

# Wessex Route



## Welcome to the Health, Safety and Environment Cascade for Period 12 2018/19.

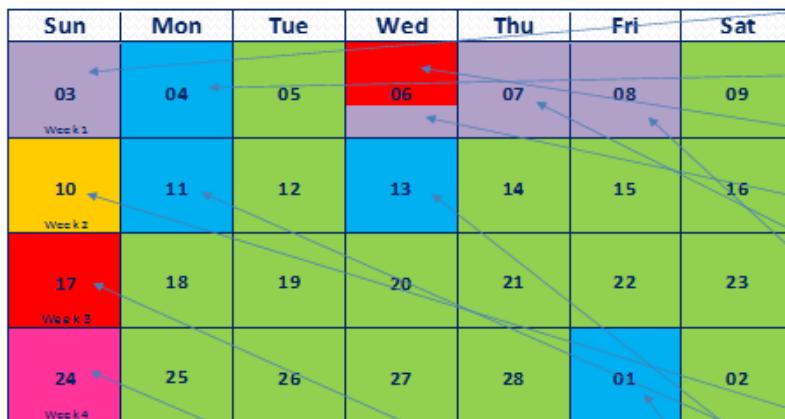
### In this cascade;

- **Significant workforce events**
- **Near Miss at Richmond**
- **Train striking an object at Overton**
- **GE/RT/8000 HB8 – IWA, COSS or PC Blocking the Line**
- **Front Line Focus Episode 83 and Working at Height**
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- **Safety Bulletins, Alerts and Advice**
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  - [Safety-Advice-NRA19-02-Long-Portable-Earths](#)
  - [Safety-Bulletin-NRB19-03-Person-struck-by-falling-over-head-wire](#)
  - [Shared-Learning-NRL19-01-RIDDOR-Burn-Injury-Use-of-hedge-trimmer](#)
  - [Shared-Learning-NRL19-02-OTP-exclusion-zone-lighting-systems.pdf](#)
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  - [NR\\_L3\\_OPS\\_047\\_F3.27A Maxey CCTV LC 22.12.2018](#)
- **Infrastructure Plant Manual NR/L2/RMVP/0200 Issue 10 - Key Changes to OTP CORE Competence**
- **Environmental Update**
- **Fatigue – World Sleep Day**
- **Health and Wellbeing**
- **Mindful March**
- **Wessex Apps**

# Significant workforce events

## Wessex Safety Calendar

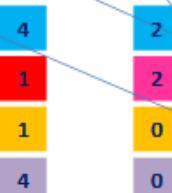
### Workforce Incidents - Period 12, 2018-19



- █ Everyone Home Safe
- █ No Lost Time Injury
- █ Lost Time Injury
- █ Near Miss / Line Block
- █ Road Traffic Accident

- █ Golden Hour Applied
- █ 6 Hour Update
- █ 24 Hour Update
- █ Golden Hour N/A - chain of care carried out

NR Staff      Contractor



#### Incident Details

- Sun - 03**  
**Road Traffic Collision**  
Responding to a call out, attempted to pull over vehicle to answer a call, vehicle skidded on the ice/snow and struck a third party vehicle in a slow speed collision, no injuries.
- Mon - 04**  
**Scald / Burn**  
Bought a cup of coffee, transferred contents into personal thermal flask, cup slipped and hot coffee poured onto their right-hand, immediate first aid was given.
- Wed - 06**  
**Sprained Knee**  
Working on knees, when tried to get up, slipped on some ballast and sprained back of right knee, cannot walk unless assisted.
- Wed - 06**  
**Road Traffic Collision**  
Driving in between 2 unattended parked cars, came into contact with one of the parked cars, causing minor paint scrape, no other party involved and no injury.
- Thu - 07**  
**Road Traffic Collision**  
NR vehicle parked, reversed to allow car in front to manoeuvre, reversed into vehicle behind, was not visible from the wing mirrors, damage minimal, no injuries.
- Fri - 08**  
**Road Traffic Collision**  
Lorry reversed into van, no injuries to individual and was OK to continue.
- Sun - 10**  
**Near Miss**  
Two individuals crossed from Down into Up in front of train - Level 1 investigation conducted.
- Mon - 11**  
**Back Sprain**  
Unlocking and attempting to swing open height restriction barrier, defective barrier became unsupported and the resulted weight caused back to sprain.
- Wed - 13**  
**Head and Shoulder Injury**  
While on duty, individual fainted and collapsed injuring her head and shoulder as she fell on the floor, remained unconscious for a minute, ambulance took her to hospital.
- Sun - 17**  
**Broken Wrist and Cut Knee**  
Tripped over 4ft, upon landing put hands out to break fall resulting in fractured wrist and a cut knee which required stitches.
- Sun - 24**  
**Broken Finger**  
Spindle for cable jacks seated incorrectly, knocked them into places and fingers were caught between the cable jacks and spindle.
- Fri - 01**  
**Back Sprain**  
Large tool bag loaded into van in Depot car park, went back to load a smaller tool bag and felt a sprain to their lower back.

# Near Miss



2 staff from Feltham P-way were carrying out a basic visual track inspection (track patrol) between Whitton and North Sheen on the Up and Down Richmond Line (RDG). One member of staff was acting as the PIC/COSS and carrying out the Patrol, whilst his colleague was carrying out the duties of a Site Lookout. After completing the patrol, the PIC/COSS crossed from the Down line to the Up line to walk back toward Richmond Station to maintain 598 points.

The team proceeded 20yds toward Richmond Station, where their sighting distance had been reduced to approximately 175yds. The minimum sighting distance to set up a Safe System of Work in this location is 45yds. The team were about to cross from the Up cess to the Down cess when the Lookout noticed the lights of 5Z07 (an empty coaching stock) approaching through Richmond Station on the Up line and both stepped back out into the Up cess.

As the sighting distance was not sufficient, the team were not in a Position of Safety (POS) for 10 seconds before the train passed them, therefore this was a Near Miss.



## Take 5 for Safety

- **Don't cross the lines if you don't have to!**
- Do you set up, test and continually maintain your safe system of work?
- Do the Track Patrols, the associated diagrams and the Safe System of Work used all align?

# OCC – Train striking an object



On the 12<sup>th</sup> of February 2019 at 15:42 hours, welding Kit which included a gas bottle was left trackside was struck by a train.

The kit was planned to be left trackside in preparation for the removal of a defect. The plan was to push the welding kit from Overton station 55m 42c to 53m 30c (approx 2 miles) as the possession did not include the RAPP access at Battledown flyover where a Weld Rover or Canter could have been used to access and egress the track.

The location where the welding kit was stored had a slope down to the CESS, limiting adequate space from the nearest open line.

The Tarpaulin sheet covering the welder's kit had started to lift due to the updraft from passing trains. It appears that at some point during the next 8 hours the sheet had dragged the fiberglass box and the crucible down the embankment causing 1L43 Waterloo to Exeter St David's to strike the tool box and crucible.

The Network Rail standard NR/L2/TRK/0032 Jointing of Rails by Aluminothermic Welding, Issue 7. Date 3rd March 2018, states:

*"Where possible remove gas cylinders from site between welding shifts.*

*If it is not practical to remove welding gas cylinders from site, leave secured at least 2 metres from the running line and 3 metres away from any other fixed equipment and portable powered plant."*



## Lessons Learnt

This incident is still under investigation. While the details are being confirmed, please discuss with your teams;

- The importance of prior site scoping and completion of a risk assessment to identify a suitably adequate location for storage of welding kit if there are no mechanical means available to transport kit to and from site.
- If kit is to be left line side then it **MUST** be left securely; a minimum of 2 metres away from the nearest running line, 3 metres away from any other fixed equipment or portable powered plant and on level ground.

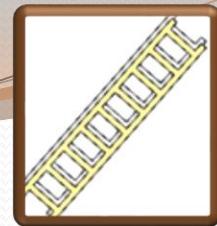
- Change to Extract HB 8 - IWA, COSS or PC Blocking the Line – additional protection should be used where possible. (1<sup>st</sup> December 2018)
- This includes detonator protection and track circuit operating devices.
- Line Blockage (LB) arrangements should be reviewed to ascertain if an additional protection can be used. (Near Miss and LB Irregularity Reduction Plan)

The signaller will not grant the LB to you until the portion of line concerned is clear of all trains unless one of the following applies:

- Where authorised, you and the signaller can be sure that all trains have passed beyond your site of work.
- A train has become disabled, or is at a stand, and will make no further movements until the LB is given up.

When you are both sure that the details on your LB form are correct and all your arrangements have been carried out, the signaller will give you an authority number that you must record on your NR3180 form. You may now treat the LB as granted.

# Front Line Focus / Working at Height



Please view the latest edition of the Front Line Focus on the below link:

[Front Line Focus Episode 83 - January 2019.mp4](#)

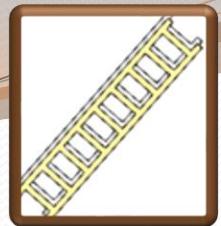
## The Working at Height hierarchy

- **Avoid**...if it is not necessary to work at height don't. Design it out.
- **Prevent**...use an existing place of work at height that does not involve the risk of falling. (a fixed structure like a gantry with fixed guard rails and a safe means of access)
- **Mitigate**...minimise the distance and consequences of a fall
- **Give priority to** collective protective measures...use of guard rails (910 - 950mm high and a toe board take priority)
- **Prevent the risk of falls by using personal protective measures**....in this case harnesses, lanyards, work positioning belts and fall arrest equipment is last measure of protection.

- A decision was made across the Wessex Route in 2017 (by the Area Director, RWHSEA and the IMDMs) that our staff will not work at height using the 'fall arrest' protection' method. If the work cannot be accomplished under work positioning or fall restraint the staff should not take the risks associated with fall arrest.
- As most of our signalling structures are of relatively similar build and construction, it was agreed that the standard assessment for 'rescue' within the L3, Appendix C [NR L3 MTC SE0220 04.pdf](#) will be used. If there are additional risks associated with a specific site then this can be amended for that site if necessary.

# Working at Height cont.



## Life Saving Rule:



Always use a safety harness when working at height, unless other protection is in place.

Other protection' is also known as collective protection and includes :-  
guard rails minimum 910 mm high on existing structures and minimum 950 mm for all new / replacement structures.  
Scaffolding around structure

**There have been emergency changes to the Work at Height Standard (compliance date 11/01/2019)  
NR/L2/OHS/022**

The changes affect section 14 of the standard and introduce controls on the category of ladder that can be used.

- A portable ladder or a step ladder should be suitable and can only be used if the activity is deemed a low risk and the duration is max of 30 min.
- Any surface upon which a ladder or step ladder are positioned shall be fixed, stable, firm and in good condition to support the ladder.
- Fixed ladders – whenever a fixed ladder is climbed the person climbing the ladder shall always carry out a visual check of the structure and ladder, particularly securing points, both prior to climbing and during the climb.

There are many podium style GRP ladders available that are ideal for working at fixed heights and would provide a safer option for our staff.



# Golden Hour / Evidence Gathering

5

28 days

DCP to consolidate findings from the investigation and to ensure Lessons Learned is completed. To be send to the Safety Team for inclusion in the Periodic Safety Cascade.

Responsible manager to discuss with team at safety hour and implement any safety improvements recommended.

4

7 days



Level 1 report to be completed and submitted to the DCP within 7 days. The DCP (Head of Department) will appoint a Lead Investigator if a further investigation is necessary.

3

6hr & 24hr

Responsible Manager to call control and provide both the 6hr and 24hr update on the accident.

Discuss in the Periodic Safety Cascade and implement improvements

5

1

Report accidents/near miss events to the WICC

4

Fully investigate the accident / incident / near miss

## Accident Reporting & Investigation



2

Gather all available evidence incl photos from the site

3

Provide an update on the IP – duty of care (Golden Hour)

1

1hr

All accidents/near miss events are **immediately** (or as soon as it is practicable and safe to do so) **reported** to the WICC and an initial accident form is completed by the ICC and the reporter.

2

1hr

It is vital to gather any available evidence as soon as it is practicable to do so. Take photos of the injury, of the location where the accident occurred, and of any tools/equipment that were used at the time and quarantine these so they can be used during the investigation. Remember we are trying to understand what happened so we can prevent reoccurrence!

# Level 1 Investigations – Best Practice

Level 1

- The new Level 1 Investigation Report was introduced in January 2015 and replaced the previous numerous reports. This simplified the process and the report itself is an intelligent form that guides the investigating manager through the completion.
- A good Preliminary investigation should provide us with better information about accidents and incidents, identifying any route causes and allowing us to put corrective actions and mitigations in place in order to avoid any re-occurrence.
- The Level 1 will also identify whether the event involves a lifesaving rule breach and an indication of the behavioural cause.
- At the end of last year a few workshops were run offering an advice and guidance to the managers who complete the Level 1 investigations.
- A “Best Practice” Guide that was used during these workshops can be found on the following link:

[Level 1 Investigation Best Practise Guide.pptx](#)

- We also have a “Best Practice Guide for evidence gathering for IO’s and Investigators, please see the link below:

[Best practise evidence gathering for IO and Investigators.v2.xlsx](#)

If there is a further need for more workshops to be delivered please let Steve Cory know –  
[steve.cory@networkrail.co.uk](mailto:steve.cory@networkrail.co.uk)

# Safety Bulletins, Alerts, Advice

- [Lessons Learnt - Near Miss Feltham 10-02-2019.pdf](#)
- [Train Striking Welding Kit at Overton.pdf](#)
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- [Shared-Learning-NRL19-04-RIDDOR-Dangerous-Occurrence-Signalling-wrong-side-failure.pdf](#)
- [NR L3 OPS 047 F3.27A Maxey CCTV LC 22.12.2018.pdf](#)

# Infrastructure Plant Manual

## NR/L2/RMVP/0200 Issue 10

The Compliance date is 2<sup>nd</sup> March 2019.

If you or your team Plan, Operate or Control OTP, you need a briefing on the Infrastructure Plant Manual updates.

Contact Keith Penn, RPSE  
for more information.

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

***Wessex On Track Plant HUB Site is now available, follow this link:***

**Wessex On Track Plant Home**

***All Plant information including Standards Updates, Training, POS and Competencies.***

### **Key Changes to OTP CORE Competence:**

This competence **Now** has a 5 year validity period, previously a 50 year competence, so check your expiry date!

This is the primary OTP Competence.

# Breeding Bird Season



Bird breeding season runs from March until September. During this period Network Rail restricts its vegetation management operations and conducts thorough bird nesting checks prior to works. **You can view relevant inspection forms and the full 2019 Breeding Bird Check briefing on Safety Central .**

## Conducting a nesting bird check (survey)

- **Firstly, does your work need doing?**

Central guidance providing more detail on restrictions will be released in due course.

- **If yes, then you will need to conduct a site check up to a week prior to works starting.**

- **The best time to do a survey is between dawn and 08:00, up to one week before works, and during clear weather, if possible. The new process is to stop regularly and observe bird activity.**

- **Use the survey form to log your checks and retain for future reference. Take photos so that you can share the information effectively**

- **Mark out your exclusion zones around bird nest when applicable.**

- **SSSI's might have specific restrictions, so check Site Management Statements for more detail**

### It is an offence to;

- Kill, injure or take any wild bird
- Intentionally take, damage or destroy the nest of any wild bird whilst it is in use or being built
- Intentionally take or destroy the egg of any wild bird

### It is an offence to;

- Intentionally or recklessly disturb any wild bird listed on Schedule 1 while it's nest building, or at a nest containing eggs or young, or disturb the dependent young of such a bird

## Further information

Contact your Environment Specialist (Becky Jones), Senior Asset Engineer - Lineside (Sue Warner), STE Environment lead (Dr Neil Strong) or Framework Ecologists for further information. You can view relevant inspection forms and full briefing on Safety Central .



# Route Energy Management



## League Table P11 2018/2019

		YTD Energy Reduction against baseline	Energy Performance movement from last period
1	Scotland	-15.4%	-1.3%
2	LNE & EM	-11.1%	-0.1%
3	South East	-10.6%	-1.5%
4	Anglia	-5.1%	0.6%
5	Wales	-0.2%	-0.4%
6	Western	0.2%	0.2%
7	LNW	4.6%	0.6%
8	Wessex	5.3%	-1.0%

Energy consumption (non traction electricity and gas) within Wessex Route has increased by 5.3% from the CP4 exit baseline to P11 18/19.

**Financial year to date Wessex Route has spent 4.4 million on energy, which is 1.9 million over budget.**

Significant environmental benefits and financial savings can be made through identification and implementation of energy saving opportunities (both technical & behavioural); therefore an action plan is under development.

**Behavioural change alone can yield savings of up to 5%. What changes could you and your team make to save energy?**

**Help Inform the recovery plan....**

(Routes are ranked based on their Control Period to Date energy reductions against the CP4 exit baseline combined with their energy management maturity score)

**If you have any suggestions to help Wessex Route reduce its energy consumption please email:**  
**[WessexCI@networkrail.co.uk](mailto:WessexCI@networkrail.co.uk)**

# Fatigue – World Sleep Day



World Sleep Day is March 15, 2019

World Sleep Day is designed to raise awareness of sleep as a human privilege that is often compromised by the habits of modern life.

Why do we need sleep:

- Provides time for memory building and brain cleaning (*Toxic waste removal*)

Cerebral spinal fluid whisks away waste products, such as toxic proteins that can lead to Alzheimers and dementia.

Locks in Information - Restores information that wasn't ingrained during the day



Preserves important memories and ditches those of less importance

Sleep makes remote associations between pieces of information that our conscious daytime brains see as separate. In fact, people were 33% more likely to make creative connections after quality sleep.

**Did you know:** In the deepest stage of sleep, the part of your brain that's responsible for relaying nerve impulses throughout the spinal cord sends a message to turn off motor neurons, causing temporary paralysis.

**Discussion Points:**

**Are you struggling to sleep?**

**Can you create a better sleeping environment?**

**Can you develop a sleep routine?**

**If you want to find out more about Fatigue and Sleep, please contact:**

[FatigueImprovementProgramme@networkrail.co.uk](mailto:FatigueImprovementProgramme@networkrail.co.uk)

# Time to be mindful



## ACTION CALENDAR: MINDFUL MARCH 2019



MONDAY



4 Stay fully present while drinking your cup of tea or coffee

11 When someone is speaking, take a full breath before you reply

18 Do something creative that absorbs your attention

25 Mentally scan down your body and notice what it is feeling

TUESDAY

"The best way to take care of the future is to take care of the present moment" - Thich Nhat Hanh

5 Every hour simply take three calm breaths in and out

12 Feel the cool of a breeze or the warmth of the sun on your face

19 Listen deeply to someone and really hear what they are saying

26 Tune in to your feelings, without judging or trying to change

WEDNESDAY

6 Eat mindfully. Appreciate the taste, texture & smell of your food

13 Stop, breathe and just notice. Repeat regularly during the day

20 International Day of Happiness! Focus on what makes you happy

27 As you walk, notice the sound of each step and how it feels

THURSDAY

7 Listen to how you speak to yourself. Try to use kind words

14 Enjoy doing any chores or tasks more mindfully today

21 Notice when you're tired and take a break as soon as possible

28 Stop work earlier and use the time to be still and relax

FRIDAY

1 Start today by appreciating that you're alive and have a body

8 Look around and spot 3 things you find unusual or pleasant

15 Take an unusual route and notice what looks different

22 Stop to just watch the sky or clouds for ten minutes today

29 Appreciate your hands and all the things they enable you to do

SATURDAY

2 Get outside and notice five things that are beautiful

9 Listen to a piece of music without doing anything else

16 If you find yourself rushing, make an effort to slow down

23 Bring to mind all the people you love and care about

30 Notice the joy to be found in the simple things of life

SUNDAY

3 Cultivate a feeling of loving-kindness towards others today

10 No plans day. Slow down and let spontaneity take over

17 Have a device-free day and enjoy the space it offers

24 Make a list of amazing things that you take for granted

31 Go nature spotting today. Even in a city, life is all around

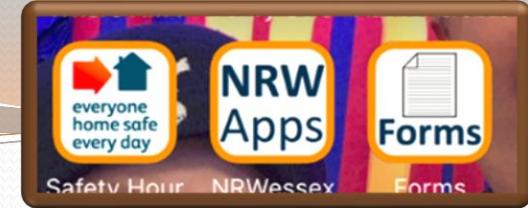
ACTION FOR HAPPINESS



[www.actionforhappiness.org](http://www.actionforhappiness.org)

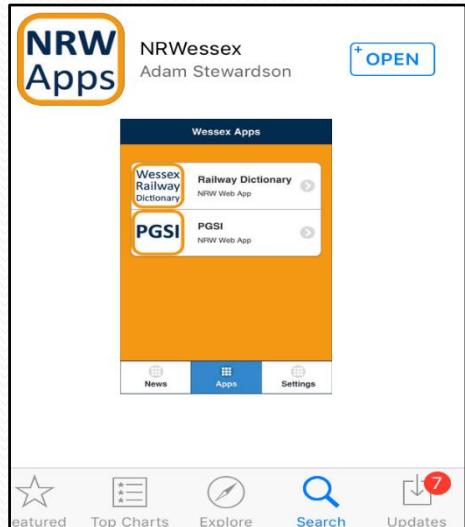
Find out more about the Ten Keys to Happier Living, including books, guides, posters and more here: [www.actionforhappiness.org/10-keys](http://www.actionforhappiness.org/10-keys)

# NR Wessex Apps



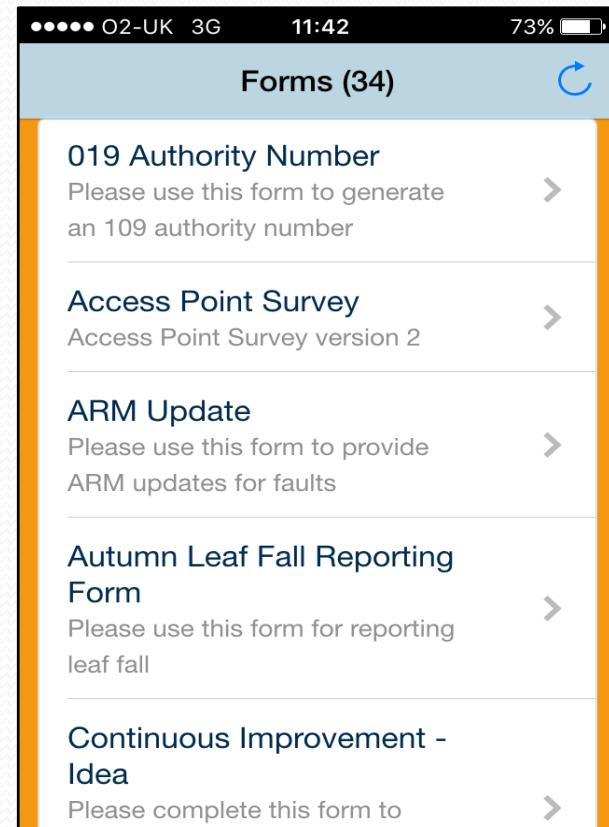
The NR Wessex App is found on the Apple App store, not on a NR specific App.

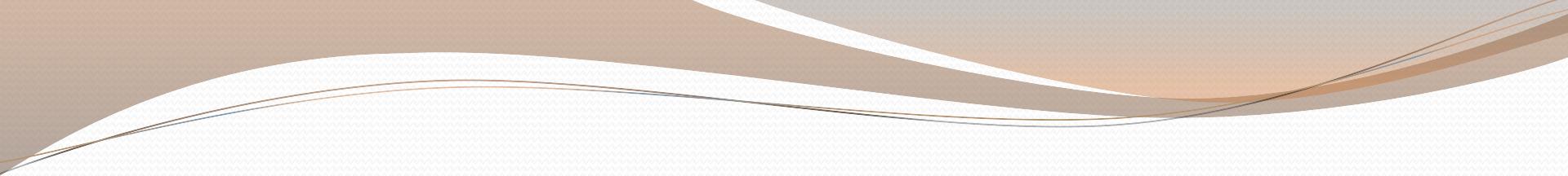
Once downloaded, it will appear on your home screen and you can add apps contained within directly on to your I-device.



Apps available include;

- Pocket Guides - providing a reference to some common tasks.
- Great British Public Toilets - providing information on the nearest public toilet.
- Forms - please see of the available forms on the right and there are many more.
- Safety Hour capture – does what it says on the tin.
- Petrol Prices – the nearest petrol stations and the best prices available.
- Railway Dictionary – containing frequently used words and acronyms.





Thank you and keep  
safe