

Safety Briefing

Contractor Safety Assurance Team

April 7th 2022

This year, our partners have reported a significant number of serious and high potential incidents.

For some, the investigations are in progress and causes not yet identified but some of the events may result in life changing injuries.

Openreach is facing a very challenging build programme and we will ensure that our colleagues, our partners and their contractors can deliver the work safely.

This briefing is intended for all engineering personnel and line management, to highlight some of these incidents and help to prevent further events.

Such incidents are not confined to our partners and similar events have occurred within Openreach. We therefore need to ensure that learning is embedded across all our operations regardless of the work being undertaken by direct labour or contract partners.

This briefing must be delivered and recorded by Friday April 15th 2022.

ISIS documents have been referenced where applicable.



Incident 1

Unsafe Site Set Up and Poor Vehicle Storage

Date: January 6th 2022

Partner: Circet

Location: Hertfordshire

An operative was witnessed working in a joint box without appropriate signing, lighting and guarding (SLG), no Gas Detection Unit (GDU), unsuitable Personal Protective Equipment (PPE) and without the appropriate lifting key or rolling bar. The van internal storage was unsafe.

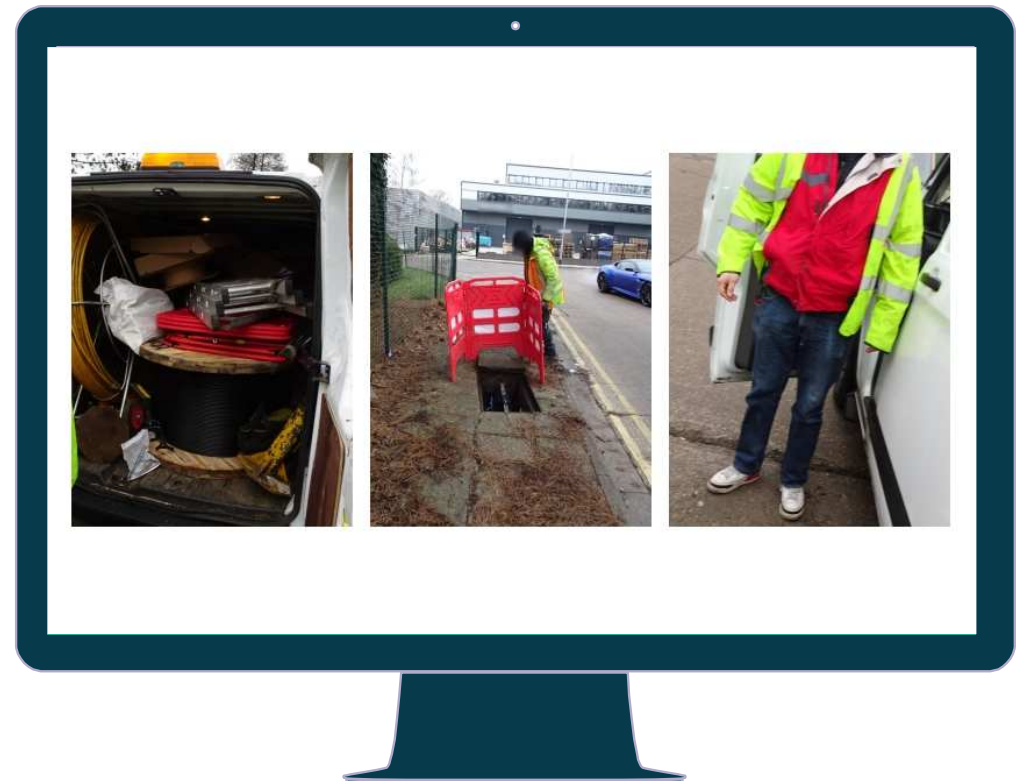
Key Points:

- The GDU should also be used when first opening a joint box and should be in use and as close as possible to the open joint box.
- All PPE including boots should be worn.
- Enough SLG to cover the whole working area should be in place.
- Missing SLG, PPE or GDU should be reported to the line manager immediately.
- The rear space of commercial vehicles should never be overloaded and tools and items should be stored correctly. If the vehicle is missing appropriate racking, the operative should inform their line manager.

ISIS Practise : MTT/VHE/E001 Commercial Vehicle Drivers Handbook Section 12

ISIS Practise : SFY/HSB/D011 Personal Protective Equipment

ISIS Practise : EPT/OAM/H132 Signing and Guarding of Street Works



Incident 2

Electric Cable Strike

Date: February 11th 2022

Partner: Telent

Location: London

Whilst excavating in the public highway, an operative damaged an electric cable, causing burns to the skin.

Cable detection devices were not utilised and after conducting a visual survey of the site, it was assumed that all electrical cables in the area were housed in a nearby box and not in the working area.

Key Points:

- When any undertaking excavation work, no matter how small or shallow, cable detection equipment should be used to confirm whether underground utilities are present.
- Always follow safe excavating practices.
- Always ensure that Linesearch has been undertaken and that utility drawings are present.
- Assumptions should never be made regarding the location of underground utilities.

ISIS Directive : SFY/HS/D053 Planning Excavations Including Hazardous Pipeline and Zone of Interest Process (HPP & ZOI)

ISIS Practise : EPT/PPS/D010 – Guide to Buried Plant Locators

ISIS Practise : AEI/ACC/Q028 – Maintenance Excavation 1



Incident 3

Event: Arm Trapped in PEU Leg Mechanism

Date: March 23rd 2022

Partner: Telent

Location: West Yorkshire

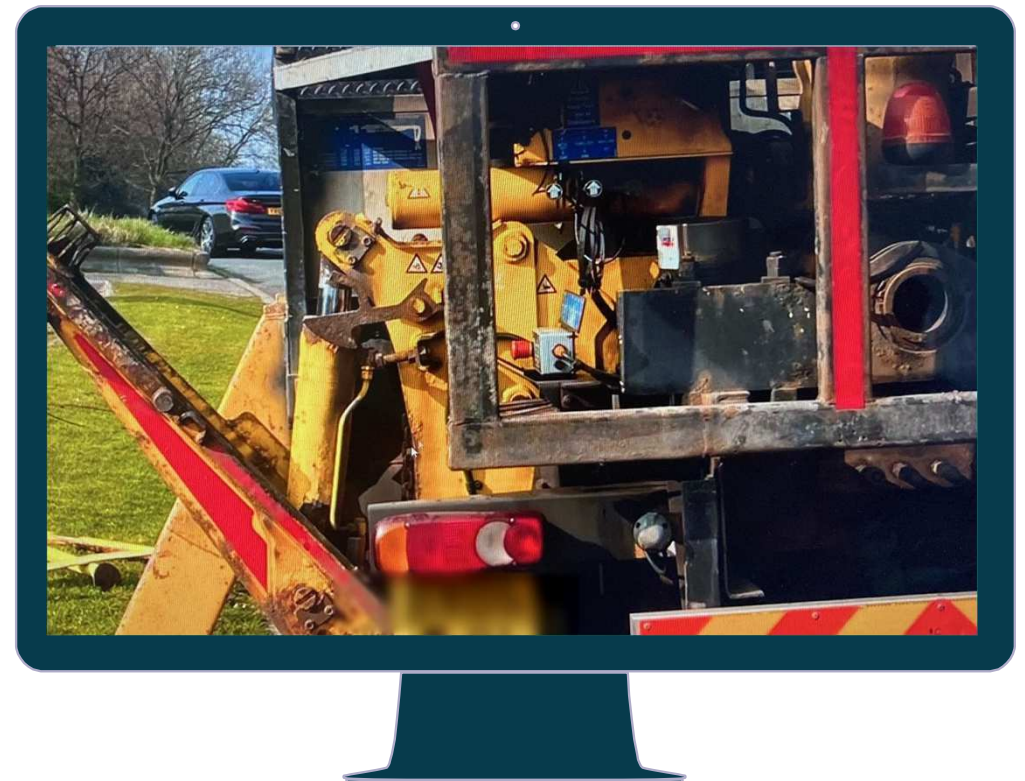
An operative was working at the back of a PEU vehicle, when his arm became trapped between the vehicle and the stabilising leg, causing the arm to break.

Whilst the investigation to determine the causes is on-going, some key points to consider are:

- Only trained individuals should operate the machinery on any PEU or MEWP vehicles.
- Operatives should stand clear and only use the buttons as they are intended.
- Vehicle safety inspections should be carried out as per manufacturers' recommendations.
- Daily inspections should also be carried out by the operators.

ISIS Directive : SFY/NNS/V002 Daily/Weekly Vehicle Checks

ISIS Practise : EPT/OHP/B034 Mechanised Poling Operations



Incident 4

Vehicle Rolled Uncontrolled into a Private Residential Premises

Date: March 25th 2022

Partner: MJ Quinn

Location: Newport

A traffic management vehicle rolled uncontrolled into a nearby residence. No one was hurt but the potential was there.

Whilst the investigation to determine the causes is on-going, some key points to consider are:

- Daily vehicle checks are mandatory including checks of the vehicle's brakes and handbrake.
- If parking on a hill, the vehicle must be left in gear. If facing uphill leave in a forward gear, if facing downhill, leave in reverse.
- Before leaving a vehicle, always double check to make sure the handbrake is applied.
- If parking on a hill, turn your wheels into the curb to minimise the risk of rolling into traffic.



Incident 5

Fall From Height

Date: March 28th 2022

Partner: Kelly

Location: Devon

When working from a pole, an operative attempted to climb a ladder without the use of a fall arrest system. He fell 2-3 metres and lost consciousness, before taken by ambulance to hospital.

Whilst the investigation to determine the causes is on-going, some key points to consider are:

- Use of a fall arrest system - TETRA or equivalent is mandatory where ladders are used.
- If the ground is uneven, bottom end stability devices or packing blocks are to be used.



Incident 6

Operative Climbed 'D' Pole

Date: March 30th 2022

Partner: MJ Quinn

Location: Wiltshire

An operative was witnessed climbing a 'D' pole.

Key Points:

- Under no circumstances should a 'D' pole be climbed
- A MEWP should have been used in this situation.
- Pole checks must be undertaken.
- All pole climbing must be with a fall arrest system in place – TETRA or equivalent.
- If in doubt of any pole markings, operatives should notify their line manager in the first instance.

ISIS practise : EPT/OHP/C031 Working on D Poles, including joint User Poles



Incident 7

Working at Height Without Fall Arrest System and Appropriate PPE and Guarding

Date: March 30th 2022

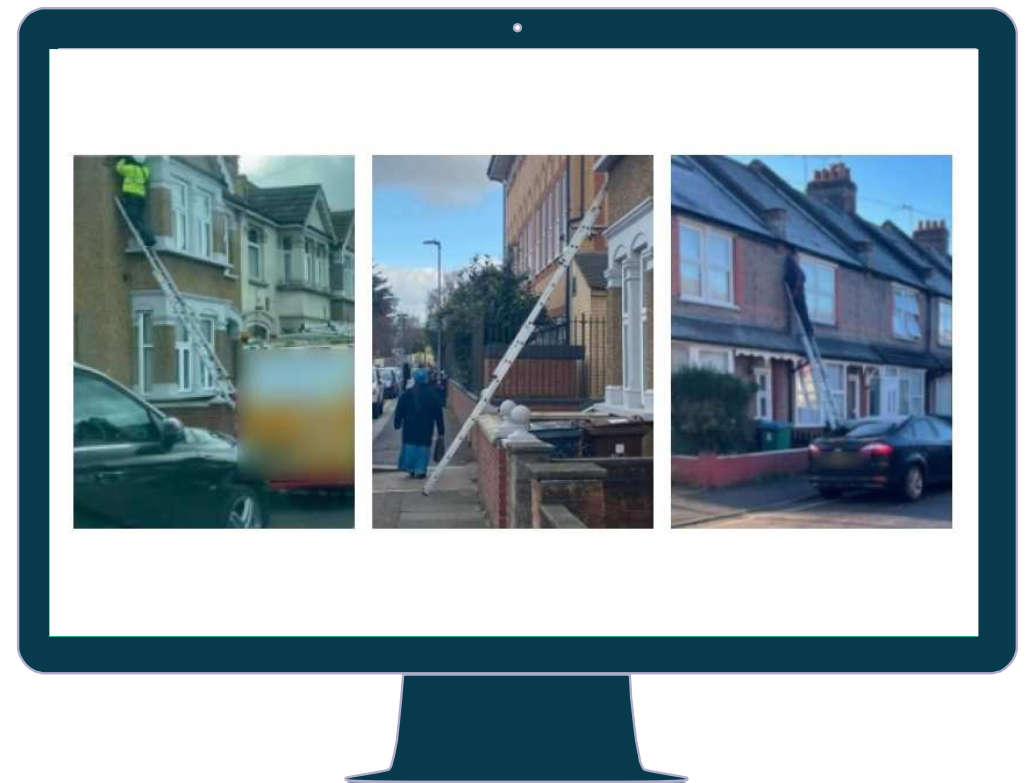
Partner: Kelly

Location: Hertfordshire

An operative had set their ladders up in the footpath without any guarding. A second operative on a different job did not wear a high viz or helmet whilst completing the works. On both occasions, TETRA or equivalent fall arrest system was not used.

Whilst the investigation to determine the causes is on-going, some key points to consider are:

- Use of a fall arrest system, TETRA or equivalent is mandatory where ladders are used.
- Gate guards should be used when ladders are in the public footway to protect the public and the user.
- All PPE must be used when working at height including boots, high viz and a hard hat.
- If an operative is missing any tools or PPE required for working at height, they must contact their line manager immediately.



Incident 8

Broken Leg When Descending PEU

Date: March 30th 2022

Partner: Circet

Location: Hertfordshire

An operative accessed the rear of a PEU after lowering the HIAB arm to the flat bed to unclip the spoil sheet. He lost his footing on spoil that had spilled onto the flatbed resulting in him jumping or falling from the rear side of the vehicle. This resulted in a broken right tibia.

Whilst the investigation to determine the causes is on-going, some key points to consider are:

- Working on the flatbed of a PEU is working at height and the means to prevent falls should be in place.
- Access routes on flatbed vehicles must be kept clear.
- Ensure the work area is as clean as possible and free from obstructions.



Final Thoughts

1. Ensure a risk assessment is undertaken before commencing any task.
2. Do not attempt a task without having all necessary equipment available.
3. Do not work in a way that contravenes your training and the safe system of work.
4. Do not undertake tasks for which you are not trained.
5. If in doubt or it looks unsafe – stop work.

If you have any questions or require further information, contact:
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