

Safe use of Grab Lorry

Tool Box Talk 037

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The problem?

- A Council Street Inspector who happened to pass by our works in Central London was extremely concerned about public safety & NRSWA issues
 - Grab wagon lifting over people
 - Inadequate guarding & signage
 - Inappropriate / incorrect arrangements
- Inspector forwarded a photograph of what he saw to our Client (Thames Water), but.....

it could have happened anywhere couldn't it?

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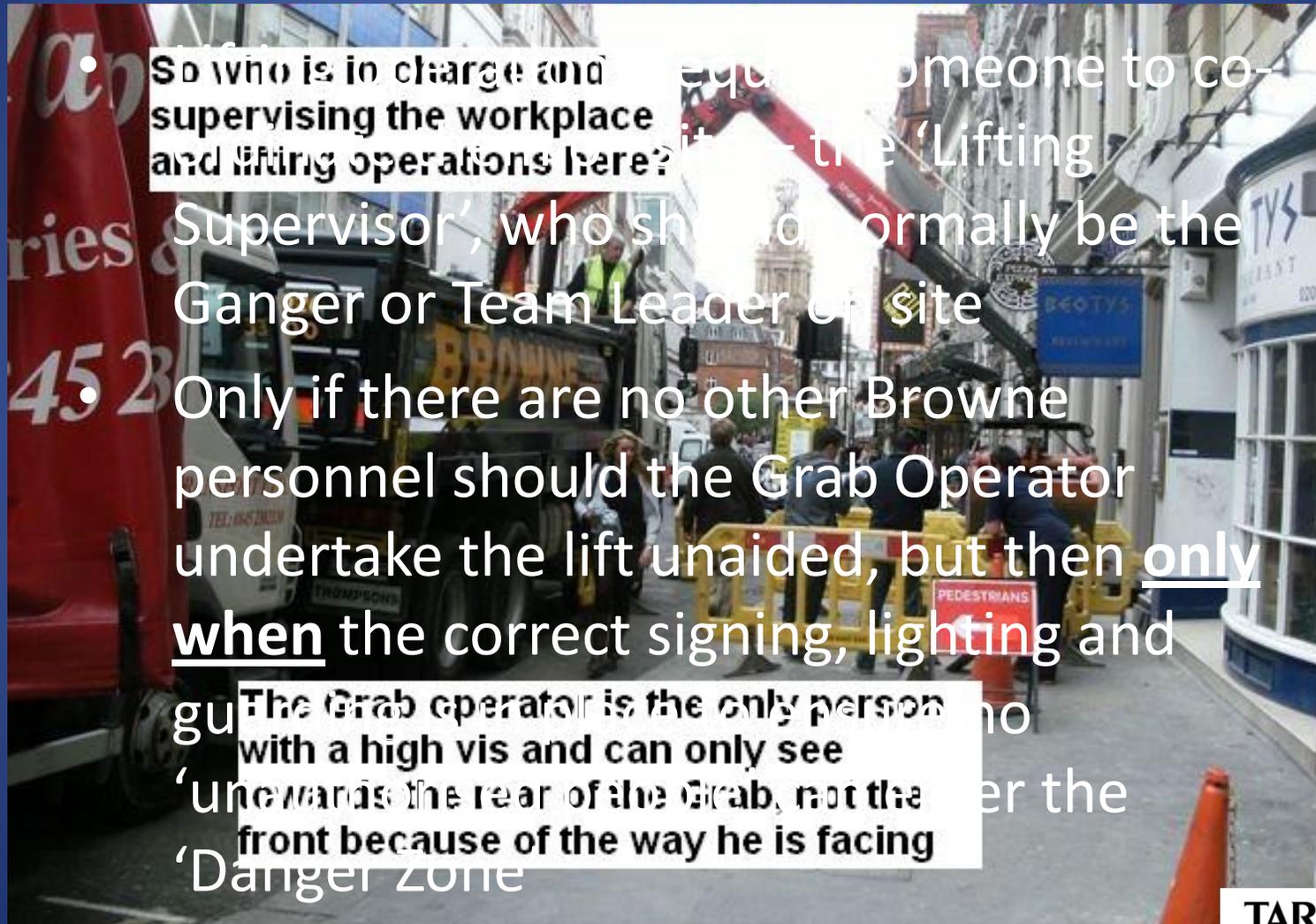
What he found:



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**TARGET
ZERO** 
"influencing behaviour"

The site arrangements:



- So who is in charge and supervising the workplace and lifting operations here? It is the 'Lifting Supervisor', who should normally be the Ganger or Team Leader of site
- Only if there are no other Browne personnel should the Grab Operator undertake the lift unaided, but then only when the correct signing, lighting and guarding is in place
- The Grab operator is the only person who has a high vis and can only see 'unwards' the rear of the Grab, not the front because of the way he is facing
- 'Danger zone'

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TARGET ZERO
"influencing behaviour"

The site arrangements:



The site under the Loler Regs:

- Indicates a complete lack of consideration for the safety of the public and the safety of the people highlighted in red – are they Brownne personnel or people from the adjacent site?
- Either way, the key issues are:
 - Don't lift over people where it can be reasonably avoided (as in this case)
 - Site Security – keep people who are not directly involved in construction

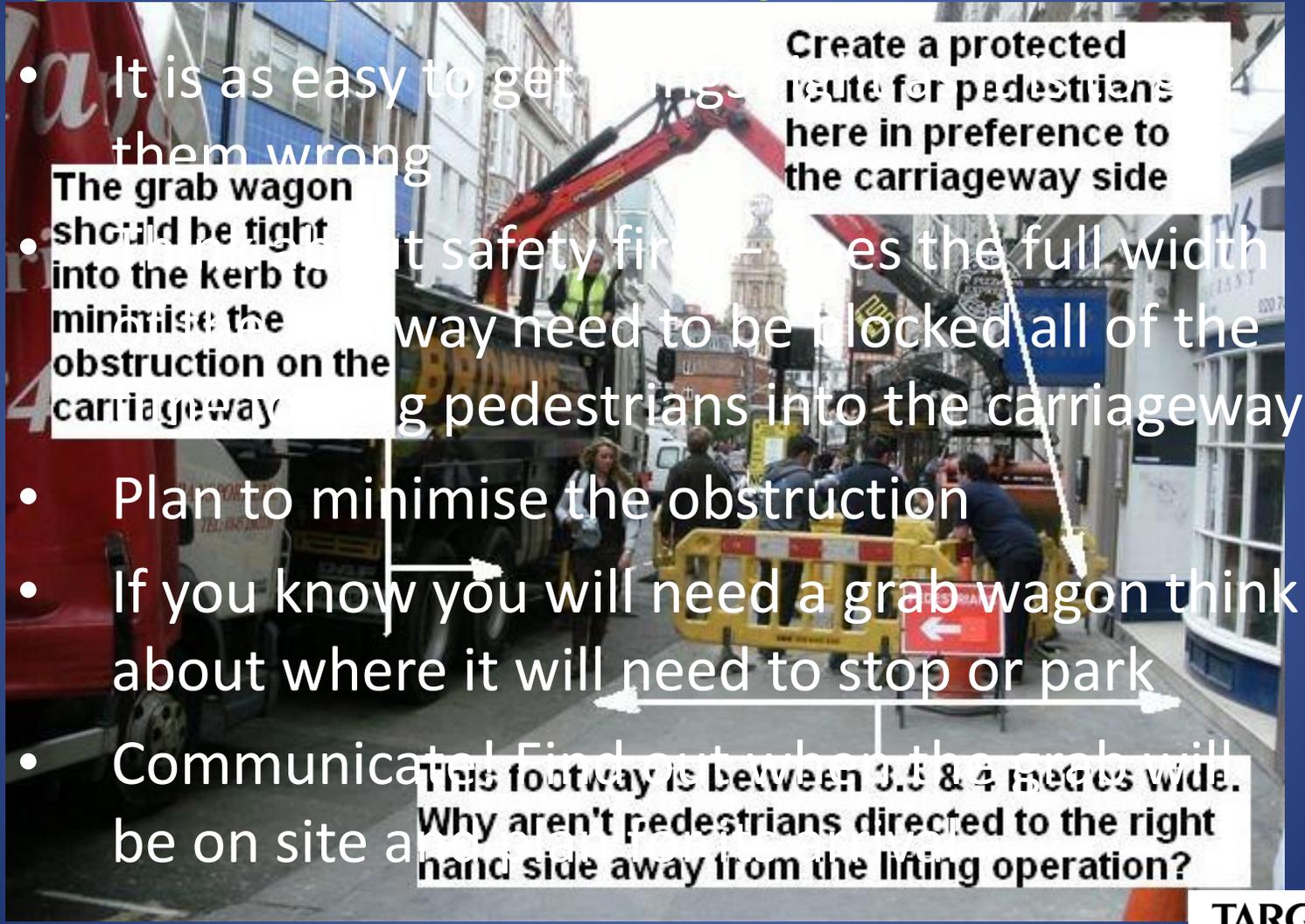
Who are these guys and what are they doing in the 'danger zone' and inside what should be a protected space?

Why doesn't the pedestrian barrier extend all the way to the side of the Grab Wagon so that no member of the public can get under the lifting boom and find themselves in the 'danger zone'?

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TARGET ZERO
"influencing behaviour"

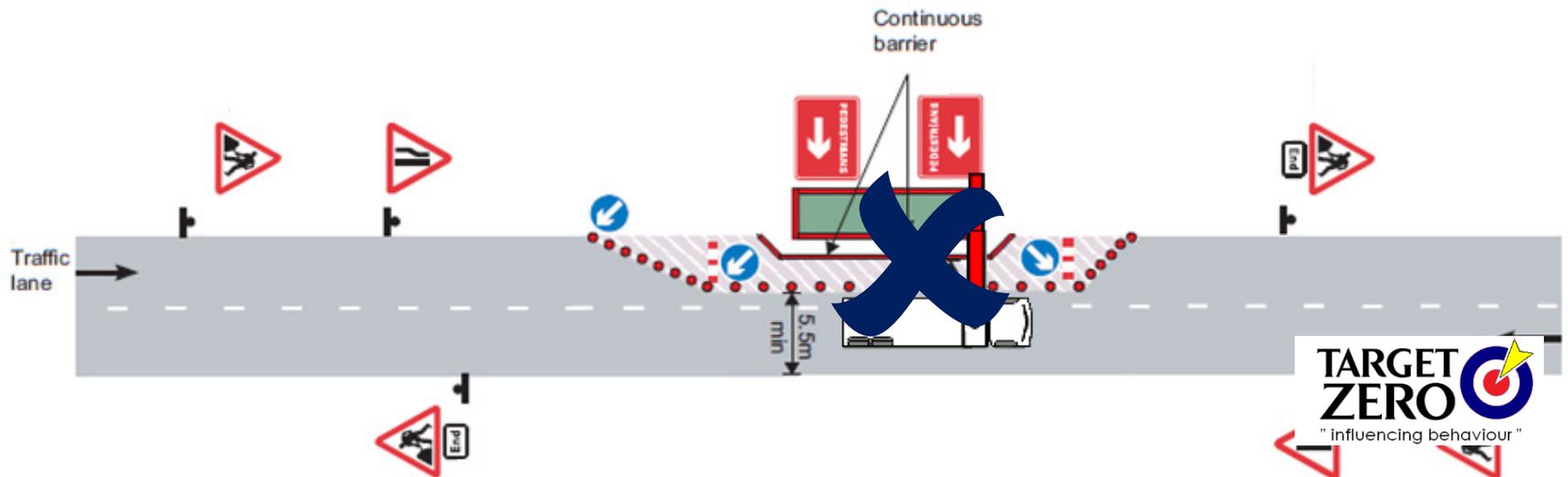
Organising for 'safety':



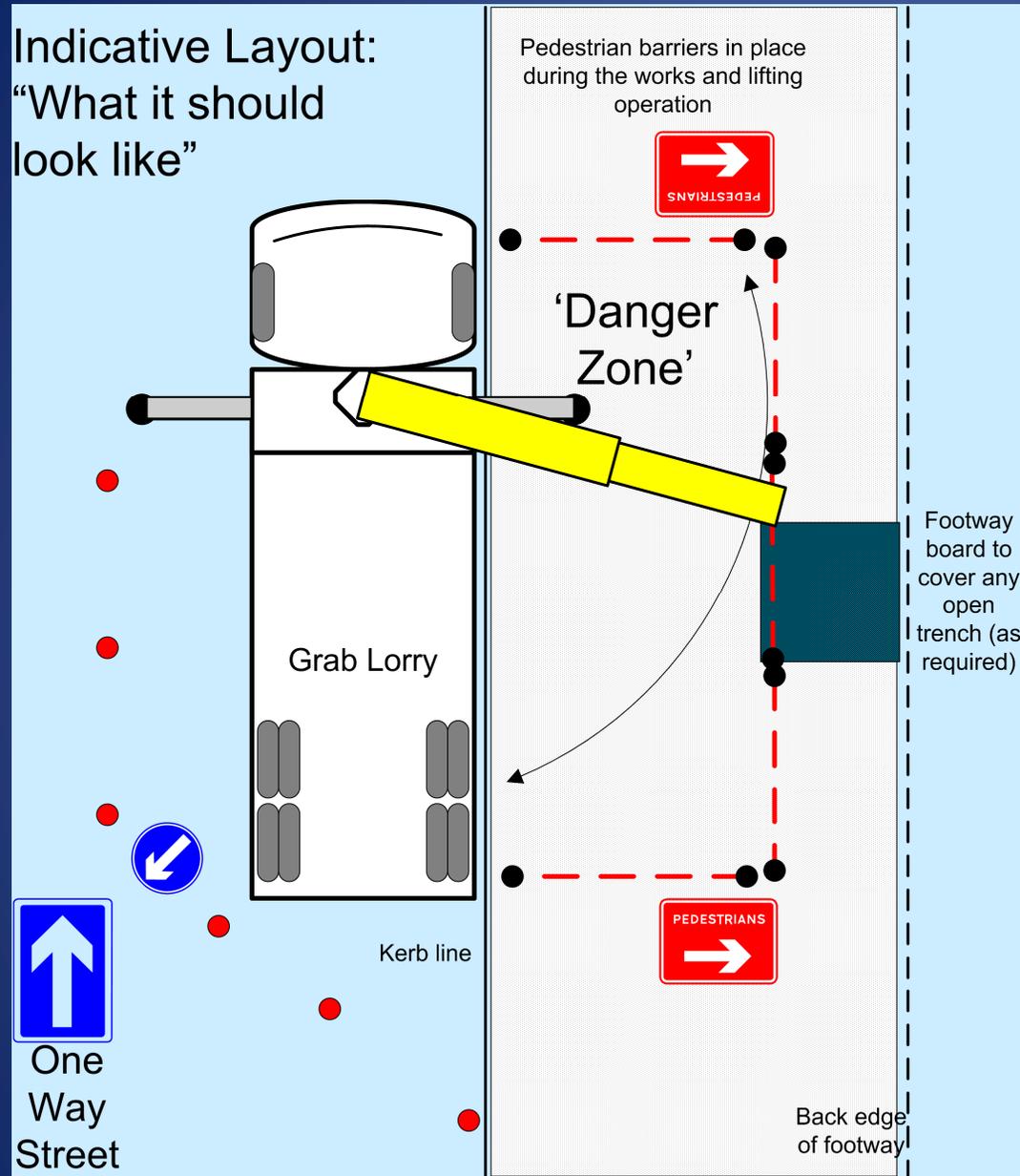
Organising for 'safety':

But you can't use a Grab Lorry or HIAB if you have a footway diversion in place – you have to remove it first!

Otherwise you can't avoid the risk of lifting over people who are in the 'Danger Zone'.



Indicative Layout:
"What it should
look like"



The solution?

- Grab wagon close to the kerb with extended out-riggers (as required)
- Pedestrian route away from the carriageway side
- Full barrier protection
- Footway boards to protect any open trenches

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Summary

Learning points:

- Never lift over people where it can be avoided
- Plan for deliveries and collections – it may require you to completely re-arrange barriers and signs
- Minimise disruption to the public – pedestrians and road users; if you get it wrong you might get a fine
- Place materials and spoil where they can be picked up in safety, and as close as practical to the kerb side
- “... but it’s only going to take a couple of minutes” is not an excuse for cutting corners
- Right first time!

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