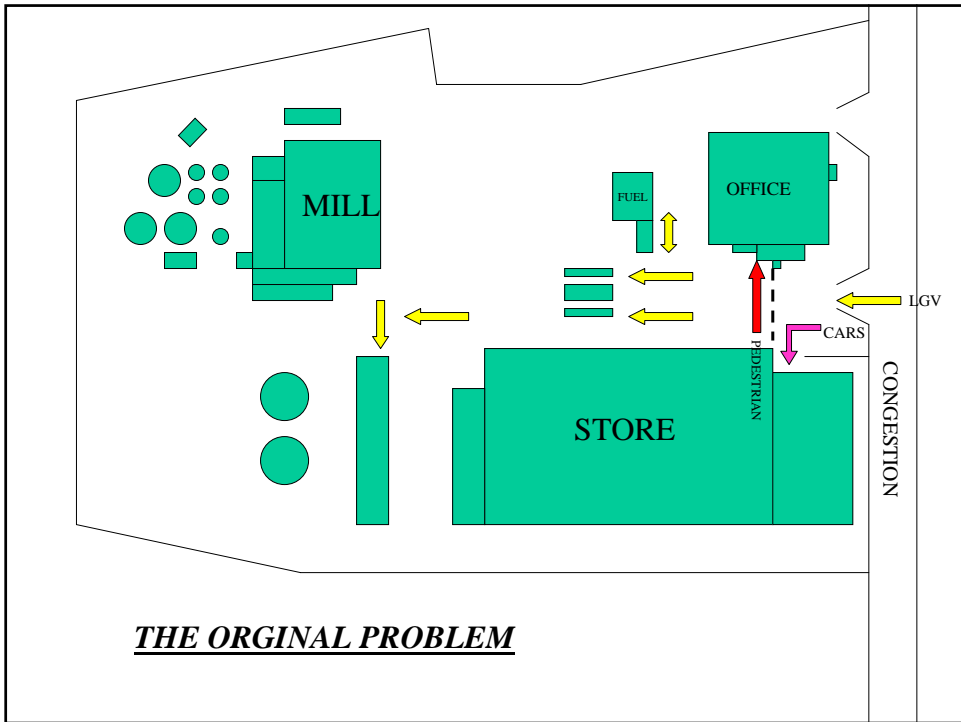




# Sun Valley Feedmill



**BUILT IN 1966 AT ALLENSMORE  
PRODUCES 6,200 TONNES OF FEED/WEEK  
600 LGV MOVEMENTS/5 DAY IN AND OUT  
EMPLOYS OVER 50 STAFF TOTAL**



**THE HAZARDS**



**PEDESTRIAN AND LGV COMBINATION**

**THE HAZARDS**

**PEDESTRIAN AND LGV COMBINATION**



**FORKLIFT AND CARS USING SAME ENTRANCE**

**THE HAZARDS**

**PEDESTRIAN AND LGV COMBINATION  
FORKLIFT AND CARS USING SAME ENTRANCE**



**LGV AND CARS USING SAME ENTRANCE**

**THE HAZARDS**

**PEDESTRIAN AND LGV COMBINATION  
FORKLIFT AND CARS USING SAME ENTRANCE  
LGV AND CARS USING SAME ENTRANCE**

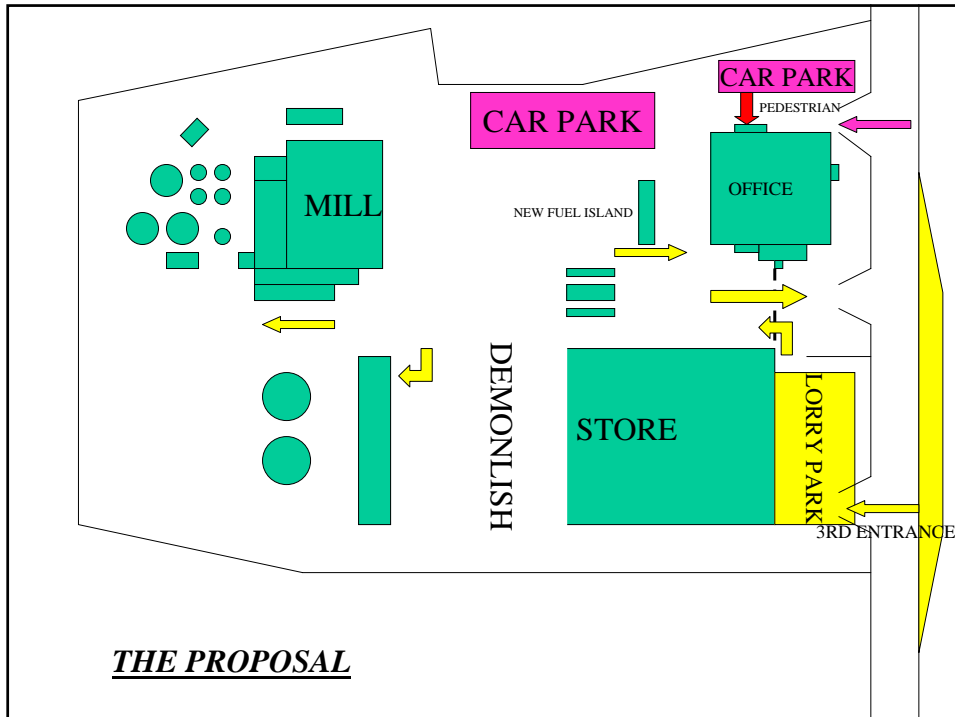


**LGV PARKING CAUSING CONGESTION**



# RISK ASSESSMENT

HAZARD	SEVERITY	FREQUENCY	PROBABILITY	RISK
CONCEALED ENTRANCE	LOW	HIGH	LOW	MEDIUM
SMOOTH WET SURFACE	LOW	HIGH	LOW	MEDIUM
QUEUING CAR AT ENTRANCE	MEDIUM	HIGH	MEDIUM	MED/HIGH
PEDESTRAIN CROSSING	HIGH	HIGH	HIGH	HIGH
REVERSING TO INTAKE 5	MEDIUM	HIGH	HIGH	HIGH
FLT MOVEMENT	MEDIUM	HIGH	MEDIUM	MED/HIGH
REVERSING OF FUEL LGV	LOW	MEDIUM	LOW	MED/HIGH
QUEUING LGV	HIGH	HIGH	HIGH	HIGH
REFUELING OF LGV	MEDIUM	MEDIUM	LOW	MEDIUM
OVERALL RISK				<b>HIGH</b>





## THE ROADBLOCKS

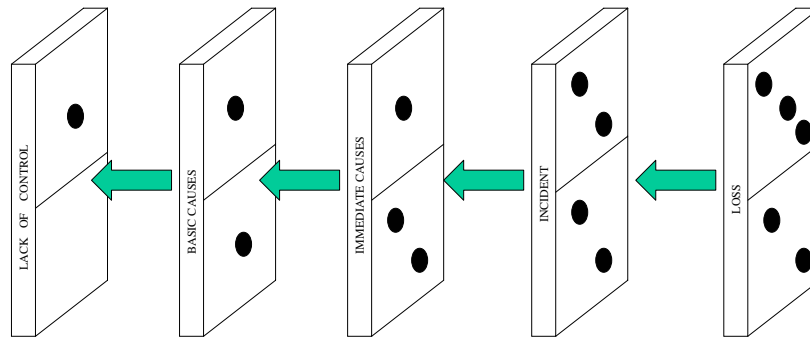
- **MONEY**
- **£60K TO UP GRADE CARPARK TO LGV STANDARD**
- **£50K TO CREATE SLIP ROAD**
- **£20K TO CREATE NEW CAR PARK**
- **£50K TO CREATE NEW FUEL ISLAND**
- **£30K TO TURN INTAKE 5 THROUGH 90 DEGREES**
- **FIBRE OPTIC CABLES RUNNING ALONG SIDE ROAD**
- **PLANNING PERMISSION - RESISTANCE TO 3RD ENTRANCE**
- **DISRUPTION TO PUBLIC HIGHWAY**



## ENGAGEMENT

- **FORM A TEAM FROM EMPLOYEES , DRIVERS , MANAGEMENT ,NEIGHBOURS AND LOCAL BODIES**
- **COMMITMENT FROM SENIOR MANAGEMENT TO FUND**
- **BRAINSTORM**
- **LOOK AT BASIC CAUSES OF CONGESTION ON PUBLIC HIGHWAY USING DOMINO EFFECT**

## LOSS CAUSATION MODEL



## ENGAGEMENT

- **FORM A TEAM FROM EMPLOYEES , DRIVERS , MANAGEMENT ,NEIGHBOURS AND LOCAL BODIES**
  - **COMMITMENT FROM SENIOR MANAGEMENT TO FUND**
  - **BRAINSTORM ALL THE SOLUTIONS**
  - **LOOK AT BASIC CAUSES OF CONGESTION ON PUBLIC HIGHWAY USING DOMINO EFFECT**
- ENPOWERMENT OF THE PEOPLE**  
**EXECUTION**



## THE SOLUTION

- CONSTRUCT NEW CAR PARK AND CREATE NEW PERSONNEL ENTRANCE
- IDENTIFIED THE BASIC CAUSE OF BACK LOG OF LGV WAS DUE TO SLOW INTAKING RATHER THAN VOLUME OF TRAFFIC
- WEIGHBRIDGE MEN ENPOWERED TO CONTROL NON STANDARD TRAFFIC FLOW
- SIGNAGE ON APPROACH ROAD TO DIRECT TRAFFIC FLOWS
- FLORESCENT JACKETS COMPULSORY AROUND LGV TRAFFIC FLOWS





**THE SOLUTION**

**NEW CAR PARK OUT OF EXISTING ENTRANCE  
CREATE NEW OFFICE ENTRANCE OUT OF LGV FLOW  
ENPOWERMENT OF WEIGHBRIDGE STAFF**



**UPGRADE INTAKE PROCESS TO EASE CONGESTION**

**THE SOLUTION**

**NEW CAR PARK OUT OF EXISTING ENTRANCE  
CREATE NEW OFFICE ENTRANCE OUT OF LGV FLOW  
ENPOWERMENT OF WEIGHBRIDGE STAFF  
UPGRADE INTAKE PROCESS TO EASE CONGESTION**



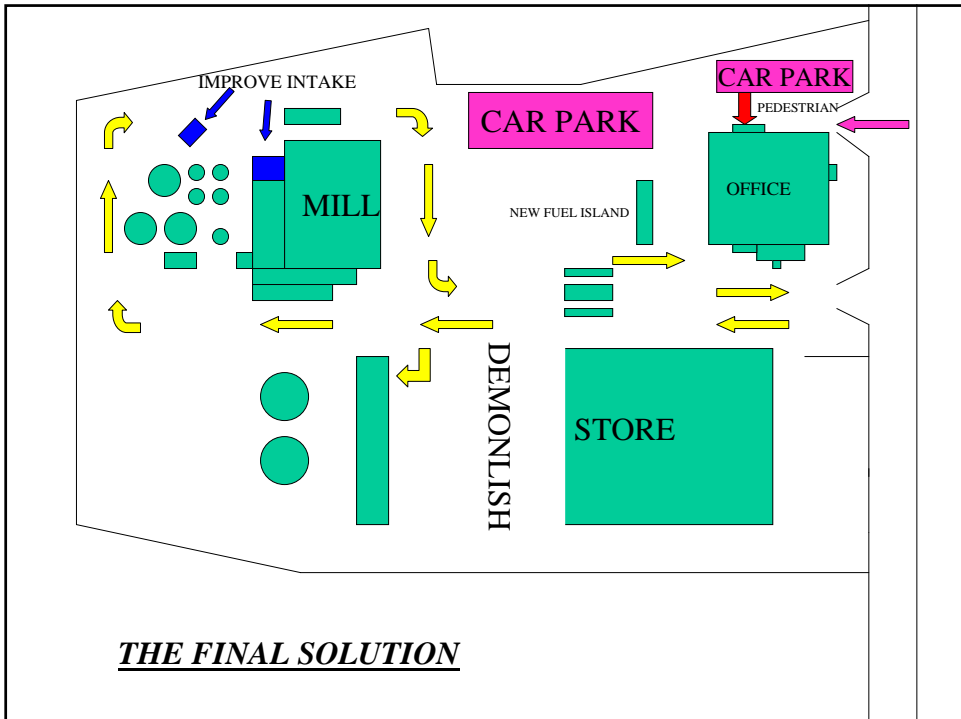
**CREATE NEW FUEL ISLAND**

**THE SOLUTION**

- NEW CAR PARK OUT OF EXISTING ENTRANCE**
- CREATE NEW OFFICE ENTRANCE OUT OF LGV FLOW**
- EMPOWERMENT OF WEIGHBRIDGE STAFF**
- UPGRADE INTAKE PROCESS TO EASE CONGESTION**
- CREATE NEW FUEL ISLAND**



**TURN INTAKE 5 THROUGH 90 DEGREES**



**THE FINAL SOLUTION**



## KEY LEARNING

- RISK ASSESSMENT KEY TO IDENTIFYING ALL HAZARDS
- SOLUTION IS A TEAM APPROACH
- SUPPORT FROM SENIOR MANAGEMENT
- IDENTIFY THE BASIC CAUSES
- FIRST SOLUTION IS NOT THE FINAL SOLUTION
- EMPOWERMENT OF THE PEOPLE

