

Breaking news

Operative suffered triple fracture to left Leg



Sequence of events

A Bardon Contracting gang were completing surface patching activities near Harrogate, on the night of the 21/01/2011, when the injured person (IP) was hit by a CAR whilst he crossed a live lane of traffic adjacent to the works area.

The gang were operating a mini-paver when the paver flight bar got stuck. The IP, who was employed that night to operate the screws for the machine, decided to cross the road in search of a piece of timber to assist in releasing the flight bar. The IP walked out into the live lane of traffic and in front of a car. The road had been reduced to one lane and the traffic flow was controlled via two-way traffic lights. The IP was hit by the car and then rolled up onto the windscreen, from where he was thrown clear and landed within 15 feet of the car in the works area.

Facts resulting from the Investigation to date;

- The IP sustained three breaks to his left leg.
- The IP's hard hat, safety glasses and gloves protected him against further injury.
- The IP was a sub-contractor working for an approved supply chain organisation. He was trained and competent, had previously been employed by Bardon Contracting and had work constantly with this gang for over six months.
- There was no works, storage or plant/vehicles situated at the opposite side of the road, and the operative had no need to exit the works area.
- The flight bars can easily be released by the machine driver, or with a 'tamper' bar tool which was in the works van.
- The IP did not inform the foreman or supervisor of his planned actions.

Learning Outcomes:

- Training and experience cannot protect you if you step out of the traffic management (safety control measure) that is designed to protect you.
- Prompt response and first aid by the gang was commended by the paramedics.
- STOP, THINK AND THEN ACT.



Observant Safety Conscious Avoid Risks

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Background:

A subcontracted surfacing operative sustained a major injury when he was involved in a collision with a member of public's vehicle. The operative sustained three breaks in his left leg, with minor scratching to his face.

The incident occurred when the injured person (IP) decided of his own accord to exit the traffic management (a works area demarcated by cones and signs) and cross to the opposite side of the road, to look for a branch to help release a component on the paving machine which had become frozen due to the sub zero temperatures.



Key Concepts to be shared:

The task in question was an additional piece of work required by the client at short notice and required the use of a mini paver as opposed to the normal machine. The mini paver is more difficult to defrost than the larger machines which would normally be used. **All changes in scope (Change Management) must be carefully reviewed and additional controls put in place as appropriate.**

The traffic management had not been designed to have a pedestrian crossing, because the job did not require any storage of materials, plant, vehicles or welfare facilities on the opposite grass verge. Traffic management controlled areas must be accessed and exited via predetermined routes as far as is reasonably practicable. **Ensure all employees are aware of the hazards of the job and that the required behaviours are reinforced through key activities such as Safety Tour.**

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The IP did not seek instruction or clarification from the foreman on the issue with the paver or how he could help resolve it.

He believed that his action of getting a timber branch, to help release the machine, would speed up the work.

Not only did it fail to do that. By almost causing a fatal road collision he has caused himself significant pain and suffering, alarmed members of the public and undermined Bardon Contractings' reputation in their field of operation. **Always seek instruction. It is a clear requirement of our Code of Conduct to STOP, THINK and then ACT.**

The IP was a trained and experienced person, who was previously employed by Bardon Contracting, as a direct employee. The operative had been working full time with this gang for over six months, so was used to their operations. **Training and experience alone do not protect you from unsafe acts.**

The operative was wearing the correct PPE and it was witnessed that his hard hat provided him with protection, once he collided with the car. His safety glasses and gloves helped to reduce further facial injuries when he made contact with the road surface. **This is an opportunity to reinforce why wearing PPE, which complies with the AI PPE standard, is essential.**

The traffic management had been laid out as stated in the 'red book' Safety at Street Works and Road Works, Code of Practice. **The TM crew had also used and spaced out a higher spec of cones than is required for that type of works.**

The Incident Investigation process was initiated immediately by the Site Supervisor on the Friday night when the event occurred. The Regional Management Team investigated throughout the following day (Saturday) to ensure that the correct information was collected to identify root cause. **This is an opportunity to reinforce that prompt reporting and investigation are essential to get to the root cause of an incident.**