

TOBIN

**MAYO COUNTY COUNCIL
12197 – R314 KILLALA
TOWN 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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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 – R314 Killala Town 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

Killala is a picturesque seaside town, and a thriving commercial town located approximately 11 kilometres north of Ballina. It serves a large rural hinterland with the Regional Road R314 forming the main gateway to north Mayo and is part of the wild Atlantic way. The urban population is approximately 600 with a supporting rural population of 1300. Killala is a popular tourist destination with many amenities, and a strong tradition of fishing prevails in the town harbour which is home to numerous small local commercial firms. 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 existing R314 through the centre of Killala is substandard in width and alignment. The carriageway width varies (kerb to kerb) from 4.7m to 8.5m. Market Street at the narrowest point has a carriageway width of just 4.7m between the kerbs, HGVs cannot pass each other with these street widths and when parking is taken into account the effective width is further reduced. Large HGVs and other commercial vehicles cause severe traffic congestion during daily peak hours, particularly when two HGVs meet in the town centre. This is an unsatisfactory environment for pedestrians and other road users accessing the town and results in traffic delays through the town. There have been several accidents at either end of the section identified as being the most substandard in terms of alignment and width. The improvement and strengthening of the Regional/Local rural road network meet the transport objectives of Mayo County Council's Development Plan.

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

6.5 Work near archaeological site:

The following risks have been identified:

- Works occurring in proximity to the graveyard.

A licensed archaeologist shall be present on site during all relevant site investigation works.

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 and MV powerline are anticipated. 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 conscious of high footfall around Killala.

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 – R314 Killala Town Regional Road Improvement Scheme		Prepared By	FO'KL		
Project Stage	Preliminary	Rev	D01	Checked By	JL	
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 into open excavations / trenches	Along length of scheme	4	3	12	Medium	a. It is envisaged that excavated material will not be stored immediately adjacent to excavations.	3	2	6	Low	For Preliminary H&S Plan	Residual risk associated with excavation collapse and falls into open excavations remains during intrusive works.
									b. It is envisaged that excavation supports will be utilised for deep trenches, although excavation depths are not expected to exceed 1.2 m.						
									c. The Contractor may alter the location of excavations, where practicable, to avoid hazards.						
									d. Excavations shall be located within safe working zones to avoid confined working areas which may increase the risk of falls into excavations.						
									e. Trial trenches shall generally be limited to 2 m wide by 1 m deep and shall be adequately fenced or protected to prevent unauthorised pedestrian access.						
									f.A safe means of access and egress shall be provided where entry to trenches is required for hand-dig works or recording of information. Trenches shall not be entered where instability risks are identified.						
1.1.2	Risk of falls from height or drowning in rivers/streams where open drains or tidal areas may exist	Along length of scheme, including foreshore areas	3	3	9	Low	a. The Contractor may alter the location of excavations, where practicable, to avoid hazards associated with watercourses or unstable ground conditions.	2	1	2	No Action Required	Assumed Construction Methods	Residual risks associated with proximity to watercourses remain.		
							b. Safe access and egress shall be provided where trench entry is required. Trenches shall not be entered where instability risks are identified.					For Safety File			
1. Scheduled Particular Risks	2. Work which puts persons at work at risk from chemical or biological substances	1.2.1	Work near existing services – sewers	Along length of scheme, if encountered	3	2	6	Low	Information on existing utility services is included within the background information provided to the Contractor. Utility drawings are indicative only. The Contractor shall utilise CAT and Genny surveys to identify services prior to excavation. Excavation in the vicinity of utilities shall be undertaken by hand digging only to avoid damage to existing infrastructure.	2	2	4	Low	For Preliminary H&S Plan	Residual risk associated with unidentified buried services remains.
														Assumed Construction Methods	
1. Scheduled Particular Risks		1.2.2	Works near graveyard	Killala Cemetery	5	3	15	High	a.Site investigations shall, where practicable, be located away from the graveyard boundary and known burial areas.	4	3	12	Medium	For Preliminary H&S Plan	Residual risk associated with unknown archaeological features and buried remains remains.
									b.A suitably qualified archaeologist shall be present during intrusive investigation works adjacent to the graveyard.					Assumed Construction Methods	
									c.Works shall cease immediately should archaeological remains or human remains be encountered.						
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, including substation near church	5	4	20	High	a. The Contractor shall be provided with available drawings indicating the approximate location of existing services	5	2	10	Medium	For Preliminary H&S Plan	Residual risk associated with live electrical infrastructure remains.
														For Client's Designers	
									b. The HSA Code of Practice for Avoiding Danger from Underground Services shall be followed at all times.					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. The Contractor shall be provided with available drawings indicating the approximate location of existing services.	5	2	10	Medium	Assumed Construction Methods	Residual risk associated with overhead electrical hazards remains.
									b. The Contractor shall establish exclusion zones in the vicinity of overhead lines in accordance with the HSA / ESB Networks Code of Practice for Avoiding Danger from Overhead Electricity Lines.					For Safety File	

Designer's Assessment of Risk (DAR)														TOBIN	
Project Title	12197 – R314 Killala Town Regional Road Improvement Scheme			Prepared By	FO'KL										
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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 Designned Out
		1.4.3	Underdround Powerlines/Cables	Along length of scheme, if encountered	5	4	20	High	a. A GPR survey shall be undertaken to identify underground utility services within the proposed works area.	5	2	10	Medium	Assumed Construction Methods	Residual risk associated with unidentified underground electrical services remains.
									For Safety File						
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 excavations during periods of wet weather or elevated groundwater levels. Open excavations may be temporarily backfilled following inspection works to monitor groundwater rise and maintain excavation stability.	2	2	4	Low	For Preliminary H&S Plan	Residual groundwater instability risks remain.
														Assumed Construction Methods	
1. Scheduled Particular Risks		1.5.2	Works near culverts / streams / field ditches	Along length of scheme, if encountered	5	1	5	Low	Appropriate flotation devices and training shall be provided where works adjacent to watercourses are required.	2	1	2	No Action Required	Assumed Construction Methods	Residual risk associated with working adjacent to watercourses remains.
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 – R314 Killala Town Regional Road Improvement Scheme		Prepared By	FO'KL		
Project Stage	Preliminary	Rev	D01	Checked By	JL	
Project Number	12197		Date	18/05/2026		

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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
2. Other Particular Risks (Non-Scheduled)	Work on roads	2.1.1	Works adjacent to significant volumes of live traffic along multi-lane roads and junctions	Full extent of all sites and associated junctions	5	5	25	High	a. Works shall generally be undertaken from existing footways, verges, or outside live traffic lanes where practicable.	5	2	10	Medium	For Preliminary H&S Plan	Residual risk associated with live traffic remains throughout the works.
									b. Appropriate technologies and methodologies shall be utilised to minimise the requirement for personnel to enter live carriageways.					Assumed Construction Methods	
									c. The Contractor shall design and implement Temporary Traffic Management in accordance with Chapter 8 of the Traffic Signs Manual.						
2. Other Particular Risks (Non-Scheduled)	Work on roads	2.1.2	Interaction between works equipment and public vehicles / debris on carriageway	Adjacent to working areas	4	4	16	High	a. The Contractor shall design and implement Temporary Traffic Management in accordance with Chapter 8 of the Traffic Signs Manual	5	2	10	Medium	Assumed Construction Methods	Residual risk associated with interaction between works and live traffic remains.
									b. Work areas shall be adequately segregated from live traffic and maintained free from loose debris and materials.						
2. Other Particular Risks (Non-Scheduled)		2.1.3	Risk of intrusion from errant vehicles during poor visibility conditions	On-site, urban areas throughout scheme	5	4	20	High	a. The Contractor shall design and implement Temporary Traffic Management in accordance with Chapter 8 of the Traffic Signs Manual.	5	2	10	Medium	For Preliminary H&S Plan	Residual risk associated with live traffic and poor visibility remains.
									b. Appropriate PPE, including high-visibility clothing, shall be provided.					Assumed Construction Methods	
									c. Works shall be undertaken by trained personnel operating under a safe system of work.						
									d. Works shall be suspended where visibility is significantly reduced due to fog or adverse weather conditions.						
2. Other Particular Risks (Non-Scheduled)	Work which puts persons at risk from, or causes, collapse of structures (Permanent & Temporary)	2.2.1	Excavations adjacent to live traffic	Along length of scheme	4	3	12	Medium	a. Temporary trench support systems, including proprietary trench boxes, shall be utilised where unstable ground conditions are encountered or where excavations are adjacent to live traffic.	3	3	9	Low	Assumed Construction Methods	Residual excavation instability risks remain.
									b. Excavation depths shall generally be limited to 1.2 m and preferably 1.0 m where practicable.						
									c. The Contractor may alter excavation locations, where practicable, 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, stockpiling, and reinstatement of excavated materials	Along length of scheme	4	3	12	Medium	a. SI works are limited in scope and reinstatement materials shall comply with industry best practice.	3	2	6	Low	For Preliminary H&S Plan	Residual environmental contamination risks remain.
									b. Existing roadside berms may provide natural containment where appropriate.					Assumed Construction Methods	
									c. All machinery shall be maintained in accordance with industry standards.						
									d. Best practice environmental controls, including spill trays and environmental management procedures, shall be implemented.						
2. Other Particular Risks (Non-Scheduled)	Pedestrian and Traffic Management	2.4.1	Pedestrian, cyclist, and vehicle interaction around works site	Along length of scheme	4	3	12	Medium	a. The Contractor shall submit a site-specific Traffic Management Plan (TMP) prior to commencement of works.	3	2	6	Low	For Preliminary H&S Plan	Residual environmental contamination risks remain.
									b. Existing green areas and verges adjacent to roads shall be considered for temporary pedestrian routing where appropriate.					Assumed Construction Methods	
									c. Stop/Go traffic management systems shall be implemented where required.						
									d. Temporary lighting shall be provided by the Contractor where necessary. Lighting shall be positioned to minimise glare to motorists while adequately illuminating the works area.						
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. The Contractor shall submit a site-specific Traffic Management Plan (TMP) prior to commencement of works.	2	2	4	Low	Assumed Construction Methods	Residual dust, noise, and manual handling risks remain.
									b. Coring works shall be undertaken within a cordoned-off work zone						
									c. Appropriate PPE shall be provided and worn.						
2. Other Particular Risks (Non-Scheduled)	Access for emergency services	2.6.1	General works around site	Along length of scheme	3	3	9	Low	a. The Contractor shall submit a site-specific Traffic Management Plan (TMP) prior to commencement of works.	3	2	6	Low	For Preliminary H&S Plan	General residual construction risks remain.
2. Other Particular Risks (Non-Scheduled)	Reinstatement	2.7.1	Reinstatement	Along length of scheme	3	3	9	Low	a. Trained personnel shall undertake concreting and hot bituminous material placement works.	2	2	4	Low	Assumed Construction Methods	Residual risks associated with hot materials and reinstatement activities remain.
									b. Appropriate PPE shall be worn during reinstatement activities.						

