



Appendix A
Designer's Risk
Assessment

Project	BusConnects – Belfield/Blackrock to City Centre Core Bus Corridor Scheme			Design Issue or Element	Work on Live Roads – Traffic Management and Public Safety Issues							
Stage	Scheme Stage			Pre-Tender Stage			Other (PSDP)					
	Name	Initial	Date	Name	Initial	Date	Name	Initial	Date			
Designer	Brian Burke	BB	25/02/22									
Project Owner	Niall Harte	NH	25/02/22									
Hazard		Design Mitigation measures			Other Possible Mitigation Measures (including measures by Contractor on site)			Residual Risk Assessment following mitigation measures				
								Likelihood	Severity	Risk Rating		
1	Risk of collision between construction traffic and public traffic i.e. cars, buses, HGVs, emergency vehicles.			It is considered that these risks should be capable of safe management and control by a competent Contractor using safe systems of work and the appropriate levels of resources and equipment. Site personnel are to be competent and trained, so as to avoid dangerous use of vehicles on site. Access to works areas to be cordoned off and warning signs erected. Site security measures to be designed accordingly.			The Contractor shall put in place Temporary Traffic Management measures to ensure that members of the public i.e. public vehicles, pedestrians and cyclists do not come into contact with the works. Detailed control measures are to be developed by the Contractor to mitigate all risks to health and safety, including a planned sequence of work, and issue of suitable PPE to project personnel and as per the requirements of: <ul style="list-style-type: none"> Safety Health and Welfare at Work (Construction) Regulations 2013 Safety Health and Welfare at Work (General Application) Regulations 2007 			L	H	M
2	Risk of collision between construction traffic and pedestrians and cyclists using the road or footpaths.									L	H	M
3	Risk of disruption to emergency vehicles during the works.									L	H	M
4	Risks associated with construction traffic entering and leaving the site i.e. collision with public traffic, pedestrians & cyclists.									L	H	M
5	Risk of Contractor personnel coming into contact with plant and equipment resulting in injury.									L	H	M
6	Risks associated with lack of co-ordination on the project.									L	H	M
7	Risk of slips, trips and falls by Contractor personnel & members of the public due to inadequate housekeeping and site management.									L	M	L

Likelihood of Hazard occurring

L = Low (Seldom)
M = Medium (Reasonably Likely)
H = High (Certain/Nearly Certain)

Severity of Harm

L = Minor Injury/Illness
M = Injury/Illness causing short term disability
H = Fatality or major injury/illness causing long term disability

Risk Assessment

L = Low Risk (No action)
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Risk Table	Severity			
Likelihood	H	M	L	
H	H	M	L	
M	M	M	L	
L	M	L	L	

Project	BusConnects – Belfield/Blackrock to City Centre Core Bus Corridor Scheme			Design Issue or Element	Working near a watercourse					
Stage	Scheme Stage			Pre-Tender Stage			Other (PSDP)			
	Name	Initial	Date	Name	Initial	Date	Name	Initial	Date	
Designer	Brian Burke	BB	25/02/22							
Project Owner	Niall Harte	NH	25/02/22							
Hazard		Design Mitigation measures			Other Possible Mitigation Measures (including measures by Contractor on site)			Residual Risk Assessment following mitigation measures		
								Likelihood	Severity	Risk Rating
1	Risk of Drowning in the river or flooded excavations	The nature of works requires the Contractor to work adjacent to the River Dodder and the Grand Canal.			A suitable emergency procedure to be put in place, incorporating the use of a lifeboat, lifebuoys, safety ropes etc.			L	H	M
2	Risk of sudden ingress of water into areas where work is taking place	The designers consider the works to be capable of safe construction by a competent contractor using adequate resources.			A suitable warning system regarding water levels in streams to be put in place.			L	H	M
3	Risk of falling into river or other bodies of water	Where works are to be carried out near the river channel, suitable temporary works will be required. These should be designed by a competent Temporary Works designer. Similarly, temporary work items such as dewatering of excavations and propping of sides of deep excavations are to be			On each site a site-specific risk assessment is to be carried out by the Contractor prior to commencement of the maintenance task and the Method Statement is to address the necessary site-specific mitigation measures.			L	H	M
4	Risk of flooding							L	H	M
5	Risk of strong currents or flood waters washing away temporary works such as props, scaffolding etc				Detailed control measures are to be developed by the contractor to mitigate			L	H	M

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Risk Table		Severity			
Likelihood	H	M	L		
H	H	H	M		
M	H	M	L		
L	M	L	L		

		<p>designed and implemented by the Contractor. All temporary works are to be designed to withstand floods or other conditions which may arise on the sites due to the particular nature of the sites.</p>	<p>all risks to health and safety, including a planned sequence of work, and issue of suitable PPE and as per the requirements of:</p> <ul style="list-style-type: none"> • Safety Health and Welfare at Work (Construction) Regulations 2006 • Safety Health and Welfare at Work (General Application) Regulations 2007 			
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Likelihood	H	M	L	
H	H	H	M	
M	M	M	L	
L	L	L	L	

Project	BusConnects – Belfield/Blackrock to City Centre Core Bus Corridor Scheme			Design Issue or Element	Noise and Vibration during Excavation and Construction							
Stage	Scheme Stage			Pre-Tender Stage			Other (PSDP)					
	Name	Initial	Date	Name	Initial	Date	Name	Initial	Date			
Designer	Brian Burke	BB	25/02/22									
Project Owner	Niall Harte	NH	25/02/22									
Hazard		Design Mitigation measures			Other Possible Mitigation Measures (including measures by Contractor on site)			Residual Risk Assessment following mitigation measures				
								Likelihood	Severity	Risk Rating		
1	Temporary or permanent hearing damage / loss for construction workers / local residents			Noise reducing barriers to be used. Noise and vibration generating activities to be restricted to limited hours per day, to reduce exposure. Noise monitoring in sensitive locations to be carried out for the duration of the works.			Contractor to liaise with local residents. Detailed control measures are to be developed by the Contractor to mitigate all risks to health and safety, including a planned sequence of work, and issue of suitable PPE to project personnel and as per the requirements of: <ul style="list-style-type: none"> Safety Health and Welfare at Work (Construction) Regulations 2013 Safety Health and Welfare at Work (General Application) Regulations 2007 			L	M	L
2	Noise and vibration disturbances for local residents									L	L	L

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Risk Table	Severity			
	L	M	H	L
L	H	H	M	L
M	H	H	M	M
M	H	M	M	L
L	M	L	L	L

Project	BusConnects – Belfield/Blackrock to City Centre Core Bus Corridor Scheme			Design Issue or Element	Excavation and Demolition Works (including buried services)					
Stage	Scheme Stage			Pre-Tender Stage			Other (Clarify)			
	Name	Hand Initial	Date	Name	Initial	Date	Name	Hand Initial	Date	
Designer	Brian Burke	BB								
Project Owner	Niall Harte	NH								
Hazard		Design Mitigation measures		Other Possible Mitigation Measures (including measures by Contractor on site)			Residual Risk Assessment following mitigation measures			
							Likelihood	Severity	Risk Rating	
1	Risk of personnel falling into open excavations during the works.		Excavations on the project are shallow. The indicative location of all buried services is shown in the Information Pack. It is considered that these risks should be capable of safe management and control by a competent Contractor using safe systems of work and the appropriate levels of resources and equipment.		The Contractor shall confirm the existence, nature and location of all existing services and protect and uphold same. All excavation works shall be carried out in accordance with the HSA Code of Practice for the Avoidance of Danger from Underground Services Second Edition January 2010. Detailed control measures are to be developed by the Contractor to mitigate all risks to health and safety, including a planned sequence of work, and issue of suitable PPE to project personnel and as per the requirements of: <ul style="list-style-type: none"> Safety Health and Welfare at Work (Construction) Regulations 2013 Safety Health and Welfare at Work (General Application) Regulations 2007 HSA Code of Practice for the Avoidance of Danger from Underground Services Second Edition January 2010. 			L	H	M
2	Risk of plant and equipment coming into contact with open excavations during the works resulting in an accident.							L	H	M
3	Risks associated with excavation works and contact with or damage to uncharted and/or underground services on the site as follows: <ul style="list-style-type: none"> Electrical HV & LV cables Gas mains Drainage foul and storm Watermains Fibre optic and telecommunications cables 							L	H	M
4	Risks associated with coming into contact with basements under the carriageway. There are known basements along Baggot Street.							L	H	M

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Risk Table		Severity			
Likelihood	H	M	L		
H	H	H	M		
M	H	M	L		
L	M	L	L		



Hazard Identification and Risk Assessment
(Including Particular Risks & Other Significant Risks)

Job Number	268401-00
Page Number	5 of 15

Project	BusConnects – Belfield/Blackrock to City Centre Core Bus Corridor Scheme			Design Issue or Element	Work in the Vicinity of Overhead Services							
Stage	Scheme Stage			Pre-Tender Stage			Other (Clarify)					
	Name	Hand Initial	Date	Name	Initial	Date	Name	Initial	Date			
Designer	Brian Burke	BB	25/02/22									
Project Owner	Niall Harte	NH	25/02/22									
Hazard		Design Mitigation measures			Other Possible Mitigation Measures (including measures by Contractor on site)			Residual Risk Assessment following mitigation measures				
								Likelihood	Severity	Risk Rating		
1	Risk of contact with overhead electrical cables.			The indicative location of all known overhead services on the site are included in the information pack and will be issued to the Contractor. It is considered that these risks should be capable of safe management and control by a competent Contractor using safe systems of work and the appropriate levels of resources and equipment.			The Contractor shall confirm the existence, nature and location of all existing services and protect and uphold same. All works in the vicinity of overhead electricity lines are to be carried out in accordance with the ESB Networks Code of Practice for Avoiding Danger from Overhead Electrical Lines. Detailed control measures are to be developed by the Contractor to mitigate all risks to health and safety, including a planned sequence of work, and issue of suitable PPE and as per the requirements of: <ul style="list-style-type: none"> • Safety Health and Welfare at Work (Construction) Regulations 2013 • Safety Health and Welfare at Work (General Application) Regulations 2007 • ESB Networks Code of Practice for Avoiding Danger from Overhead Electrical Lines. 			L	H	M
2	Risk associated with tree felling causing damage to overhead lines.									L	H	M

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Risk Table		Severity			
Likelihood	H	M	L		
H	H	H	M		
M	M	M	L		
L	L	L	L		



Hazard Identification and Risk Assessment
(Including Particular Risks & Other Significant Risks)

Job Number	268401-00
Page Number	6 of 15

Project	BusConnects – Belfield/Blackrock to City Centre Core Bus Corridor Scheme			Design Issue or Element	Work with Chemical or Biological Substances							
Stage	Scheme Stage			Pre-Tender Stage			Other (Clarify)					
	Name	Hand Initial	Date	Name	Initial	Date	Name	Initial	Date			
Designer	Brian Burke	BB	25/02/22									
Project Owner	Niall Harte	NH	25/02/22									
Hazard				Design Mitigation measures			Other Possible Mitigation Measures (including measures by Contractor on site)			Residual Risk Assessment following mitigation measures		
										Likelihood	Severity	Risk Rating
1	Risk of exposure to chemicals, solvents or biological substances while carrying out the works.			It is not possible to eliminate the risks associated with chemical or biological substances by design.			The Contractor’s welfare facilities should have a hot water supply for washing purposes. Contractor to continuously monitor excavated soil for possible contaminants. Detailed control measures are to be developed by the Contractor to mitigate all risks to health and safety, including a planned sequence of work, suitable emergency plans, and issue of suitable PPE as per the requirements of: <ul style="list-style-type: none"> • Safety Health and Welfare at Work (Construction) Regulations 2013 • Safety Health and Welfare at Work (General Application) Regulations 2007 • Safety, Health and Welfare at Work (Chemical Agents) Regulations, 2001 • Chemicals Act 2008 and Chemicals Amendments 2010 			L	M	L
2	Risks associated with working with bitumen, bituminous liquids i.e. tack coat, sealing joints with molten bitumen, cementitious products, thermoplastics and road marking materials on the project.									L	M	L
3	Risks associated with removal of road markings i.e. inhalation of dust and fumes by Contractor personnel and by members of the public.									L	M	L
4	Risk of exposure to Weil’s disease									L	M	L
5	Risk of encountering unexpected contaminated soils									L	H	M
6	Risk of exposure to asbestos during demolition, including historic lampposts and the Coffee Dock on Pembroke Road.									L	H	M

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Risk Table		Severity			
Likelihood	H	M	L		
H	H	H	M		
M	M	M	L		
L	L	L	L		



Hazard Identification and Risk Assessment
(Including Particular Risks & Other Significant Risks)

Job Number	268401-00
Page Number	7 of 15

Project	BusConnects – Belfield/Blackrock to City Centre Core Bus Corridor Scheme			Design Issue or Element	Assembly or dismantling heavy prefabricated components						
Stage	Scheme Stage			Pre-Tender Stage			Other (Clarify)				
	Name	Hand Initial	Date	Name	Initial	Date	Name	Initial	Date		
Designer	Brian Burke	BB	25/02/22								
Project Owner	Niall Harte	NH	25/02/22								
Hazard				Design Mitigation measures			Other Possible Mitigation Measures (including measures by Contractor on site)		Residual Risk Assessment following mitigation measures		
									Likelihood	Severity	Risk Rating
1	Risks associated with handling and installing prefabricated components i.e. concrete road kerbs, drainage pipework and road gullies etc.			Any prefabricated units specified are considered to be suitable for their purpose and capable of safe installation by a competent Contractor using adequate safety systems and resources.			Detailed control measures are to be developed by the Contractor to mitigate all risks to health and safety, including a planned sequence of work, and issue of suitable PPE and as per the requirements of: <ul style="list-style-type: none"> Safety Health and Welfare at Work (Construction) Regulations 2013 Safety Health and Welfare at Work (General Application) Regulations 2007 		L	M	L

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	L	M	H	L
L	H	H	H	M
M	L	M	M	L
L	M	L	L	L



Hazard Identification and Risk Assessment
(Including Particular Risks & Other Significant Risks)

Job Number	268401-00
Page Number	8 of 15

Project	BusConnects – Belfield/Blackrock to City Centre Core Bus Corridor Scheme			Design Issue or Element	Site Restrictions, Work Area Layout and Security						
Stage	Scheme Stage			Pre-Tender Stage			Other (Clarify)				
	Name	Hand Initial	Date	Name	Initial	Date	Name	Initial	Date		
Designer	Brian Burke	BB	25/02/22								
Project Owner	Niall Harte	NH	25/02/22								
Hazard				Design Mitigation measures			Other Possible Mitigation Measures (including measures by Contractor on site)		Residual Risk Assessment following mitigation measures		
									Likelihood	Severity	Risk Rating
1	Unauthorised access to work area resulting in accident/injury to members of the public during working hours or after hours.			<p>It is not possible to eliminate the hazards associated with the work area layouts and site security in a project of this nature.</p> <p>Restricted access/egress for emergency services resulting in a delay in providing care for injured construction personnel.</p> <p>Contractor is required to implement adequate site security measures at all times.</p> <p>The works specified are considered capable of safe execution by a competent contractor using safe systems of work and the appropriate levels of resources and equipment.</p>			<p>Work Sites to be secured at all times (contract requirement). No open holes or other hazards to be left unprotected (contract requirement).</p> <p>It is expected that all visitors to site to be inducted or some other measure will be put in place in this regard on site.</p> <p>It is expected that suitable access for emergency services is will be maintained at all times. This can be addressed in the Temporary Traffic Management plans for the works.</p>		L	H	M

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	L	M	H	L
L	H	M	L	M
M	L	M	L	L
L	M	L	L	L

			It is considered that these risks should be capable of safe management and control by a competent contractor using safe systems of work and the appropriate levels of resources and equipment.			
--	--	--	--	--	--	--

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H	H	H	M	
M	M	M	L	
L	L	L	L	



Hazard Identification and Risk Assessment
(Including Particular Risks & Other Significant Risks)

Job Number	268401-00
Page Number	9 of 15

Project	BusConnects – Belfield/Blackrock to City Centre Core Bus Corridor Scheme			Design Issue or Element	Risks associated with Night Works						
Stage	Scheme Stage			Pre-Tender Stage			Other (Clarify)				
	Name	Hand Initial	Date	Name	Initial	Date	Name	Initial	Date		
Designer	Brian Burke	BB	25/02/22								
Project Owner	Niall Harte	NH	25/02/22								
Hazard				Design Mitigation measures			Other Possible Mitigation Measures (including measures by Contractor on site)		Residual Risk Assessment following mitigation measures		
									Likelihood	Severity	Risk Rating
1	Risk of injury to operatives and members of the public due to works being completed at night with a resultant lack of light.			It is not possible to eliminate the hazards associated with night works in a project of this nature. The works specified are considered capable of safe execution by a competent contractor using safe systems of work and the appropriate levels of resources and equipment.			It is considered that these risks should be capable of safe management and control by a competent contractor using safe systems of work and the appropriate levels of resources and equipment.		L	M	L

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H	H	M	L	
M	M	L	L	
L	L	L	L	

ARUP

Hazard Identification and Risk Assessment

(Including Particular Risks & Other Significant Risks)

Job Number

268401-00

Page Number

10 of 15

Project	BusConnects – Belfield/Blackrock to City Centre Core Bus Corridor Scheme			Design Issue or Element	Risks associated with felling of trees						
Stage	Scheme Stage			Pre-Tender Stage			Other (Clarify)				
	Name	Hand Initial	Date	Name	Initial	Date	Name	Initial	Date		
Designer	Brian Burke	BB	25/02/22								
Project Owner	Niall Harte	NH	25/02/22								
Hazard				Design Mitigation measures			Other Possible Mitigation Measures (including measures by Contractor on site)		Residual Risk Assessment following mitigation measures		
									Likelihood	Severity	Risk Rating
1	Risk of injury or death to operatives and members of the public due to trees, branches or felling materials (i.e. chainsaws) falling during the felling of trees.			It is not possible to eliminate the hazards associated with the felling of trees in a project of this nature. The works specified are considered capable of safe execution by a competent contractor using safe systems of work and the appropriate levels of resources and equipment.			It is considered that these risks should be capable of safe management and control by a competent contractor using safe systems of work and the appropriate levels of resources and equipment.		L	H	M
2	Risk of injury or death to operatives due to falling from a height during the felling of trees.								L	H	M
3	Risk of injury or death to operatives and members of the public due falling trees coming into contact with overhead line.								L	H	M

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Likelihood	H	M	L	
H	H	H	M	M
M	H	M	L	L
L	M	L	L	L

Project	BusConnects – Belfield/Blackrock to City Centre Core Bus Corridor Scheme			Design Issue or Element	Risks associated with working adjacent to a Railway							
Stage	Concept Stage			Pre-Tender Stage			Other (Clarify)					
	Name	Hand Initial	Date	Name	Initial	Date	Name	Initial	Date			
Designer	Brian Burke	BB	25/02/22									
Project Owner	Niall Harte	NH	25/02/22									
Hazard		Design Mitigation measures			Other Possible Mitigation Measures (including measures by Contractor on site)			Residual Risk Assessment following mitigation measures				
								Likelihood	Severity	Risk Rating		
1	Risk of injury or death to operatives and members of the public due to trains passing close to the site			It is not possible to eliminate the hazards associated with working alongside and under a railway line in a project of this nature. All persons working on the railway line are to be cleared to work by Irish Rail. The works specified are considered capable of safe execution by a competent contractor using safe systems of work and the appropriate levels of resources and equipment.			It is considered that these risks should be capable of safe management and control by a competent contractor using safe systems of work and the appropriate levels of resources and equipment.			L	H	M
2	Risk of damage to the train and injury to its occupants from an impact with works being carried out by the contractor.									L	H	M
3	Risk of injury or death to operatives and members of the public due to conflict between trains and vehicles close to the site									L	H	M

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Likelihood	H	M	L	
H	H	M	L	
M	M	L		
L	L			



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Job Number	268401-00
Page Number	12 of 15

Project	BusConnects – Belfield/Blackrock to City Centre Core Bus Corridor Scheme			Design Issue or Element	Risks associated with moving Merrion Gates						
Stage	Concept Stage			Pre-Tender Stage			Other (Clarify)				
	Name	Hand Initial	Date	Name	Initial	Date	Name	Initial	Date		
Designer	Brian Burke	BB	25/02/22								
Project Owner	Niall Harte	NH	25/02/22								
Hazard				Design Mitigation measures			Other Possible Mitigation Measures (including measures by Contractor on site)		Residual Risk Assessment following mitigation measures		
									Likelihood	Severity	Risk Rating
1	Risk of injury or death to operatives and members of the public due to disassembling and reassembling Merrion Gates.			It is not possible to eliminate the hazards associated with moving a stone archway in a project of this nature.			It is considered that these risks should be capable of safe management and control by a competent contractor using safe systems of work and the appropriate levels of resources and equipment.		L	H	M
2	Risk of damage to the Gates and Blockwork from the works being carried out by the contractor.			The works specified are considered capable of safe execution by a competent contractor using safe systems of work and the appropriate levels of resources and equipment.					M	L	L

Likelihood of Hazard occurring
L = Low (Seldom)
M = Medium (Reasonably Likely)
H = High (Certain/Nearly Certain)

Severity of Harm
L = Minor Injury/Illness
M = Injury/Illness causing short term disability
H = Fatality or major injury/illness causing long term disability

Risk Assessment
L = Low Risk (No action)
M = Medium Risk (Action required unless good reason not to)
H = High Risk (Action required e.g. Design Change)

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Risk Table	Severity			
	L	M	H	L
H	H	H	M	M
M	M	M	L	L
L	L	L	L	L



Hazard Identification and Risk Assessment
(Including Particular Risks & Other Significant Risks)

Job Number	268401-00
Page Number	13 of 15

Project	BusConnects – Belfield/Blackrock to City Centre Core Bus Corridor Scheme			Design Issue or Element	Risks associated with moving ESB Sub-Station						
Stage	Concept Stage			Pre-Tender Stage			Other (Clarify)				
	Name	Hand Initial	Date	Name	Initial	Date	Name	Initial	Date		
Designer	Brian Burke	BB	25/02/22								
Project Owner	Niall Harte	NH	25/02/22								
Hazard				Design Mitigation measures			Other Possible Mitigation Measures (including measures by Contractor on site)		Residual Risk Assessment following mitigation measures		
									Likelihood	Severity	Risk Rating
1	Risk of injury or death to operatives and members of the public due to moving the ESB Sub-Station on Nutley Lane.			It is not possible to eliminate the hazards associated with moving an ESB Sub-Station in a project of this nature.			It is considered that these risks should be capable of safe management and control by a competent contractor using safe systems of work and the appropriate levels of resources and equipment.		L	H	M
2	Risk of damage to the infrastructure contained within and surrounding the ESB Sub-Station from the works being carried out by the contractor.			The works specified are considered capable of safe execution by a competent contractor using safe systems of work and the appropriate levels of resources and equipment.					M	L	L

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Risk Table	Severity			
	L	M	H	L
L	H	H	H	M
M	L	M	M	L
L	M	L	L	L



Hazard Identification and Risk Assessment
(Including Particular Risks & Other Significant Risks)

Job Number	268401-00
Page Number	14 of 15

Project	BusConnects – Belfield/Blackrock to City Centre Core Bus Corridor Scheme			Design Issue or Element	Other Specific Risks Identified							
Stage	Scheme Stage			Pre-Tender Stage			Other (Clarify)					
	Name	Hand Initial	Date	Name	Initial	Date	Name	Initial	Date			
Designer	Brian Burke	BB	25/02/22									
Project Owner	Niall Harte	NH	25/02/22									
Hazard		Design Mitigation measures			Other Possible Mitigation Measures (including measures by Contractor on site)			Residual Risk Assessment following mitigation measures				
								Likelihood	Severity	Risk Rating		
1	Risk of injury or death to operatives and members of the public due to moving the electrical cabinet on Merrion Road at the junction of Serpentine Avenue.			It is not possible to eliminate the hazards in a project of this nature.			It is considered that these risks should be capable of safe management and control by a competent contractor using safe systems of work and the appropriate levels of resources and equipment.			L	H	M
2	Risk of injury to operatives due to being hit by golf balls when working in Elm Park Golf Club.			Contractor is required to implement adequate site safety measures at all times.						L	H	M
3	Risk of injury or death to operatives and members of the public due to moving the electrical cabinet in St. Vincent's Hospital off Nutley Lane at the junction of Nutley Avenue.			The works specified are considered capable of safe execution by a competent contractor using safe systems of work and the appropriate levels of resources and equipment.						L	H	M

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Risk Table		Severity			
Likelihood	H	M	L		
H	H	H	M		
M	M	M	L		
L	L	L	L		



Hazard Identification and Risk Assessment
(Including Particular Risks & Other Significant Risks)

Job Number	268401-00
Page Number	15 of 15

Project	BusConnects – Belfield/Blackrock to City Centre Core Bus Corridor Scheme			Design Issue or Element	Coordination with surrounding activities						
Stage	Scheme Stage			Pre-Tender Stage			Other (Clarify)				
	Name	Hand Initial	Date	Name	Initial	Date	Name	Initial	Date		
Designer	Brian Burke	BB	25/02/22								
Project Owner	Niall Harte	NH	25/02/22								
Hazard				Design Mitigation measures			Other Possible Mitigation Measures (including measures by Contractor on site)		Residual Risk Assessment following mitigation measures		
									Likelihood	Severity	Risk Rating
1	Coordination with external projects			Potential scheme interactions are being mapped, and design drawings are being assessed for coordination where available. Direct contact is being made/ will be made with the individual designers on external schemes to agree tie in details. Stakeholder consultation is ongoing with key stakeholders to identify potential issues and to mitigate these through design where feasible. A problem identification audit will also be carried out on the route to identify potential issues with the existing arrangement. No Seveso site have been identified which are within the consultation distance.			No other mitigation measures		L	L	L
2	Coordination with stakeholders along the route								L	L	L
3	Coordination with Seveso Sites.								L	L	L

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Risk Table	Severity			
	L	M	H	L
L	H	H	H	M
M	L	M	L	L
L	M	L	L	L