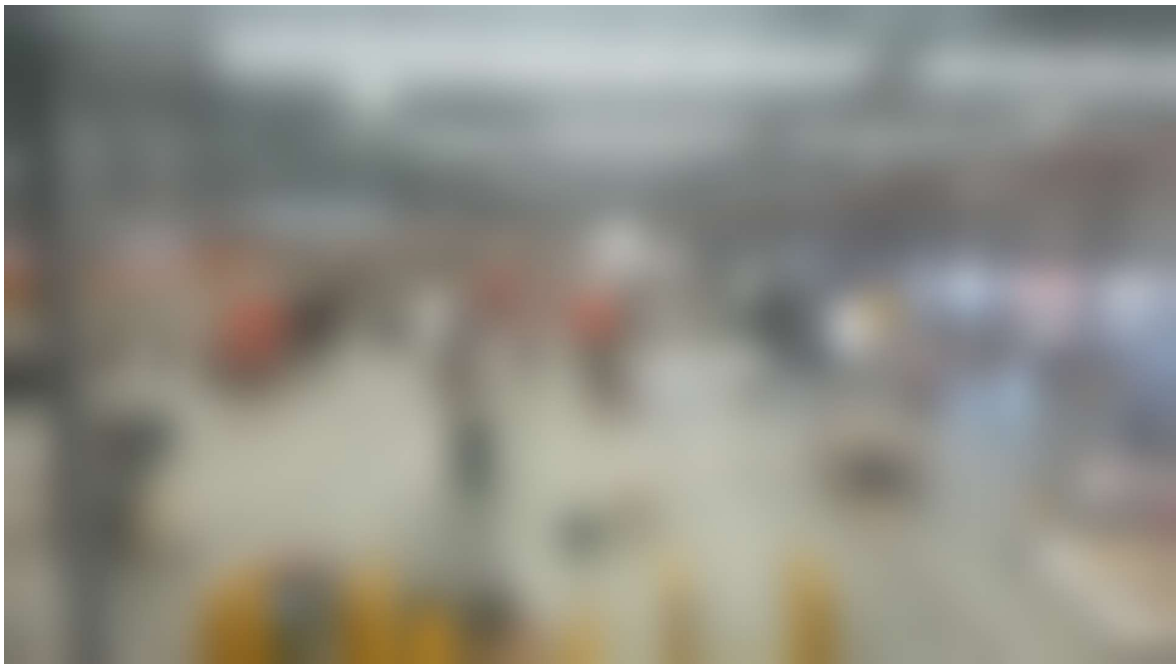


Visual Risk Review

Forklift Traffic and Pedestrian Interaction



Privacy-blurred warehouse loading floor captured from the supplied footage

Report status	Example report
Report reference	SJ VRR EXAMPLE 001
Review date	10 Sep 26
Source file	201209_165420.mp4
Prepared by	Jon M. Hillis COHSProf, MRMIA, MAEIS

Confidentiality This report is intended for the commissioning client and should be read within its stated scope and limitations.

Executive Summary

The dominant risk shown in the footage is interaction between pedestrians, forklifts and heavy vehicles within a shared loading and dispatch area. Pedestrians repeatedly enter or remain within active plant operating zones while several forklifts manoeuvre around trailers, staged freight and other forklifts.

Using the provisional risk matrix in this report, the pedestrian strike and crush exposure is rated Extreme at 20. Forklift-to-forklift conflict, restricted visibility, loading-zone interaction and freight staged within circulation areas are rated High and require planned corrective action.

The strongest available controls are physical separation, controlled pedestrian access, defined traffic flow and loading-zone isolation. PPE, warning alarms and operator vigilance remain supporting controls and do not replace a workplace layout that prevents people and mobile plant occupying the same space.

Review Scope

Source	Five photos. One video file
Footage duration	3 mins 27 sec
Area observed	Warehouse loading and dispatch floor
Jurisdiction	New South Wales
Review type	Remote visual review

Overall Risk Rating

20 EXTREME

The overall rating reflects a credible fatality outcome where pedestrians are exposed to several moving forklifts and heavy vehicles without evident physical separation. The rating is provisional and should be reconciled with the client organisation's approved matrix and actual exposure data.

Observed Positive Controls

- High-visibility clothing is visible on several operators and pedestrians.
- Forklift warning beacons appear to be operating on several units.
- Some vehicle routes and loading positions are line-marked, and cones are used in parts of the floor.
- Columns and fixed work areas have local impact protection in several locations.

These measures provide useful supporting controls, but the footage does not show a continuous protected pedestrian route or an effective system preventing pedestrians and forklifts from entering the same operating space.

Assessment Method and Limitations

The review considered observable work layout, mobile-plant movement, pedestrian location, freight staging, operator visibility and loading-zone interaction. Findings describe what can reasonably be seen in the supplied footage and do not certify legislative compliance or replace a site-specific risk assessment.

Evidence images have been deliberately blurred to obscure people, vehicle and freight identifiers, branding and recognisable workplace details from the footage **FOR THE PURPOSE OF THIS EXAMPLE REPORT**.

The recording appears time-compressed because plant moves substantial distances between short frame intervals. Vehicle speed, stopping distance and the real-world duration of individual interactions therefore cannot be determined from the file.

The elevated camera position does not permit reliable confirmation of seatbelt use, footwear, hard hats, eye protection, warning alarms, operator licences, load weights, rated capacities or exact exclusion distances. These matters are identified for verification rather than treated as confirmed non-compliances.

Risk Rating Method

Risk is determined by selecting the consequence that could reasonably result from the exposure and the likelihood of that consequence occurring. The two ratings are multiplied to produce the initial risk score, which is then assigned to a response category in the matrix.

Consequence Descriptors

Level	Descriptor	Practical guide
1	Insignificant	No injury, or negligible impact requiring no treatment.
2	Minor	First aid treatment or short-term discomfort, with no lost time.
3	Moderate	Medical treatment, restricted duties or a lost-time injury.
4	Major	Serious injury, permanent impairment or extended incapacity.
5	Catastrophic	Fatality or multiple life-altering injuries.

Likelihood Descriptors

Level	Descriptor	Practical guide
1	Rare	Not expected except in exceptional circumstances.
2	Unlikely	Could occur, but is not anticipated during normal work.
3	Possible	Foreseeable and might occur at some time under the stated conditions.
4	Likely	Expected to occur where the exposure continues or is repeated.
5	Almost Certain	Expected repeatedly, or considered imminent under the current conditions.

Risk Matrix

The matrix uses the same score bands applied in the risk register. Ratings remain provisional until the commissioning client confirms that this matrix aligns with its approved risk methodology and actual exposure information.

		Consequence				
		Insignificant (1)	Minor (2)	Moderate (3)	Major (4)	Catastrophic (5)
Likelihood	Almost Certain (5)	5 MODERATE	10 HIGH	15 HIGH	20 EXTREME	25 EXTREME
	Likely (4)	4 LOW	8 MODERATE	12 HIGH	16 HIGH	20 EXTREME
	Possible (3)	3 LOW	6 MODERATE	9 MODERATE	12 HIGH	15 HIGH
	Unlikely (2)	2 LOW	4 LOW	6 MODERATE	8 MODERATE	10 HIGH
	Rare (1)	1 LOW	2 LOW	3 LOW	4 LOW	5 MODERATE

Risk Response Bands

Score	Rating	Required response
1 to 4	Low	Manage through routine controls and monitoring.
5 to 9	Moderate	Improve controls through planned action and verification.
10 to 16	High	Prompt corrective action and management oversight required.
17 to 25	Extreme	Immediate action required to prevent exposure.

Consequence is rated from 1 Insignificant to 5 Catastrophic, while likelihood is rated from 1 Rare to 5 Almost Certain. Each score is the product of the selected consequence and likelihood ratings multiplied.

PPE Review

Several people appear to wear high-visibility clothing. At least one pedestrian near the central trailer is not clearly identifiable as wearing high-visibility clothing, although the camera distance and image quality prevent a definitive compliance finding.

Safety footwear, hard hats, eye protection, hearing protection and forklift seatbelts cannot be verified from the footage. Site PPE requirements and observed compliance should be confirmed through a normal-speed close-range observation, but PPE should not be relied upon to control the primary pedestrian and forklift collision risk.

Video Evidence

The following privacy-blurred frames show the broad conditions used to develop the risk findings.

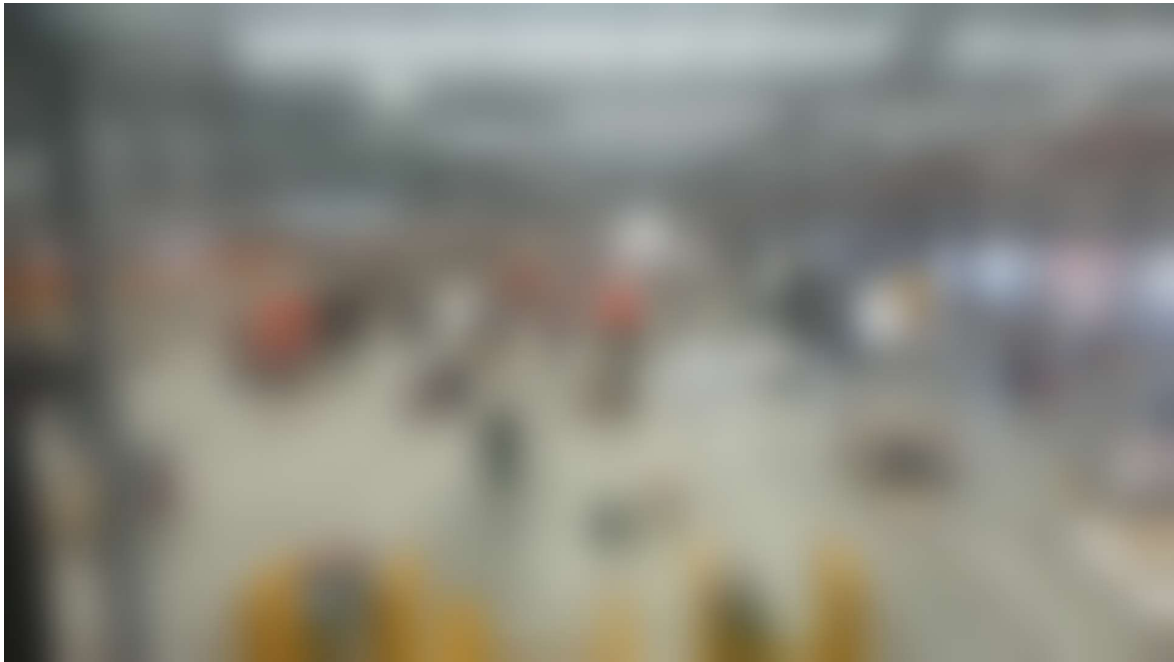


Figure 1 Privacy-blurred frame. Pedestrians are present around the rear of central trailers while several forklifts operate in the adjoining area.

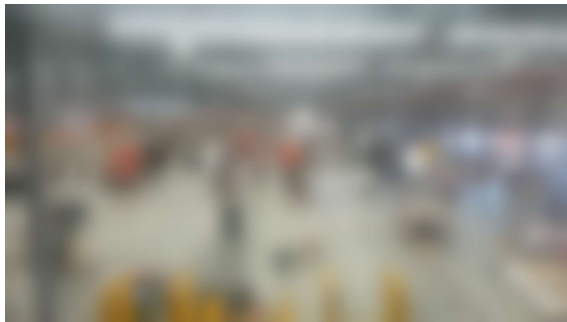


Figure 2 Privacy-blurred frame. Forklifts converge around loading lanes, freight and trailers while pedestrians remain in the shared zone.

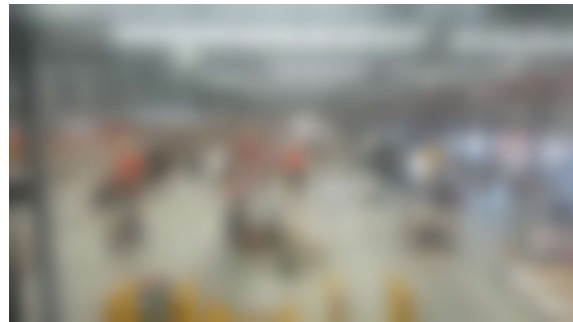


Figure 3 Privacy-blurred frame. Forklifts use open circulation space around pallets, bins and staged freight.

Risk Register

The ratings assume the conditions visible in the footage are representative of normal operations. They should be reviewed after controls are implemented and verified against actual work, rather than reduced merely because an action has been entered into a register.

Ref	Observed Condition	Potential Risk	Initial Risk Rating	Suggested Controls
1	Pedestrians and forklifts occupy the same central loading area throughout the footage.	A pedestrian could be struck, run over or crushed against a vehicle, load or fixed object. Fatal injury is credible.	C5 x L4 20 EXTREME	• Install rated physical barriers and protected pedestrian walkways. • Use controlled crossings with clear priority and adequate sight distance. • Prohibit pedestrian access to active loading zones unless plant movement is positively stopped. • Provide protected pedestrian refuges and driver waiting areas.
2	Pedestrians work or move around the rear and sides of trailers while forklifts service adjoining areas.	A person could be trapped between a forklift and trailer, struck during reversing, or crushed by freight.	C5 x L4 20 EXTREME	• Establish trailer-specific loading exclusion zones. • Introduce a positive loading status system controlling pedestrian entry. • Immobilise trucks and trailers during loading and control driver movements. • Verify departure-prevention and trailer-restraint arrangements.
3	Numerous forklifts use intersecting and opposing paths. Clear one-way flow and intersection priority are not evident.	Forklift-to-forklift collision could cause major operator injury, overturn or secondary impact with a pedestrian.	C4 x L4 16 HIGH	• Implement a documented traffic management plan with one-way circuits where practicable. • Define lanes, intersection stop points and give-way priorities. • Use physical lane separation, mirrors and intersection warning systems. • Review the number of concurrent forklift movements.
4	Trucks, trailers, columns, staged freight and other forklifts restrict sight lines across the operating floor.	Operators may not detect another vehicle or pedestrian in time to avoid collision.	C5 x L3 15 HIGH	• Remove stored freight from sight triangles and intersection approaches. • Require reverse travel where a load obstructs forward vision and this is the safer direction. • Use suitable cameras, mirrors or proximity detection at persistent blind points. • Use spotters only as a controlled temporary measure where higher-order controls are not practicable.
5	Pallets, bins, stillages and freight are staged within or immediately beside circulation areas.	Obstructions can cause sudden course changes, collision, falling loads and restricted access.	C4 x L3 12 HIGH	• Create marked staging bays outside vehicle lanes, intersections and pedestrian routes. • Apply and enforce a no-storage rule for circulation areas. • Include floor condition and staging compliance in shift inspections. • Escalate recurring congestion through capacity and workflow review.

Ref	Observed Condition	Potential Risk	Initial Risk Rating	Suggested Controls
6	Some forklifts carry tall or bulky loads that may restrict forward visibility.	The operator could strike a person, plant, trailer or structure while travelling with an obstructed view.	C5 x L3 15 HIGH	- Set and enforce load-height and visibility requirements. - Require travel in the direction providing the clearest safe view. - Provide equipment-specific cameras or detection systems where needed. - Verify load stability, capacity and attachment suitability.
7	Unloaded tynes project into shared operating areas on several forklifts. Exact travel height is not measurable.	Forks may strike or penetrate a pedestrian, catch freight, or collide with another vehicle or structure.	C4 x L3 12 HIGH	- Require tynes to be lowered to the site-specified travel position. - Include fork position in operator observations and refresher training. - Address repeated non-conformance through supervision and competency reassessment.

Priority Action Plan

The action plan assigns indicative roles and timeframes for the example report. The commissioning client should confirm accountable persons, completion dates and evidence requirements before actions are entered into its safety management system.

Rank	Action	Suggested owner	Timeframe	Verification
1	Prevent uncontrolled pedestrian entry into active forklift loading zones. Use temporary barriers and controlled access until permanent separation is installed.	Operations Manager	Immediate	Floor observation and access check
2	Design and install protected pedestrian routes, controlled crossings, refuges and a driver waiting area.	Site Manager	30 days	Layout inspection and worker consultation
3	Review and reissue the traffic management plan, including one-way flow, intersection priority, speed settings and loading-zone controls.	WHS Manager	14 days	Approved plan and field verification
4	Clear pallets, bins and freight from circulation areas and establish marked staging bays.	Shift Supervisors	7 days	Daily floor inspection records
5	Verify trailer immobilisation, driver control and premature-departure prevention arrangements.	Transport Manager	7 days	Procedure test and loading observation
6	Conduct targeted operator observations covering fork travel height, load visibility, reversing, seatbelts and exclusion-zone compliance.	Supervisors	14 days	Completed competency observations

Evidence to Verify

- Current traffic management plan and marked site layout, including pedestrian routes and loading exclusions.
- Consultation records involving forklift operators, loading staff, drivers and health and safety representatives.
- Forklift speed settings, telemetry and proximity-warning arrangements.

- High risk work licence records, site authorisations, induction and refresher training.
- Forklift pre-start, maintenance, seatbelt and warning-device records.
- Truck and trailer immobilisation, driver control and departure-prevention procedures.
- Site PPE matrix and normal-speed observations of actual compliance.
- Incident, near-miss and damage data relating to forklifts, trailers, pedestrians and staged freight.

Lines of Enquiry

- How are pedestrians prevented from entering a loading zone while forklifts are operating?
- Who has right of way at each intersection, and how is that priority communicated and enforced?
- What controls apply when a load obstructs the operator's forward view?
- How are forklift numbers and traffic density managed during peak loading periods?
- What prevents trailers moving, being uncoupled or departing while loading is underway?
- How are staging locations selected, marked and kept clear of sight lines and travel routes?
- What event data, near misses or property damage indicate the effectiveness of existing controls?

NSW Legislative and Guidance Framework

This review has been framed for New South Wales. It identifies visually observable risk conditions and relevant duties, but does not make a finding that a statutory provision has been breached. Any compliance conclusion requires verification of the actual workplace, systems of work, consultation and controls.

- Work Health and Safety Act 2011 (NSW), including sections 17 and 18 on managing risks and what is reasonably practicable, section 19 on the primary duty of care, and sections 47 to 49 on consultation with workers.
- Work Health and Safety Regulation 2025 (NSW), including the general risk-management requirements in sections 34 to 38 and the plant and powered mobile plant requirements in sections 203 and 214.
- SafeWork NSW forklift guidance, which prioritises separating people from moving forklifts with barriers or guardrails and, where physical separation is not possible, clearly marked walkways and safe work zones.
- SafeWork NSW Forklift Truck Safety Guide and Safety around Moving Plant self-assessment checklist.
- AS 2359.2 Powered industrial trucks Part 2 Operations.
- Managing the Risks of Plant in the Workplace Code of Practice as approved in NSW. From 1 July 2026, a NSW PCBU must comply with an applicable approved code or manage the hazard and risk to an equivalent or higher standard.

Conclusion

The footage indicates a traffic-management problem created by workplace layout, loading workflow and uncontrolled overlap between people and mobile plant. The priority is to prevent shared occupancy through physical separation and controlled access, supported by a clear traffic system and verified loading procedures.

Operator training, PPE and warning devices remain necessary, but they should support higher-order controls rather than carry the full burden of preventing a fatal collision. A follow-up observation should be completed after controls are implemented to confirm that actual work matches the revised system.

Report Limitations

This Visual Risk Review is based on the supplied video and information available at the review date. It identifies observable conditions and reasonable lines of enquiry, but it is not a comprehensive site audit, engineering assessment, incident investigation or certification of legal compliance.

Risk ratings are indicative and depend on the accuracy and representativeness of the supplied material. The client remains responsible for consulting affected workers, verifying site conditions and determining controls that are reasonably practicable under the New South Wales work health and safety framework.