



Home Safe

The Southern Region's Weekly Safety Update

16 November 2016

Lorry collides with lamp post

A low loader lorry driver was delivering an RRV to Aldershot maintenance depot when it reversed into a lamp post. The lorry was having to reverse as the access gate to the station was locked.

Initial investigations into the accident suggest that the driver relied on an operative to assist him when reversing. It appears that the operative did not signal to stop the lorry as the lamp post was in his blind spot. This resulted in the trailer colliding with the post. [You can find a copy of the full bulletin here.](#)



Lessons learnt...

- All deliveries should be pre-planned and overseen by a suitably competent person.
- Reversing of commercial vehicles should not be undertaken without a competent banksman /traffic marshal.
- The driver and banksman /traffic marshal must ensure communications between them are agreed prior to carrying out any manoeuvre.
- The banksman/traffic marshal is to remain visible to the driver at all times.

Loose load causes vehicle damage

A pickup truck was leaving site when a bar that runs along the top of the truck came loose. The pin securing the bar had not been put in correctly.



As the truck drove off, the bar swung into a trike, pushing it into the boot of a car. Damage was sustained to both the car and the trike.

Think...

Always carry out vehicle checks before manoeuvring the vehicle.

[Click on the shield above to access our website](#)



Combatting hand injuries

A Safety Stand Down event took place following three recent accidents involving trapped fingers on the Gospel Oak to Barking Electrification project. A total of 305 representatives from eight organisations attended the stand down including operatives, works managers, supervisors, project managers and health and safety professionals.

The day included a look forward at the challenges ahead and the risks associated with future works, as well as an interactive session on how we could prevent these accidents going forward. [You can find more information here.](#)

Sharing best practice

In last week's Home Safe we included a piece on the number of incidents involving open bladed knives, such as Stanley Knives. There are lots of different products available with blades that automatically retract when not in contact with the cutting surface. You can find examples of the [safety knives that are available here.](#)



Home Safe

Missing or ineffective drainage covers

On average, 15 people a year report an injury due to missing or ineffective drainage covers. Injuries include cuts, bruises and broken bones. Based on feedback from depots and project teams, the number of injuries attributed to catchpit lids is likely to have been under-estimated.

The recorded number of missing drainage covers has been increasing over recent periods. Whilst these pose an immediate threat to the safety of our people, many remain unrectified over a year after identification. The Drainage Maintenance Standard states that missing or ineffective covers on catchpits and manholes have an immediate remediation for all track categories.



Remember...

Any draining covers that have been removed, moved or damaged must be replaced.

New Sentinel System – swiping in and out

The new Sentinel system and app for swiping operatives in and out at the beginning and end of a shift was launched on 4 October. The system is available for use by Controllers of Site Safety (COSS) and Engineering Supervisors (ES); however, it is not yet mandatory across Network Rail. It is still possible to continue to use the old arrangements - card verification using the QR code or by phoning Sentinel.



There has been some confusion surrounding the new system, with some sites experiencing problems when an ES or COSS is relieved at the end of their shift and replaced by another. To clarify, it is important that all staff ensure they swipe out at the end of their shift, otherwise the system continues to record that they are onsite. If someone does not swipe out, this will assume that they have not had a minimum 12 hour rest break when they try to sign back in. A risk assessment would then be required by a manager to allow the person to sign in.

The correct process to follow is:

1. The outgoing ES or COSS updates the system to show that the operatives booked in with them are 'continuing work at another location'.
2. The incoming ES or COSS has to re-validate the staff by swiping them in again.

A non-mandatory e-learning module (approx. 60mins) is available through Sentinel. ES's and COSS's are strongly advised to complete the module before using the new app.

Cambridge North Station wins Green Apple Award

Cambridge North Station has won the Green Apple Bronze award for Environmental Best Practice in the Building and Construction category.

The award acknowledges the team's hard work and commitment throughout the project to achieve high environmental standards and go above and beyond what is expected. The award highlights the extensive works undertaken to protect the local flora and fauna in addition to creating habitats both on and off site by reusing redundant materials.



Product recall - DBI-SALA Lad-Saf™ Sleeve

In case you have not received this information, a product recall was issued at the end of August for DBI-SALA Lad-Saf sleeve.

A review of the product highlighted potential misuse scenarios that could result in serious injury or death.

In light of this, owners/users must **immediately stop using** and quarantine all original Lad-Saf sleeves. *You can find affected part numbers in the attached bulletin.*

