

Weekly Best Practice - Safety Alerts

Sept / Oct

Incident Reports:

Potential RIDDOR, >7 Day LTI

What happened?

While on patrol using a designated pedestrian route, the IP lost his footing due to excessive winds sustaining sprain injuries to his ankle and wrist.

What were the details?

While on patrol during the night shift as a Security Guard, the IP was conducting his normal patrol route which remained on footpaths and roadways. The high winds during the night caused the IP to lose balance and he tripped over injuring his ankle and wrist.

As a result of the doctor's report and medical advice he has been given 4weeks off work to recover.

What can we learn?

An investigation is ongoing with the security company

This incident highlights the importance of predicting adverse weather conditions, looking at potential risks and applying suitable mitigation measures in advance.

RIDDOR, Specified Injury

What happened?

On the M6, an operative fractured his kneecap when he fell on a lifting eye.

What were the details?

A Plant Operator was carrying out his pre-start checks and whilst walking round his machine he caught his left foot on a piece of redundant sign frame in the vegetation and fell to the ground, striking his right knee on the lifting eye fixed to the blade of the excavator.

The IP was taken to hospital where it was found that his kneecap was shattered and required surgery. The IP had his operation on Wednesday 26th September and is progressing well.

What can we learn?

A full investigation is on-going.

A stand down was held whilst all areas were checked for other possible trip hazards. Going forward the area around the machine is to be civilised when parking up each evening to ensure a clear level surface for walking around to carry out daily pre-start checks

HiPo, Operative Lifted in Excavator Bucket

What happened?

On the M4, a sweeper driver was witnessed being lifted in bucket of a JCB.

What were the details?

Surfacing works were being carried out at the M4 SMP project. A sweeper driver noticed that the flashing beacons were not working on his sweeper.

The sweeper driver asked the operator if he could be elevated in the bucket to reach the beacons to fix them. The operator agreed to do this so the sweeper driver proceeded to climb into the bucket. The bucket was then raised to approx. 1.5m to allow the sweeper driver to fix the lights. It was at this point a member of the project team witnessed the event from the opposite carriageway and raised the alarm with the supply chain supervisor and works were stopped

What can we learn?

Surfacing works were suspended on the project, and a full investigation is being carried out by the supply chain partner and project team, focusing on the unsafe acts of the individuals involved.



HiPo, Vehicle in Live Lane

What happened?

An unoccupied vehicle rolled into a live lane of the carriageway.

What were the details?

Maintenance works in the M25 Bell Common tunnel were ongoing with lanes 1,2 and 3 closed and lane 4 left open for public use. An employee arrived at the works area, parking and leaving his vehicle in a position of safety in the hard shoulder. Shortly afterwards, the vehicle was observed to have rolled across four lanes of the tunnel carriageway coming to rest at against the tunnel centre reservation and within the live carriageway.

There were no injuries or damage caused and a rolling road block was instigated to recover the vehicle.

What can we learn?

A full investigation and testing of the vehicle is ongoing. We must ensure hand brakes of vehicles are fully applied and are fully operational. Remember to select a forward gear and turn your steering wheel away from the kerb/verge when facing uphill, and select reverse gear and turn your steering wheel towards the kerb/verge when facing downhill.

Incident Reports:

HiPo, Unauthorised Excavation Near Strategic National Asset Pipeline

What happened?

On Monday the 17 September an unauthorised & uncontrolled excavation was carried out in the control area of the Shell pipeline.

What were the details?

While excavation works were planned within the control area the work was not due to commence until Tuesday 18 September when the agreed Shell supervision was scheduled to be on site to monitor the activity. The excavation was within 4m of the pipeline



What can we learn?

The excavation crew have been immediately stood

down pending investigation. All earthwork/ roadwork activities have been stood down to review all safe systems of work, permitting and briefing documentation. No works will recommence on Pitmedden road until a review of the remaining work's scopes has been undertaken on site with a Shell pipeline monitor, and a satisfactory closure of the incident investigation.

Potential HiPo, Vehicle incursion

What happened?

During a night time road closure for surfacing works at Living Place's Hereford contract, a vehicle entered the site at speed.

What were the details?

The road was fully closed using appropriate signage, cones and lights, and a traffic management vehicle was positioned around 10m from the closure point. The vehicle travelling at speed entered the works area through the cones resulting in damage to the TM vehicle. The site were alerted to the incident by two-way radios. The driver of the vehicle continued through site narrowly missing the supervisor, stopping only when plant and materials blocked the road. He spun the vehicle round and proceeded back the way he came out of site.

What can we learn?

An Investigation is underway and lessons will be shared alongside the Warwickshire investigation review. In this case the golden rule of report all unsafe events and conditions will help us make future changes.

HiPo: People Plant Interface

What happened?

On Wednesday 12th September a drainage operative was observed working next to an operational excavator whilst stood at the edge of a 3m excavation on the Highways A14 project.

What are the details?

A drainage team were in the process of excavating a trench to enable the installation of surface water drains and inspection chambers. The operative stood adjacent to the operational excavator and close to the edge of the trench in the belief that he needed to check the levels of the trench as it was being dug. Works were stopped the area made safe.

What can we learn?

Operations must be assessed against the hierarchy of control to eliminate the need to work adjacent to operational plant and vehicles. Workers and supervisors must be fully conversant with people plant interface standards and safe systems of work established with the workforce. Controls must also be in place to prevent falls.



External Alerts

12/09/18
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Work related injury Humber Pipeline Tunnel JV

| Incident notification | Alert | Information | Toolbox talk |
|-----------------------------------|----------------------------|--|----------------------------------|
| Date and time of incident: | 02/08/18 16:30hrs approx | Injury severity: | Over 7 days |
| Location of incident: | Surcharge | Level of investigation completed: | Full |
| Operating unit: | Infrastructure | Potential severity: | Serious |
| IN reference: | UKIN 137 (15947) | Operational disturbance: | Slip, trip or fall on same level |
| Alert completed by: | Joe Thompson | | |
| People involved: | James Barnes | | |


Details of incident:

The injured person (IP) along with his assisting colleague were tasked with measuring the volume of the Tunnel Arising's Stockpile. The IP handed the GPS Reader to his colleague and advised her to be careful of the uneven ground conditions. The IP began to make his way up the side of the bund when his right knee gave way causing the dislocation. First aiders and the onsite Emergency Response Team attended and the IP was later taken to hospital in an ambulance by the emergency services.

Photo(s):



Ambulance Crew on site to assist the IP



ERT dealing with the IP

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| <p>Positive controls/aspects evident during the investigation:</p> <ul style="list-style-type: none"> • Positive emergency response procedure implemented by the onsite Emergency Response Team • Pro-active support and action by the onsite Management Team both during and after the incident. • The incident notification has been briefed out to all working on the project informing them of the immediate actions taken. • Signs erected around the area of the incident to restrict access. | <p>Key learning points:</p> <ul style="list-style-type: none"> • A collapsible stretcher was used by the ambulance Service. It was identified that this would be a better solution for retrieving people from restricted situations. JV to purchase similar stretcher. • The IP was provided with ice packs to keep cool in the hot weather. In the event the project has someone in an isolated location a shelter would be helpful to protect them from both hot and cold weather conditions. JV to purchase shelter. |
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FIRST ALERT

No - 18/07

INCIDENT - OVERTURNED EXCAVATOR

Dyer & Butler are currently undertaking works in Feltham to construct new sheet piled retaining walls in order to strengthen the existing infrastructure so that widening works can be carried out to the adjacent highway. On the morning of the 26th September 2018, the piling contractor was attempting to dismantle some of the piling equipment in readiness for it to be removed from the site. Due to the space on site being restricted, it soon became apparent that the large steel frame that is used to transport the piling rig needed to be moved to allow access to the other equipment. The frame in question weighted in the region of 3 tonnes.

In order for the frame to be lifted clear of the area, an operative from the piling contractors asked a nearby excavator operator if he could assist. In response to this request, the excavator operator moved the machine into position and allowed the metal frame to be connected to the excavator via a 2 leg lifting chain. The safe working load of the excavator was 1.2 tonnes and therefore, this operation was outside of the safe working load of the machine. The safe working load was indicated on the boom of the excavator.

Once connected to the load, the excavator operator started to lift the metal frame. Part way through the lifting operation, the excavator operator slewed the machine to lift the frame over an embankment. As the weight of the load transferred through the machine (now with its tracks side on to the load), the weight of the load caused the machine to overbalance causing it to partially overturn. No-one was injured as a result of this incident, but this is being treated as a high potential incident.

Initial investigations have found that the lifting operation was undertaken as an unplanned, action between two parties (i.e. the piling contractor and groundworks contractor) and as a result, the activity was not subjected to the normal safety controls and processes that must be in place when undertaking all type of lifting operation.

In response to the incident, both of the individuals involved with the lifting operation have been suspended from work pending investigation.



In response to this incident, all Dyer & Butler sites must ensure that the following actions are taken...

- All lifting operations on site must be authorised, properly planned and executed safely. The plans for managing both routine and complex lifting operations are contained within the Company Management System.
- The Safe working Load (SWL) of any lifting equipment, or accessory for lifting **must never be exceeded** under any circumstances.
- If you are asked to carry out any operation that you believe is unsafe, or cause harm, injury or loss to others, STOP work and report the matter to the Site Agent, or use the close call reporting system.

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