

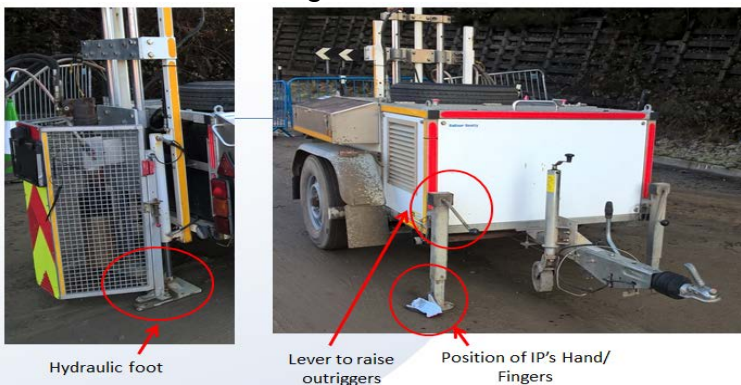
Title - Lost Time Injury - 17th January 2017 A21 Tonbridge to Pembury Dualling

Incident Description

- IP Injured finger whilst setting up a coring rig. (Crush Injury)
- The team arrived at the location & positioned the rig for the core. They put the handbrake of the rig on and put the jockey wheel down.
- They then turned on the engine which meant the hydraulic foot was pressurised – this caused the rig to tip forward slightly and rest on the tow ball.
- The rig was on a slight slope so each operative adjusted an outrigger leg and started to raise it.
- The rig slipped from the resting position on the tow ball crushing IP's middle finger

Advice & Guidance

- If the truck had been moved away from the rig it would have rested back on the Jockey wheel rather than the tow ball.
- When raising the outrigger legs you should not hold the base plate.
- The methodology & the rig are being reviewed, Team has been re-briefed & incident investigated.



Actions

- Revised the WPP & RA to include specific detail from this incident and rebrief to all Lab Staff
- Reviewed the coring rig itself to identify if other rigs are available or a better methodology should be used.
- Created a H&S alert/presentation on the incident and share with BB, HE & other contractors
- Shared lessons learnt with the whole project in morning prayers
- Arranged for specific training on the rig to be given to all lab technicians
- Carried out a review of Permit process to ensure all checks are done and relevant persons are appointed.

For further information please contact ian.lockwood@highwaysengland.co.uk