



Infrastructure Projects Southern *Home Safe*

The Southern Region's Weekly Safety Update

04 January 2017

Lost time injury

A COSS was walking within Sevenoaks tunnel when he stumbled on an existing drainage chamber that had a broken cover. His leg went into the open manhole and as a result his right ankle was sprained. The COSS was absent from work for two shifts to rest his ankle.

An investigation is underway; however, initial findings suggest that a change to the loading of a train delivering supplies resulted in some of the wagons being halted outside the planned area for unloading. The wagons were therefore outside the area where lighting had been set up. The COSS was relying on his helmet lamp for illumination to walk through the area. The missing manhole cover had not been identified as it was outside the planned area for the works.

Lessons learnt...

Late changes to plans may introduce unforeseen hazards; when late changes occur, a reassessment of the working arrangements and environment should consider what new dangers might now exist.

Trailer dropped during unloading

An RRV was unloading a trailer from the back of a lorry in an off track compound at Angerstein Wharf. It is alleged that the RRV failed, resulting in the trailer being dropped onto a car parked close by. Fortunately, no one was injured.

The works were stood down and statements taken from the RRV operator and operatives nearby. A technician attended the site and was unable to find any fault with the RRV. When asked to take a Drugs and Alcohol test, the RRV operator refused to do so. The investigation is ongoing.



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D&A test failure

During a random Drugs and Alcohol test at Dover, a delivery driver failed the test. The driver was advised that he would be unable to enter the site and was turned away.

Issues for consideration...

All such failures must be reported to SCO 24/7 as an incident. If the person holds Sentinel competencies then the results of any failure must be provided to the Primary Sponsor for the person involved.

Discussion point: What action would you take? Was this driver still safe for the public highway?

Cable strike

Prior to breaking ground at Redhill Station, a CAT scan was undertaken and no cables were identified. However, as the excavator begun work it came into contact with a cable duct. The Route cable team attended and repaired the damaged fibre cable.

The cable was not shown on any of the utility drawings of the site and had been laid at only 200mm below ground level with no protection or warning markers. A nearby access chamber had also been covered over by a tarmac overlay.

Contact us: shield@networkrail.co.uk

Home Safe

Serious road traffic accident on M5

At 04:47 on 29 July 2016, a Ford 9-seater minibus left the north bound carriageway of the M5 and came to rest on the motorway verge. The vehicle was being driven by a sub-contractor working for Network Rail and had three occupants. The team were working for Plymouth Delivery Unit (Works Delivery) and were travelling back to South Wales after a shift near Liskeard, Cornwall. Fortunately, there were no serious injuries.

An investigation has concluded that the immediate cause of the accident was that the driver fell asleep whilst driving. The driver was fatigued due to travelling between the work site and the team's home area near Cardiff. The Contractor had failed to confirm accommodation so the team had nowhere to sleep after their booked shift.



The driver and his two colleagues also had insufficient rest time between the shift they had just completed and their following shift later that day. The journey should take approximately 3 hours 30 minutes, but the Contractor had not allowed for a suitable rest break during the journey. In addition, only one of the group was able to drive the vehicle, so the driving task could not be shared. **You can find the full bulletin [here](#).**

Lessons learnt...

- Everyone should have a minimum of 12 hours rest between shifts. Travelling to a work site counts as work time.
- Travelling time from base to worksite must be considered before allocating work and door to door time must not be planned to exceed 14 hours.
- Planning must take account of fatigue management policies for every shift and identify and confirm designated driver(s). Where necessary, hotel accommodation should also be provided.
- Assurance should test compliance with fatigue management policies.

Hydraulic hose failure

When unloading a lorry at High Brooms, it was noticed that one of the hydraulic supporter legs was leaking oil. The oil was collected by the spill kits on site and the area made safe. A fitter attended site and repaired the burst hydraulic hose. The contaminated spill kit was removed for quarantine and a new spill kit put in its place.

Lessons Learnt...

Mobile plant presents a real risk to damaging the environment through failure of hydraulic hoses. Equipment should be inspected when it leaves site to ensure any damage is reported and actioned before the plant is deployed to the next site.

Sharing lessons learnt – near miss

On 30 December a near miss occurred at Ladbroke Grove in the Central Region. The line had been partially reopened; however, as the COSS was not familiar with the area of work, he was unsure which lines were now open and which were still closed.

Immediate lessons learnt...

- The line had been partially reopened; therefore the work circumstances had changed and meant that lines that had been closed were now open. When changes occur, all staff must be briefed of the changed circumstances.
- It is important that a COSS makes themselves familiar with the area before acting as the COSS. Ideally this should be in advance of the shift but if this is not possible then this can be done during the shift prior to acting as a COSS in that area.
- There was thick fog in the area which could have disorientated the team. It is important that in foggy conditions, we assess that it is safe to work using the planned level of protection and take the time to orientate our teams correctly.
- Whilst the COSS had attended the white board meeting, the work supervisor had not attended. It is important that all supervisors attend the white board meetings so that they are familiar with the site staging and their planned work.

If you would like a colleague to receive Home Safe, please contact daisy.read@networkrail.co.uk