

IT Taxis Driving - Risk Assessment

The risk assessments contained in this document have been carried out in accordance with the method of Qualitative Risk assessment. This approach seeks to standardise the values given to risk in order to provide better comparisons.

A Hazard is a process or substance with the potential to cause harm, a Risk is the likelihood of that hazard causing injury and how serious it would be.

The "Risk" number is obtained by multiplying numbers seeking to quantify both the likelihood and severity of consequence of any particular risk. In the methodology used in this document the numbers are obtained from the matrix below and multiplied together to gain the final Risk number. So that:


$$\text{Likelihood} \times \text{Consequence} = \text{Risk}$$

Risk numbers for both before and after the implementation of controls are provided for comparison.

Figure 1. Likelihood/consequence matrix

Likelihood		Consequence	
1	Rare - Unheard of	1	Trivial - no lost time
2	Unlikely - Known within the industry but no history in the company	2	First Aid on site - Return to work that day
3	Possible - Known to have happened at least once within the company	3	Major Injury - Requiring treatment off site
4	Likely - Known to have happened many times in the company	4	Single Fatality
5	Frequent - More likely than not to occur	5	Multiple Fatalities

Ref:	Operation	Hazard	Persons at risk	Risk level L C R	Control measures	Residual Risk L C R	Industry Best Practice
a	Driving Road Vehicle	Poor visibility	Driver, passenger, external road users	4 5 20	Fully de-ice and demist windscreen prior to moving off Check windscreen, wipers and mirrors for condition before driving Check lights before driving Rectify or report all defects	2 5 10	
		Driver fatigue	Driver, passenger, external road users	4 5 20	Drivers to abide by driver's time rules set by management. Drivers will not drive if over tired and will take breaks on long journeys	1 5 5	
		Mechanical Defect	Driver, passenger, external road users	3 5 15	All vehicles will have a current MOT and will be serviced and maintained to the manufacturer's recommendations Drivers will inspect vehicles for road worthiness at the start of their day	1 5 5	
		Poor / wintry weather conditions, loss of vehicle control	Driver, passenger, external road users	3 5 15	Journeys in inclement weather will be reduced where possible	2 5 10	

	Name	Title	Signature	Date
Authorised by	G Johnston	Director		15-07-21