

TOBIN

**MAYO COUNTY COUNCIL
12197 – R315 LAHARDAUN
TO CROSSMOLINA
REGIONAL ROAD
IMPROVEMENT SCHEME**

**SITE INVESTIGATION
PRELIMINARY HEALTH AND
SAFETY PLAN**



Comhairle Contae Mhaigh Eo
Mayo County Council



BUILT ON KNOWLEDGE

Document Control Sheet	
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ACEI ASSOCIATION OF
CONSULTING ENGINEERS
OF IRELAND



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1 INTRODUCTION

1.1 PRELIMINARY SAFETY AND HEALTH PLAN

The Preliminary Safety and Health Plan shall mean the document prepared by the PSDP in accordance with S.I. 291 of Safety, Health and Welfare at Work (Construction) Regulations 2013. The Project Supervisor Construction Stage (PSCS) shall develop the Safety and Health Plan in accordance with S.I. 291 of Safety, Health and Welfare at Work (Construction) Regulations 2013. This Preliminary Safety and Health Plan is provided in accordance with Regulation 12 of these Regulations.

1.2 PROJECT SUPERVISOR DESIGN PROCESS

The Project Supervisor Design Process on the 12197 – R315 Lahardaun to Crossmolina Regional Road Improvement Scheme is TOBIN appointed in accordance with the provisions of S.I. 291 of Safety, Health and Welfare at Work (Construction) Regulations 2013.

1.3 PROJECT SUPERVISOR CONSTRUCTION STAGE

The Project Supervisor Construction Stage (PSCS), unless specifically noted otherwise, shall be the Contractor who will be appointed in accordance with the provisions of S.I. 291 of Safety, Health and Welfare at Work (Construction) Regulations 2013.



2 TEAM DETAILS

2.1 CLIENT

Name: Mayo County Council

Address: The Mall, Castlebar, Co. Mayo.

2.2 PROJECT SUPERVISOR DESIGN PROCESS

Name: TOBIN

Address: Fairgreen House, Fairgreen Road, Galway

Tel: (091) 565 211

E-mail: galway@tobin.ie

3 PROJECT DESCRIPTION

3.1 GENERAL

Nestled in the verdant landscapes of County Mayo, Ireland, Lahardaun epitomizes the serene beauty and rich heritage of rural Irish villages. Tucked amidst rolling hills and meandering streams, Lahardaun exudes a tranquil charm that captivates visitors from near and far. Its name, rooted in Gaelic tradition as "Leathardán," meaning "half hill," speaks to the picturesque setting of the village, where quaint cottages dot the landscape against a backdrop of lush greenery. Lahardaun's community is renowned for its warm hospitality and strong sense of community, welcoming travellers with open arms and inviting them to partake in the simple joys of rural life. The proposed location for the project is as shown in Figure 1. The overall extent of the area to be surveyed is shown in the graphic below.

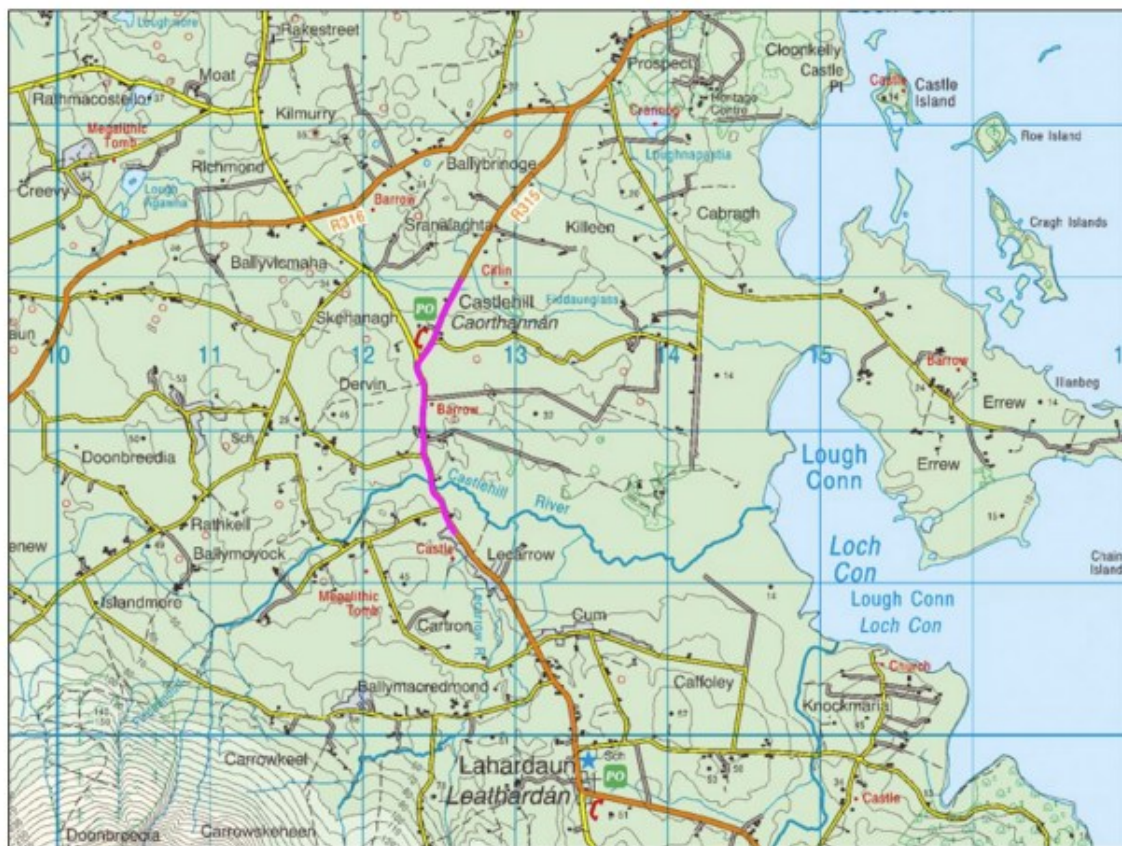


Figure 1 Site location

The R315 regional road grapples with several pressing issues, including inadequate infrastructure, congestion and road safety concerns. Narrow lanes and lack of modern amenities pose challenges for both commuters and businesses, hindering efficient travel and economic growth. By widening lanes, constructing a realignment, improving signage, and enhancing safety features, an upgraded R315 would not only streamline traffic flow but also enhance road safety, reducing the risk of accidents and improving overall connectivity. A modernized road network would bolster economic development, attracting investment and stimulating local businesses. Upgrading the R315 regional road represents

a pivotal step towards realizing Lahardaun's full potential, fostering sustainable growth and enhancing the quality of life for generations to come.

The scheme is at concept and feasibility stage. This Site Investigation Works is required to produce a preliminary design and will also be used in the detailed design of the scheme and any ancillary works including hydraulic modelling and 3d geometric design.

3.2 EXISTING SAFETY FILE, RECORDS & PLANS OF EXISTING FACILITY/FILE

There is no existing safety file for the project.

Where information is available on the location of existing services these have been collated and included in the background information based on desktop study.

3.3 TIME FOR COMPLETION

It is estimated that the 'Time for Completion' for this project will be 2 weeks. This is an estimate of the time, within which the design team, together with the PSDP, consider that it should be feasible for competent contractors to complete the project works safely, provided they allocate sufficient and suitable resources. Although the design team and PSDP have a reasonable understanding of the likely methods that will be used in the proposed works, they do not have particular expertise in the means, methods and procedures of implementing the proposed works, which competent contractors, experienced in traffic management plan implementation, possess. The designers or the PSDP will not exercise control in any way either on the resources to be made available by the contractor or the management, planning, supervision etc. of the works site itself.

The PSCS and Contractor shall confirm that they consider that the Time for Completion is a reasonable time within which to complete the proposed works safely. Alternatively, if the PSCS and Contractor consider that it is not feasible to safely complete the proposed works within the above-specified time, the Contractor shall indicate a time within which they consider it will be feasible to safely complete the proposed works.

4 SAFETY FILE

The PSCS/Main Contractor must forward the Safety File on a preliminary basis on the date of practical completion of the proposed works. The PSCS shall make arrangements for and ensure that all contractors (including main and specialist subcontractors) on the traffic management implementation project provide all information relevant to the safe maintenance and repair of the works after completion.

5 OTHER WORK ACITIVITIES ON SITE

5.1 PARTICULAR DETAILS WHERE PREMISES IS OCCUPIED IN ANY WAY

The Contractor appointed to carry out the proposed Works will be appointed Project Supervisor Construction Stage for the whole enhancement and implementation works including other Sub-Contractors on site. The PSCS shall take particular care to ensure arrangements are put in place to cater for all contractors on site. He may appoint a competent person to act as Health and Safety Co-ordinator at his own cost as provided for under S.I. 291 of 2013.

6 WORKS, WHICH INVOLVE ANY OF THE PARTICULAR RISKS SET OUT IN SCHEDULE 1 OF THE SAFETY, HEALTH AND WELFARE AT WORK (CONSTRUCTION) REGULATIONS 2013

The following comprises information that was known or reasonably foreseeable at the time of preparation of this Plan, concerning the categories of Particular Risks set out in Schedule 1 of the Regulations.

6.1 Work which puts persons at risk of:

- a) Falling from height,
- b) Burial under earthfalls, or
- c) Engulfment in swampland,

Where the risk is particularly aggravated by the nature of the work or processes used or by the environment at the place of work or construction site.

Where the risk is particularly aggravated by the nature of the work or process used or by the environment at the place of work or construction site.

- Falls from working at height;
- Falls into trenches / pits / chambers during utility, drainage, duct works and adjacent works;
- Burial under earthfalls at excavations / trenches due to works increasing instability due to presence of water, including high water table / sump prone to ingress of groundwater / surface water;
- Works involved in the excavation of material and piling works along the scheme.

Burial in trenches / pits during utility, drainage and duct works***

6.2 Work which puts persons at work at risk from chemical or biological substances constituting a particular danger to the safety and health of such persons or involving a statutory requirement for health monitoring.

- Drainage works (including soakaway infiltration testing) adjacent to potentially contaminated watercourse;
- Weils, Lymes and other infectious diseases harboured by soil, water or vegetation;
- Planing works in bituminous material; and
- Working with road paints and bituminous products, when laying pavement materials and remarking the carriageway.
- Working near or in contact with existing foul sewers.

The Contractor shall identify potential hazardous substances and provide information and training in relation to these hazardous substances. Appropriate PPE to be worn at all times to prevent the possible danger of exposure to substances.



6.3 Work near high voltage power lines.

- Works near the ESB overhead (along the extent of the proposed road alignment)
- Excavation works near ESB underground cables and unknown services.
- Drainage / utility trenches crossing underground power lines along the scheme.

When onsite the Contractor shall locate the exact positions of all power cables and work in co-operation and under appropriate supervision from ESB Networks to avoid risk to all persons involved. All operatives are to be made aware of the potential hazard. Testing of live installations is to be undertaken by qualified and properly equipped staff. Banksman shall direct all earthworks in proximity to underground services. There are overhead electric cables and light poles that are in proximity to the proposed site investigation works. The contractor should liaise with the utility service provider (ESB etc) prior to the commencement of the works and consult the relevant 'Dial before you Dig' service.

6.4 Work exposing persons at work to the risk of drowning.

- Works that tie into deep manholes for drainage
- High water table of surrounding area
- Works in proximity of river

These are outlined in Appendix A – Combined Designer Safety Assessment.

The PSCS/Contractor shall provide detailed method statements, setting out what arrangements will be put in place to protect the Safety Health and Welfare of all persons from these particular risks during the carrying out of the Works.

7 CONCLUSIONS ON NON-SCHEDULED PARTICULAR RISKS ARISING OUT OF DESIGNERS' SAFETY ASSESSMENTS

Having taken account of the General Principles of Prevention, the designers identified the following conclusions related to non-schedule particular risks and residual risks (other than those "Scheduled Particular Risks" set out in Clause 7 above). These residual risks include only those risks which in their opinion are substantial, unusual or significantly aggravated by the presence of another hazard or circumstance.

7.1 WORK WHICH PUTS PERSONS AT WORK AT RISK OF WORKING IN A RESTRICTED WORK AREA. I.E. (NARROW CARRIAGE WAY WIDTH, CARRYING OUT EXCAVATION FOR DRAINAGE)

Risk associated with working on the scheme due to live traffic in a narrowed carriageway width. Traffic diversions may have a negative impact on traffic in the area (refer also to Traffic count information for peak flow traffic information in particular). Traffic lanes have limited feasible lateral safety zones in certain locations. Contractors shall have appropriate TMP stop/go in place. Machinery selected for works should reflect the narrow available works area. Contractor shall ensure that trench boxes and other safety measures are implemented where operatives have to work in restricted space areas and where excavations are deeper. Area should be fenced off to ensure site is secured.

7.2 SERVICES

Existing services may be present in works areas. The Contractor is to verify the location of underground services by cat-scan and hand digging with uncovered services to be marked with appropriate warning tape. Works adjacent to a MV powerline are anticipated. There is also a gas main in the vicinity. Consult relevant authority and use safe systems of work. Care should be taken that connection of surface water is to correct network to avoid risk of pollution and risk to personnel and public.

7.3 WORK WHICH IMPACTS PEDESTRIAN MOVEMENTS

Works will be adjacent to live traffic and may be adjacent to vulnerable road users (VRUs). Temporary traffic management shall be designed and implemented by the Contractor for the duration of the works and shall include temporary diversions of pedestrians to alternative routes.

These are outlined in Appendix A – Combined Designer Safety Assessment.

The PSCS/Contractor shall provide detailed method statements, setting out what arrangements will be put in place to protect the Safety Health and Welfare of all persons from these non-scheduled particular risks during the carrying out of the Works.

8 PARTICULAR CONSTRUCTION METHODS/SEQUENCES ENVISAGED BY DESIGNS

The detailed, comprehensive identification of hazards and control of risk on site is the responsibility of the contractor(s). The Regulations do not require designers or the PSDP to dictate construction methods generally, or to evaluate contractors' proposals. However, where specific construction methods or sequences were envisaged during design, which in the designers' opinion are not reasonably discernible from the contract documents or are outside the normal scope of a competent contractor in the context of the proposed work, these are set out below. This information should be read in conjunction with the contract documents where appropriate.

These are outlined in Appendix A – Combined Designer Safety Assessment, if applicable.

The PSCS/Contractor shall provide detailed method statements, setting out how the Contractor proposes to carry out of these specific Works.



9 TEMPORARY WORKS

Unless otherwise noted elsewhere, the PSDP and Designers envisage and have assumed that contractors will use only standard proprietary design systems for temporary works (including temporary access, temporary guarding/ rails, excavation support etc.). The PSDP and Designers have assumed that all such systems will be used strictly in accordance with the manufacturer's design, installation and demobilisation instructions, under the coordination of the PSCS.

In the event that a contractor proposes to use any bespoke or specially designed temporary works system, the contractor shall inform the PSDP, the PSCS and any Designer whose designs may be affected by that element of temporary works. The contractor shall ensure that the Temporary Works Designer contacts the PSDP and relevant Designer prior to carrying out any such temporary works design.

10 SAFETY INFORMATION RELATING TO EXISTING ENVIRONMENT

The principal hazards for this project are as follows:

10.1 TRAFFIC MANAGEMENT

The works to be carried out will involve the development, installation and implementation of the temporary traffic management plan. The proposed works areas will be along all schemes and its surrounding environs including tie in roads. This traffic management plan will have to cater for a large volume of traffic along schemes wherever required. There is no guarantee that MCC will permit lane closures to carry out the Site Investigation Works and the contractor should plan to implement methodology for the works accordingly.

10.2 PEDESTRIANS

The works to be carried out will involve disturbances to pedestrian footways and close to business premises. Traffic management arrangements will have to consider pedestrian movements around the work areas. The contractor shall exercise particular caution in planning work where these hazards will cause a risk to safety. This does not exclude the requirement to assess the other hazards identified in the detailed designer risk assessment.

10.3 POOR LIGHTING

Poor lighting can be a safety hazard – misjudgement of the position and speed of a vehicle can lead to incidents. The works must be carried out as per Chapter 8 Temporary Traffic Measures and Signs for Roadworks. Where poor lighting exists (due to fog for example), the contractor should not carry out the works.

10.4 WORKS NEAR ESB UTILITIES & POWERLINES

Contractor to be provided with drawings of indicative location of existing services if any, as background information and must follow HSA Code of Practice for Avoiding Danger from Underground Services and ESB Networks Code of Practice for Avoiding Danger from Overhead Electricity Lines for overhead cable.

10.5 OPEN EXCAVATIONS

The works will involve open excavations. The open excavations shall be fenced off in order to prevent access particularly if night works are necessitated. Positioning of excavation is flexible within limit and Lateral safety zone to be provided conscious if 3.0m running lane is to be maintained. Trench support may be necessary if ground uncovered is unstable.



11 SITE ARRANGEMENTS – SECURITY, EMERGENCIES, ACCESS, RESTRICTIONS

a) Access Arrangements

The work locations are situated along the site including tie in roads.

b) Protection of Excavations

The Contractor shall erect warning signs and suitable fencing to ensure that excavations are safe for the public and the contractor's personnel

c) Prevention of Pollution

Appropriate measures are to be taken to prevent the pollution of local drains or surface water pipelines that may arise from the works.

d) Working Hours

The working hours are to be between 9am and 6pm on the days Monday to Fridays. No Works will be permitted on Saturday or Sunday. Alterations to the working hours may be considered beyond 6pm but only by prior approval of the road's authority.

e) Noise

The Contractor shall take all necessary precautions to ensure the enjoyment of privacy by third parties and shall at all times comply with the requirements of BS 5228, Noise Control on Construction and Open Sites, Part 1 1984 Code of Practice for Basic Information and Procedures for Noise Control.

f) Emergency Access

In setting out the temporary traffic management arrangements consideration is to be given at all times to facilitate emergency access if required.

g) Site Security

The Contractor shall be fully responsible for security of the Contractor's own plant and equipment while working on the site under this contract. The Contractor will also be responsible for:

- Maintaining the security of the work location and of his plant and materials at all times.
- Provision of temporary fencing, of an appropriate standard, to all hazardous areas to ensure the safety of personnel on site and the public and the prevention of accidents.
- Provision of all necessary watching and security personnel and facilities as may be required.



12 DESIGN PROCESS TRAFFIC MANAGEMENT PLAN

A Design Process Traffic Management Plan shall be developed to take account of guidance issued by the NRA/Dept. of Transport/Local Government Management Services Board. The Preliminary Safety & Health Plan includes a sample "Design Process Traffic Management Plan".

The PSCS/Contractor is required to assess and develop, install and implement the Design Process Traffic Management Plan, prior to the commencement and implementation of the proposed works. The developed plan will be known as the Operational Traffic Management Plan. In addition, the PSCS/Contractor shall consult with the PSDP and his appointed Traffic Management Designer if any problems arise with the implementation of the Plan. The Contractor shall promptly provide this developed Plan to the Employers Representative, and it should include specific details of guarding, lighting and signage in compliance with Chapter 8 of the Traffic Signs Manual issued by the Department of Transport (2010) and details of qualified supervision.

The Contractor shall also be required to appoint a Temporary Traffic Operations Supervisor, who will be required to implement the temporary traffic management plan during the proposed works, including installing, maintaining, modifying and removing the temporary traffic management arrangements. The PSCS will be responsible for coordinating the Temporary Traffic Operations Supervisor and the safety aspects of the works under the Temporary Traffic Operations Supervisor's control.

12.1 DESIGN PROCESS TRAFFIC MANAGEMENT PLAN

The traffic management plan will take into consideration the following:

- Site Investigation Works is to be carried out directly adjacent to all locations where there is a constant large volume of vehicular traffic.
- There is no guarantee that MCC will permit Lane Closures to carry out the works and the Contractor should prepare to implement a methodology accordingly.
- The traffic management plan should also take into consideration pedestrian access. Pedestrian access is to be maintained during the proposed works.

The working hours are restricted to between 9am and 6pm on the days Monday to Fridays. No works will be permitted Saturday or Sunday when pedestrian traffic will be at its busiest. Alterations to the working hours may be considered beyond 6pm but only prior approval of the road's authority.

13 NOTIFICATION OF CONSITIONS ON SITE BY PSCS

If during the proposed works, the PSCS becomes aware of any changes or unforeseen conditions the PSCS should notify the PSDP of these as soon as practicable.

The information contained in this Preliminary Safety and Health Plan has been prepared prior to the commencement of the work on site. It does not take account of any matters or information, which may become apparent after that time.

Appendix A COMBINED DESIGNER SAFETY ASSESSMENT

Designer's Assessment of Risk (DAR)

TOBIN

Project Title	12197 – R315 Lahardaun to Crossmolina Regional Road Improvement Scheme		Prepared By	JL		
Project Stage	Preliminary	Rev	A	Checked By	RG	
Project Number	12197		Date	16/07/2026		

KEY NOTE 1: To meet the requirements of the Safety Health and Welfare at Work (Construction) Regulations 2013, Designers are required to identify hazards that their design may present during construction and subsequent operation and maintenance. Where possible Designers are to eliminate the hazards or reduce the risk, and are required to communicate necessary control measures, design assumptions or remaining risks to the PSDP so they can be dealt with in the Safety and Health Plan

KEY NOTE 2: Other parties please take note: These are designer's risk evaluations of design options carried out in-house for the purpose of our complying with designers' duties under the Safety, Health and Welfare at Work (Construction) Regulations 2013. The evaluations relate only to those aspects/elements of the project which we are responsible for designing under the terms of our appointment by our client. Other parties should not rely on these evaluations for their own purposes; in particular, contractors, who must deal with and control all risks arising during construction, must carry out their own definitive risk assessments ab initio for that purpose.

Risk Type (Scheduled or non-scheduled)	Risk Description	Ref.	Key Construction & End User Hazards Identified	Location	Impact (Refer to Settings Tab)	Likelihood (Refer to Settings Tab)	Risk	Initial Risk	Risk mitigation measures (design decisions made, or alternative actions)	Impact (Refer to Settings Tab)	Likelihood (Refer to Settings Tab)	Risk	Remaining Level of Risk	Tag List	Residual Risks that Cannot be Deisgned Out
1. Scheduled Particular Risks	1. Work which puts persons at work at risk of (a) falling from a height, (b) burial under earthfall, or (c) engulfment in swampland	1.1.1	Falls at excavation into open trench	Along length of scheme	4	3	12	Medium	a. Envisaged that excavated material will not be stored immediately adjacent to excavations.	3	2	6	Low	For Preliminary H&S Plan	
									b. Envisaged that excavation supports will be used for deep trenches although scheduled depth to not exceed 1.2m					Assumed Construction Methods	
									c. Contractor is permitted to move the location of excavations to avoid hazards.					For Client's Designers	
									d. Excavations to be located in areas with safe working zones to avoid confined working areas that increase the risk of falls into excavations.						
									e. trial trenches will be limited to 2m wide by 1.m deep and shall be adequately fenced off to avoid pedestrian access						
									f. A safe means of access shall be provided for access to slit trenches for hand-dig works or for recording of information. Trenches shall not be entered if there is a risk due to the instability of the excavation						
		1.1.2	Risk of falls from height or drowning in rivers/streams - where open drains may exist or adjacent to bridge over river	Adjacent to bridge over river	3	3	9	Low	a. Contractor is permitted to move the location of excavations to avoid hazards.	2	1	2	No Action Required	Assumed Construction Methods	
									b. A safe means of access shall be provided for access to slit trenches for hand-dig works or for recording of information. Trenches shall not be entered if there is a risk due to the instability of the excavation						
		1.1.3					0	No Action Required				0	No Action Required		
1. Scheduled Particular Risks	2. Work which puts persons at work at risk from chemical or biological substances	1.2.1	Work near existing service - sewers	Along length of scheme, if encountered	3	2	6	Low	Information on existing utility services is included in the background information being made available to the contractor. Background information drawings are for indicative purposes only and contractor to utilize Cable Avoidance techniques such as CAT and Genny to locate existing services prior to excavation. Excavation around existing utility services (Gas, Electricity, etc.) will be by hand dig only to avoid damage to existing services.	2	2	4	Low	For Preliminary H&S Plan	
														Assumed Construction Methods	
1. Scheduled Particular Risks	3. Work with ionising radiation	1.3.1	none identified				0	No Action Required				0	No Action Required		
1. Scheduled Particular Risks	4. Work near high voltage power lines	1.4.1	Works near ESB Utilities	Along length of scheme, if encountered	5	4	20	High	a. Contractor to be provided with drawings of indicative location of existing services, as background information	5	2	10	Medium	For Preliminary H&S Plan	
									b. HSA Code of Practice for Avoiding Danger from Underground Services to be followed					For Client's Designers	
														Assumed Construction Methods	
														For Safety File	
		1.4.2	Works near by over Powerlines/Cables	Along length of scheme, if encountered	5	4	20	High	a. Contractor to be provided with drawings of indicative location of existing services, as background information	5	2	10	Medium	Assumed Construction Methods	
									b. Contractor to erect exclusion zones in the vicinity of overhead lines in accordance with HAS/ ESB Networks Code of Pratices for Avoiding Danger from Overhead Electricity Lines					For Safety File	
		1.4.3	Underdround Powerlines/Cables	Along length of scheme, if encountered	5	4	20	High	a. The purpose of this contract is to conduct GPR Survey to locate and identify ALL underground utility services at the location of the proposed works scheme (see Appendix A)	5	2	10	Medium	Assumed Construction Methods	
									Information on existing utility services is included in the background information being made available to the contractor. Background information drawings are for indicative purposes only and contractor to utilize Cable Avoidance techniques such as CAT and Genny to locate existing services prior to excavation. Excavation around existing utility services (Gas, Electricity, etc.) will be by hand dig only to avoid damage to existing services. Junction boxes should be visually inspecting prior to excavations to understand service pipe routes.					For Safety File	
									Contractor is permitted to move the location of excavations to avoid hazards.						
1. Scheduled Particular Risks	5. Work exposing persons at work to the risk of drowning	1.5.1	Excavations	Along length of scheme	3	3	9	Low	Water build up may occur in open excavations during wet weather and high ground water table levels. Open excavations can be backfilled after a short period of time to observe the rise in water level.	2	2	4	Low	For Preliminary H&S Plan	
														Assumed Construction Methods	

Designer's Assessment of Risk (DAR)

TOBIN

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Project Stage	Preliminary	Rev	A	Checked By	RG	
Project Number	12197			Date	16/07/2026	

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KEY NOTE 2: Other parties please take note: These are designer's risk evaluations of design options carried out in-house for the purpose of our complying with designers' duties under the Safety, Health and Welfare at Work (Construction) Regulations 2013. The evaluations relate only to those aspects/elements of the project which we are responsible for designing under the terms of our appointment by our client. Other parties should not rely on these evaluations for their own purposes; in particular, contractors, who must deal with and control all risks arising during construction, must carry out their own definitive risk assessments ab initio for that purpose.

Risk Type (Scheduled or non-scheduled)	Risk Description	Ref.	Key Construction & End User Hazards Identified	Location	Impact (Refer to Settings Tab)	Likelihood (Refer to Settings Tab)	Risk	Initial Risk	Risk mitigation measures (design decisions made, or alternative actions)	Impact (Refer to Settings Tab)	Likelihood (Refer to Settings Tab)	Risk	Remaining Level of Risk	Tag List	Residual Risks that Cannot be Deisgned Out
1. Scheduled Particular Risks		1.5.2	Works near culverts / streams / field ditches - drowning in rivers/streams - where open drains may exist or adjacent to bridge over river, there is also a high water table in this area	Along length of scheme, if encountered	5	1	5	Low	a. Floatation devices and appropraite training in the unlikely event that this work is required	2	1	2	No Action Required		
1. Scheduled Particular Risks	6. Work on wells, underground earthworks and tunnels	1.6.1	none identified				0	No Action Required				0	No Action Required		
1. Scheduled Particular Risks	7. Work carried out by divers at work having a system of air supply	1.7.1	none identified				0	No Action Required				0	No Action Required		
1. Scheduled Particular Risks	8. Work carried out in a caisson with a compressed-air atmosphere.	1.8.1	none identified				0	No Action Required				0	No Action Required		
1. Scheduled Particular Risks	9. Work involving the use of explosives.	1.9.1	none identified				0	No Action Required				0	No Action Required		
1. Scheduled Particular Risks	10. Work involving the assembly or dismantling of heavy prefabricated components.	1.10.1	none identified				0	No Action Required				0	No Action Required		

Designer's Assessment of Risk (DAR)

TOBIN

Project Title	12197 – R315 Lahardaun to Crossmolina Regional Road Improvement Scheme	Prepared By	JL			
Project Stage	Preliminary	Rev	A	Checked By		
Project Number	12197			Date		

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KEY NOTE 2 : Other parties please take note: These are designer's risk evaluations of design options carried out in-house for the purpose of our complying with designers' duties under the Safety, Health and Welfare at Work (Construction) Regulations 2013. The evaluations relate only to those aspects/elements of the project which we are responsible for designing under the terms of our appointment by our client. Other parties should not rely on these evaluations for their own purposes; in particular, contractors, who must deal with and control all risks arising during construction, must carry out their own definitive risk assessments ab initio for that purpose.

Risk Type (Scheduled or non-scheduled)	Risk Description	Ref.	Key Construction & End User Hazards Identified	Location	Impact (Refer to Settings Tab)	Likelihood (Refer to Settings Tab)	Risk	Initial Risk	Risk mitigation measures (design decisions made, or alternative actions)	Impact (Refer to Settings Tab)	Likelihood (Refer to Settings Tab)	Risk	Remaining Level of Risk	Tag List	Residual Risks that Cannot be Deisgned Out
2. Other Particular Risks (Non-Scheduled)	Work on roads	2.1.1	Works around significant voume of live traffic along multi lane road and Junctions	Full extent of all sites and Associate Junctions	5	5	25	High	a.Works shall be undertaken from the existing footways, edge of carriageways present, outside of the line of vehicular traffic.	5	2	10	Medium	For Preliminary H&S Plan	
									b.Appropriate technologies / methodologies shall be used to ensure that works can be undertaken without the need for operatives to enter the road carriageways					Assumed Construction Methods	
									c. Contractor should design and implement Temporary Traffic Management as per Chapter 8 Temporary Traffic Measures and Signs for for Roadworks						
2. Other Particular Risks (Non-Scheduled)		2.1.2	Impact between the works equipment and the public vehicles Dirt and debris falling to pavement surface	Adjacent to working areas	4	4	16	High	a. Contractor should design and implement Temporary Traffic Management as per Chapter 8 Temporary Traffic Measures and Signs for for Roadworks	5	2	10	Medium	Assumed Construction Methods	
2. Other Particular Risks (Non-Scheduled)		2.1.3	Risk of intrusions from errant vehicles due to poor lighting where workers are exposed to live traffic vehicles	On-Site, Urban areas throughout scheme	5	4	20	High	a. Contractor should design and implement Temporary Traffic Management as per Chapter 8 Temporary Traffic Measures and Signs for for Roadworks	5	2	10	Medium	For Preliminary H&S Plan	
									b.Appropriate PPE to be provided for high viibility clothing					Assumed Construction Methods	
									c.Trained personel with safe system of works						
									D. Where poor lighting exists (due to fog for example) , the contractor should not carried out works						
2. Other Particular Risks (Non-Scheduled)	Work which puts persons at risk from, or causes, collapse of structures (Permanent & Temporary)	2.2.1	Excavation	Along length of scheme	4	3	12	Medium	Temporary trench support - proprietary Trench box required if ground uncovered in unstable where traffic runs adjacent to same	3	3	9	Low		
									depth of excavation limited to no more than 1.2m preferably 1.0m						
									Contractor is permitted to move the location of excavations to avoid hazards.						
2. Other Particular Risks (Non-Scheduled)	Work which results in the contamination of streams / watercourses / wells / lakes / sea / land	2.3.1	Removal of an stockpiling of material - backfilling of material	Along length of scheme	4	3	12	Medium	Limited scope of SI works and specification of reinsatement materials to best practice	3	2	6	Low	For Preliminary H&S Plan	
									Natural berm adjacent to road which acts as natural containment.					Assumed Construction Methods	
									All machinary to be maintained to expected industry standard						
									Best Practice stnadrads to be maintained regarding use of spill trays and general site management with contractor operating to Environmental manafgement system or similar						
2. Other Particular Risks (Non-Scheduled)	Pedestrian and Traffic Management	2.4.1	Around works site	Along length of scheme	4	3	12	Medium	a. Contractor shall submit a site-specific traffic management plan (TMP) prior to the works commencement for approval by the Employers Representative	3	2	6	Low	For Preliminary H&S Plan	
									Current arragement to consider green areas that might be utilised by pedestrians adjacent to busy Road					Assumed Construction Methods	
									Stop go system for vehicular and cyclist traffic						
									Where poor lighting exists (due to fog for example) lighting to be provided by Contractor.Lighting positioning should be designed to prevent glare blinding of motorists and to properly light site						
2. Other Particular Risks (Non-Scheduled)	Risks due to Foreign Object Debris	2.5.1	Work requiring cutting / coring of elements	Along length of scheme	3	3	9	Low	a. Contractor shall submit a site-specific traffic management plan (TMP) prior to the works commencement for approval by the Employers Representative	2	2	4	Low	Assumed Construction Methods	
									Core taken inside cordoned off work zone						
									PPE appropriate to task						
2. Other Particular Risks (Non-Scheduled)	Access for emergency services	2.6.1	Around works site	Along length of scheme	3	3	9	Low	a. Contractor shall submit a site-specific traffic management plan (TMP) prior to the works commencement for approval by the Employers Representative	3	2	6	Low	For Preliminary H&S Plan	
2. Other Particular Risks (Non-Scheduled)	Reinstatement	2.7.1	Reinstatement	Along length of scheme	3	3	9	Low	Trained personel for Concreting and placment of Hot Tar	2	2	4	Low	Assumed Construction Methods	
									PPE appropriate to task						
2. Other Particular Risks (Non-Scheduled)	Works over Gas main	2.8.1	Gas Main	In the vicinity	5	3	15	High	Information on existing utility services is included in the background information being made available to the contractor. Background information drawings are for indicative purposes only and contractor to utilize Cable Avoidance techniques such as CAT and Genny to locate existing services prior to excavation. Excavation around existing utility services (Gas, Electricity, etc.) will be by hand dig only to avoid damage to existing services.	3	2	6	Low	For Preliminary H&S Plan	Care around depth of Gas main consult with relevant authority before and during dig if necessary Method statement to take account of Working adjacent to Bord Gais identified underground Gas line
									Trained personel for Concreting and placment of Hot Tar					For Client's Designers	
									PPE appropriate to task					Assumed Construction Methods	
									Consult utility provider						

Appendix A COMBINED DESIGNER SAFETY ASSESSMENT

