

CLIC



Cambridge South Station
MPP South

Issue 130
2nd April 2025



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Continuous Learning & Improvement Cascade
Eastern Region Capital Programmes

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BAM Nuttall & Morgan Sindall



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Working in Partnership

BAM Nuttall and Morgan Sindall are both partners on the new CP7 Eastern Routes Partnership (ERP) framework. Right from the get-go of the new framework last year both Olivia Perkins, Morgan Sindall Managing Director and I have encouraged our teams to work closely together to create an environment of joint learning, best practice sharing and collaboration. We believe that this is not only the route to exceptional project outcomes but more importantly a **world class safety culture!**

Supplier Safety & Sustainability Sharing & Learning Forum

Each month Eastern Region Capital Programmes bring together Suppliers from across all portfolios to discuss learning from incidents and to share best practice. Recently at one of those forums Morgan Sindall shared information on a scaffold loading platform that they have installed on their Liverpool Street Roof project. Their scheme is primarily to replace the roof panels at the station with extensive scaffold platform being installed above the station to facilitate this. Their work therefore is almost all at height. Similarly, BAM have a project at Sharnbrook Viaduct which is a large viaduct which spans the Great River Ouse with loading platforms at either end of the Viaduct, most of this work is also at height.

Safety Leadership in Action

After hearing about the loading platform at the meeting BAM's Framework Lead arranged visited the Liverpool Street site and took the Site Manager from Sharnbrook Viaduct with him so they could see the platform themselves. As a direct result of this sharing, the BAM Nuttall team have 'copied the principle of the Loading Bay Gate with pride' and installed the arrangement on the loading bay at the Southern end of the Viaduct. The implementation of this saves many labour hours of moving materials via ladders and/or old-fashioned pulley systems, bringing benefits both to the safety and cost of the project. The collaborative mindset of our teams and our suppliers means everyone can benefit.

Projects and programmes of work are safer when a culture of openness, learning and sharing is created. If that can be created internally, the great but a truly exceptional safety culture is only really fostered when there is the maturity, curiosity and trust from all the organisations involved (Client, Contractors and Supply Chain) to begin to share and learn from each other as part of their 'business as usual'.



The initiative itself is tremendous but the thing I'm most proud of is the maturity, curiosity and collaborative mindset of Andy, BAM Framework lead and the willingness to go out and see what we can learn from others (hopefully we can return the favour soon as well!)

Richard Watts, Rail Sector Director, BAM Nuttall Ltd



Loading Bay at Sharnbrook

Archway Conference 2025: A Reflection



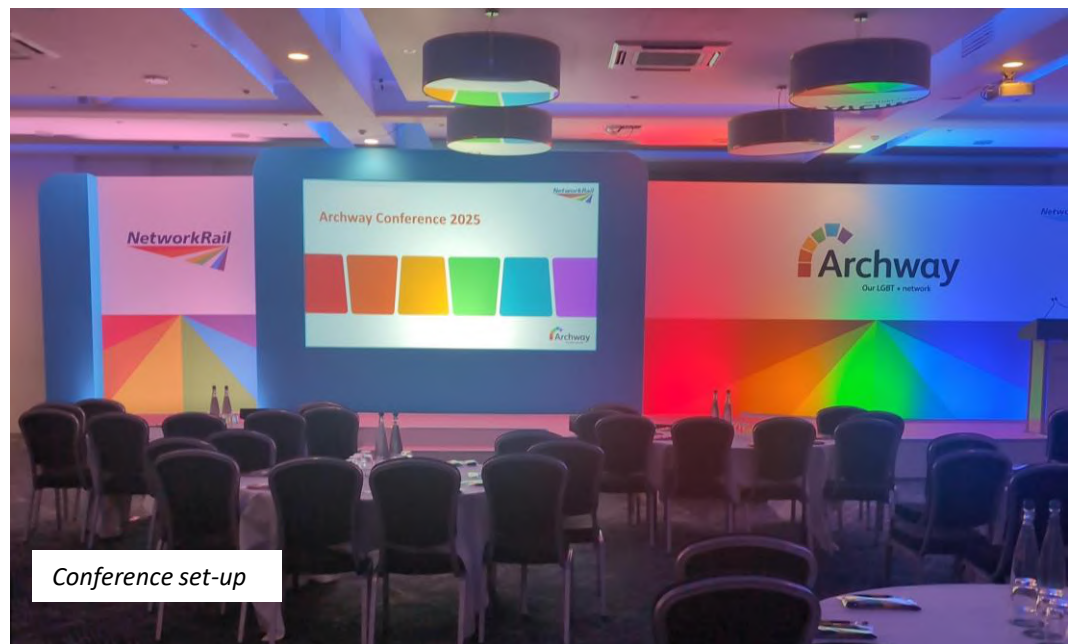
Archway is Network Rail's LGBT+ employee network, promoting LGBT+ inclusion across the industry. The annual conference was held on 26th March 2025, with attendees from across the rail industry.



Dr Carl Austin-Behan OBE

The day started with a talk from Dr Carl Austin-Behan OBE DL who is a Deputy Lieutenant of Greater Manchester as well as Greater Manchester's LGBTQ+ Community Ambassador and former LGBT Advisor to the Mayor of Greater Manchester, Andy Burnham. Carl was discharged from the RAF in 1997 due to his sexuality. In his talk he discussed LGBT+ inclusion in the armed forces and across communities, reflecting on how we can improve LGBT+ inclusion.

During the day there was also a workshop discussing LGBT+ hate crime run by Galop, a workshop celebrating 200 Stories of Railway Pride with Community Rail, and a senior leadership panel discussion.



Conference set-up

Quote from an attendee:

“At the Archway conference today. A really packed agenda. Was at a great break out workshop on LGBT+ hate crime. Fascinating and disturbing the scale of this. And what’s reported is the tip of the iceberg. Will reflect on how to be a better ally in and out of work.”



Things to consider:

- Are there gender-neutral facilities on site?
- Have you considered the LGBT+ community in your projects DIA – consider consulting with Archway to get further insight

Shared Learning: RRV Delivery On a Public Highway



Description of incident

In January, as part of the works to deliver the strategic rail freight interchange project on the East Midlands Route, a Road Rail Vehicle (RRV) was delivered to the North Orbital Road Rail Access Point (RRAP) ready for use at the weekend works. The Amey supervisor failed to ensure a safe system of work was set up to unload the RRV on the public highway. There was also a failure to comply with Amey's Zero Code, by not ensuring the safety paperwork had been briefed to the delivery driver, and by not ensuring everyone was wearing their correct PPE.

Immediate and underlying cause

The Amey supervisor and Delivery driver had not attended the main site compound prior to offloading the RRV at the RRAP. There was a new arrangement in place, which hadn't been communicated to all contractors.

- The new arrangement for reporting to the main site compound prior to offloading at the RRAP had not been communicated clearly.
- There was no formal traffic management plan in place for unloading an RRV at this location.
- The RRAP location was not suitable for RRV deliveries, resulting in vehicles being unloaded on the public highway.
- Amey Supervisor felt under time pressure to unload the vehicle as quickly as possible to avoid blocking the road for any longer than was necessary.



RRV Unloaded onto highway



Amey



Discussion points

- How are deliveries to Network Rail controlled sites that involve a highways interface managed?
- What competencies and training are required to manage deliveries on the public highway?

Recent Accidents and Incidents

Date of Incident	Portfolio & Route	Project	Location	Type of Incident / Accident	Event Description
13/03/2025 (LATE REPORT)	S&T - Anglia	157001 - Cambridge Interlocking Re-Sig	Six Mile Bottom Level Crossing, CCH 07m 65ch	Machine, plant, equipment or tool	2 x Road Rail Vehicle (RRV) trailers were offloaded using a Hiab at Six Mile Bottom level crossing without the appropriate documentation in place.
24/03/2025	East Coast Digital Railway – East Coast	170036 ECDP Programme	Langley Junction	ETCS testing irregularity – (potential OCC)	European Train Control System (ETCS) Staff onboard the 717 systems proving train from GTR and Siemens TCP had not been made aware of a 50mph ESR on the down slow at Langley Junction. Although it has been confirmed there was no overspeed, an agreement was in place to run at line speed for these tests (75mph).
25/03/2025	S&T - Anglia	157001 - Cambridge Interlocking Re-Sig	47m10ch SBR Bury Lane Farm	Non KPI Reportable Event	Operatives accessed lineside via a fence due to access point being out of use/closed.
26/03/2025	E&P – East Midlands	164523 – E Mids PSP Renewals	Kent PHK Welfare Unit, Uttoxeter - Access Old Knotty Way,	Non-Operational Infrastructure - Construction Event	Whilst reversing, a dumper truck came into contact with the welfare cabin and caused some slight damage to the corner of the unit. There was no damage to the truck and no injuries to the Operative. The Operative driving the Dumper Truck was trained in the use of the plant and his certificate in date.
27/03/2025	Track – CRSA – East Coast	East Coast Balfour Beatty	Tursdale	Route Crime	On arrival at site this morning, the Supervisor has found that track materials had been stolen from within the Railway Boundary: Initial Cost Estimate £50K



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- Do you have something to share?
- Can others learn from your work?
- Do you want access to previous CLIC editions?



SCAN ME

Whether it be linked Health, Safety, Environment or Social Value
Please get in touch and email: clik@networkrail.co.uk



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