

## RISK ASSESSMENT – HGV Manoeuvre

<b>Assessor</b>		Colin Price	<b>Reference</b>		DK/010	<b>Date</b>	January 2023
<b>Supporting Documents</b>		Safe System of Work			<b>Review Date</b>		January 2024
<b>Description of Task / Work Area</b>						<b>Location (centre / room)</b>	
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"> <li>• Reversing Camera fitted</li> <li>• Use Banks man whenever possible</li> <li>• Correctly positioned mirrors</li> <li>• Audible warning.</li> <li>• Check before reversing</li> <li>• Ensure sufficient levels of lighting</li> <li>• If unclear or unsighted STOP and seek assistance</li> <li>• Extra vigilance during hours of darkness and poor weather</li> </ul>	8	
Driver fatigue	A,B,C,D	8	8	64	<ul style="list-style-type: none"> <li>• Tacho breaks</li> <li>• Programmed delivery/collection</li> <li>• Regular breaks if feeling tired</li> </ul>	8	
Vulnerable Road Users being struck by turning lorry.	D	8	8	64	<ul style="list-style-type: none"> <li>• Check mirrors</li> <li>• Check camera</li> <li>• Indicate in plenty of time</li> <li>• Make sure VRU is aware of intention to turn</li> <li>• Extra vigilance during hours of darkness and poor weather</li> </ul>	8	
Vulnerable Road Users struck by forward moving lorry	D	8	8	64	<ul style="list-style-type: none"> <li>▪ Ensure all around visibility is good</li> <li>▪ Make sure VRU is aware of vehicle</li> <li>▪ Be aware of possibility of VRU ‘undertaking’ lorry</li> <li>▪ Give ‘reasonable’ room to VRU</li> <li>▪ Extra vigilance during hours of darkness and poor weather</li> <li>•</li> </ul>	8	
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**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"> <li>• Check mirrors</li> <li>• Indicate in timely manner</li> <li>• Ensure no other road user will be inconvenienced by overtake</li> <li>• Pass quickly</li> <li>• Give reasonable room</li> <li>• Move back to LHS without cutting in</li> <li>• Extra vigilance during hours of darkness and poor weather</li> </ul>	8
Driver out of cab struck by manoeuvring lorry	A	8	8	64	<ul style="list-style-type: none"> <li>• Ensure PPE is worn outside of cab</li> <li>• Make sure other drivers are aware of your presence</li> <li>• Do not stand in drivers blind spots</li> <li>• Keep to designated walkways and Safe areas</li> <li>• </li> </ul>	8
					<ul style="list-style-type: none"> <li>• </li> </ul>	
					<ul style="list-style-type: none"> <li>• </li> </ul>	

**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 2023
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<b>1 – 12</b>	<b>Low</b>	<b>Action is required to reduce the risk, although low priority. Time, effort and cost should be proportional to the risk.</b>
<b>16 - 36</b>	<b>Medium</b>	<b>Action is required soon to control the risk. Interim measures may be necessary in the short term.</b>
<b>40 - 100</b>	<b>High</b>	<b>Action required urgently controlling the risk. Immediate action required and High Level of Caution required before work activity can continue</b>

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