

RISK ASSESSMENT – HGV Manoeuvre

Assessor		Don King		Reference		DK/010		Date		January 2019	
Supporting Documents		Safe System of Work						Review Date		January 2020	
Description of Task / Work Area								Location (centre / room)			
HGV manoeuvring/driving on site and public highway								Anywhere on site			
Task / Hazard(s)	Persons Affected	Likelihood	Severity	Risk Level without Controls	Current Control Measures <i>Additional Controls Needed to Reduce Risk to ALARP</i>						Risk Level with new Controls
Vulnerable Road Users being struck by reversing lorry manoeuvre.	D	8	8	64	<ul style="list-style-type: none"> • Reversing Camera fitted • Use Banks man whenever possible • Correctly positioned mirrors • Audible warning. • Check before reversing • Ensure sufficient levels of lighting • If unclear or unsighted STOP and seek assistance • Extra vigilance during hours of darkness and poor weather 						8
Driver fatigue	A,B,C,D	8	8	64	<ul style="list-style-type: none"> • Tacho breaks • Programmed delivery/collection • Regular breaks if feeling tired 						8
Vulnerable Road Users being struck by turning lorry.	D	8	8	64	<ul style="list-style-type: none"> • Check mirrors • Check camera • Indicate in plenty of time • Make sure VRU is aware of intention to turn • Extra vigilance during hours of darkness and poor weather 						8
Vulnerable Road Users struck by forward moving lorry	D	8	8	64	<ul style="list-style-type: none"> ▪ Ensure all around visibility is good ▪ Make sure VRU is aware of vehicle ▪ Be aware of possibility of VRU ‘undertaking’ lorry ▪ Give ‘reasonable’ room to VRU ▪ Extra vigilance during hours of darkness and poor weather • 						8
					<ul style="list-style-type: none"> • 						

Severity: 10 (multiple death); 8 (single death); 6 (major injury); 4 (lost time injury); 2 (Minor injury); 1 (delay).

Likelihood: 10 (certain); 8 (very likely); 6 (likely); 4 (may happen); 2 (unlikely); 1 (very unlikely)

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Task / Hazard(s)	Persons Affected	Likelihood	Severity	Risk Level without Controls	Current Control Measures <i>Additional Controls Needed to Reduce Risk to ALARP</i>	Risk Level with new Controls
Vulnerable Road User struck by overtaking lorry.	D	8	8	64	<ul style="list-style-type: none"> Check mirrors Indicate in timely manner Ensure no other road user will be inconvenienced by overtake Pass quickly Give reasonable room Move back to LHS without cutting in Extra vigilance during hours of darkness and poor weather 	8
Driver out of cab struck by manoeuvring lorry	A	8	8	64	<ul style="list-style-type: none"> Ensure PPE is worn outside of cab Make sure other drivers are aware of your presence Do not stand in drivers blind spots Keep to designated walkways and Safe areas 	8
					<ul style="list-style-type: none"> 	
					<ul style="list-style-type: none"> 	

The Final Risk Levels with controls have been reduced to as low as is reasonably practicable (ALARP)

Name of Appointed Risk Assessors:-	Donald King	Area of task	All areas of site	Approved By Signature:	S Lively	Date of Risk Assessment:	January 2020
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1 – 12	Low	Action is required to reduce the risk, although low priority. Time, effort and cost should be proportional to the risk.
16 - 36	Medium	Action is required soon to control the risk. Interim measures may be necessary in the short term.
40 - 100	High	Action required urgently controlling the risk. Immediate action required and High Level of Caution required before work activity can continue

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