

CLIC



Issue 154 – 17th September 2025



Simpler
Better
Greener



Welcome to another issue of CLIC

This week's cover celebrates the near completion of Beaulieu Park Station, located north of Chelmsford on the Great Eastern Main Line. Due to open at the end of October, the new station represents the conclusion of a 25-year journey to unlock growth for the area. First identified by Essex County Council in the early 2000s and backed by Homes England, works began in spring 2023. Delivered under the new ACE operating model, the project has been shaped by close collaboration between Network Rail, Murphys, and local partners. Strong engagement with residents, MPs, and Chelmsford City Council kept the community on board, while the team also added social value by supporting schools, apprenticeships, and charities such as Sanctus. Above all, the scheme has achieved an excellent safety record, showing what can be delivered with the right culture and partnership.

Alongside this milestone project, this edition of CLIC looks ahead to the challenges and themes shaping our work this Autumn. In Driving into Autumn, we examine the DVSA's new enforcement strategy and why securing loads and checking light goods vehicles has never been more important. The article highlights real-world cases where small oversights led to tragic outcomes, underlining the responsibility we all share in keeping roads safe.

We also mark National Inclusion Week, reflecting on this year's theme *"Now is the Time"*. Inclusion is not just a campaign, but something built through everyday choices — listening to overlooked voices, challenging barriers, and creating workplaces where everyone feels seen and valued. The piece explores how each of us can take small, practical steps to strengthen inclusion in our teams.

Another feature considers Weather and Construction, a timely look at how adverse conditions — from heavy rain and flooding to storms, heatwaves, and icy winters — affect safety, costs, and delivery. The article sets out practical measures for planning, protecting sites, and safeguarding workers, helping projects build resilience against an increasingly unpredictable climate.

Finally, don't miss our Fast Facts section, which brings together key learnings from recent incidents, including equipment issues, damage events, and route crime. It's a quick way to stay informed and apply lessons that can help prevent repeat occurrences.

Ian Bland

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In this issue...

Driving into Autumn

Raising awareness of securing loads and DVSA checks

National Inclusion Week

Promoting inclusion and how you can get involved

Weather Affected UK Construction Sites

As we approach the end of the year, are you aware of how to deal with adverse weather?

Fast Facts

- *Adverse Incident (Incorrect Equipment)*
- *Equipment Damage (Total Station damage)*
- *Route Crime (Theft)*

Driving into Autumn

Secure Your Load, Protect Lives



Driver and Vehicle Standards Agency (DVSA) Enforcement Strategy

As Autumn brings darker mornings and wetter roads, the Driver and Vehicle Standards Agency (DVSA) is launching a new enforcement strategy to improve safety around light goods vehicles (LGVs) and their trailers. This initiative will focus on higher-risk sectors, such as construction and vehicle transport where serious defects and unsafe practices are more prevalent. The goal is to eliminate unsafe practices that endanger lives.

Why LGVs Are Under the Spotlight

DVSA inspects around 20,000 LGVs annually, and over half of these checks result in enforcement action due to:

- Serious mechanical defects
- Insecure loads
- Significant overloads
- LGVs also fail MOT tests at a rate four times higher than HGVs, and much higher than cars.
- With ten times more LGVs than HGVs on UK roads, the scale of risk is substantial.

In 2023–24, there were over 3,000 LGV-related incidents resulting in fatalities or serious injuries, compared to fewer than 1,000 involving HGVs.

A Tragic Reminder

One heartbreak case is the death of 11-year-old Harry Dennis, who was killed when a loose scaffolding board swung out from a passing LGV. The driver, who failed to secure the load, was sentenced to four years in prison. The judge rejected claims of inadequate training, noting the driver had likely operated similar vehicles for 15 years.

How You Can Stay Compliant

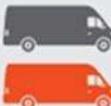
Whether you're a driver, supervisor, or fleet manager:

- Secure all loads properly, especially in box vans and drop-side vehicles.
- Conduct daily vehicle checks, focusing on tyres, brakes, and load distribution.
- Follow government and employer guidance on licensing and driver conduct.
- Report concerns and share best practices to help raise industry standards.
- If something doesn't look right, speak up.



Did you know?

MOT Tests



Half of all vans fail their MOT at the first attempt.



You are Responsible

It is the driver's responsibility to ensure the vehicle is safe and roadworthy.



Enforcement

The police and DVSA have the power to carry out spot checks on vehicles and can stop a vehicle being used if a prohibition is issued.

Roadside Checks

Two thirds of vans stopped at the roadside by the DVSA have a serious mechanical defect.



Overloading

If a vehicle is overloaded, the driver can be given an immediate prohibition notice.

Penalties for driving an unroadworthy vehicle

Fine up to

3 penalty points

A driving ban

£2500

XXX



Fines must be paid by the driver at the roadside or by phone or post after receiving penalty letter.



#NowIsTheTime

National Inclusion Week®

2025 15-21 September

What is National Inclusion Week

From **15 to 21 September**, we'll be recognising **National Inclusion Week 2025**, a dedicated time to reflect on how we can each contribute to a more inclusive, respectful, and equitable workplace whether on site or in our project office.

This year's theme, "**Now is the Time**", is a timely reminder that inclusion isn't something to postpone or delegate — it's something we all have a role in shaping, right now. In a world facing increasing complexity and change, inclusion is not just a value — it's a necessity.

So what does this mean for us?

It means:

- **Listening** to voices that are often unheard or overlooked.
- **Challenging** systems, behaviours, and habits that exclude.
- **Creating** space for difference, not just tolerance.
- **Acting** — even when it's uncomfortable or inconvenient.

Inclusion is not a one-off initiative or a box to tick. It's about the everyday decisions we make in meetings, on site, in conversations, in how we lead and how we support one another. It's about making sure everyone feels seen, heard, and valued.

As we mark National Inclusion Week, take a moment to reflect:

- What does inclusion mean to you?
- What small change could you make to help someone feel they belong?
- How can we, as a team, embed inclusion into the way we work?



Let's use this week as a catalyst, not just to talk about inclusion, but to live it. Because now is the time to build the inclusive culture we all deserve.

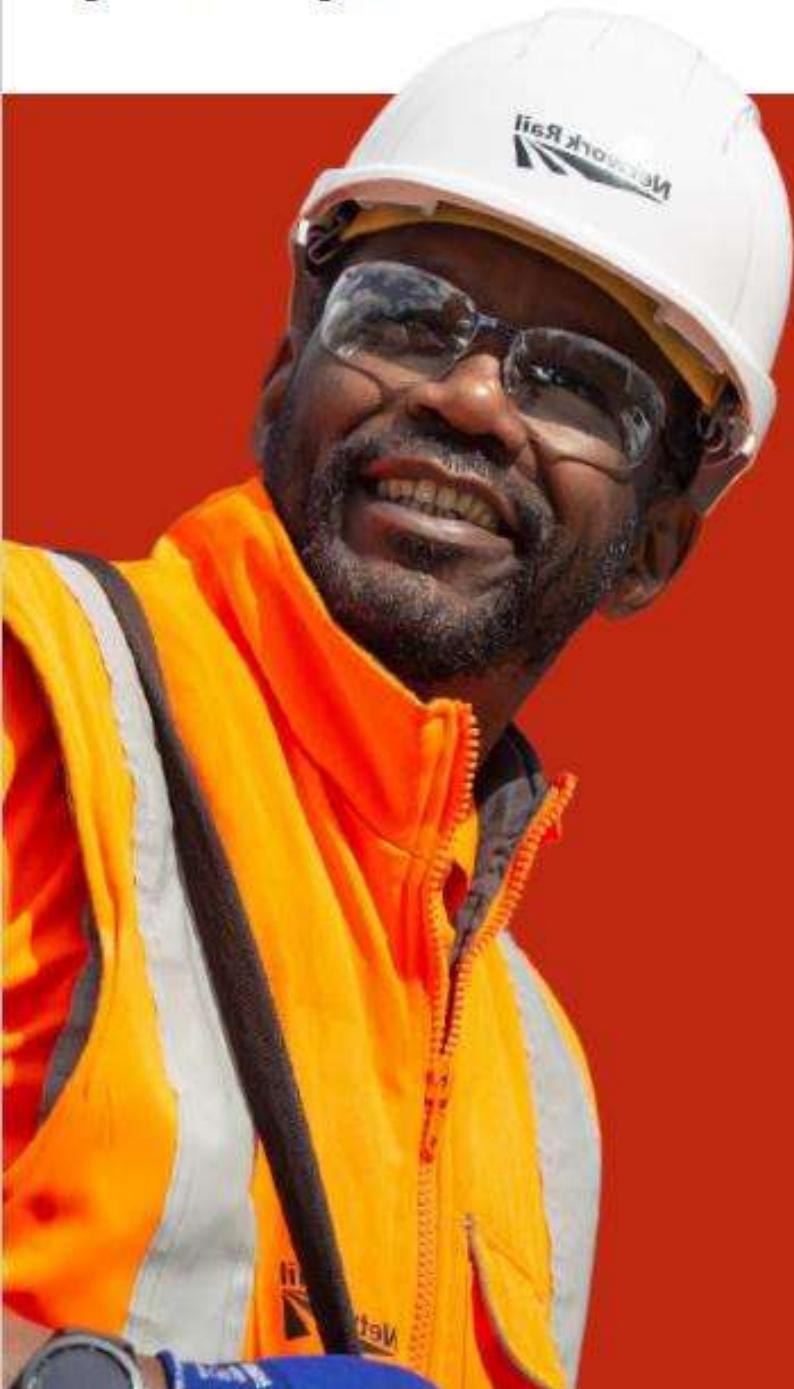
National



Inclusion Week

15 – 21 September 2025

Wherever you are in your inclusion journey, now is the time to act.



SCAN ME



#NowIsTheTime
#EveryoneBelongs
#NationalInclusionWeek



Weather Affected UK Construction Sites



Impact of weather on construction sites

In the UK, construction sites are significantly affected by weather, with extreme conditions impacting project costs, timelines, and worker safety. In 2024, the UK and Europe experienced high rates of weather-related disruption.

Heavy rain and flooding

- Safety risks: Wet and muddy ground conditions increase the risk of slips, trips, and falls. Trenches and confined spaces can collapse or fill with water, threatening workers.
- Contamination: Floodwater may become contaminated with on-site chemicals, which poses a further health risk during cleanup.

Strong winds and storms

- Structural damage: High winds can damage to temporary structures and partially constructed buildings. Storm Arwen in 2021 caused widespread damage to UK sites.
- Safety concerns: Work at height, such as on roofs or with cranes, must be stopped during strong winds. Wind-borne debris and falling materials are a significant hazard.

Extreme heat and heatwaves

- Worker health: High temperatures lead to health risks such as heat stress, heatstroke, and dehydration, especially for workers doing strenuous physical activity in direct sunlight.

Cold weather, snow, and ice

- Site access: Snow and ice make access routes treacherous, creating slip hazards and potential obstacles for deliveries.



Hoarding that came loose in high winds, blocking a line



Damage to a train

Mitigation and management strategies

- Risk assessment and planning: Integrate weather risks into all stages of project planning. Use advanced weather forecasting services, such as those from the Met Office, to anticipate and mitigate delays.
- Protect materials and equipment: Use protective coverings, such as waterproof sheeting and temporary shelters,
- Manage water effectively:
 - Install adequate drainage systems on-site from the outset.
 - Have pumps and flood barriers readily available to deal with excess water.
 - For existing waterlogging, machinery like scrubber dryers can be used to speed up clean-up.
- Prioritise worker health and safety:
 - In heatwaves: Schedule intensive tasks during cooler hours, provide shaded rest areas and easy access to water, and ensure staff are trained to recognise the signs of heat stress.
 - In cold weather: Provide appropriate protective clothing and hot drinks and ensure break areas are heated.
 - Adjust work schedules: Flexibility is key. This could involve adjusting start and finish times to avoid the hottest or coldest parts of the day or scheduling around expected periods of heavy rain or high wind.
 - Maintain site tidiness: Keep the site clean and organised. For example, fill in potholes that can collect water and ensure walkways are clear to reduce hazards.

Fast Facts



Note: This document contains information understood at time of incident and details may change following investigation.

Supplier Organisation	Third-Party Hire Company	Project	1060 – Leeds Station 11kV
Date of Accident / Incident	11 September 2025	Time of Accident / Incident	07:30
Location of Accident / Incident	Leeds Station	Type Accident / Incident	Adverse Incident
Route Control Reference	N/A	IRIS Reference	N/A

Outline of Accident Incident

On the morning of Thursday 11th September 2025, a third-party hire company were in the process of delivering a scissor lift, having been ordered by Kent Group to Leeds Station to facilitate cable containment installation works. Upon delivery of the scissor lift, the driver of the hire equipment was asked to leave the plant external to the site of works for the competent Kent operatives to then transport into the site of works, of which they are inducted to carry out works within. However, the delivery driver has drove the lift into the site of work where it was immediately apparent that it was fuel powered. As a result of this and the size of the plant, the exhaust(s) of the lift have created a sizeable dust cloud (pictured below). Causing the internal smoke alarms at the site of works within Leeds Station to be raised, and subsequently station management to attend the site immediately to investigate. Luckily, a station wide alarm had not sounded so no evacuation of the station was implemented. A battery powered scissor lift was requested to mitigate any risks associated with fuel powered lifts. However, the hire company had provided equipment that was not suitable for use in the location specified.

**Scissor lift outside the entrance to the site of works.*



**Dust cloud created as a result of the exhausts of the scissor lift.(from video taken on removal of the equipment after the event).*



Immediate Actions Taken

- Instantaneous communication from management was relayed to the Kent Group operatives to instruct the hire company to remove the scissor lift from the site of work and off hire the plant completely.
- Communication from management has then been made to Principal Contractor of the site of works (Balfour Beatty) and Network Rail, along with Station Management to inform them of and explain the incident.

Initial Known Facts / Causes Identified

- Steps were taken to request battery powered plant to completely remove the risk of inadvertently raising alarms.
- Hire company had previously stated that they did not have a lift to that specification and subsequently recommended a lift that was not appropriate. Which had gone unnoticed when placing a purchase order for the equipment.

Next Steps

- Further investigation and reporting.
- Hire company has been approached to provide a representative to attend site to recommend a lift that will be adequate to carry out the task required.
- Communication with Station Management has been made post incident to explain and to reassure that necessary steps will be taken in order to prevent any future reoccurrence of the incident.

Eastern Routes Capital Programmes



Fast Facts



AUREOS

Note: This document contains information understood at time of incident and details may change following investigation.

Supplier Organisation	Aureos	Project	Thorpe Level Crossing
Date of Accident / Incident	09 th September 2025	Time of Accident / Incident	11:38hrs
Location of Accident / Incident	Road Closure Thrope LX	Type Accident / Incident	Damage to survey equipment
BTP Reference	209-3095-25-9314-WE04	IRIS Reference	44462

Works In Progress: Road profiling and tarmac surfacing **Traffic Management:**

- Implemented by a certified traffic management company
- Closure set out in accordance with **Street Works** requirements
- Included **advance warning signage** and **diversion routes**.

Incident Description: A member of the public—a local farmer—breached the road closure by **driving around cones and signage** to visit the resident adjacent the crossing, **within the active works area**. After visiting the property/resident, the individual, reversed his vehicle, and in doing so **collided with a Total Station mounted on a tripod**, knocking it over and causing damage to the equipment upon impact with the ground.

Immediate Impact:

- **Damage to surveying equipment** (Total Station)
- **Disruption to profiling/tarmac operations**



Immediate Actions Taken

- Site team secured the area and assessed damage
- Incident logged with British Transport Police
- TM company notified for follow-up on closure integrity

Known Facts

- Road closure in place for profiling and tarmac works
- TM company set out closure per Street Works regs
- Reversed after reaching gate, damaged Total Station
- Advance signage and diversion routes were in place
- Farmer moved cones to access land near works

Causes Identified

- Unauthorised access by third party
- Failure to respect closure and site controls

Next Steps/Recommendations

- Review and reinforce public interface controls and access point barriers
- Consider additional physical deterrents or spotters near vulnerable access points
- Engage with local landowners to clarify access protocols during closures
- Log incident under lessons learned for future TM planning and stakeholder briefings



Fast Facts



Note: This document contains information understood at time of incident and details may change following investigation.

Supplier Organisation	Alstom Transport UK	Project	Ferrybridge to Goole re-signalling
Date of Accident / Incident	15/09/2025	Time of Accident / Incident	20:00
Location of Accident / Incident	Potters Grange Junction	Type Accident / Incident	Route Crime / Theft
Route Control Reference	3120871	IRIS Reference	44472

Outline of Accident Incident

At approximately 20:18 on 15 September 2025, Alstom's security team was alerted by a camera activation at the Potters Grange Junction compound in Goole. Surveillance footage showed two individuals wearing orange high-visibility clothing inspecting an excavator within the secured area.

Upon arrival, the security team discovered that the main gate's chain and padlock were missing. Further inspection revealed that a container belonging to one of Alstom's supply chain partners had both padlocks forcibly removed, and plant and equipment had been stolen from within. Additionally, the padlock and chain securing the materials laydown area had been cut.

It was subsequently confirmed that a flatbed vehicle had also been taken from the compound.



Immediate Actions Taken

The security team initially attempted to contact the British Transport Police but were unable to reach a representative. The incident was subsequently reported to Humberside Police, who attended the site to conduct an investigation.

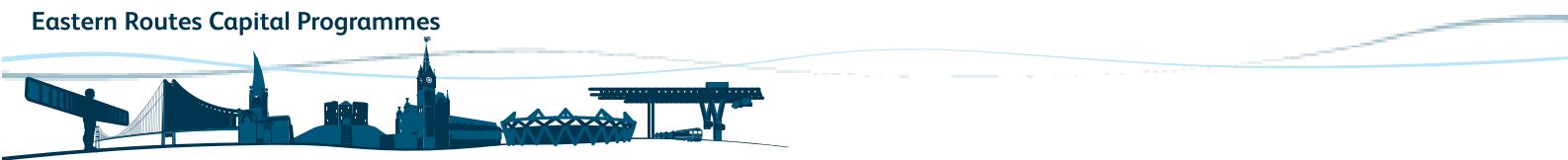
All compromised padlocks and chains were promptly replaced, and a security presence was maintained on-site until the arrival of the day shift, who began assessing the extent of the theft and equipment loss.

Initial Known Facts / Causes Identified

Alstom had completed a 54 hour disruptive possession on the day of the theft. There was a sustained flow of vehicles from Potters Grange Junction to Goole station over the weekend.

Next Steps

- Assess the security arrangements around the compound
- Assist Humberside Police with further investigations.





Do you have something to share that others could learn from? Whether it's related to Health, Safety, Environment, or Social Value, we're always looking for stories, initiatives, and insights to feature in future issues. If you'd like to contribute—or if you'd like access to past editions of the CLIC—please get in touch by emailing: clic@networkrail.co.uk.