

Weight Prohibition: Overloaded Vehicle

What happened?

While transporting material on the public highway for the A85 Crieff Road Project, UKCS Scotland & Ireland, a LGV (double cab 3.5T tipper) was pulled over by the Driver & Vehicle Standard Agency and escorted to the nearest weighbridge. The vehicle was overweight resulting in the receipt of a 'weight prohibition'.

What were the details?

The site is nearing completion and the operatives were tasked with spreading top soil around various locations. They were loading the tipper from a stockpile and transporting the loads on the public carriageway (an on-going task), but there was no axle weight system fitted to the vehicle to assist the operative in assessing the weight.

What can we learn?

This incident is currently under investigation however two immediate learnings have been identified:

- The vehicle did not comply with the Balfour Beatty Specification. All projects should re-check that vehicles meet this [specification](#).
- Assessments are to be carried to determine whether the vehicle selected is right for the job. Double crew cabs can carry very little in terms of a load. In this instance, it would have been suitable for only two men and four wheel barrows of top soil



RIDDOR >7 day LTI: Leg Injury

What happened?

An operative inadvertently put his leg into a trench, suffering soft tissue damage.

What were the details?

On the UKCS Living Places Sunderland PFI, a slit trench was dug in order to remove a heavy duty streetlight column which was to be relocated. The IP lifted the ply sheet which was covering the trench and in doing so his leg fell into the hole.

The excavation had been dug and covered by the client the previous day. The IP reported unfit for work 24 hours after the event.

What can we learn?

All accidents or injuries must be reported as soon as possible. Ensure all tasks are properly considered and suitably planned. Review and re-brief incident reporting procedure to relevant personnel.



HiPo: Member of Public Road Traffic Collision

What happened?

On the Gas & Water GDSP project, a grab wagon has pulled over a telephone pole, which entered the live carriageway and struck a member of the public's vehicle, causing significant damage.

What were the details?

A subcontractor operative working in a residential area, was moving from one location to another, when the boom of the grab caught an overhead phone line. The cable did not break and instead, the wooden pole snapped, leaving a stub of between 2' and 3' and swinging the post out into the live carriageway into the path of an oncoming vehicle.

The vehicle was carrying a family of five, including young children. The emergency services attended site and after checking everyone over, confirmed that no injuries had been sustained. Police have charged the grab wagon driver with various offences. However, they have permitted the vehicle back into service.

What can we learn?

Investigations are ongoing and the case is subject to legal privilege. However, immediate lessons learned are that we must always ensure that equipment is correctly stowed for travel prior to leaving site and particularly when operating on a public highway. We must also adhere to any audio and/or visual alarms fitted to vehicles and not tamper or disable them.



HiPo: Reversing Impact Protection Vehicle (IPV) in live lane

What happened?

On the M4, Highways Project an IPV reversed in the live lane of the motorway.

What were the details?

During night time works, a Traffic Management contractor was tasked with installing a lane 3-2 closure on the A track carriageway, westbound. While removing the lead taper at the end of the shift, the IPV proceeded to reverse in live lane 3 which is not in line with the Safe Systems of Work.

What can we learn?

The TM crew involved were suspended, the traffic management safe system of work was reviewed, a safety stand-down was held for all TM personnel and a full investigation is underway.



HiPo: Working unsafely

What happened?

On Monday this week, we mobilised the BBLP Highways contract in Telford and Wrekin. Due to training and inductions of the TUPE staff, the only work being undertaken was emergency response (using crews from Herefordshire) and lining (by a subcontractor). The lining crew was witnessed working unsafely.

What were the details?

On day three of the contract, a newly inducted BB supervisor was undertaking inspections of the lining works. On arrival at site, the supervisor witnessed the lining contractor working unsafely – the driver was using a thermal lance whilst driving the lining vehicle and a second operative was using a lining pram with inadequate controls, traffic management and safety clearance. Our supervisor stopped the work, the contractor was stood down, and a HiPo investigation commenced.

What can we learn?

The supervisor demonstrated our golden rules, stopped the work and reported the safety breaches. Never commence work without adequate Traffic Management in place.



HiPo: OHL Goal Post Falls into Live Lane 3

What happened?

As an excavator was tracking past an overhead line pole on the Highways M4 J3-12 project, its track caught the base plate of the goal post, causing the post to fall onto the vehicle restraint barrier and the T-bar to catch the roof of a passing car.

What were the details?

The excavator was passing under bridge and the goal post was in place as an over-height warning. The goalpost was positioned adjacent to the live lane and held in position with a base plate that was loaded down with sandbags. The excavator was a 22.5 ton machine taking up most of the carriageway width. There were PVMs in front and behind the machine but they failed to see the goalpost in time to prevent it from being hit.

What can we learn?

The positioning of the goal post should have been moved away from the live lane side of the site haul road to prevent it falling into the live lane.



HiPo: 11kV Cable Strike

What happened?

On the Major Projects' AWPR project, operatives were strimming the area adjacent to the Craibstone compound using hand held strimmers (with metal blades), when one operative strimmed too close to a post, which had a diverted 11kV cable attached, striking the cable.

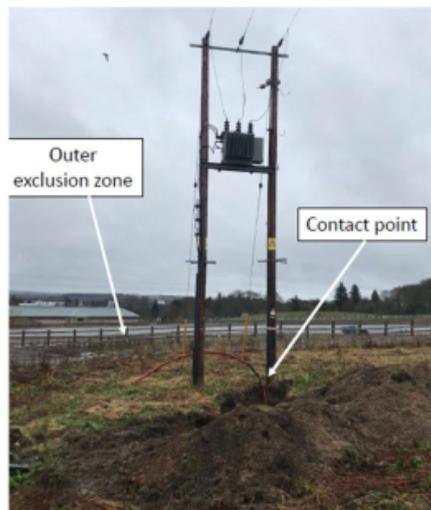
What were the details?

Subcontractor Landscape Matters were strimming an area designated for planting around the Craibstone office. A team of two operatives were using hand held strimmers with metal blade attachments to remove the infestation of dock and gorse prior to planting and seeding. A crowd barrier exclusion zone was erected around the timber 'H' pole, which transferred an 11kV underground cable to overhead lines.

Once the general area had been strimmed, the team were advised to also trim within the exclusion zone. During strimming within this area, one of the operatives strimmed too close to the timber pole and came into contact with the plastic sheathing protecting the cable. The sheath was severed and the 11kV cable subsequently damaged.

What can we learn?

The incident was immediately reported to SSE and power restored. A full investigation is underway.



HiPo: High Voltage Cable Strike

What happened?

On the Gas & Water GDSP Project, during an activity to expose an existing gas main, the operational team damaged an (HV) electric main, when a large stone was pulled onto it by the mechanical excavator.

What were the details?

A subcontractor team had been tasked with locating existing gas mains in the footway and carriageway. The team had traced and marked what they thought was an (HV) electric main crossing the carriageway, using a CAT and Genny. The route was different to that shown on the plans.

The team then trial-holed by hand and exposed tiles covering a number of (LV) electric cables and what they thought was the (HV) electric main. While excavating away from this area an excavator bucket was permitted to enter the area to remove the spoil. However, in doing so, the bucket pushed a large piece of stone into the side wall of the excavation which made contact with an (HV) electric main, causing an outage.

What can we learn?

Always ensure you use all available methods to prove the route, line and depth of all utilities; especially when the initial CAT scan does not agree with the onsite utility plans – which are only ever indicative.

Position of damage



(HV) electric main thought to be exposed at this location