

Covid-19 – Colleague & Customer Risk Assessment



Hazard	Consequences	Persons Affected	Frequency + Likelihood	People + Severity	Total Risk	Control Measures	Frequency + Likelihood	People + Severity	Total Risk
Explanation									
Passenger contracts Covid-19	A-symptomatic carriers and symptomatic carriers spreading the virus, Cold, Flu, Sickness, High Temperature, Respiratory issues, Organ damage and potentially Death	Passengers and Members of the public on the Edinburgh Tram Network	(4+3)	(4+4)	56	Follow Government/Industry advice and guidance on: 1.Risk assessment 2.Who should be at work 3.Social distancing and face coverings 4.Workforce planning 5.Queues and protecting passenger flows 6.Emergency incidents 7.Cleaning 8 Ventilation 9.Communications and training 10.International 11. Engineering	(3+2)	(1+4)	25
Passenger contracts Covid-19 through Edinburgh Trams operations									
Member of Staff contracts Covid-19	A-symptomatic carriers and symptomatic carriers spreading the virus, Cold, Flu, Sickness, High Temperature, Respiratory issues, Organ damage and potentially Death	Members of Staff	(4+3)	(4+4)	56	Follow Government/Industry advice and guidance on: 1.Risk assessment 2.Who should be at work 3.Social distancing and face coverings 4.Workforce planning 5.Queues and protecting passenger flows 6.Emergency incidents 7.Cleaning 8 Ventilation 9.Communications and training 10.International 11.Engineering	(3+2)	(1+4)	25
Member of Staff contracts Covid-19 through Edinburgh Trams operations									

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RISK ASSESSMENT MATRIX

RISK RATING = The Sum of Frequency + Likelihood x The Sum of People + Severity

<p>Frequency</p> <p>4: Frequent Several events per year expected</p> <p>3: Infrequent Expected to happen once in two years</p> <p>2: Occasional to happen once between two and ten years</p> <p>1: Rare Once in ten years or more</p> <p>Likelihood</p> <p>6: Certain / Imminent</p> <p>5: Very Likely near miss (accident narrowly avoided)</p> <p>4: Likely Risk of accident dependent on 1 other main factor</p> <p>3: Possible Risk of accident dependent on several other factors</p> <p>2: Unlikely Risk of accident dependent on exceptional factors</p> <p>1: Very Unlikely Risk</p>	<p>Frequency +</p> <p>Likelihood</p>	10	20	30	40	50	60	70	80	90	100
		9	18	27	36	45	54	63	72	81	90
		8	16	24	32	40	48	56	64	72	80
		7	14	21	28	35	42	49	56	63	70
		6	12	18	24	30	36	42	48	54	60
		5	10	15	20	25	30	35	40	45	50
		4	8	12	16	20	24	28	32	36	40
		3	6	9	12	15	18	21	24	27	30
		2	4	6	8	10	12	14	16	18	20
		1	2	3	4	5	6	7	8	9	10
		<p>People + Severity</p>									
<p>RED: Intolerable</p> <p>Unacceptable, Risk cannot be justified, except in extraordinary circumstances where the risk is Rare AND Unlikely to Occur OR is Negligible AND affects < 5 People</p> <p>AMBER: Broadly Acceptable</p> <p>The risk is broadly acceptable however control measures must be introduced for risk in this region to drive residual risk towards the acceptable region.</p> <p>If the residual risk remains in this region but has satisfied a test of being SFAIRP, the residual risk is tolerable.</p> <p>GREEN: Acceptable</p> <p>Level of residual risk regarded as insignificant and further effort to reduce risk not likely to be required, as resources to reduce risks likely to be grossly disproportionate to the risk reduction achieved.</p>	<p>People at risk</p> <p>4: 30 > - A very large number of people</p> <p>3: 16 > 30 - Large number of people</p> <p>2: 5 > 15 - A small number of people</p> <p>1: 1 > 4 - Individuals at risk</p> <p>Severity</p> <p>6: Fatality likely</p> <p>5: Severe possible fatality / debilitating injuries</p> <p>4: Lost Time >3 days broken bones / hospitalisation</p> <p>3: Lost Time <3 days no broken bones no / hospitalisation</p> <p>2: Minor injury</p> <p>1: Negligible</p>										