

Balfour Beatty Incidents

Feb / March 2021

The Golden Rules

- 1 **BE FIT
FOR WORK**
- 2 **ALWAYS RECEIVE A
BRIEFING BEFORE
STARTING WORK**
- 3 **REPORT ALL
UNSAFE EVENTS
AND CONDITIONS**
- 4 **STOP WORK IF
ANYTHING
CHANGES**

Balfour Beatty

ZEROHARM
MAKE SAFETY PERSONAL

HiPo: Impact Protection Vehicle (IPV) Strike

iSMS Number:	667734	Client:	Connect Roads
Date:	01/02/2021	Time:	21:20 hrs
SBU/DU:	Investments, Highways	Project:	MSC01015 – A50 DBFO

Description

IPV struck by member of public car.

Summary

A Balfour Beatty Traffic Management Subcontractor was installing a Lane 1 closure on the A50 dual carriageway to facilitate tree works. The advanced warning signs had been erected and the IPV was positioned in Lane 1 to protect the taper installation. The IPV was struck by a car driven by a member of the public, and the car impacted the crash cushion. There was significant damage to the car, but the crash cushion worked effectively and there were no injuries to the car's occupants. The impact moved the IPV forward and the IPV driver was shaken but uninjured.



The Police attended the scene and we do not know yet whether they intend to take action against the driver. Initial checks have confirmed that the necessary warning signs were in place and the light arrow and beacons were working correctly on the IPV.

Significant incident: Hand Injury

iSMS Number:	667780	Client:	HS2
Date:	03/02/2021	Time:	
SBU/DU:	Plant & Fleet	Project:	HS2

Description:

A road sweeper operative's hand came into contact with a circular saw blade resulting in injuries to three of his fingers on his left hand.

Summary:

The IP was on hire to HS2 BBV and was asked by the project supervisor to assist the site mobilisation team, as he was unable to carry out his normal duties due to a lack of permits. The driver did not inform his manager of this change. The driver was working under the instruction of the site team at the time of the incident and had not been trained or familiarised in the use of a circular saw. The injury resulted in four stitches to the IP's little finger. The IP has remained at work.



Immediate actions:

- Follow the Golden Rules: always receive a briefing before starting work and stop if anything changes.
- Before setting people to work always ensure that they are competent to undertake the tasks asked of them

RIDDOR, Specified injury: Fractured Wrist

iSMS Number:	667829	Client:	Network Rail
Date:	07/02/2021	Time:	02:40 hrs
SBU/DU:	Rail UK	Project:	RTSZ0001 CRSA

Description

A CRSA sub-contractor operative tripped on a concrete sleeper whilst attempting to access a welfare unit toilet, fracturing their left wrist.

Summary

On CRSA East the Site Access Controller attempted to access a welfare toilet within a satellite compound at Charlotte Road, Sheffield. As the injured party attempted to open the door, she tripped backwards on a concrete sleeper and used her left arm to break the fall, fracturing her wrist.

She was assessed by the first aider and taken to the local hospital for medical attention. The IP is due to return to hospital for further treatment.

Immediate Actions:

- The location has been secured and the area isolated.
- A review of satellite compound welfare arrangements, including lighting levels, underfoot conditions and ensuring walkways are clear has begun
- Material stacking and storage has been reviewed.



>3-day LTI Back Injury

iSMS Number:	667979	Client:	Western Power Distribution
Date:	15/02/2021	Time:	14:00 hrs
SBU/DU:	Power T&D	Project:	ULGG4675 Cardiff Area Framework

Description

A Balfour Beatty operative injured his back handling a piece of Tarmac during reinstatement works.

Summary

A piece of tarmac approximately 1m x 0.5m and 70kg was left on the side of the excavation, close to a front garden wall.

The supervisor used a shovel to prise the tarmac loose and away from the wall in preparation for the Hiab to pick up.

While the supervisor answered a phone call, the IP decided to pull the piece of tarmac further away from the wall to enable the Hiab to pick it up without damaging the wall.

The operative has stated that he suffered a spasm in his back after pulling the piece of tarmac. He continued working on site and completed his shift. The IP phoned the following morning to say that he was not fit to return to work. The IP is expected to return on Monday.

Immediate Actions:

- Balfour Beatty incident reporting protocol to be briefed to all Supervisors.
- Project Manager to carryout welfare phone calls to IP.



HiPo: Reversing Vehicle

iSMS Number:		Client:	HS2
Date:	16/02/2021	Time:	19:00 hrs
SBU/DU:	Major Projects	Project:	HS2

Description

Vehicle reversing without vehicle/plant marshal.

Summary

A concrete mixer truck was delivering concrete to the Long Itchington South Portal. On arrival to site the driver reversed the vehicle towards the concrete testing area that was set up outside the laboratory.

The lab technicians, from their position at the doorway to the lab unit, noticed that the concrete wagon had started to reverse towards the testing area. They moved towards the reversing vehicle and tried to stop the driver from reversing several times (shouting and waving to get the driver's attention). However, the driver failed to notice the initial attempts to stop him and continued to reverse, resulting in his vehicle striking a wheelbarrow that was located in the testing area.



Immediate actions:

- The incident was initially reported by the site team as an observation and then elevated to an incident and HiPo once more details were established, hence the delay in reporting.
- People/Plant interface controls need to consider all operations associated with the activity, including requirements for sampling and testing concrete
- Reversing on site must always be assessed using the hierarchy of eliminate, minimise, mitigate
- The role of the PVPC is essential to make sure that plant movements are implemented in accordance with the PVPMP
- The position of task lighting needs to be carefully planned so that it does not interfere with rear-view mirrors or reversing aids.

HiPo: Overturned Excavator

iSMS Number:		Client:	HS2
Date:	01/03/2021	Time:	11:20 hrs
SBU/DU:	Major Projects	Project:	HS2

Description

A 2-tonne excavator overturned.

Summary

The excavator was digging footings for a site hoarding. The operator had extended his main boom and dipper arm to the maximum extent and excavated a heaped bucket of soil. As he removed and lifted the bucket from the ground he slewed to his right and continued to raise his bucket causing the machine to topple over. The operator extracted himself from the machine uninjured.

Immediate learning and actions:

An investigation team has been established and will be looking at the following matters:

- Driver competence and experience of operating mini excavators
- The orientation of this machine and why its tracks were not extended
- The selection of this machine for the task
- Supervision



As an immediate step, the use of all excavators less than 6 Tonnes is being reviewed and their use only permitted where there is a clear need and a site-specific risk assessment in place.

HiPo: People/Plant Interface

iSMS Number:		Client:	Highways England
Date:	03/03/2021	Time:	09:10 hrs
SBU/DU:	Investments – Highways	Project:	MHF01040 A14 Huntingdon

Description

Reversing grab wagon came within close proximity to one of our workers.

Summary

The IP was leaving the materials storage yard in order to relocate to a new working area approximately 7 miles away. As he was proceeding to his personal vehicle he positioned himself behind a stationary grab lorry. The IP's attention was momentarily diverted, and at the same moment the grab lorry began to reverse. As the IP turned their attention back to the lorry, it was sufficiently close that the IP had to take evasive action. Although shocked the IP did not require or seek first aid and there are no known reported injuries at this time.



Immediate Learning and Actions:

- All work was stopped immediately.
- All A14 work stood down for a safety briefing by the Senior Management Team.
- Materials storage yard closed down and moved to Brampton where there will be a vehicle marshal at all times.
- Full investigation co-ordinated with full cooperation from all parties involved.

HiPo: Live Carriageway working

iSMS Number:	TBC	Client:	West Sussex County Council
Date:	09/02/2021	Time:	@09:00 hrs
SBU/DU:	UKCS – Living Places	Project:	CRXL0007 – West Sussex Highways

Description

Supply chain operatives working on live carriageway with no Traffic Management (TM).

Summary

A member of the public recorded a two-man supply chain gang, working on a 30mph road with no TM in place.

Immediate Learning and Action:

- The gang involved have been removed from site with a further investigation ongoing.
- The project team has been re-briefed.

