via north entrance.	L-1 x S -3 Med	Any road closure to the south entrance should still allow emergency vehicle access at all times (if consultation with the emergency services requires it).	Property consult emergency services regarding access.		

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Review Schedule

Your risk assessment should be reviewed **annually**, or sooner if you think it might no longer be valid, e.g. following an accident in the workplace, or if there are any significant changes to the hazards in your workplace, such as new equipment or work activities.

Date of Review?	Reviewed by?	Reason for review?	What changes/amendments have been made to risk assessment following the review?

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Risk Rating

High (3) Death, major injury or work related illness, permanent harm or disability	S E V E R I T Y	3	6	9
Medium (2) Injuries or work related illness where people are unable to undertake their normal work for more than 3 days ; semi permanent harm or injury		2	4	6
Low (1) All other minor injuries – first aid treatment with no permanent harm – minor cuts and bruises		1	2	3
LIKELIHOOD				
		Low (1) Where harm is unlikely to occur under normal circumstances. Low expectation of occurrence	Medium (2) Where harm is likely to occur in time or exposure to the hazard exists intermittently or hazardous event occurs occasionally	High (3) Where the hazard is likely to occur imminently or in the very short term, OR exposure is permanent or occurs frequently OR much evidence of previous harm

What does my risk rating mean?

Low (1-2)	Medium (3 -4)	High (6 -9)
Work can proceed – significant action is not required other than monitoring that things do not change and that existing measures are being monitored and maintained	Work may proceed if additional control measures are implemented within strict timescales. These measures and timescales must be proportionate to the potential consequences	Immediate action is required to control the risk before any further activity