

# LEIA SAFETY MATTERS



August 2019

## IN SAFETY MATTERS

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## KEEP KEYS SAFE

The HSE have responded to LEIA pressing them to re-issue a bulletin form six years ago. The Bulletin concerned lifting platforms or lifts for people with impaired mobility and the risks from over-riding door locking safety devices. The machines in question, and the ones that HSE are particularly concerned about are usually installed in nursing homes and in shops, NHS Trusts, public buildings, schools and similar premises.

You all know of the hazards associated with uncontrolled access to door release keys. Owners don't seem to have the same knowledge or the same concerns.

In brief, the HSE have said that organisations which have such lifting platforms or lifts installed should review their procedures to ensure that emergency door release keys are not routinely operated during non-emergency situations. Emergency unlocking should be undertaken

only in exceptional circumstances and by suitably trained and authorised people.

Safe working procedures and arrangements should be in place setting out what to do in the event of an emergency or failure. For example, how to deal with trapped people and the arrangements for repairing faults.

**Unlocking Keys for Lifts & Lifting Platforms**

Health and Safety Executive - Safety alert

Health and Safety Executive - Safety alert	
Department Name:	Operational Strategy Division - Public Services
Bulletin No:	OPSD1 - 2019
Issue Date:	18-03-2019
Target Audience:	Platform lift maintenance companies, Owners and operators of platform lifts in a range of sectors (e.g. health and social care, NHS Trusts, public buildings, schools etc)
Key Issues:	<b>Potential danger from:</b> <ul style="list-style-type: none"><li>Inadequate maintenance of door components;</li><li>Inappropriate adjustment of door locks;</li><li>Interference with zone bypass switches at doors;</li><li>Unauthorized access to lift well (shaft) when the lifting platform (lift car) is at a different level</li></ul> <b>Action required:</b> <ul style="list-style-type: none"><li>carry out appropriate levels of maintenance; and</li><li>regular safety checks</li></ul>

**Introduction:**  
This Safety Notice is aimed at:

- companies providing maintenance of platform lifts (vertical lifting platforms) and
- owners/operators of such platform lifts used by people with impaired mobility, installed at their premises.

If you come across a situation where a door release key is obviously not controlled, you need to bring this up with the lifting platform or lift owner, or let your supervisor know so that they can formally advise the owner of the hazard and bring their attention to the HSE Bulletin.

## **MAINTAIN THOSE LOCKS**

The second HSE Bulletin also concerned nursing home and shop lifts and the others mentioned above, but this time was concentrating on the maintenance of the door locks and safety devices.

The HSE identified several problems which had resulted in injury and fatal falls:

- Bent door lock switch contacts
- Shortened door lock pins
- Incorrect adjustment of Bowden cables
- Missing screws securing door locks and latch plates
- Poor adjustment of unlocking zone bypass mechanisms
- Damage to doors and door frames

The HSE specifically identified the Nami-lift 400 platform lifts in the serial number range from 2433 (installed in September 1999) to 4225 (installed in December 2006). These lifts incorporate Bowden cables to control the door locks, which are more susceptible to incorrect adjustment, but other machines utilising Bowden cables should be treated warily.

## **MACHINERY GUARDING**

(This is taken from a recent presentation at the LEIA Safety Seminar in June at the National Motorcycle Museum in Solihull)




Lift inspection and maintenance technicians are often exposed to unacceptable risks in the lift machine room because of a lack of guarding or inadequate guarding of moving parts. On occasion, this has resulted in accidents and life-changing injuries, including amputations.

Securing the room with a locked door is insufficient because, once inside the room, even trained and experienced lift technicians are at risk while they are inspecting and maintaining the machinery.

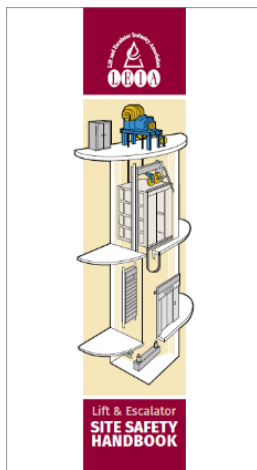
This problem is not restricted to old lifts; guarding in new installations and modernisations are often not fit for purpose due to gaps that can permit accidental contact with moving machinery.

The person undertaking maintenance and inspection work should be able to do so without being exposed to undue risks. Previous accidents prove that it is insufficient to rely on safe working practices and the competence of the technician.

Risk reduction measures must be in place to prevent contact of part of the body or clothing with any dangerous part of the machine by providing fixed controls e.g. guarding. (Continued)

GOOD	MIDDLING (But still bad)	BAD
<p>Machine guarding protects you from the dangerous parts of the machine (normally the rotating parts).</p> <p>The guarding cannot be bypassed whilst it is in place.</p> <p>The guarding requires a tool for its removal.</p> <p>LOTO must be applied before removing a guard.</p>	<p>Machinery guarding in place; however, it can be easily bypassed. A gap exists that allows access to the dangerous parts of the machine</p> <p>The guard is not secure, does not require a tool for its removal</p> <p>LOTO must be applied before working in close proximity to this equipment (1.5m)</p>	<p>Machinery guarding not in place, dangerous parts of the machine are exposed.</p> <p>LOTO must be applied when entering the machine room and before approaching or being in close proximity to the machine. (1.5m)</p>
		

## NEW LEIA SITE SAFETY HANDBOOK



The LEIA Site Safety Handbook has been updated after six years. Several of the illustrations were revised, some having been used since the first edition of the handbook in 1969.

We've moved away from the simple two-colour printing used in the past which means that we can create a clear index and a more easily readable book.

The update mostly concerns the introduction of the new BS EN standards including pit control stations and refuge spaces.

## LANYARDS WHILST DRIVING

You may have seen in the news recently about a woman injured in a car accident. She was wearing her work ID on a lanyard around her neck. During the accident the airbags deployed and pushed the lanyard into her chest causing more injury than if she had been in the accident without the lanyard.



The advice from the Police is that you should take off your lanyards when you get into your vehicle and put them to one side.

The same goes for those bunches of keys that you like to keep handy.

## DUTCH REACH

While we're on the subject of vehicles, have you heard of the 'Dutch Reach'? This is a simple technique taught to drivers in the Netherlands to look over their shoulder when opening a car door. This helps to look out for cyclists passing their car.



The technique is for drivers to use their left hand when opening the door. This naturally turns your body so that you look over your shoulder and behind you. (Right hand if you're the passenger).

Try it next time you're in your car or van and watch the video:

<https://www.cyclinguk.org/files/dutch-reach-teachthereach>

## **AVOID ROAD RAGE**

### **11 ways to avoid road rage**

Whilst many of us enjoy driving for work, it can be a demanding and stressful activity. Having to get to an important meeting, making an urgent delivery, even driving home after a taxing day can be stressful. Plus, there are the non-work-related factors such as money, health and relationships that can have an adverse impact on your state of mind.

Before you get behind the wheel, you should be fit, relaxed and rested. This helps ensure you have a responsible attitude to other road users. It also helps ensure you have high levels of concentration, observation and anticipation.

If you drive whilst feeling impatient, aggressive or selfish then that has a negative impact on how you drive. You'll be inclined to take risks such as speeding, undertaking, tailgating and even jumping lights. You'll also be more inclined to let the red mist descend when you perceive other drivers to have made errors.

There are plenty of ways to keep calm before you start driving, and here are just a few suggestions on dealing with, and avoiding 'road rage':

1. Plan ahead – Allow yourself plenty of time and check online for traffic updates before you start. Also, make sure of the route you want to take. Uncertainty around how and when you will reach your destination can make you feel tense.
2. Don't overreact – If you see another driver make an error, just concentrate on driving well and within the law. The other driver may be unaware of their actions.
3. Avoid conflict – Some drivers will be looking for a reaction or conflict. Focus on your own driving and don't 'compete' with other drivers.
4. Think logically – If an irate driver confronts you, don't engage in gestures such as shaking your head or sounding your horn. This will exacerbate the situation and distract you from driving responsibly.
5. Don't make eye contact with angry drivers – This can only make things worse!
6. Don't let yourself be 'pushed along' – If you're being 'tailgated' don't let yourself be intimidated or increase your speed. Don't pull over or stop, but just find a safe place to allow that driver to pass. For example, circumnavigating a roundabout to enable a tailgater to pass will only add a tiny amount of time to your journey, but it will significantly reduce your stress levels.
7. Do not allow an angry driver to follow you to your destination – If you are being persistently followed, try to drive to a public place or a police station. Never allow them to follow you to your place of work or home.

8. Never get out of the car – If confronted with a road rage situation remain in the car with the windows closed and doors locked. Getting out of the car only serves to endanger your safety and well-being.
9. Admit your mistakes – We all make errors occasionally, but you can defuse the situation by just raising a hand in acknowledgement and taking responsibility.
10. Take a break – If anything happens during the journey that affects your mood, find an opportunity to stop and take a break.
11. Look back – Finally, try to find a bit of time to reflect on your driving. Think about how your mood and stress levels have influenced your behaviour whilst driving.

<https://rospaworkplacesafety.com/2018/08/09/dont-panic-11-ways-to-avoid-road-rage/>