

Date of issue: 24th March 2014**Issued By:** Thameslink Programme, HSEA Team, James Forbes House, 27 Great Suffolk Street, London, SE1 0NS**Issue Number: TLP018****Title:** Bermondsey Dive Under – Unapproved Move of Piling Rig, Skanska Site (7th February 2014)

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Overview of Event

- A sub-contractor moved their piling rig approximately 150 metres from an approved piling platform to an unapproved piling platform with the mast and auger erected approximately 18 metres high.
- The haul road between the certified platform and the uncertified destination platform was not part of the certificated temporary works and therefore was not signed off as capable of allowing the rig to transit with the mast and auger in the upright position.

Photographs

The photo below was taken from a time lapse camera and shows the piling rig in transit between the two piling platforms

**Underlying Causes:**

The piling rig operator moved the rig under instruction of the piling Supervisor. This was done in preparation for the works that were due to take place on the Monday morning (event occurred on Friday).

Findings included: -

- Communication – The coordination arrangements were not clear or agreed at the start of the shift to the supervisor and sub-contractor with regards to the planned activities.
- Planning - The Work Package Plans (WPP) / Task briefing (TB) did not identify how the rig was to move from one certified platform to the next certified platform alongside the live railway with the mast of the rig erected.
- ALO Planning - There was a lack of understanding of the ALO constraints on site, which should have been identified and addressed in the planning, briefings etc.

Key Message:

- Where plant is required to be moved on site, the necessary approvals required should be clearly stated in the WPP for the works, agreed and communicated with all parties including sub contractors
- Where movement of plant is adjacent to the operational railway, ALO risks should be considered and appropriate controls put in place (collapse radius should be considered)
- All personnel should be briefed on the specific task risks and controls for the activities they are carrying out
- Co-ordination meetings should take place prior to each shift to make sure appropriate management arrangements are in place to achieve good communication and co-ordination