



<b>RA Ref:</b>	<b>RA006</b>	<b>Task:</b>	<b>Waste collections using a skip lorry</b>
<b>Issue Date:</b>	25/04/2024	<b>Created By:</b>	Emma Mann – Saint Safety
<b>Review Date:</b>	25/04/2025	<b>Reviewed By:</b>	Daniel Cox – CSH Environmental
<b>Location:</b>	CSH Environmental, Packards Lane, Wormingford, CO6 3AH		
<b>Setting the scene</b>	This assessment deals with the activities associated with the collection of waste by skip lorry and skips.		

**Determining Risk Level**

		Severity				
		(1) SMALL Negligible Injury	(2) MINOR Slight/Minor Injury	(3) MEDIUM Injury Leading to lost time	(4) HIGH Serious Injuries	(5) MAJOR Fatality Potential
Likelihood	(5) Almost Certain	5-Low	10-Medium	15-High	20-Critical	25-Critical
	(4) Likely	4-Low	8-Medium	12-Medium	16-High	20-Critical
	(3) Possible	3-Low	6-Low	9-Medium	12-Medium	15-High
	(2) Unlikely	2-Low	4-Low	6-Low	8-Medium	10-Medium
	(1) Rare	1-Low	2-Low	3-Low	4-Low	5-Low

Prioritisation of Risk		
Residual Risk Level	Action Required	Suggested Timing
Critical (20-25)	Immediately cease the activity	Immediate
High (15-19)	Initiate steps to further control the risk	Immediate
Medium (7-14)	Review for improvement opportunities. Closely monitor the effectiveness of existing risk controls.	Within 1 month.
Low (1-6)	Monitor the effectiveness of existing risk controls. Reduce the risk further if practicable.	Ongoing control as part of a management system.



CSH Environmental – Task based Risk Assessment

Risk Header			Inherent Risk			Residual Risk			
Hazard	Who is at risk	How people may be harmed	S	L	Risk Rating	Control measures	S	L	Risk Rating
Driving Lorry on public roadways	Operators, other road users	Striking, Entrapment, Crush Injuries, catastrophic bleeds, Musculoskeletal injuries.	4 - High	4 - Likely	16 - High	<p>Competent driver with correct licences. All driver identities and licences checked and stored centrally prior to working.</p> <p>Pre-use checks of vehicles are conducted by competent person.</p> <p>Comply with Road traffic Act at all times.</p> <p>Adjust driving to suit weather conditions.</p> <p>Always use seat belt.</p> <p>Constant observation when on public roadways.</p> <p>Driving hours monitored as per safe driving policy.</p> <p>All vehicles fitted with on board camera.</p> <p>Telematics are checked on a weekly basis.</p>	4- High	3 - Possible	12 - Medium
Reversing and Parking of vehicles	Operator, Operatives, Visitors	Crush injuries, Entrapment,	4 - High	4 - Likely	16 - High	<p>All drivers on site to follow parking instruction from transport office.</p> <p>Use safe reversing aids.</p> <p>Park in designated bays only.</p> <p>Drivers adhere to speed limit and follow traffic management signage.</p> <p>Banksman are available if required.</p> <p>Visitors to be supervised at all times.</p>	4 – High	3 - Possible	8 - Medium
Collision/entrapment with vehicle.	Operator, Operatives, Visitors	Striking, Entrapment, Crush Injuries, catastrophic bleeds, Musculoskeletal injuries.	4- High	4 - Likely	16 - High	<p>All vehicles entering the yard follow on site speed limit.</p> <p>All vehicles to report to the weighbridge.</p> <p>Once the paperwork is completed, driver will wait outside the entrance to MRF2 and wait for instruction to proceed.</p> <p>Visitors to be supervised at all times.</p>	4 - High	2 - Unlikely	8 - Medium



CSH Environmental – Task based Risk Assessment

Risk Header			Inherent Risk			Residual Risk			
Hazard	Who is at risk	How people may be harmed	S	L	Risk Rating	Control measures	S	L	Risk Rating
						Yard lighting in place, lighting to be maintained. Walkways will be gritted during adverse weather. Use correct P.P.E. Adjust driving to weather conditions.			
Collision/entrapment with vehicle.	Operator, Operatives, Visitors	Striking, Entrapment, Crush Injuries, catastrophic bleeds, Musculoskeletal injuries.	4- High	4 - Likely	16 - High	All vehicles entering the yard follow on site speed limit. All vehicles to report to the weighbridge. Once the paperwork is completed, driver will wait outside the entrance to MRF2 and wait for instruction to proceed. Visitors to be supervised at all times. Yard lighting in place, lighting to be maintained. Walkways will be gritted during adverse weather. Use correct P.P.E. Adjust driving to weather conditions.	4 - High	2 - Unlikely	8 - Medium
Striking or entrapment when lifting skips.	Operator, Operatives, General public.	Crush injuries, Entrapment,	4 - High	3 - Possible	12 - Medium	Ground conditions and overhead areas checked prior to bins being loaded or unloaded. The driver is to carry out a 360-degree check of the skip before lifting or lowering the load. All new drivers have on the job training with a competent trainer driver before working on their own, retraining if required. Banks man is used if required and all drivers follow customers site rules. Exclusion zones in place when loading and unloading skips. All lifting equipment subject to LOLER.	4 - High	2 - Unlikely	8 - Medium

Risk Header			Inherent Risk			Residual Risk			
Hazard	Who is at risk	How people may be harmed	S	L	Risk Rating	Control measures	S	L	Risk Rating
Exposure to unknown substances.	Operator, Operatives.	Diseases, asthma, illness.	3 - Medium	3- Possible	9 - Medium	Waste is checked to ensure it complies with collection note.  Driver immediately reports any issues to the transport office for further instruction, this done using there Purgo tablet.	4- High	2- Unlikely	8- Medium
Striking by tipped waste.	Operator, Operatives, Visitors	Striking, Entrapment, Crush Injuries, catastrophic bleeds, Musculoskeletal injuries.	4 - High	3- Possible	12- Medium	Inside the MRF drivers follow instructions from machine operators.  A banksman is available if required.  Tipping only to take place in the required locations.  Safety bar in use during cleaning operation. The recycling building has been designed for the tipping of lorries, has designated bays for waste, and IN/OUT doors that will be adhered to by drivers.  All yard operatives use radios and full PPE. See RA002 for more details.	4 - High	2 – Unlikely	8 - Medium
Pre-start and running checks of all road going vehicles. (working at height)	Operators, Drivers	Fall from height, cuts and abrasions.	3 - Moderate	3 - Possible	9 - Medium	Ensure all pre-start checks are complete and recorded.  Turn on all lights and do walk round visual inspection of the complete vehicle including wheel nuts and bodywork.  Competent drivers using correct P.P.E. Ensure vehicles are turned off, with keys out following manufactures handbook.  Use 3 points of contact and correct access points.  Handheld unit & defect book completed, attended driver CPC, periodic licences check.  All vehicles are inspected in the workshop every 6 weeks.	3 - Moderate	2 - Unlikely	6 - Low
Vehicle Breakdown (stopping in unplanned place)	Operator, Other Road users	Skin damage, Musculoskeletal injuries	2 - Minor	4 - Likely	8 - Medium	Only modern maintained vehicles, with daily checks and 6-week full inspection, 12-month MOT to be used.  Drivers are trained in awareness to spot signs of potential vehicle issues.	2 – Minor	3 – Possible	6 - Low



Risk Header			Inherent Risk			Residual Risk			
Hazard	Who is at risk	How people may be harmed	S	L	Risk Rating	Control measures	S	L	Risk Rating
						Any defects are reported by the driver using Purgo. Routes are planned and monitored in advance. In the event of a vehicle breakdown the driver will park the vehicle in an area away from roads or access points, ring the transport office and wait for further instruction. If an oil leak or pipe burst, driver will contact the breakdown/service vans. A spill kit will be taken to the location where an attempt to contain spillage will be used to prevent environmental damage.			

Closely monitor the effectiveness of existing risk controls.

Review Details - To be reviewed at least annually. Where the review finds that changes have been made to the task, equipment or work environment, the risks shall be re-evaluated by completing a new Risk Assessment.

Date review conducted	By Whom	Findings of Review	Next review due date