Risk Assessment

Site: AFI/Wilson depots & customer sites nationwide
No: DOC WIL-RA-0002
Undertaken By: Ian Price, Jordan Hardcastle

Revision: 15
Revision Date: November 2026

Operation:	**Wilson Access truck & track operating/ track delivery**			**Persons at risk:**	**Operators/contractors/public & visitors**		
HAZARD	**Assessment**			**CONTROL MEASURES TO REDUCE THE RISK**	**Re-assessment**		
	S	**L**	**R**		**S**	**L**	**R**
Road accidents due to: distracted drivers, undue care and attention, excess speed, use of mobile phones, inappropriate driving during poor weather conditions, i.e. snow, ice, high winds, etc. Reversing situations resulting in contact with pedestrians, other vehicles equipment, and property.	**4**	**2**	**8**	• HGV, LGV or other appropriate licensed drivers, • Vehicles regularly inspected to ensure road worthiness • Reversing alarms and flashing light fitted to vehicles. • Rear view cameras fitted on specified trucks for using at specified locations. • Drivers must not be under the influence of alcohol or drugs when operating vehicles and plant. • Site & road speed restrictions • Fleet vehicles service & MOT, plus daily checks • Ban on use of handheld phones in vehicles • Speed restrictors fitted to designated vehicles • AFI group of companies has produced and issued a driver policy to all company vehicle and grey fleet drivers	**4**	**1**	**4**
Failure of moving parts of MEWP during operation, including failure of lifting mechanism or/ and accidental tipping of basket or collapse	**4**	**2**	**8**	• Pre-start visual inspection by operator. • Regular service schedule, including 6-monthly formal statutory thorough examination. • Safety harness compulsory with safety harness attachment points within baskets and platforms. Note: short lanyards to keep movement to within confines of baskets to be used and not fall arrest systems. • Rescue plans for exit from height or fall from basket or platform and persons suspended in air.	**4**	**1**	**4**
Injury to individuals working below or around MEWP due to objects falling from basket or platform.	**4**	**2**	**8**	• Qualified static boom operators • Toe boards to be fitted to platforms if not as part of design. • Platforms to be kept free from clutter, and unnecessary objects and tools. • Working area to be coned off during operation with appropriate notices posted. •	**4**	**1**	**4**
Slips trips & falls Fall during access, egress to cab and rear of truck Falls from height, basket	**4**	**3**	**12**	• All staff to take appropriate precautions when on foot in Icy or adverse conditions • Any oil/lubricant spillages once identified should be cleaned up • Hand holds and foot steps, safety rails where fitted, 3 points of contact. • All tools, parts, consumable items should be stored appropriately, not left lying around	**4**	**1**	**4**

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				• Full restraint harnesses used at all times whilst in baskets • Harnesses are inspected before use by owner and examined by a suitably qualified person yearly. • Trained operators conducting pre use checks and LOLER'ed platforms only. • No operator shall leave the basket until fully stowed • In the event of a machine failure at height the machine shall be emergency lowered in accordance with manufacturers specifications • When emergency lower procedures fail, then basket to basket rescue shall be carried out in accordance with AFI operating procedures • Lighting should be adequate in all areas of work • You MUST never physically assist any machines when loading on to truck • Spare winch batteries MUST be kept in the cab of truck and in depot			
Crushing, trapping & man/machine interface Inc Overhead hazards	**4**	**3**	**12**	• Designated safe working areas for plant & machinery determined prior to use • Adequate lighting provided • Reverse sensors or cameras fitted to vehicles when available • Wilson engineers must be trained in shunting for manoeuvring trucks in yard areas • Site speed restrictions • Traffic management plan for consideration and periodically updated including changes to plan • Pre-use checks should be carried out to identify defective equipment. • Take care to always look in the direction of travel, especially when travelling upwards • You MUST never stand in between moving machinery and an immovable object	**4**	**1**	**4**
Manual Handling, back strain other manual handling injuries	**4**	**4**	**16**	• Operators are only to undertake duties related to setting up and operation of the access platform only. Any other tasks requested by customer must strictly be authorised by operators line manager. • All staff should carry out manual handling in accordance with their manual handling training (See DOC AFI-F-0152, manual handling) • Mechanical means should be provided for & used for all heavy items i.e trolleys, sack trucks, • Where mechanical assistance is not possible, seek additional help to assist with the load. • Manual handling is not just lifting, but can be pushing, pulling or dragging	**4**	**1**	**4**
Adverse weather conditions, wind, Ice & heat	**4**	**2**	**8**	• Suitable consideration for the weather on the day of the hire will be given due consideration • Anonometer will be used to determine of the wind is too severe in accordance with the operators manual for the vehicle (these are often an integral part of the vehicle) • If wind is too strong, then work at height should be stopped immediately	**4**	**1**	**4**

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				• If there is the threat of lightning strikes in the vicinity of the work, then work must be stopped immediately • Operator discretion shall be used to determine conditions that are too hot or too cold as these will pose different issues including fatigue, sun-stroke & concentration issues			
Working on or near a water way, where reach would place you over water	**4**	**3**	**12**	• No work shall commence without the availability of a personal buoyancy device • Not wearing a harness & restraint lanyard is recommended to allow safe exit of basket in an emergency • On discovery of a requirement to work over or near water, a supervisor/line manager must be informed	**2**	**2**	**4**
Working on the public highway, causing obstruction to vehicles & pedestrians	**4**	**3**	**12**	• All operators will undertake a "streetworks" course to familiarise them with the legalities of working on the highway • Point of work risk assessments will take account of traffic & pedestrian management provision on the day of work • Where provision is inadequate in the opinion of the operator, then work shall not commence • Traffic management partner in place to offer provision to our customers where necessary	**4**	**2**	**8**
Overloading of cage, or goods carrying outside cage	**4**	**3**	**12**	• Provision is made on point of work risk assessment to make operator and customer aware of safe working load (SWL) of cage • All vehicles are fitted with mechanical or electronic overload sensors • Operators discretion shall determine whether goods to be carried are oversized or will cause a hazard in the basket	**4**	**1**	**4**
Contact of platform or cherry picker basket with **overhead obstructions** and power cables. Danger of contact or "arcing" from power sources. **Electrocution**	**4**	**3**	**12**	• Trained MEWP operators only • Assessment made by operator to ensure safe travel and movement of platform. • Client to be advised of prohibition of use in near vicinity of live power cables or high voltage equipment unless isolation permits or permits to work is issued by competent persons that guarantee effective isolation. Operator's manual gives distances recommended for working near power cables • Always ensure you are looking in the direction of travel, especially when travelling upwards • All required isolation to be undertaken by the customer/principle contractor.	**4**	**1**	**4**
Working with Network rail or other rail organisations on or near to Rail tracks – Contact with Overhead power lines or train movement causing impact.				• Trained MEWP operators only • 2.75 M distance to be kept from any Overhead Line Equipment (OLE) • Where there is no foreseeable risk of a person, tool or item of equipment or plant coming within 2.75 metres / 9 feet of Live OLE, train pantographs or other roof mounted electrical equipment on trains then there is no requirement for a formal assessment or overhead line permit (Form C). • All work where there is a foreseeable risk of a person, tool, item of equipment or plant coming within 2.75m (9ft) of Live OLE, train pantographs or other roof-mounted electrical equipment on trains, shall be assessed to determine if an Overhead Line Permit or local isolation is required, in accordance with NR/L3/ELP/29987. See			

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				the end of this TRCS for factors to assess. • At the time of the work implementation if there is any doubt about the risk of a person, tool, item of equipment or plant coming within 2.75m (9ft) of OLE, train pantographs or other roof-mounted electrical equipment on trains, then work shall STOP. Check if the safe system of work is appropriate for the task. c) Work shall be performed in accordance with the Rule Book Handbook 16.			
Ground conditions Set-up positions, tipping hazards, slopes	**4**	**3**	**12**	• Point of work risk assessment should be carried out to identify any issues with ground • Walk the site and assess set-up positions for suitability & underground services • Identify and take appropriate action where areas do not look appropriate for weight • Appropriate consideration for sloping or uneven ground should be made • Document all visual weak points • When any doubts are present, then work should not commence	**4**	**1**	**4**
P.P.E, eye injury, hearing damage, foot injury, crushing & trapping, falls from height	**3**	**3**	**9**	• Mandatory P.P.E as may be determined by site customer or work task or environment. • Safety harness & lanyard is checked pre-use and inspected &certificated • Eye protection mandatory where specified, steam cleaning machine or danger of windborne dust • Safety footwear is mandatory in all yards & workshops & most customer sites • High visibility workwear is mandatory in all workshops & yards & most customer sites • Ear protection is provided and must be worn where appropriate or required • P.P.E is readily available in every location • Any defective or ineffective P.P.E items must be reported, destroyed and replaced immediately	**3**	**1**	**3**
Turn over/collapse of MEWP when moving over inappropriate ground or placed on unstable or unsuitable ground when basket is at height, or over hidden culverts and cellars, High winds etc	**4**	**3**	**12**	• Hard compacted level ground ideally required, • Speed restrictors fitted where applicable • Ground, weather conditions to be considered.. • Full and correct use of out riggers or stabilizers is compulsory if fitted. • Use of wind speed indicators prior to deployment • Ground survey by client to be conducted to confirm suitability	**4**	**1**	**4**
Environmental, fluid leaks, failed components, spillages, refuelling. Contaminated ground or water courses	**2**	**2**	**4**	• All Vehicles are to carry spill kits • Machine serviced regularly and pre start checks conducted by operators.	**2**	**1**	**2**

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Hazardous substances Exposure to substances during normal operations	**3**	**2**	**6**	• All operators briefed on all substances relating to their role. See C.O.S.H.H RA completion document ref: AFI/RA/0040 • No un-registered substances are kept with the vehicles	**3**	**1**	**3**
Becoming stranded at height means of recovery (rescue planning)	**4**	**3**	**12**	• Availability of rescue plan on or about the vehicle • Reference rescue plan doc ref: DOC WIL-WI-0014	**4**	**1**	**4**
Incidents when towing (track delivery). Manual handling injuries when coupling. Trailer becoming uncoupled during transit/ defective trailer. Unsecure/unsafe load on trailer/ loss of load	**4**	**3**	**12**	• All track delivery drivers must have completed job specific towing training and/or hold B+E category on their driving licence • When coupling/uncoupling, full use should be made of winding mechanism, never attempt to lift trailer onto or off the hitch, serious risk of back injuring • All track delivery drivers must have completed IPAF load/unload training • All track delivery drivers must have completed IPAF 1b operator training • Track mounted booms must be secured properly onto the trailer bed with a minimum of 4 individual tie down straps/chains • A thorough pre use inspection of trailer, towing vehicle and all securing equipment must be completed and recorded prior to use	**4**	**1**	**4**

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Load Arm Support lift falling from height, entrapment in work platform area, misuse of load arm, effect of wind on load arm whilst in use, pedestrians on ground, contact with buildings from the item being lifted.	**3**	**3**	**9**	• All items attached to the load arm must have a lanyard to support and guide unit into place (must not be tied to work platform cage) • Whilst on site the lift operator will comply with the requirements of site but the lift operator has overall command with all lifting operations • The operation will be stopped should the operator deem the item being lifted will endanger or destabilise the truck • The operation will be stopped should the operator sees the attachment trying to be used for more than it was designed for by the manufacturer • The operation will be stopped should the operator deem that the environment has become too unstable to carry on with the lift • The operation will be stopped should the ground area not be controlled preventing pedestrians from being within the area • The operation will be stopped should the operator identify that there is a risk to the building during the operation	**2**	**2**	**4**

Likelihood→ / ↓Severity	Likely (5)	Probable (4)	Possible (3)	Unlikely (2)	Very unlikely (1)
Death (4)	20	16	12	8	4
Major Injury (3)	15	12	9	6	3
Minor Injury (2)	10	8	6	4	2
No Injury (1)	5	4	3	2	1

KEY: S = Severity
L= Likelihood
R= Risk rating

High risk
Medium risk
Low risk

PPE Required:

Hard hat	
Overalls & boots	
Eye/ ear protection	
Suitable gloves	
Respiratory equipment	
Safety harness/Adjustable lanyard	

Authorised:

Signed: Ian Price

Date: 06th November 2026

Title: Ian Price CMIOSH - HSEQ Manager

All Work Instructions and Risk Assessments are reviewed at least annually in line with HSE guidance.