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## Health & Safety News Bulletin



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## Tyre Safety

As winter approaches and road conditions change, the state of the tyres on our vehicles matters even more than usual.

Checking of tyres needs to become part of our journey pre-start checks, along with other essential items like topping up the screen wash bottle.

Some general advice and tips are shown below to assist in tyre management.

### **Punctures – tyre repair or tyre replace**

Depending on the nature of the puncture and the location of you and your vehicle, it may be possible to continue with your journey by either replacing your tyre with your spare or administering a temporary puncture repair kit. Please read your owner's handbook to find out how to use either of these and remember this is only a temporary fix and not permanent puncture repair.

If you experience a puncture while driving, the advice from Highways England is not to change a tyre by the side of the road, especially in the age of Smart motorways. Instead, find a refuge, get out of the vehicle to a safe place behind the barriers and call a breakdown recovery company. They will typically use the equipment in the car or tow you.

### **Slow Punctures – what are they and how are they different?**

Sometimes, tyre punctures are not always immediately obvious and occur over a period of time. These are known as slow punctures. Slow punctures are caused by tiny holes in your vehicle's tyres, which release air very slowly. Unlike larger punctures, slow punctures can often occur without the driver's knowledge, and can take days or weeks to become obvious, either gradually via your TPMS or by visibly deflating the tyre on your driveway.

### **What Causes Slow Punctures**

Most of the time, slow punctures are the result of driving over a sharp object, commonly nails, screws or other debris in the road. Slow punctures can also be caused by driving over potholes or hitting kerbs or damaging the sidewall of the tyre or the wheel rim.



## Slow Punctures and Tyre Valves

Sometimes your tyre valve is the culprit for your slow puncture. If the valve cap isn't doesn't create a sufficiently tight seal or the dust cap is missing, air can escape.

## Punctures and Run-Flats

It can be difficult to tell just by looking if your car's run-flat tyres are in a deflated condition. This is because run-flat tyres have a reinforced sidewall.

Punctured Run-flats are designed only to be used for 50 miles at a maximum speed of 50 mph. They contain emergency technology to get you to your destination safely.

When driving on a punctured or deflated run-flat, the tyre structure is subjected to high stresses and therefore may become weakened and permanently damaged rendering the tyre both unsuitable and unsafe to repair.

A fully qualified tyre repairer may struggle to detect under inflation in a run flat, which is why the British Rubber Manufacturer's Association (who represents the major tyre manufacturing companies) does not recommend repairing a run-flat tyre.

## Emergency Puncture Repair Kits

If you experience a puncture, you may be able to get moving again using an emergency puncture repair kit.

Do not try and fix a tyre on the side of a road, make sure you turn off and pull over away from traffic, and tell any passengers to get out of the car and wait away from the road.

## Can I repair a Puncture myself?

No. Home DIY repair kits are designed to be temporary measures only, until you can seek professional assistance. The substances in home kits do not last, and the tyre will need professional attention anyway, and in the meantime presents a risk to you and other road users.

We recommended that you always call in a professional. They can detect issues including damage to the sidewall and remaining foreign objects.

Repairs to car tyres must only be carried out by a tyre specialist and in accordance with the current British Standard AU159. Permanent repairs can only be carried out following removal of the tyre from the wheel to allow a thorough inspection internally as well as externally to ensure there is no hidden damage which could result in a catastrophic failure.



More information on Tyre Safety can be found at [www.tyresafe.org](http://www.tyresafe.org)

## The Highway Code

### **New print version of The Highway Code is available to buy**

Updated to include recent changes

The new printed version of The Highway Code is available in shops and online.

You can also buy the new printed version from our official supplier - [www.safedrivingforlife.info/shop](http://www.safedrivingforlife.info/shop)

The new print version includes the recent changes to the Highway Code including:

- self-driving vehicles
- hand-held mobile rules change
- changes to sentencing for driving related offences

Since January, The Highway Code has included improved guidance on taking responsibility for one's own safety and that of people around you, based on their relative vulnerability.

You can review a list of all the recent changes on [GOV.UK](http://GOV.UK)

How to stay up to date

The full version of The Highway Code is available, free of charge, on GOV.UK.

The new Highway Code also appears in the Official DVSA Theory Test Kit app, available from the App Store and Google Play.



## RECENT COURT CASES

### Two companies fined after driver is crushed while unloading vehicle

Andrew Bayley-Machin, 41, of Stoke-on-Trent was fatally crushed when he was hit by a pack of steel gates that fell approximately three metres from a load on a flatbed trailer.

The vehicle had been loaded with the gates at Joseph Ash Ltd of Stafford Park 6, Telford and driven by Mr Bayley-Machin to the premises of his employer LM Bateman & Company Ltd in Cheadle Road, Cheddleton, Staffordshire when the incident happened on 20 June 2018.

The Health and Safety Executive (HSE) found that arrangements for planning and restraining loads were inadequate to ensure that the stability of goods was independent of the load straps so that release of the straps did not allow the load to fall from the vehicle.

LEGAL BREACHES	FINE	COURT COSTS
Sections 2(1) and 3 (1) of the Health and Safety at Work Act 1974.	£359,000	£34,168

### Scrap metal company fined after worker loses four fingers

A scrap metal company has been fined for safety breaches after a worker lost parts of four fingers while operating poorly maintained machinery.

A man working for Infinity Metals Limited suffered amputations to multiple fingers while operating the machinery at Vickerdale Works, Arthur Street, Stanningley, Pudsey, Leeds, on 27 March 2020.

The Health and Safety Executive (HSE) found that while the employee was operating the crocodile shear, he leant over the machine while it was in motion to clear metal and caught his right hand in the machine. This caused him to suffer an amputation to four of his fingers.

LEGAL BREACHES	FINE	COURT COSTS
Section 2(1) of the Health and Safety at Work Act 1974.	£26,680	£7005.50

### Construction company and two workers sentenced after worker suffers electric shock

An employee of Connop and Son Limited was working on Worton Grounds Farm, Deddington, Banbury, Oxon and pouring concrete when the floating arm of a mobile concrete pump came into contact with an overhead powerline on 30 September 2019.

As a result, the employee received an 11,000-volt shock which caused him to lose consciousness. His colleagues had to perform CPR to resuscitate him at the scene. The man was later taken to Oxford Hospital where he was in a coma for six days and hospitalised for 10 days.

A Health and Safety Executive (HSE) investigation found that Connop & Son Limited fell far below the expected standard and failed to implement its own control measures documented

within its risk assessment. Therefore, the company did not meet the requirements of regulation 14 of the Electricity at Work Regulations 1989.

The HSE investigation also found that Alexander Maddan, a sole trader, failed to plan, manage and monitor the construction phase and failed to ensure reasonably practicable control measures were in place. Additionally, Shaun Walker, a concrete pump operator, failed to take reasonable care for the health and safety of himself and others who were affected by his acts or omissions.

LEGAL BREACHES	FINE	COURT COSTS
Regulation 14 of the Electricity at Work Regulations 1989.	£50,000 (Company)	£5425.00 (Company)
Regulation 13 (1) of Construction Design and Management Regulations 2015	£3000.00 (Mr Madden)	£525.00
Section 7 of the Health and Safety at Work Act	Mr Walker- Pump Operator 12-month community order 60hrs of unpaid work	£2,000

### Transport company fined after driver killed loading and unloading trailer

On 16 November 2020, Robert Gifkins, who worked for Arnold Laver & Company Ltd, was delivering timber to a company in Whaddon near Salisbury. He had climbed onto the bed of his trailer to sling the load and attach it to the vehicle-mounted crane. While moving the load using the crane's remote control he was struck by the crane and fell from the vehicle to the ground. Mr Gifkins was taken to hospital and subsequently died on 17 December 2020.

The Health and Safety Executive (HSE) found that this incident was the result of health and safety failings by the company. The risks associated with this work at height had not been properly assessed and the risk of falls had not been adequately prevented or controlled. The company had also not provided Mr Gifkins with sufficient training and instruction on the safe operation of the remote crane controls on the vehicle.

In a victim personal statement from Mr Gifkins' family, his mother Betty Gifkins, said:

*"The pain of losing a son is only made worse by the fact this is the second son I have lost. I try not to think of him in the hospital as this only adds to my sadness. I miss him every day."*

LEGAL BREACHES	FINE	COURT COSTS
Section 2(1) of the Health and Safety at Work Act 1974.	£400,000	£19,841.99

## Chipboard manufacturer lands record £2.15m Scottish fine for fatal 90% burns

Chipboard manufacturer Norbord Europe Limited has been fined £2.15m after a four-week trial held at Perth Sheriff Court in Scotland found that a series of failings at its Cowie site in Stirlingshire in July 2016 had led to an employee's death. Sixty-four-year-old George Laird sustained severe burns to 90% his body after being 'enveloped' in hot water, steam and ash and died in hospital the next day from his injuries.

As the employees were carrying out the required task – the removal of hot ash from inside a hot gas duct located above a combustion chamber – a high-pressure firehose was employed to shoot 7,500 litres of cold water into the chamber.

Sheriff William Wood who told the court that Norbord bore a 'high level of culpability' for its failings, described the decision to use the hose as "catastrophic". George, who was standing below the combustion chamber at the time, was scalded by hot water, steam and ash as a result.

'The waste coming down the chute was described as being like lava because of the quantity of it,' Sheriff Wood said.

'Water was able to heat, expand and ultimately explode out of the chute and into the room below, where George was working, with tragic consequences.

Norbord Europe was found guilty of two health and safety charges on 1 November 2022 at Perth Sheriff Court.

The company had failed to ensure a safe system of work for employees who were inspecting or removing hot ash from the area below the combustion chamber by allowing them to devise their own work methods. It was also found guilty of failing to complete a suitable and sufficient risk assessment to cover the health and safety of workers on site.

According to newspaper, Norbord Europe's £2,125,000 fine is a Scottish record for a case that involves the death of a single individual.

LEGAL BREACHES	FINE	COURT COSTS
Sections 2(1) and 3 (1) of the Health and Safety at Work Act 1974.	£2,125,000	n/a



## HSE launch inspection campaign across the waste and recycling sector

The Health and Safety Executive (HSE) has started a targeted winter campaign of inspections across the waste and recycling sector.

The campaign on the "high-risk sector" will run from October 2022 to March 2023.

What is being inspected and why?

Waste and recycling is a high-risk sector, with one of the highest rates of workplace injury and work-related ill-health across all industries.

The purpose of this inspection programme is to target machinery guarding and workplace transport at waste and recycling sites. Together, these two issues account for the majority of serious and fatal injuries in the sector.

The HSE has inspected the waste and recycling sector across a number of years but are still seeing poor health and safety standards in key areas.

### **What is the extent of the problem?**

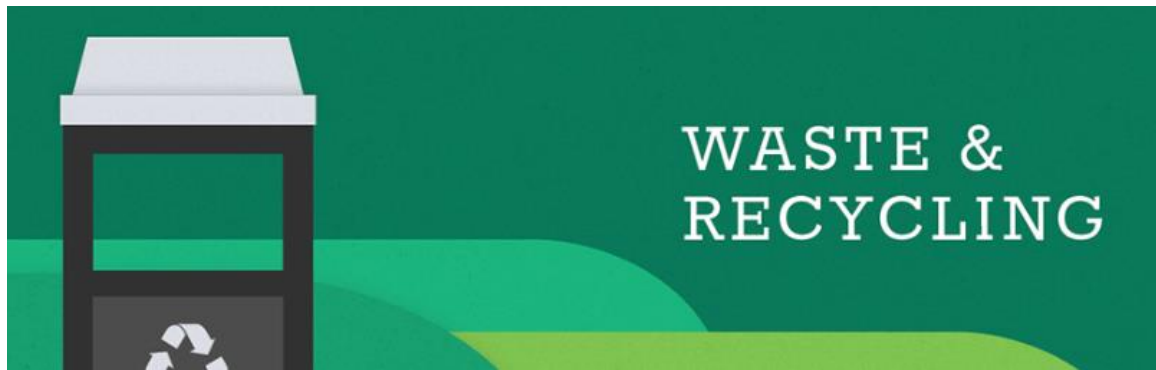
Over the last five years, there has been an average of eight fatalities annually in the waste industry.

Over three quarters of all fatal injuries were related to transport, machinery and being struck by objects. The fatality rate is around 17 times greater than the rate across all industries per 100,000 workers.

There is also an estimated average of 4,000 non-fatal injuries to workers each year over the last seven years. The main kinds of accidents involve slips and trips, lifting and handling and being struck by objects.

The top two priorities for this inspection campaign are to reduce the number of:

- people being struck by moving vehicles;
- workers being caught in moving machinery.



### **Workplace transport**

Workplace transport continues to remain a key risk within the waste and recycling industry. Over a five-year period between 2016 and 2021, a third of deaths in the sector involved moving vehicles.

The key factors remain workplace transport arrangements on-site; and inspectors will be looking at the suitability and maintenance of vehicles, as well as the competence and management of drivers.

### **Machinery guarding and isolation**

Machinery guarding and isolation also remains a major risk for the sector. Again, between 2016 and 2021, approximately a third of deaths in the sector were the result of persons coming into contact with dangerous parts of machinery. The key factors are to prevent access to dangerous parts of machinery and the failure to develop, implement and supervise appropriate procedures for clearing blockages and maintenance (i.e. isolation and lock-off).

### **What will an inspector be looking for?**

When visiting sites, an inspector could ask you:

- what processes are carried out and equipment used?
- are control measures adequate to manage the risks?
- if control measures are not adequate, what are the specific control failings?
- are there any management failings, such as policy, planning, information, training, supervision, monitoring, competence, leadership?
- has there been there any safety guidance involvement?
- has there been any material breaches or enforcement action taken?

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Briefed By:		Briefers Role:	
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