



Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

15 March 2017

Lessons Learned from scaffold fall

In a recent edition of *Home Safe* we reported that an operative fell through a gap in a scaffold access hatch which caused an injury. Following an investigation the [learning](#) from this incident has been released. This includes:

Fall through access hatch

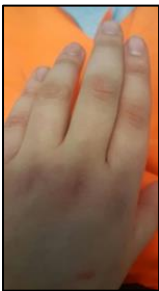
An operative was undertaking painting duties on the second lift of a scaffold and stood back onto a closed scaffold access hatch. The hatch appears to have moved or twisted as he stood on it. This caused his leg to drop through the gap causing injury. Further information on this incident can be found [here](#).



- Prior to the handover of a scaffold you must be robustly assured that a comprehensive inspection has been undertaken by the scaffold organisation to ensure the scaffold is safe and fit for use.
- Every scaffold inspection must include a comprehensive review of all areas of the scaffold.
- Remember the law states a scaffold must be inspected, before its first use then every seven days thereafter and following an event likely to have affected its stability such as alterations, damage or extreme weather conditions.
- All components of a scaffold should be inspected before installation to verify their safe function.
- Where any item is found to be damaged or not functioning correctly then the item is to be quarantined, then either serviced or disposed of.

Remember...If you are in any doubt call a Time Out Take Five.

Another hand injury



An operative injured his hand whilst lifting sleepers as part of a four man lift. The activity was unplanned as the team were not expecting to come across the sleepers which had been left by another team. While undertaking the lift, he caught his fingers between two sleepers as they were stacking them. At the time there was no visible damage to the finger. However, later on in his shift his hand became swollen. A document has been released detailing the [key learning](#) from this incident.

Lesson learned... The work should not have taken place until the correct tools and equipment had been provided and the team briefed on how they were to do that task.



Click on the shield above to access our website

BIM 360

BIM 360 is being used at Redhill to record buried services as equipment. Once the service has been discovered a 'We've Been Here Before' posters is positioned at the location for the next group to see. For further information email: shield@networkrail.co.uk.



Plant and people

A Close Call was raised after a steel fixer was seen working at the back of an excavator with no managed exclusion zone in place. Further information about this incident can be found [here](#).

Home Safe

Did you know?

Did you know that metal pins or spikes driven into the ground have a high risk of striking a buried service? Further information about buried services, senior manager's roles and permits to spike can be found [here](#).



Remember...

Remember from 1 March 2017 the penalties for being caught using a mobile device behind the wheel has increased. You could now be given six penalty points on your licence and a fine of £200. A [short film](#) on the Southern Shield website called Mobile Distraction shows the consequences of using your device while driving.

Using your mobile when driving

In the UK, it is illegal to use a hand-held mobile phone or similar device while driving, or riding a motorcycle. The rules are the same if you're stopped at traffic lights or queuing in traffic. Today, the penalties for being caught using a mobile device behind the wheel has increased. You could now be given six penalty points on your licence.



Remember... Whilst driving for work or on Network Rail business you must always follow Network Rail's Lifesaving Rule regarding mobile phones use and electronic programmable devices:

Never use a hand-held or hands-free phone, or programme any other mobile device, while driving.

What is going on?

In period 12 this year there were 11 accidents recorded within IP Southern, including a Specified RIDDOR where a colleague suffered a broken elbow.

Our overall rolling 13 period Lost Time Injury Frequency Rate (LTIFR) is at 0.293, which is above our target of 0.254. Over the course of this year our safety performance has worsened. So far this year there has been 102 injuries sustained with comparison to 2015/2016 where there

were 93 injuries; we have also injured people more seriously this year.

Think... What can you do today to prevent the next accident?

IP Southern Lost Time Injury Frequency Rate

