

# PANEL OF INQUIRY

## ScottishPower *Express*

Reference no.: EXP-14-086

Incident: POI

Date: 2016



## NON-COMPLIANCE RISKS LIVES



*Broken 11kV Terminal Stay*



*Site Photograph (Source: Cheshire East Council)*

On the 14<sup>th</sup> January 2016, a team of craftsmen attended site following a report of a broken terminal stay on an 11kV substation pole. Upon arrival, and following their initial assessment, the team categorised the defect as an 'I Hazard', although it was reported 4 days earlier.

Following discussions on site and on completing their START risk assessment, the team proceeded to undertake the repair work. This involved positioning their vehicles straddling both the road and grass verge. The team also decided that the work could be completed with the 11kV overhead line, 11/0.23kV transformer and LV network all remaining live.

Both during and on completion of the work, SPEN were contacted by the Local Authority, who raised concerns about how the work had been undertaken on a main A class road, without notification and / or without any traffic management (non-compliance with NRSWA).

A POI was initiated with the following key areas being identified:

- Non-compliance with Company Policies and Procedures;
- Poor perception of risks and poor documentation of Risk Management; and
- Poor planning, and setting to work.

### Recommendations and Action Points:

**In order to prevent reoccurrence:**

- **Ensure the Reporting and Categorising of Defects (I, U & P's) are followed and applied**
- **The Planning and Setting to Work considerations are clearly known and understood by everyone**
- **All Site Specific Risks and Hazards are clearly documented and recorded (START)**
- **Ensure the required Signing and Guarding (traffic management) requirements are considered and applied**
- **Ensure the requirement to work live is justified and when undertaking work on wood poles supported by live conductors comply with the requirements of [OPSAF-11-006](#) (MSP 1.4).**