

**Accident frequency rate (AFR) period 02 - target audience: all staff**

We have had 0 accidents throughout the month of February. The AFR for 2015 stands at 0.00 and the 12 month rolling stands at 0.05. The AFR is common industry measure of how many RIDDOR reportable accidents and incidents have occurred per 100,000 hours worked (the expected number of hours worked by a construction worker in his or her lifetime.)

**Outperformance – target audience: all**

**Rail Deliver Contract – Rail Projects – Adam Hards and team** –VGC received the following feedback from G Zaman, Works Delivery Supervisor, “Morning all, Massive thanks to Adam and team for superb work tonight and delivering 15x709ft within very limited time. Excellent work safely done!” from the recent LWRT drop at Haslemere to Petersfield.

**East Kent II – Labour Solutions – Rail Projects - Shane Jupp** – Shane was selected for the individual project safety award on the EKII project for his constant commitment to safety and for creating an orderly work site for you and your team, by EKII alliance partner C Spencer Ltd. Well done Shane.

**EKII – Balfour Beatty – Shane Brown – Bob Strike**, Operations Manager, VGC Labour Solutions wrote: “While on the Christmas blockade Shane showed values way above his job role and through strong supervision and attention to the works needed to be carried out, within tight time frames. Shane showed a willingness to push himself beyond the norm to help Balfour Beatty complete the works on time.”

**Rail Deliver Contract – Rail Projects – Tony Trevaskis** – Laurence Mckidd VGC MD wrote, “On behalf of the directors and myself I would like to express our thanks to you for your quick thinking and initiative before the rail drop at Hurst Green to Lingfield recently. You identified that there was a mistake on the programme which could be rectified. Your actions and proposed solutions resulted in the delivery being carried out successfully. Your dedication to your role and commitment to our client ensured that a potential problem was highlighted and dealt with in a professional manner.”

**Heathrow Bravo Taxiway – Ferrovial – Elias Woldeyes** – Elias was awarded the project safety award for February after he undertook FOD walk across the taxiway. Well done Elias.

**Health: National Salt Awareness Week – target audience: all staff**

National Salt Awareness Week will run from 16 – 22 March 2015. This is a campaign to encourage everyone to eat less salt and to get a better understanding of what they are eating in the first place.



By taking simple measures like reducing the use of the salt whilst preparing your food you can reduce your risk of high blood pressure, cardiovascular disease or a stroke.

You may think a sprinkle of salt on your food might not do much damage, but you may be eating much more than the recommended maximum amount of a teaspoon of salt a day without even realising it, because about 75% of the salt we eat is already in the food we buy!

Salt is a major factor in raising blood pressure, and high blood pressure is a leading cause of strokes in adulthood. Reducing your salt intake by just 1g a day, it is possible to reduce your blood pressure and the likelihood of suffering a stroke or other health problems.

What changes can be made:

- ✦ Prepare food at home rather than eating takeaways.
- ✦ Use colour coded front-of-pack nutritional wheel to identify and avoid foods with high salt content.
- ✦ Reduce the amount of salt used in your cooking.
- ✦ Exercise regularly and stay active.

If you have any concerns or questions about your salt intake, contact your medical practitioner or seek further advice from the National Salt Awareness website [www.actionsalt.org.uk](http://www.actionsalt.org.uk).

**Environmental – nesting bird season – target audience: all staff**

Nesting bird season runs from 1 March until 31 July in the UK. Birds usually nest in trees or hedges but can also be found on the ground or in equipment, among materials, in cabins, under eaves, behind drain downpipes etc. Be aware that:

- ✦ It is illegal to kill or disturb/damage birds, their nests or their eggs.
- ✦ All birds are protected when nesting.
- ✦ All work must be stopped until the nest is no longer in use.

Avoid prosecution:

- ✦ A fine of up to £5000 is given for each offence, each bird may be deemed an offence.
- ✦ Any vehicle that is involved in the damaging or destruction of birds, their eggs or their nests, may be forfeited.

## Changes to Highway Code rule 96 - target audience: all staff

It's illegal now to drive if either:

- ✳ you're unfit to do so because you're on legal or illegal drugs
- ✳ you have certain levels of illegal drugs in your blood (even if they haven't affected your driving)

Legal drugs are prescription or over-the-counter medicines. If you're taking them and not sure if you should drive, talk to your doctor, pharmacist or healthcare professional.

The police can stop you and make you do a 'field impairment assessment' if they think you're on drugs. This is a series of tests, eg asking you to walk in a straight line.

If they think you're unfit to drive because of taking drugs, you'll be arrested and will have to take a blood or urine test at a police station. You could be charged with a crime if the test shows you've taken drugs. It's an offence to drive if you have over the specified limits of certain drugs in your blood and you haven't been prescribed them.

Talk to your doctor about whether you should drive if you've been prescribed any of the following drugs:

- ✳ clonazepam
- ✳ diazepam
- ✳ flunitrazepam
- ✳ lorazepam
- ✳ methadone
- ✳ morphine or opiate and opioid-based drugs
- ✳ oxazepam
- ✳ temazepam

You can drive after taking these drugs if:

- ✳ you've been prescribed them and followed advice on how to take them by a healthcare professional
- ✳ they aren't causing you to be unfit to drive even if you're above the specified limits

The law doesn't cover Northern Ireland and Scotland but you could still be arrested if you're unfit to drive.

If you're convicted of drug driving you'll get:

- ✳ a minimum 1 year driving ban
- ✳ a fine of up to £5,000
- ✳ up to 6 months in prison
- ✳ a criminal record

Your driving licence will also show you've been convicted for drug driving. This will last for 11 years. The penalty for causing death by dangerous driving under the influence of drugs is a prison sentence of up to 14 years.

The above information can be found using the links below:

<https://www.gov.uk/drug-driving-law>

<http://content.govdelivery.com/accounts/UKDVSA/bulletins/f47c5b>

## Dumper overturns on C510 – target audience: all dumper drivers

### What happened?

A 10 tonne Dumec dumper was moving a load of shotcrete in C510, Finsbury Circus tunnel, to a stockpile area. The area was on an incline and when the dumper truck



discharged the load down the incline, the truck's centre of gravity moved, resulting in the truck overturning and landing on its roof. The driver suffered a laceration that required stitches and bruising to his chest. The injuries sustained were minimised due to the fact that the operator was wearing his seatbelt.

### Contributory factors to this incident include:

- ✳ The shotcrete had solidified, causing the whole load to move at once
- ✳ Low tyre pressure
- ✳ Dumper operating outside of the manufacturer's guidance with regards working on gradients
- ✳ Future Considerations:
  - ✳ Never discharge a load facing forward on an incline
  - ✳ Thorough plant checks and tag completion must be carried out
- ✳ You must work to manufacturers recommendations
- ✳ Wear seat belts at all times when operating plant

## Safety Alert Breaking Concrete – target audience: all staff

An operative was breaking out foam concrete in an enclosed space on the 27 November last year. During the process, the operative's clothes came into contact with some of the concrete that was wet. The operative washed down at the end of the process and changed his clothes. At the end of the shift the operative noticed that his shoulder was "red and sore". After much discomfort the operative eventually attended hospital where he was treated for minor chemical burns.



Recommendations:

- ✳ If wet concrete comes into contact with clothes or skin, remove clothes immediately, brush away any residual concrete and flush skin with water. Replace wet clothes with clean, dry clothes.
- ✳ Ensure you wear the specified PPE in accordance with the COSHH assessment.
- ✳ Ensure you understand the risks and controls in the COSHH assessment prior to starting any concrete works.
- ✳ Always wear the ends of your trousers over your boots to avoid concrete getting into your boots.
- ✳ Use waterproofs.

**ICI – LU and Sentinel – target audience: all LU staff**

London Underground is to adopt ID card used by Network rail for engineering and maintenance workers in its supply chain. The milestone agreement between the two biggest employers in the sector effectively creates a UK standard industry 'pass' for engineering and maintenance workers on the railways. The landmark deal will also see information about working hours included on the smart ID cards to stamp out double-shifting across both organisations. Sentinel ID cards store information about the card-holder electronically and can be accessed and verified in several ways, including via a smartphone app. London Underground's switch to Sentinel, which replaces the current LUCAS card, will happen in phases, beginning 1 April. Existing LUCAS cards remain valid for access to TfL infrastructure until they expire. To access LU infrastructure using a Sentinel card you will require the ICI-LU endorsement, please note that that PTS or ICI alone will not allow you access to LU infrastructure.

**Changes to working on LU platforms – target audience: all LU staff**

Planned engineering work can take place on station platforms, providing the work has been authorised by the London Underground (LU) Access team, and the necessary approved SABRE number(s), which detail the work to be undertaken, have been issued.

The appropriate protection procedures must be followed, if the work on the station platform requires any of the work group, equipment or materials to:

- infringe over the platform edge
- enter the gauge of a passing train

Please note that this now removes 3 work zones; **0-600mm no work allowed unless protection is in place; between 600mm and 2m from the platform edge protection is required during traffic hours and maybe required in Engineering Hours; area more than 2 meters from the platform edge, protection may be required.**

Please see Guidance not LF16 issue 6 for further detail.



**Lessons learned: Helical Piling RRV overturning - target audience: NR staff**



Whilst installing a helical screw pile on the morning of 14 December an Atlas 1604 RRV became unstable, derailed and then overturned. Fortunately no one was injured, however the vehicle remained foul of the line until it could be removed, preventing the affected line being handed back for over 11 hours.

During the subsequent investigation, a significant number of factors have been revealed which culminated in the incident. Internal factors over which the contractor involved has direct control, and to which actions may be applied have been identified as follows:

The contractor had not issued a subcontract for Helical piling but had taken the decision to manage the operation in house, the investigation revealed that there was no one party in overall control of the operation with both SES (plant supplier) and SRA supervisors allocated responsibilities.

The dynamic forces resulting from utilizing the piling head and the potential consequences of these when attached to a rail mounted machine had not been adequately considered by any of the parties involved and were again not well understood, and were not highlighted by the pile manufacturers designers risk assessment.

The RRV was not protected from potential overload by automatic systems at the time of the incident, since the correct mode of operation for helical piling had not been defined.

Lift planning had been undertaken late in the preparation cycle and did not provide specific planning for the location involved, which was subject to a track cant angle close to the machines maximum of 150mm.

There was an error in the piling design documentation that showed zero track cant at this location, this was not checked prior to installation beginning, and the lift plan used on the shift when the cant was apparent was therefore that pre-prepared for the 'worst case' scenario of 150mm 'down cant' lifting.

Whilst the contractors supervisors had been trained in the use of the piling head and use of helical piles, they were inexperienced and had not been provided with any mentoring. None of the personnel involved on the shift were experienced in the activity.