



Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

07 September 2016

Raising the bar for Close Calls

Our only red site of the bank holiday weekend, Long John Hill Bridge replacement in Anglia, was successfully completed without accident or injury. The project involved replacing the previous brick and iron structure with a single 120 ton reinforced concrete structure.

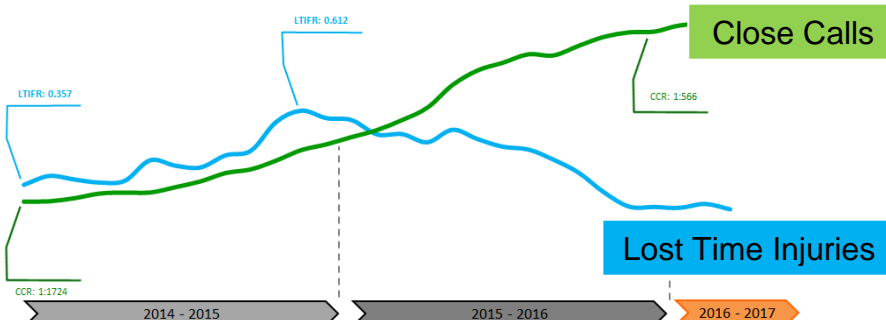
To try and raise the bar on safety, the Principal Contractor, VolkerFitzpatrick, decided to target an improvement in the number of Close Calls. The final Close Call ratio was one Close Call raised for every 61 hours worked (the IP Southern norm is 1:500).



John Cox, Managing Director (Rail) VolkerFitzpatrick, commented "I am really pleased to see such a significant number of Close Calls were reported at our site at Long John Hill. We are seeing the benefits of this rich source of information in shaping our plans to prevent accidents.

We are reaching a place where Close Call reporting is part of our culture. It was also great to see how the team addressed and closed out each Close Call so promptly and with such enthusiasm. Finally, it is an opportunity for me to thank everybody who raised a Close Call, which helps us to get home safe every day."

Our statistics show that **the more Close Calls we raise, the less accidents and incidents we have**. Could you increase the number of Close Calls raised on your sites to prevent accidents and incidents from happening, so that your people get home safely?



Click on the shield above to access our website

Manual handling safely

Two operatives were undertaking a two man lift at Tottenham Hale to move a small generator (66kgs) over a low wall. As they lifted the generator back to ground level from the stub wall, one of the individuals lost his footing and as a result, suffered a muscle strain in his back.

The ground has since been levelled with a ramp and steps up to stub wall, to create a safe access and platform for lifting.

Lessons learnt...

Review ground conditions before conducting manual handling activities.



Before



After (work in progress)

Contact us: shield@networkrail.co.uk

Home Safe

Are you wearing the correct PPE?

Whilst dismantling the wooden maintenance building at Waterloo, an operative removed a section of timber from the wall and placed it behind him. As he removed a second section, he stepped backwards onto the timber. The timber had a protruding nail which went through his boot, causing a small puncture wound.



The safe system of work that had been briefed to the staff is that when a timber is removed, it is either taken directly to the onsite skip, or to a quarantine and safe area for subsequent de-nailing. This process had not been followed.

During the investigation, it became apparent that the boots that the individual was wearing did not comply to safety standards as they did not have a steel midsole. Further investigation highlighted that most of the site labour had non-compliant boots. These employees were all supplied by an external contractor.



Think...

Do you check the PPE of operatives on site to ensure it is compliant and safe?

You can find a copy of our PPE poster on the [Southern Shield website](#).

Moving load fractures finger

A Works Delivery Track team were removing rail and scrap materials from site using an RRV trailer.

As one of the operatives went to remove a ballast bag from the trailer the bag became caught on the rail, causing the rail to move. The individual put out their hand to catch the falling rail, but as it fell their fingers became trapped between two pieces of rail. The operative was taken to the local hospital where he received an x-ray and it was confirmed he had fractured his index finger. [You can find the full bulletin here.](#)

Lessons learnt...

- Visually inspect a load before and during unloading activities, to check it has not slipped or moved. Consider the potential for movement of the load when straps are removed.
- Ensure the load has been evenly distributed and supported correctly.
- Ensure that any equipment which you are going to remove is not supporting other materials or is caught on any materials it may affect.
- Always wear gloves when handling loads – in Infrastructure Projects, we mandate Cut 5 gloves.

Stop and think when you return to work

As the summer draws to an end, many of us will have returned from our summer holiday. Sites change regularly, so a period of time away can leave colleagues in a vulnerable position.

It is important we refocus and are briefed on any changes to the site upon returning. Individual, personal back to work briefings should be conducted as good practice. This is not just important after the summer but after any annual leave or prolonged period of site absence.

Let's keep having the safety conversations and together we can make a difference.

Unauthorised drone collides with crane



In the Central region, a drone recently collided with a crane jib whilst a photographer was taking photos of a bridge installation.

Although on this occasion the only damage sustained was to the drone, the unauthorised use of unmanned aircraft systems on or near Network Rail infrastructure pose a potential risk to people on the ground, infrastructure and other airspace users.

Remember...

No unmanned aircraft/drones are to be used on or near Network Rail infrastructure without prior authority/advice from the Head of the Network Rail Air Operations Team.

You can find out more about the policy [here](#).