

Wessex Route

To be distributed to all the business
units and displayed on your notice
boards please

Safety Vision Update 2019



Safety

Our vision

Everyone Home Safe Every Day

Our belief

There is no choice to be made between safety and reliability. World-class railways deliver both, day in, day out.

Our personal commitments

Whether you are an employee, contractor or subcontractor, by delivering on our commitments we will achieve safe and outstanding performance. This is key to providing passengers and freight users with the safe, reliable and efficient railway they deserve.

- Safe behaviour is a requirement of working for Network Rail.
- We will always comply with our Lifesaving Rules.
- We will plan work to ensure that it can be done safely.
- Our work environments will be tidy – and we will leave them tidy when we've finished.
- We will ensure people have the skills and the equipment required to work safely.
- We will stop work if it cannot be done safely.
- We will personally intervene if we feel a situation or behaviour might be unsafe.

- We will use Close Calls to report unsafe behaviours and conditions.
- We will use our Fair Culture principles to investigate incidents and learn lessons to prevent them occurring again.
- We will relentlessly strive to find new ways to keep ourselves, colleagues, passengers and the public safe.
- We will design, construct, inspect, operate and maintain the railway to keep everyone safe.
- Safety leadership is key to how we assess our people's performance and readiness for progression.



Andrew Haines
Chief executive



everyone
home safe
every day

Welcome

Welcome to the Health, Safety and Environment Cascade for Period 11 2018/19.

In this cascade;

- **Significant workforce events**
- **Line Blockage Improvement Plan Update**
- **Driving Risk – Get some training**
- **NR National Near Miss Presentation & Safety Hour Discussion Pack**
- **Health and Wellbeing**
 - **Mental Health First Aider**
- **Safety Bulletins, Alerts and Advice**
 - **NRB-19-01-Godinton-Substation-Staff-Injury**
 - **NRX-19_01-Cable-Drum-Trailer-Failure**
 - **NRA19-01-Mini-DiggersMake the right call**
 - **Technical safety bulletin 1 - Godinton substation**
 - **Technical safety bulletin 2 - Godinton - Issue 2.2**
- **Infrastructure Plant Manual NR/L2/RMVP/0200 Issue 10**
- **Meet the new WHSEA's**

Significant workforce events



Significant Accident/incident details

Sun	Mon	Tue	Wed	Thu	Fri	Sat
06 Week 1	07	08	09	10	11	12
13 Week 2	14	15	16	17	18	19
20 Week 3	21	22	23	24	25	26
27 Week 4	28	29	30	31	01	02

Thu 10

Minor Head Injury: Works Delivery. Track Inner.

IP deliberately dropped sleeper saddles that were stuck together to separate. 1 bounced back and hit IPs forehead between hard hat and safety glasses causing serious cut and abrasion.

Take 5: The best method to split saddles is to prise apart with a bar.

Sun 13

Shoulder Ligaments: Works Delivery. Track Inner.

Whilst installing track nylons, IP lent shoulder into the setter to install a nylon, this met with unexpected resistance causing damaged shoulder muscle ligaments.

Take 5: Warm up in winter and check the resistance of the tool before committing.

Tue 22

Shoulder Injury / Twisted Ankle. TSM Woking. Inner DU.

IP stepped out of 4ft from the Down Sidings and caught his foot on a cable situated between 2 lines. He fell, striking his shoulder on a concrete base and twisting his ankle.

Take 5: Is there sufficient lighting during the hours of darkness, can you see where you are walking.

Sun 27

Four members of staff in RTA. Shock.

Whilst overtaking a car in the slow lane of the A3 early in the morning, the driver lost control of the NR van, which spun around and slammed into central reservation. The staff included the ES and the MC, all on their way to work, shaken by the experience.

Take 5: For driver training.

Sun 20

At 0204 hrs the signaller on panel 3 at Woking ASC reported that they had granted a line blockage at Aldershot North Junction which overlapped engineers possession as per WX WON 43, Item 155, The COSS who had been granted the Line Blockage immediately noticed detonators and possession limit boards on the track and notified the signaller of the issue. Under investigation.

Mon 28

At 11:54 Ultrasonic staff who had finished working within a Line Blockage between Bentley and Alton reported whilst walking towards an access gate, a train passed through the Line Blockage. All staff were in a position of safety and no near miss was reported by the driver. Under investigation.

Everyone Home Safe

No Lost Time Injury

Lost Time Injury

Near Miss / Line Block

Road Traffic Accident - No Injury

8

2

2

3

Line Blockage Update

- The Route has an Irregular Working Steering Group. This is chaired by the Chief Operating Officer, the attendees include Head of Maintenance, Head of Operations and the Health and Safety Manager.
- The Route Union Safety Representative is Ian Watson (Telecoms).
- These are some of the activities in the Route Near Miss and Line Blockage Recovery Plan owned by this Group;
 - Occupational Psychology Centre to work with Signallers and help identify pre-cursor indicators in the workforce.
 - Increase the use of Track Safety Technology to minimise Track staff exposure to risks associated with unassisted lookout systems and line blockage without additional protection systems
 - Increased use of 'additional protection arrangements' in Line Blockages
 - New technology to improve the standard of Safety Critical Communications to reduce error rate.

Workforce Safety

Driving Risk – Get some driver training

- ❖ On Sunday 27th January at 0715, four members of P-way staff were in an NR vehicles driving northbound on the A3 near Rowlands Castle driving to work, one was due to act as ES, one was the MC for the last shift in a golden possession worksite.
- ❖ The driver noticed a slow moving vehicle in the inside lane, on approach it became obvious at the last moment the vehicle was travelling at approximately 5mph.
- ❖ Our driver swerved to the fast lane to avoid this vehicle, this resulted in the van with NR staff spinning out of control and hitting the barriers, coming to rest in the hard shoulder.
- ❖ This was a scary and potentially fatal accident, luckily no other vehicles were around at the time.

PLEASE: Book your staff onto the driver awareness courses; either through Oracle or direct through Stuart.Cowley@networkrail.co.uk

For more information regarding the accident follow the link - [Wessex Route RTC on the A3 27-01-2019](#)



Near misses: It won't happen here

Link to the Wessex Safety Hour Discussion Pack

[Safety-Hour-Discussion-Pack-Wessex-Final-Version](#)



Insert / play film one: Near [miss](#) montage



Exercise one:

What did you pick up from the film?

Discuss:

- What important challenges does this film raise?
- Have you ever found yourself in any life threatening situation?
 - What led to you being in that situation, and how does this relate to the situations in the film?
- Having seen this film, would you feel comfortable if your loved ones worked on track?
- What is your role in making sure everyone is safe?
- How might your decisions or actions put others' lives at risk?





What do these numbers represent?

Number of near misses since the January
2014 Newark fatality

Number of incidents where a train was
signalled into a line blockage/possession
in 2018/19

Number of incidents in 2018 where
protection was incorrectly located

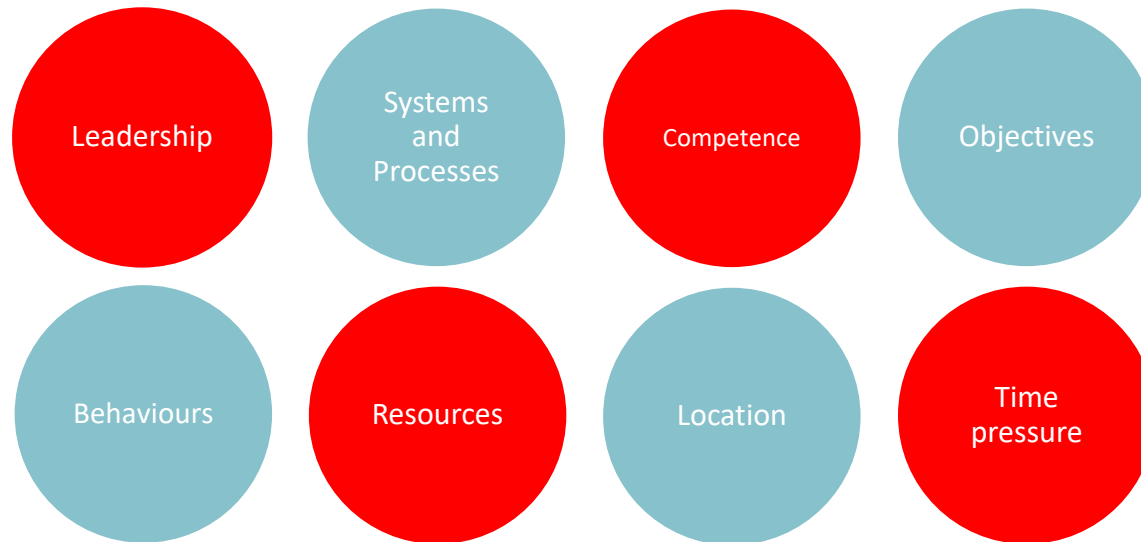
Number of near misses you have been
involved with?

Number of near misses in Control
Period 5 (last 5 years)



Exercise two:

What are the key causes for trackworker events?



Discuss these areas and any other causes that may not be listed here



Exercise three:

Tolerance to RISK - willingness to take safety risks

When we do things repeatedly and nothing bad happens, we believe and feel we are safe, but are we?

- How tolerant do you think the business is to risk?
 - Think about trackworkers, contractors, office staff; and the impact of decisions on safety?
- What would keep you 'tuned in'? How does this apply to your work?
- What would stop you doing something you know is risky, but you have got away with it so far?
- How could you help everyone go home safe everyday?

Thinking about all of the above, what needs to change?



Stop, speak up and fix if you can

Always stop, always speak up, and fix the issue if you can

If you:

have not
received a
briefing that
you
understand

do not feel
safe

see an
unsafe act
or situation

have not
fully risk
assessed
the job

do not have
the right
documents
at hand for
the job

do not have
the correct
tools or PPE
to carry out
a job

are not
trained to
do the job

do not have
time or
resources
to do the
job safely

are not fit
to do the
job you are
about to do



Insert / play film [two](#): Think RISK - People



Exercise four:

Think RISK: People

- What opportunities to prevent this near miss do you think there were?
- What risks develop under time pressures?
- Does this scenario look familiar to you, did you raise any concerns at the time and what happened?
- Do you know what support is available in the event of an incident?
- What are you going to do differently as a result of this session?



What will you do differently so you and your colleagues keep each other safe, every day?

Make certain:



Throughout this session you have been asked to discuss what you feel needs to change.

We would like to hear your feedback so please either email us on:

ThinkRISK@networkrail.co.uk or feed back via the [Think RISK Yammer page](#)



Health and Wellbeing

NetworkRail

Wessex route is looking for
mental health first aiders.

Are you:

A good listener?

Enthusiastic about
reducing the stigma
around mental health?

Non-judgemental?

Able to maintain
confidentiality?

If this sounds like you, please contact

Grazia.Elsehimy@networkrail.co.uk

(Wessex route occupational health manager) to find
out more about becoming a mental health first aider.

In partnership with



MENTAL HEALTH FIRST AIDER

If you want to find out more about how
to become a MHFA, then contact:
Grazia.Elsehimy@networkrail.co.uk



Safety Bulletins, Alerts, Advice

- Safety-Bulletin-NRB-19-01-Godinton-Substation-Staff-Injury
- Safety-Alert-NRX-19 01-Cable-Drum-Trailer-Failure
- Safety-Advice-NRA19-01-Mini-Diggers
- Technical safety bulletin 1 - Godinton substation
- Technical safety bulletin 2 - Godinton - Issue 2.2
- Wessex Route Lessons Learned Rail Saddle Accident 040219

Infrastructure Plant Manual

NR/L2/RMVP/0200 Issue 10

Is now available on
[Network Rail Standards and Controls](#)

The Compliance date is 2nd March 2019.

Key Changes are:

The number of modules has reduced from 32 to 18.

A new Guidance notes module as a separate document.

- **P521 POS module, section 4.1:** The POS provider is responsible for assigning competent OTP personnel including Machine Operator's, Machine/Crane Controllers and POS representatives.

If you or your team Plan, Operate or Control OTP, you need a briefing. A Briefing Pack is available.

Please contact:

Keith Penn

Rail Plant Support Engineer.

<mailto:keith.penn@networkrail.co.uk>



New WHSEAS for the Route

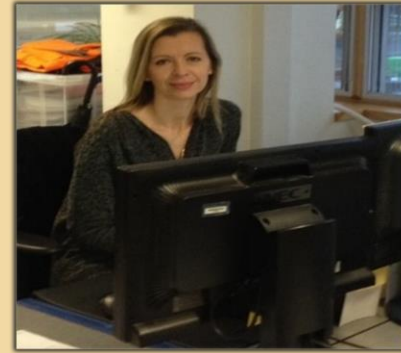


Achilleus Iheozor-Ejiofor (RAM team, B&C and ASPRO team)

I've joined Network Rail from outside the rail industry, having practiced my trade in oil and gas, manufacturing and construction industries, from geologist geotechnical engineer to QHSE Advisor..

I hope to bring some transferable experience gained outside to an already successful team, to help improve and preserve Network Rail's safety vision of Everyone Home Safe Everyday.

Tele: 07732639425



Andrea de la Mothe –(Maintenance & Ops) – 6 month secondment

I have worked for Network Rail since 2002; starting as a Section Admin & Planner for various functions, I became the WHSEA for the busy Croydon DU 4 years ago which I thoroughly enjoyed.

I bring some experience, a desire to know more and take on new challenges.

I look forward to meeting as many of you as possible in the next few months.

Tele: 07711602186