



Safety Alert

Mechanically operated post driver overturning



11 September 2019

The following pages of this safety alert were issued by Highways England's supply chain partner:

The A14 Integrated Delivery Team

Alert

Section No. (Highlight relevant section):	1	2	3	4	5	6
Location of incident:	BN32	Incident -	Date:	19/08/2019	Time:	11:15 AM
Injury Severity:	HiPo	Level of investigation completed:	High			
A14 Reference No:	942	Potential severity:	High Potential			
Alert Completed by:	S.Goldsmith	People Involved:	Operator of machine			

Details of Incident:	Photos:
<p>On the 19th August at 11:15 Am on BN32, section 2 a mechanical operated post driver overturned onto its side .After the plant overturned Walters who were working in the vicinity, assisted with the use of their 36Tonne excavator in gently leaning its arms against the post knocker to avoid any further movement from it. . No persons were injured during the incident. The plant was being operated via an operator using its side controls. The incident occurred after the first fence post was hammered into position at the bottom of the fence run along BN32. It was at the point of raising the hammer from the installed fence post to begin moving the plant to the next post that the post driver started to overturn to the side. The post driver was working on a batter that was at a 1 in 3 gradient but had loose topsoil on the top of it. The gradient was not at a continuous 1 in 3 as the ground is very uneven on that specific batter. The unstable ground underneath the tracks of the machine, combined with the centre of gravity of the machine being at its most unstable point as the hammer is lifted caused it to topple. The operator moved out of the way during the moving of the machine and watched it fall to the side. The incident was reported immediately to members of the A14 section 2 team. The machine was made secure to avoid it falling further with the assistance of a Walters's excavator supporting the main body of the 3 Tonne post driver. K2 recovery came onto site to proceed in safely removing the plant to the bottom of the batter. An investigation commenced, all personal involved in the incident were drugs and alcohol tested afterwards and provided negative result.</p>	 <p>Caption the photo</p>  <p>Caption the photo</p>
Positive Controls / Aspects evident during the investigation:	Key Learning Points:
<ul style="list-style-type: none"> ➤ At all stages of the investigations the operatives involved as well as the delivery partner involved has been extremely helpful and co-operative. ➤ Owner of Mulligan Fencing contractor travelled over from Ireland to assist and be present in close out meeting undertaken following on from the investigation. 	<ul style="list-style-type: none"> ➤ Communication between the black hat and operatives is challenging due to language barrier, 1in4 ratio is being maintained – simplified and pictorial RAMS /Briefings to be undertaken by Mulligan Fencing.



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<ul style="list-style-type: none"> ➤ An entire review of RAMS associated with their works and selection of appropriate equipment for the task undertaken. ➤ RAMS are also to become more pictorial. ➤ A briefing of the incident relayed to the entire section workforce the following day, along with the presentation being distributed across all other sections on the project. ➤ A point of work risk assessment introduced to workforce and to be used at any area they are working – be it there initial starting point progressing to any additional areas of work that day. ➤ The importance of stop message to be re-communicated to workforce during briefings. ➤ LANTRA training to be completed by the operator of the post knockers. 	<ul style="list-style-type: none"> ➤ Re-iteration of the “stop message” across the workforce to be undertaken as this message was not conveyed on the day of the incident. ➤ Point of work risk assessment to be undertaken and completed after daily briefing. ➤ The assessment of using the most suitable tools for the job and encompassing the surroundings of the work involved in selection of the equipment will be undertaken.
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Basic Risk Factor:			
<input type="checkbox"/> Communication	<input type="checkbox"/> Defences	<input type="checkbox"/> Design	<input type="checkbox"/> Error Enforcing Conditions
<input type="checkbox"/> Housekeeping	<input type="checkbox"/> Incompatibility of Goals	<input type="checkbox"/> Maintenance Management	<input type="checkbox"/> Organisation
<input type="checkbox"/> Procedures	<input checked="" type="checkbox"/> Tools / Equipment	<input checked="" type="checkbox"/> Training	

Distribution:			
<input checked="" type="checkbox"/> All on A14	<input checked="" type="checkbox"/> HSW Section Leads	<input checked="" type="checkbox"/> Parent Companies	<input type="checkbox"/> Supply Chain
Action Required:			
<input type="checkbox"/> Brief	<input type="checkbox"/> Display	<input type="checkbox"/> Information Only	



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