

<b>Form Ref:</b> HSI-10	<b>Independent Health &amp; Safety Inspection – Blue Star Item</b>	<b>Version: 2.0</b> March 2018
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	<b>Awarded for Exceptional Performance or New Initiative not used on other sites</b>
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Project	Principal Contractor (PC)	Date of Inspection
M5 Oldbury Viaduct – Major Renewal Scheme	BMV JV	27 <sup>th</sup> April 2018

Construction Director	HE Regional H&S Manager	HE Regional H&S Manager
Nigel Fullam	Amrik Singh	Neil Tyson
Site H&S Manager		
Steve Pettet		

This inspection looked at the new innovation initiative being used to provide familiarisation and awareness training for boom and scissor operations being carried out on the scheme.

Top Risks:		
Working at Height		

Key to RAG status:	
<b>R</b>	Non-conformance with Legislation or RtB Requirements
<b>A</b>	RtB Requirements not adopted everywhere on site or in full, and Negative Observation
<b>G</b>	Positive Observation relating to management of Top Risks
	Exceptional Performance or New Initiative not widely used on other sites
<b>O</b>	General Observation requiring action

<b>Description of Blue Star Item</b>	<p><b><u>Virtual Reality training Simulator</u></b></p> <p>The introduction of ground-breaking virtual reality simulators are designed to allow operators a true-to-life look and feel of operating an access platform in a safe and controlled environment. This Simulator realistically simulates the sensation of boom and scissor operations.</p>
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<p><b>Benefits of Blue Star Item</b></p>	<p>The Oldbury Viaduct overlaps roads, canals, railway lines and footpaths. In some areas it offers little practical access to the underside by conventional scaffolding and the use of MEWPs overcomes these accessibility issues.</p> <p>The MEWP VR simulator creates a virtual reality by enabling the user to navigate through a virtual environment by handling a replica control panel whilst standing on a responsive platform. The unit simulates a variety of scenarios involving both types of mobile elevating working platforms currently in use on the market i.e. the scissor and boom lifts. The simulator then returns a score at the end of the activity which reflects how safely and smoothly the MEWP was operated throughout the simulation exercise.</p> <p>Why are we using the VRTS?</p> <p>Our primary objective is to mitigate the risks associated with the operation of MEWPs on the project, particularly due to the restricted access under the structure and the proximities of the canal and public footpaths. The VRTS is being used as part of our MEWP operator's on-boarding process. Therefore each MEWP operator is required to undertake a '<i>familiarisation training</i>' before they are allowed to work out on site, and this involves the simulated operation of a MEWP in scenarios adapted to our site conditions. This process is designed to give us further assurance that our operators have the skills and competencies that we require from the outset.</p>
<p><b>Details and Cost of any Specific Product</b></p>	<p>There are cost implications but the JV believes the benefits of the VRTS will in the long term shall outweigh the cost of hiring the unit. It is expected there will be increased efficiency of inclusion repairs and drainage replacement, and the wider appreciation of MEWP operations, to recover the project's investment in the MEWP simulator and training.</p>

Ref	Observation Photographs
8.7	 <p>The virtual simulator with virtual controls and at the demonstration walkthrough stage</p>
	 <p>HE Senior Project Manager using the simulator</p>