


METHOD STATEMENT FOR THE
INSTALLATION OF REDIWELD
COMBINATION TABLES ON THE
PUBLIC HIGHWAY

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

IMPLEMENTATION & CONTROL OF RISK

Hazardous Task – Risk	Method of Control
<p>1. Put out warning signs and sufficient traffic management measures to ensure the safety of operatives, road users and pedestrians. Risk to operatives and third parties will be high.</p> <p>2. Mark position on road where front of first row and front of second row of table is to be positioned. Loose lay 1 corner module and side modules the appropriate distance from kerb, Place 40x50mm angle iron under corner module, (kerb to kerb angle iron will be full road width, corners and sides not needed). Build ramp modules across road to required width. Ensure reflective arrow will face on-coming traffic. Risk to operatives will be medium. Risk to third parties will be low.</p> <p>(Please note: Angle iron to be placed in slots within ramp module but the angle iron for the back of ramp needs to face opposite direction and butt up tight against back edge as dia below.)</p> <div style="display: flex; justify-content: space-around;">  </div> <p>3. Ensure module butt joints are tightly together, remove 1 corner module Using 14mm drill bit, Drill through angle iron hole to a depth of 100mm into the carriageway. The drill used will be a Hilti T15 or T21 hammer drill (or similar) attached to a 3 kva generator via a 25 m. 110 v extension lead. Risk to operatives will be medium. Risk to third parties will be low.</p>	<p>Operatives will follow the correct procedure for accessing the site. Works vehicles will be safely positioned with amber beacons on. Warning signs and traffic management measures will be positioned, as per Chapter 8. The site will be clearly defined and barriered. Safety zones will be maintained at all times. Signs will be adequately placed and sandbagged if necessary. If two-way lights are to be used, cables will be run along edges and channel strips will be used. A safe, signed pedestrian route will be provided and maintained at all times. Reversing operations will be minimised.</p> <p>Operatives will have adequate training in manual handling and will employ manual handling techniques to lift individual rubber units at all times. Operatives will wear gloves and safety boots, at all times, to prevent trapped fingers and damaged feet. A first aid box will be provided on site at all times. Operatives will only work within the site ‘working space’ to protect both third parties.</p> <p>Plans of services will be obtained prior to commencing work on site. A visual survey of the area and a ‘CAT’ scan will be carried out prior to drilling. Operatives will wear appropriate eye, ear and feet protection. Dust masks will be worn, if necessary. Regular checks will be made on the condition of airlines and the tightness of fittings. Hoses will be run safely and will avoid pedestrian routes.</p>

<p>4. Blow out fixing holes using a long nosed air gun, powered by a 120psi portable compressor, and insert 3 pumps of resin using a resin gun supplied by Rediweld. Warning –resin will harden in within 25minutes</p> <p>Risk to operatives will be medium. Risk to third parties will be low.</p>	<p>To prevent vibration white finger, reduced vibration equipment will be used, regular job rotation will be implemented and operatives hands will be kept as warm as possible. Fuel for generators will be stored in suitable containers in a secure area. Caps will be kept on fuel containers and refuelling will not take place near storm drains or watercourses. Spill kits and a fire extinguisher will be available on site at all times. (Refer to COSHH sheets for petrol).</p>
<p>5. Insert nylon plug to full depth followed by counter-sunk frame fixing. Firmly tighten frame fixing with ½” drive torque head,</p> <p>Risk to operatives will be low. Risk to third parties will be low.</p>	<p>Operatives will wear appropriate P.P.E – gloves, goggles, masks and long sleeves. Operatives will only use the air gun within the site ‘working space’ to protect third parties. Resin containers will be stored in a secure area, with caps on to prevent spillage / water contamination. (Refer to COSHH sheets for resin).</p>
<p>6. Remove ramp modules over angle iron holes and repeat drilling, blowing, resin & fixing until angle iron is secured</p> <p>Risks - as outlined earlier.</p>	<p>Safety measures relating to the generator, portable compressor and hoses will apply as outlined in section 3.</p>
<p>7.Tighten modules together across table width making sure there is an even gap at each kerb.</p> <p>Risk to operatives low. Risk to third parties low.</p>	<p>As outlined earlier.</p>
<p>8. Commence drilling 1 corner and side modules through holes provided to a depth of 170mm from module surface</p> <p>Risk to operatives will be medium. Risk to third parties will be low</p>	<p>As outlined earlier.</p>
<p>9.Thoroughly blow out holes and insert resin commencing at base of hole, 3 to 5 pumps required. Warning - resin will harden in within 25 minutes.</p> <p>Risk to operatives will be medium. Risk to third parties will be low.</p>	<p>As outlined earlier.</p>
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<p>10. Insert nylon plug, coach screw and washer. Tap assembly down to 30mm above module surface and tighten with 17mm socket and impact wrench, ensuring washer is firmly seated. Torque Wrench 35kn ideal 40kn maximum over this and you start to pull through - Do not over-tighten. Risk to operatives will be low. Risk to third parties will be low.</p>	<p>As outlined earlier</p>
<p>11. With 1 side of table and angle iron secured, commence fixing ramp modules, corner and second side modules. As previously detailed. Risk to operatives medium. Risks to third parties will be low.</p>	<p>As outlined earlier</p>
<p>12. Now lay and secure second row of 40x50mm angle iron, ramp and corner modules. As previously detailed. Risks – As outlined earlier.</p>	<p>As outlined earlier</p>
<p>13. With all rubber modules secured, place 60x60mm angle iron on inside of cavity created by modules. Secure as previously detailed. This is to create a barrier to stop bitmac from going under modules. Risks – As outlined earlier.</p>	<p>As outlined earlier</p>
<p>14. Insert rubber bungs (taper on bung top to match module slope). Tap bungs down to just below module surface. Risk to operatives will be low. Risk to third parties will be low.</p>	<p>As outlined earlier</p>
<p>15. The frame is now ready to be filled with bitmac, 50mm of base course rolled and allowed to cool (min 24 hrs), create a small ramp in and out of cavity so it can be trafficked whilst cooling, followed by 25mm top course to complete the combination table. Risk to operatives medium. Risks to third parties will be low.</p>	<p>As outlined earlier</p>

<p>16.To calculate bitmac infill required. No of rows x 0.3m (module width) x flat top length – 0.3m (flat top on modules), This gives the number of square metres. Base course = Number of square metres divided by 10 Top course = Number of square metres divided by 20 e.g. Combination table 6.5, wide x 3.0m long with tapered sides. 6.5m-0.4m(drainage gap) = 6.1m - 0.7m (tapered sides) = 5.4m Divided by 0.3m =18 rows Flat top on 3m long table is 1.8m – 0.34 = 1.46m 18 x 0.3 x 1.46 = 7.88 square metres Base course 7.88 Divided by 10 =0.788 tonnes Top course 7.88 Divided by 20 =0.394 tonnes</p>	<p>As outlined earlier</p>
<p>17.Remove all work debris & personal rubbish from site. Risk to operatives medium. Risks to third parties will be low.</p>	<p>Operatives will have good hygiene standards, use gloves (where practical), clean and cover cuts and will carry a Leptospirosis card.</p>
<p>18.Remove traffic management signs and barriers. Risk to operatives and third parties will be high.</p>	<p>Operatives will comply with the sequence of removing signs as per Chapter 8 when dismantling traffic management measures.</p>