



openreach

Safe and Well

Issue 52 – November 2017

<http://snip.bt.com/safety>

Issue 52 – It's a hats on for safety this month as we've some good news around safety helmets, and watch this space for other updates on PPE enhancements coming soon.

You can keep your hat on..

There's something changing in the world of helmets. Keep your eyes peeled from **December** onwards as the old style linesman's helmet is being replaced with a higher spec version. And it was selected by working with experts in the field - our own engineers (together with the Safety team and Chief Engineers office).

It's more like a climbing or cycling helmet which gives greater protection to the side and back of the head. And yes, it's ventilated (we know this matters a great deal).

And the new helmet will be the one **everyone** uses - regardless of your role. And even better, **you don't need to do anything** as when your helmet needs to be replaced, you'll be given the new style automatically. Carry on using your old helmet in the meantime. It will still keep you safe – as long as you **use it!**

What's so good about the new helmets (i/c 093532)

- *Impact protection for the front, rear and side of your head as well as the top*
- *A non-breakaway chinstrap & harness so it stays on if you have a fall with repeated impacts*
- *Built in reflectivity – you're more visible in low ambient light*
- *Better adjustment options mean it's more comfortable to wear, pretty important if you're wearing it for awhile.*



And do they cost more?

Certainly do, about four times the cost of the old one – and they are worth it. So please look after them and use the repair items like sweatbands rather than just ordering a new helmet.

You even get a bag to keep it in. But please don't keep it there all the time.

Get ahead with safety and keep your hat on.



New helmets (i/c 093532)

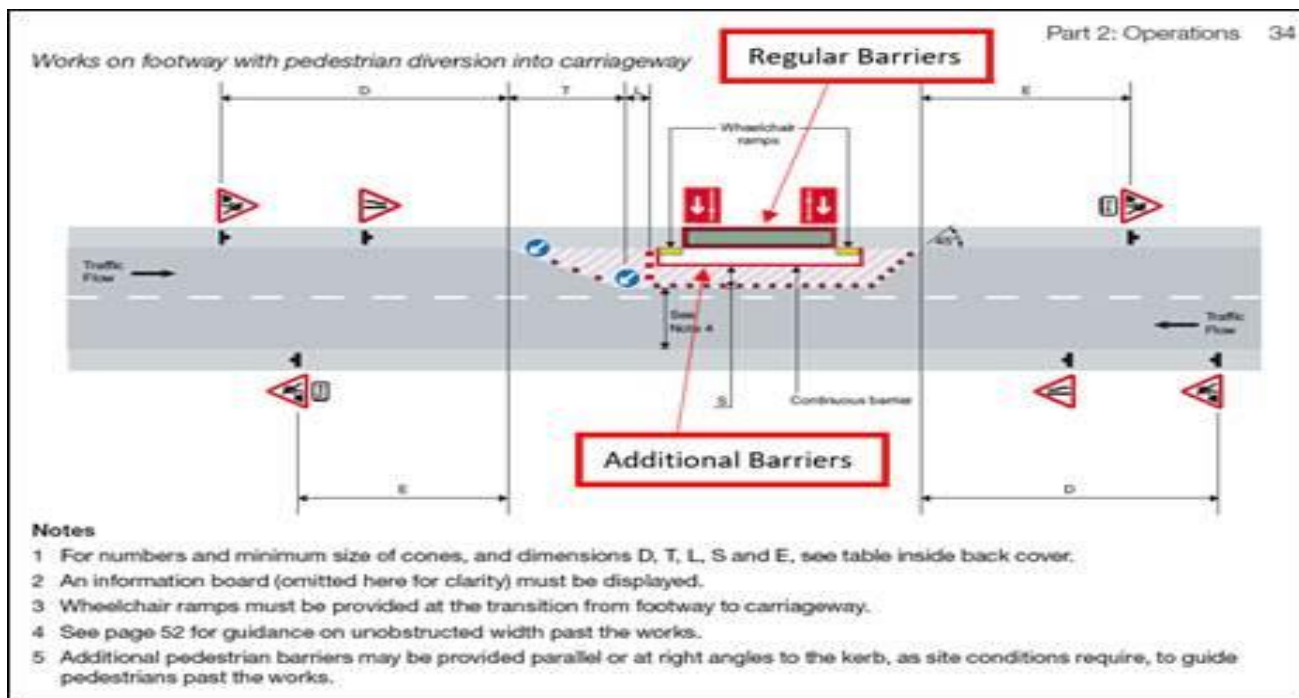
Item Code	Description
093386	JSP Helmet Neck Cape* *(replaces sun neck & foul weather capes)
093387	JSP Helmet Screen Carrier
093388	JSP Helmet Face Screen
093389	JSP helmet head torch clips
093390	JSP Helmet Sweat Band
093391	JSP helmet replacement chin strap
093392	JSP Hat Headover for Helmet
093393	JSP Ear Defender (for helmet)

Extras.. new helmets mean new accessories but **don't mix and match** as the new JSP versions aren't suitable for your old helmet. And the new neck cape works for rain or sun protection so that's a 2 in 1 now

ICYMI – Red Alerts & Briefings No new RA since Issue 51. For all other briefings or old copies of Safe and Well, you'll find them at the [Briefing Hub](#). And did you see the recent [Toolbox Talk on safe cabling](#)?

Proudly published by the Openreach Health and Safety Team – get in touch @ [Safety Direct](#)

Walk this way as you'll have seen in [the recent Safety Red Alert](#), it's really important that we look after people when we're setting up a site in the street. Part of the site setup should be to provide a **safe route for pedestrians**. We've been asked recently if it's OK to use pedestrian ramps to create a walkway in the road. From a technical point of view, there's no reason these can't be used providing they're deployed as per the [Safety at Streetworks Code of Practice \(Red Book\)](#), and your **NRSA Unit 2 training**. However, space limitations in most Openreach vehicles mean it simply isn't practical to fit the required level of pedestrian barriers needed for this in the van. **Remember**, to create a walkway you'll generally need **double** the number of barriers that are in the kit lists, as shown below.



There's a [flowchart showing alternative options](#) to help on-site decision making. If you can't setup safely, then refer the job for further traffic management measures, which may include a survey from our preferred traffic management contractor. **Where ramps are used** - If space is available to carry the extra equipment, and you're setting up as per the above diagram, then the ramps **must be** setup so that people using wheelchairs or pushchairs can negotiate kerbs safely. The layout should allow wheelchair and scooter users to enter and exit a temporary walkway safely. **This means ramps need to be:**

- be fixed in position and at least 1 metre wide (1.2 metre wide if possible)
- be constructed from materials strong enough to support pedestrians and mobility scooter users
- have a slip-resistant surface and edging to prevent wheelchairs etc slipping over the edge
- slope gently enough so people using manual wheelchairs can mount the kerb without undue difficulty, and to avoid grounding by mobility scooters (some have low ground clearances and long wheelbases);
- allow for rain water to run along the gutter.

Remember to use the [RWG assessment template](#) too, it helps you consider all the various site risks.

Is something missing from Safe & Well?

Just like our [campaign videos](#), it's the real life content that tends to hit home. So if there's a Near Miss you think needs more coverage, a "I never knew that" moment or something you've encountered that isn't covered by training or the Health & Safety handbook but you just *know* is of interest to your colleagues, [drop us a line](#). Suggestions for a topic, or if you're feeling bold, an article ready to go, send 'em in.

There isn't a prize for the best entry, just a warm glow of knowing you've helped keep people safe & well.

The AMS Update box – it's a renaming and content update for **AMS 823** (Safe Working on JUPs).

It's now called "**Working in the Vicinity of Power**" (wef 1st November). The check now captures working in the vicinity of OH power, not just when working on a Joint User Pole (JUP).



Need more information about AMS checks or guidance - have a look at the [AMS info site](#).

That's a bit of weight to shift... and we aren't talking diet advice here. If your work means you lift or remove covers, then you are potentially shifting quite a load. And that's why doing it the right way is the safe way. Trust us, your back really will thank you.

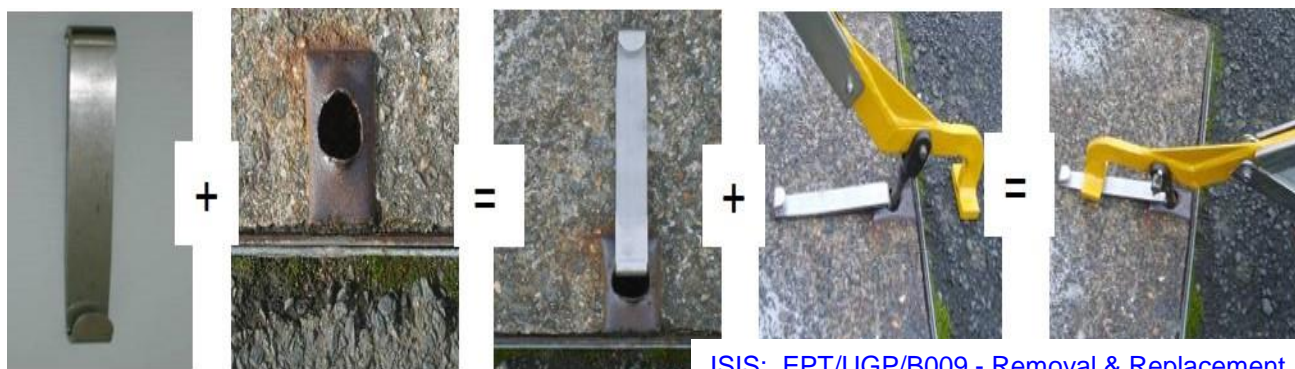
So be aware of the weights, have the right tools for the job to hand (so correct lifter or key, KISS Tool and Roller bar)

PS: Do you know what KISS stands for and which box cover you *can't* use it on? [here you go](#)

Size	Cover only weight (kg)
2	33.66
4	66.16
5	61.00
6	61.00
10	85.85
11	60.60



Not sure how the KISS Tool helps you open covers?



[ISIS: EPT/UGP/B009 - Removal & Replacement](#)

Preventing portable pain and reducing the risks

— don't let your portable devices make life a pain as we continue to look at ways of preventing your body from being an awkward one when it comes to health.



Portable devices and working on the move
[Link to video](#)



Reducing the Risk
[Link to video](#)



Getting down to the bare bones – the videos are part of the Bare Bones Basics Learning Home course **HS06000** or you can watch just the ones that are relevant to you. Look at the [Health Matters](#) part of Safety Direct to see what else is there.

Where do the germs lurk? – you might be surprised to learn what the most germ laden item you come into daily is. So is it your keyboard, smartphone, mouse, loo seat or ID card?

To find the answer, have a look at the [Winter Wellbeing 2017](#) site. It's a resource not to be sneezed at!

Road safety week 2017

Speed down, save lives – that's the theme of this years [road safety week](#) and Openreach are proud to be part of it. We are a highly visible wheeled brand with most members of the public probably seeing a couple of our vans everyday (you'll start noticing more now), and that's why we can have a major impact on road safety.

Did you realise:

- It's estimated that for every 1mph reduction in average speeds, crash rates fall by an average of 5%.
- At 70mph, it will take you 96 metres to stop, roughly the length of a football pitch.
- If you work at height then you might be more vertical than horizontal when it comes to distance awareness so:
If you hit someone at **30mph with only a 3 car lengths braking distance** available to you, that's a similar force to **someone falling from a 3rd floor building**.

Speed down, save lives



Scaffolding safety - thanks to USR Richard Cain for asking the question "does everyone know about safety around scaffolding?" There's plenty of information out there so a quick summary sounded useful. So what **do** you need to know when it comes to scaffolding and mobile towers?

Important: do not take chances. If you feel uncertain about climbing a scaffold or tower, then do not attempt it and call your manager. As with any situation involving work at height, first consider if there are other alternatives.

If you do decide you have to access a scaffold/mobile tower, **you must** be familiar with the advice in the '[Scaffolding](#)' section Health and Safety Handbook as this gives the detailed guidance on what you should be checking. The info applies to the equipment supplied via the National BT / Openreach Hire Contract as well for equipment you may encounter on customer sites.

- You need to carry out your own personal inspection of the scaffold or tower before you use it even if it has a Scafftag attached to it.
- Is there any visible damage that may affect the strength and structure of scaffold and tower?
- The [BT Tower Inspection Video](#) gives you an idea of some (but not all) of the various components to check during your pre-use check.
- Consider the weather - wind speed and ice could make working conditions hazardous. Remember – you are **working at height**.
- **ALWAYS** - wear your safety boots, helmet and high vis jacket.
- If you need to access any tower or scaffold using a ladder, ALWAYS ensure it is secured at the bottom and top to stop them slipping.
- If put up by a 3rd Party, does it have a Scafftag? And has it been inspected within the last 7 days? No valid scafftag = no access.
- **Think about the next person:** remember if you attach a wire while a scaffold is in place, are you considering the safety of the next engineer, and their ability to reach that fixing via a ladder or hoist?

This isn't the full list of what to look for – for that you need to refresh yourself via the comprehensive list of do's and don'ts and advice on tower and scaffolding working in the [Health & Safety Handbook](#). But at least now, you know the basics and more importantly, where to go for the detail.

It should always take two to lift with a PEU - Our contractors have reported two nasty accidents where their engineers have been seriously hurt when lifting poles. In one case, the person had three toes amputated and in the other incident, the engineer broke his leg. In both cases, the root cause was that the engineers were lifting undressed poles vertically to unload them from the PEU, and the poles slipped in the sling. If they had spent just a little bit more time thinking about the layout of the site, these accident could have been avoided.

So as a reminder, when you are loading or unloading poles from a PEU:

- It's a two person job
- The poles must be kept as horizontal as possible, tip heavy, and the second person should be guiding the pole with a rope.
- The only time the pole should be lifted butt heavy is when you are lifting it into the pole hole.

Always think about how you're going to plan the lift and take into consideration the position of the vehicle, ensuring your own personal safety, safety of your colleagues and safety to members of the public throughout the lifting operation before starting work.



2i 2003 poles – check you know the situation You'll remember earlier in the year, we flagged an issue with some 2003 poles, mainly in the south west and that a wider investigation was undertaken.

You need to know that we've now found a few other 2003 poles failing due to premature decay outside this area. These poles were specially imported during 2003 and are marked as '2iS'. The prematurely decayed 2iS poles were reported by local engineers carrying out their pre-climb check or via pole testers. This backs up the importance of doing your pre-climb check **every time** you climb or work on a pole.

Never take safety shortcuts - **always** do your [pre-climb checks](#).

Be clear: there's **no new** restrictions on you climbing/working on these poles, providing you carry out your pre-climb check. Thanks to the engineers that did the right thing and reported their concerns.



A word about responsible adults – you must only work in customers' homes if there's an adult is present throughout the time you're there. **Never** carry out work without an adult present; this is for both the safety of any minors or vulnerable adults on-site, but also for your **own** safety and wellbeing.

If you don't think that an appropriate adult is present, you should send the job back with relevant notes.

What's your method then? We're talking about **method statements** here (or RAMS, SRAMS or task statements – they have a few names). The thing is, like any good risk assessment, they're dynamic and can (and do) change. For instance like needing a new brand identity applied.

So please don't just download a version, store it on your laptop and then use that one forever more. Always check you've the latest version by having a look at the [method statements Sharepoint site](#) or better still, our CPs customers can access them directly through the external Openreach website.

And if it's just the generic 'how we work safely' document that's needed, then anyone can simply text "**METHOD**" plus an email address to **81192** which works a treat. So for example Method then adam.elsworth@openreach.co.uk. You even get the insurance certificates in with that one.

Wired up for safety - if you want to call out good (or otherwise) safety stuff, then **#SafetyAlways** or **#safety** and tag in your usual Safety suspect... **PS** you can't @safetydirect as Wired doesn't pick up mailboxes.

Guttridge, L, Lee, BVH3E1 R @Jones,LW,Luke, BVH3E7 R @Apps,TJ,Tom, BVH9NR Tom Apps found gas in box. Gasboard notified, helpful live safety issue on mentoring



That's a shock – if you've been involved in an incident where you've got an electric shock (or think that's what's happened), it's important you seek medical advice.



Managers, check your people do this if you're investigating this type of occurrence.



Be a bright spark on storm safety –

keep an eye out for damage to electricity wires and poles if you are picking up work during storms or in the aftermath. If the wires are in contact with our equipment, you need get it checked out by the electricity company before doing any work.



Use your rag – we've had a couple of reports of small fires in Fiat Doblo vans caused by oily rags being stored in the engine compartment of the vehicle. Stash your rags safely in the back of your vehicle.



Where can I find.. more Safe and Wells, Toolbox Talks, Red Alerts, campaign videos or AMS check help? [Safety Direct](#) is the answer. [Drop us a line](#) if there's stuff you'd like to see. And also look at [Group's Health, Safety & Wellbeing newsletter](#) for non engineering topics.