



Foreword

Over the past 12 months we have continued to make further improvements in both our health and safety and environmental performance. Our Accident Frequency Rate (AFR) reduced to 0.05 in August, the lowest ever recorded level for Barhale. We went 315 days without a reportable accident. Our Environmental Incident Frequency Rate (EIFR) that is the number of Category 1 & 2 Incidents has been at zero for over 12 months. In addition, we are making progress in our environmental performance and have just received a 4 star British Safety Council rating, up from 3 stars last year. This is on top of an extremely good performance by the Southern Primary Foul Sewer project team during its CEEQUAL sustainability assessment.

Unfortunately we had a RIDDOR accident in September but our performance is still something we should all be proud of. We have an

aspiration to have Zero accidents and we nearly managed to go a full 12 months without a reportable accident. So, it can be achieved, we just need to be even more vigilant and careful in undertaking our activities.

As you know we are implementing our "Be Safe" behavioural safety initiative aimed at improving our observational skills to reduce unsafe acts. I look to you all to commit to this initiative and welcome any volunteers to become a safety champion. We have already had over 40 volunteers and I would like to double this number so that we have champions on all of our sites, helping us to make sure you all go home safe, each day.

Good health & safety and environmental performance is good business, so let us continue to maintain and further improve our performance.

Scaffold mounting clamps

BCS have manufactured clamps that help provide a solution for mounting scaffold pole hand rails onto sheet piles. The clamps are versatile in that not only can they be used on sheet piles that have been installed to ground level, they can also be quickly removed at night to allow the excavation to be covered with a road plate during out of working hours.



Shaft working platform

The Eastern region recently commissioned BCS to manufacture shaft working platforms for use on the Elm first time sewerage scheme. The platforms were devised initially to support the TT micro tunnelling rig for lateral installations. Traditionally the rigs had to be jacked up or supported on scaffolding from the bottom of manholes. However, the steel mesh-floor platform is much easier to install as it utilises easy to fix L brackets as support. The site team also found an alternative use for the 2m diameter versions as temporary shaft covers.



Did you know...

8 out of 10 people do not carry next-of-kin details... but do carry a mobile phone...?

Why ICE?

By entering the acronym ICE – In Case of Emergency – into your mobile phone contacts, users can log the name and number of someone who should be contacted in an emergency. This practice can save crucial time if you become ill or are involved in an accident and cannot communicate critical information to the Emergency Services.



Sharing good practice

Bridge replacement

The Northern Stream project at Riversdale in Northwich, Cheshire, required replacement of an existing timber swing bridge across the River Weaver and comprised the installation of steel tubular piles for abutments and fenders, construction of concrete base and foundations for the slewing mechanism along with home and far bank landing structures. The project was challenging, for example, there was no vehicle access to the site, the only means of bringing in plant, equipment, materials and the new bridge components was down the river on pontoons. The site required planning and management of nesting Sparrow Hawks immediately adjacent the site, installation of an otter holt and provision of bat boxes that required working in close liaison with Natural England and Cheshire West Council (Client).

The principal risk factor for both H&S and the Environment was working close to water. These aspects required careful management with rigorous controls at all times on items such as refuelling, use and storage of fuels and substances. A safety boat was needed and life jackets were mandatory PPE. Lifting operations were carried out with a crane mounted on a pontoon. The site used a solar powered welfare unit to reduce the need to refuel over water.



Considerate Constructor log and report

The project team at Riversdale Bridge have produced a log book for the scheme that provides a chronological history of project. This is not only to satisfy the requirements of the scheme but also for use by the general public who may be interested in the project. The log book has been structured to address each of the 8 considerate constructor categories required by the scheme. The level of detail the site team have gone into appears to have been justified by their excellent score of 37/40!



Carrington enabling works

Barhale are carrying out enabling works including demolition of existing below ground reinforced concrete structures at a former power station in Carrington. Two significant hazards arising from the contract include noise due to demolition of concrete structures and trip and impaling risks due to exposed steel reinforcing bars.

Individual noise assessments were recorded for specific tasks

and locations. Using the Health and Safety Executive's Noise Exposure Calculator, it was found that some ear protection initially provided did not offer the level of protection needed and consequently effective protection was obtained.

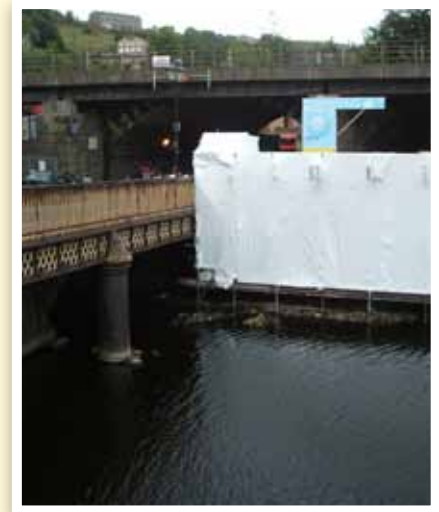
To minimise risk of trips and impaling hazards through exposed rebar during demolition of concrete slabs and existing piles, the site team

looked at different methods of cutting rebar. The standard option would normally have opted for a Stihl-saw or other abrasive wheel. However, due to the high number of cuts required, the varying height to be cut at and underfoot conditions that would restrict good posture, this option was considered high risk. A powered rebar cutter was introduced, and whilst considered initially high in cost, this out-weighed the risk of injury.

Minimising nuisance and pollution risk during bridge refurbishment

Part of the County Bridge contract involved refurbishment to the existing bridge structure. A cantilever scaffold was erected from the pavement over the existing parapet and down the outside face of the existing structure to gain access to the external bridge faces. A cantilever scaffold method was adopted to satisfy the Environment Agency flood defence consent which required the river flow not to be restricted by our works. The scaffolding was fully encapsulated using Enviwrap sheeting to the external faces and visqueen to the underside of the scaffold platform. This allowed wet and

dry grit blasting and painting of the exposed steel surface to take place, fully containing all dust and waste. The existing paintwork was found to have a high lead content and required full containment so as not to pollute the river with lead contaminated shot. The containment also minimised dust pollution and nuisance to the public. The contaminated dust and waste was then removed using a large vacuum and skip system and sent to a registered waste facility for appropriate management. For more details contact Gary Wilde, Contracts Manager on 01925 821590.



Going for Gold – West Ham



Barhale are currently installing an access ramp, long temporary footbridges, an elevated walkway and a temporary staircase with a 16 passenger disabled lift at West Ham station. Initiatives to make this project as sustainable as possible include the use recycled plastic kerbs, amending the walkway drainage system from outfalling into a sewer to soakaway. Recycled concrete from the site is being inserted into gabions and the steel used in temporary walkways and staircases will also be recycled. A community surgery and biweekly

residents meetings have also been set up to keep local residents informed of progress and express any concerns they have.

The project has been registered with the Considerate Constructors Scheme, the client has registered it under the demanding British Safety Council Five Star Audit as well as for CEEQUAL to demonstrate its sustainability.

A novel initiative, in line with our own Be Safe campaign to promote good behaviours, is the Going for Gold Scheme. Operatives are rewarded for going above the call of duty during their normal work. This has been issued to three operatives for site security, tidiness and for introducing a new safety harness rescue system. Good behaviours are rewarded with a £5 gift voucher to a local café and at the end of the year the operative with the most gold awards will receive a new 37" flatscreen TV.

Spider crane

This intimidating looking device is a spider crane, which was used on our Staines tunnel inspection contract. Although the main access to shafts and tunnels was by stair wells, and shaft ladders, the crane was used with a man rider in the event an evacuation was needed. The crane is propelled by a self contained track vehicle and has folding stabilisers which are deployed during use. Because of its small size it is particularly useful for use in constricted areas. As can be seen in the photo we did not have to demolish a wall to get the crane into position.



Learning opportunities

There were three significant incidents and near misses which we alerted to the Business over the last 6 months. Summaries are outlined below

Significant Near Miss Lifting a 9T Excavator with a Hiab



When lifting an excavator with a Hiab using lifting chains attached to the chassis, the wing mirror from the excavator was snapped off and flew across a busy road. A lifting beam should have been used to lift the excavator. In addition, the possibility of underground services situated beneath the Hiab outriggers had not been fully assessed.

Learning opportunities

- Always make sure that all lifts (including Hiab's) are sufficiently planned and follow the lifting operations procedure
- At lift planning stage always refer specifically to the manufacturer's handbook for the lifting points and correct method of lifting the excavator
- The lifting activity could have been avoided by selecting a vehicle with a hydraulic tail lift

Operative receives burns whilst refuelling a petrol generator



An operative received significant burns to his right forearm whilst refuelling a 3.5 kva generator. Both the equipment and individual caught fire during this particular incident.

The generator was used to power task lighting and had been running for a significant period.

Learning opportunities

Precautions to prevent the possibilities of fire when refuelling petrol driven equipment are:

- Fire risk assessments must cover refuelling operations.
- Always ensure generators and equipment are positioned to allow refuelling operations in well ventilated areas.
- When refuelling, always switch off the equipment first and allow the unit to cool down.
- Always use a petrol can with nozzle or an appropriate funnel when refuelling.
- Do not overfill fuel tanks, always allow for fuel expansion.
- Remember to always ensure equipment is placed on a drip tray or plant nappy and clear any fuel spills.

Diesel tank fuel spill



Following the decommissioning of a generator a residual amount of diesel needed to be moved from a fuel tank supplying the generator to the main site fuel tank. After the pumping out the diesel, using a hand pump, the hose was not disconnected but left on top of the tank. Residual diesel from the hose subsequently leaked and entered a nearby storm drain, which was less than 5 metres from an outlet into an adjacent river. Fortunately it was found that diesel had stained the brickwork adjacent to the river but had not entered the river. The storm drain was subsequently blocked using a drain plug and an absorbent boom was used as a precaution.



The site team had previously closed the drain during site set up and had assessed that no pollution pathway to the river was available. However, 3 weeks before the incident, the storm drain was reopened without the fuel storage area being moved or protection measures being put in place.

Learning opportunities

- Fuel and chemical storage areas should be located at least 10 metres from any surface water features such as drains, ditches, rivers or open ground.
- When setting up site compounds and fuel storage, pollution risks need to be identified and assessed with controls such as location, bunding, drip trays, plant nappies and spill kits used to prevent pollution.
- Changes in site set up or other arrangements should be reassessed to ensure new pollution pathways are controlled.
- Information must be displayed on a site emergency plan. This helps visualise risks and identify controls.

Always remember – problems can be 'learning opportunities'

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