

High-Risk Manoeuvre Reduction Checklist

Reversing · Junctions · Harsh Events · Data-to-Action

1. Reversing Risk Controls

- ☐ Rear camera operational — image visible in cab at all times when reversing
- ☐ Rear proximity sensor generating correct alerts at pedestrian detection distance
- ☐ Reversing alarm audible at appropriate volume for all delivery environments
- ☐ Reversing routes assessed — cul-de-sacs and back-alley reversals documented
- ☐ High-frequency reversing locations identified from near-miss alert logs
- ☐ Banksman protocol documented where reversing cannot be eliminated

2. Junction and VRU Manoeuvre Risk

- ☐ MOIS operational — frontal zone detection confirmed before moving off
- ☐ BSIS active at 0–30 km/h — lateral detection confirmed in walk test
- ☐ Nearside blind spot camera — in-cab display showing correct image
- ☐ Audible left-turn warning triggers when left indicator engaged
- ☐ Junction alert logs reviewed weekly — repeated alerts at same junction flagged
- ☐ Driver briefed on proximity system alerts before operating in new urban areas

3. Harsh Event Pattern Review

- ☐ Monthly harsh event report by driver — fleet average baseline established
- ☐ Drivers above 2x fleet average for harsh braking identified for coaching
- ☐ Route-based harsh event analysis: same location, multiple drivers = route risk
- ☐ Footage reviewed for top 10 harsh events — context confirmed before coaching
- ☐ Coaching documented: event clip, date, driver response, agreed action
- ☐ Event rate trend tracked: coaching outcome verified over 4-week follow-up

4. Equipment Calibration Checks

- ☐ Proximity sensor detection zone confirmed — not detecting vehicle body or lift arm
- ☐ PTO suppression configured for vehicles with hydraulic lifts or bin mechanisms

- ☐ Walk test completed monthly — sensor alert at correct distance confirmed
- ☐ False alarm rate reviewed — consistent false alarms at same location flagged
- ☐ Camera resolution checked — number plates identifiable in relevant zone
- ☐ GPS timestamp accuracy confirmed — clock synchronisation verified

5. Data-to-Action Documentation

- ☐ Weekly near-miss review scheduled and assigned to named person
- ☐ Route risk assessment initiated when 3+ drivers alert at same location
- ☐ High-risk location register maintained — drivers briefed before first run
- ☐ Coaching records filed with event reference, date, driver, outcome
- ☐ Monthly event rate trend reported to transport manager
- ☐ Insurer telematics data sharing confirmed — event rate trend available for renewal