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| **Topic** | Safer management of pedestrians and transport on site |
| **Entry number (MPA Ref)** | 202407 |
| **Title of Entry** | Sliding improvement forward |
| **Name of Company** | Buxton Lime Ltd |
| **Location** | Lime Plant Tunstead Quarry |
| **Video x (if yes, please include URL for video)** | 2 |
| **Other resource x (if yes, please include description)** | Powerpoint |
| **Fatal Theme (tick boxes that are applicable) 1  2 X 3 X 4**  **5 X 6** | |
| **BACKGROUND** | |
| The company have a facility where lorry drivers can gain safe access to the top of their tankers to de-lid or re-lid, but by design it had heavy lift-up access plates requiring lifting by hand to gain safe access.  Poor posture and manual handling, along with a near hit were the catalyst for change.  Drivers tended to drop the lids instead of lowering them, causing excess noise and shock to travel through the hinges, resulting in a plate becoming detached and dropping five metres to the ground. The lift-up lids were also showing signs of flexing in the wrong direction due to people walking over them.  This involved the following Fatal 6   * Workplace transport and Pedestrian interface * Work at height * Struck by moving or falling objects | |
| **MANAGEMENT OF PROCESS** | |
| After the near hit, a new heavier hinge was installed on all the plates in the first instance. The incident was further evaluated and improvements were looked at.  Drivers were consulted at the monthly safety meeting and when they were carrying out the task of de-lidding. Suggestions were taken on board and a trolly was proposed, that was interlocked by proximity switches, so it had to be put back in its safe position in order for the driver to carry out the rest of the task and leave the facility.  Management were 100% behind change that would mitigate a reoccurrence of the near hit, and it remained a topic high on the safety committee agenda for many months.  A management of change document was raised and sent to all relevant parties inviting them to comment on the proposed change. The management evaluated the completed document before any modifications were started.  A new HIRA was generated along with a safe working procedure, and the modified kit was entered onto the weekly plant inspection regime. | |
| **BENEFITS** | |
| Key benefits include: -   * Keeping people safe * Better safer working environment * Building trust with 3rd parties and that their opinions matter. * Looking after the company principles * No near hits in the lidding area.   The need for an awkward manual handling process of lifting a steel plate weighing approximately 35kg and hinged at one side whilst stepping down on to and up off a tanker has been eliminated.  Since LGV drivers have been consulted on proposed changes, there is better feedback regarding other operational issues.  The risk of any of the equipment becoming detached and falling from height is non-existent because the trolly is a tight fit in the channels and has fail safe lugs fitted.  The trollies cannot move if stood on, due to a braked handle that locates in the wheel and locks to the flooring where there are fitted locators to fix the trollies to the plant.  The de-lidder/re-lidder has not had any unplanned outages since this modification has taken place. Previously there were outages with proximity sensors failing due to the shock of the lids being dropped, and time out to address fractured hinges.  Kpi’s and safety statistics reflect the improvements made. | |
| **INNOVATION** | |
| Although this purpose made equipment had served the drivers well for a long time, enabling them to gain access to their tankers without a risk of fall from height, there was a need to improve it further and make it even more user friendly.  The concept of the trolly idea came from another area on site, where a trolly is used inside a bagging palletizer. It was then developed to ensure the trolly could park out of the way, so access wasn’t restricted. This was done by interlocking floor plates so they are not required to be lifted, enabling the trolly travel to underneath them.  Although these improvements are not new to the company, anyone can and should come forward with suggestions, which will then be evaluated and considered. Feedback is a very important part of the process to keep all parties engaged. | |
| **DEVELOPMENT & TRANSFERABILITY** | |
| The improvement was made to one side of the facility “re-lidder”, and then left for period of time so the equipment and process could prove itself and also enable feedback from the drivers.  It is hoped that this is considered a positive improvement and adopted by other sites, and a sister site is already looking at the same modification. | |
| **NB if document has embedded images try and include these**  **If other documents provided say additional information available.** | |