Episode 87 of Front Line Focus can be found here

Health, Safety and Environment Period Cascade for P06 2019/20 Wessex Route

Content

Welcome to your Health, Safety and Environmental Cascade for Period 06 2019/20. Please discuss and share the items that are relevant to your teams and display any relevant Safety Bulletins or Lessons Learnt on your notice boards.

- Front Line Focus Episode 87
- Significant Workforce Events
- Safety Bulletin – Continuing near misses with track workers
- Eastleigh Yard Hand Barrier Irregularity
- RTA – unsafe vehicle
- Manual Handling accident – back strain
- STF accident whilst pushing an Iron Man
- Manual Handling accident – dislocated shoulder
- Timely Reporting of accidents
- Acknowledgement of approaching trains
- Use of vibrating tools and HAVS
- Aggressive wasps are active
- Plant Manual Update
- Community Safety – Welfare Officers
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- Health and Wellbeing

Workforce Safety

Significant Events in the Period

Sun	Mon	Tue	Wed	Thu	Fri	Sat
18 Week 1	19	20	21	22	23	24
25 Week 2	26	27	28	29	30	31
01 Week 3	02	03	04	05	06	07
08 Week 4	09	10	11	12	13	14

	Staff	Contractor
Everyone Home Safe		
No Lost Time Injury	5	0
Lost Time Injury	2	0
Near Miss / Line Block	0	0
Road Traffic Accident	2	0

Manual Handling x 2

10/09/2019 – MOM dislocating his shoulder when picking a point clip from the back of the van. More details in the cascade. **NLT**

10/09/2019 – the IP injuring his back whilst using a metal bar to move a rotten timber bearer. More details in the cascade. **LT**

STF accident

30/08/2019 – The IP was part of a team moving a rail with ironmen. Whilst walking in the 4ft his ankle rolled on some ballast. More details in the cascade. **LT**

RTA

12/09/2019 -.NWR hire vehicle driven on the A3 at approx. 50mph, the airbag failed to deploy on colliding with the car in front. More details in the cascade.

Wasp stings x 2

21/08/2019 – Member of the Off Track team stung multiple times by wasps whilst clearing vegetation. **NLT**

28/08/2019 – 3 members of the PSS were stung by wasps next to a track isolation switch. **NLT**

Discussion: Are you aware of any members of your staff that are allergic to wasp stings?

Workforce Safety

Safety Bulletin

A serious incident has taken place

Continuing near misses with track workers

Issued to:	**Network Rail line managers, safety professionals and RISQS registered contractors**
Ref:	NRB19-12
Date of issue:	12/09/2019
Location:	National
Contact:	Workforce Safety, STE

Overview

On 15th August in Lichfield, Staffordshire, a train driver observed a person wearing orange PPE, crouching in the four foot. The train was travelling at 20mph (linespeed). The driver of the train sounded his horn and the individual moved clear of the line.

The member of staff in the four foot was a patroller and was alone on track at the time of the near miss. The patroller had been part of a larger group of five who had just completed a patrol using planned protection. The patroller returned to the track on his own following the report of a fault

The initial investigation has identified the following:

- The first patrol was completed under planned protection.
- A fault had been identified which caused patroller to go back to rectify.
- There was no protection in place for the return to the track.
- The patroller returned to the track alone.
- The patroller was working the 14th day of continual duty.

This incident follows a number of reported near misses over the last 2 months across the rail network.

- On 31st July, at Finsbury Park Junction (Eastern), two track workers were slow to move to a position of safety and were only clear of the train three seconds before it passed them.
- On 31st July, near Swale (Southern), there was a near miss with three track workers working under lookout protection. The driver sounded his horn and the train narrowly missed striking the group.
- On 15th August, on Bentley AHB level crossing (Eastern), a group of workers were slow to move clear of the line (100mph line speed).
- On 16th August, near Norwood Junction (Southern), an empty coaching stock train narrowly missed a group of 7 track workers who did not move to a position of safety.

Discussion Points

- Always be sure the required plans and permits are in place before you start a job or go on or near the line.
- What methods do you personally use to manage fatigue?
- Where would you raise concerns about excessive working hours?
- Every person in our organisation must ask, in my role;
  - "How am I responsible for my own and others' safety'?
  - "How do I influence others (positively and/or negatively) in relation to work demands?
  - "Am I prepared to be open, honest and, if necessary, intervene to ensure my own or others' safety?
  - "How will my team's safety conversations make it clear that no person working for or on behalf of Network Rail is permitted to work without a suitable safe system of work?"

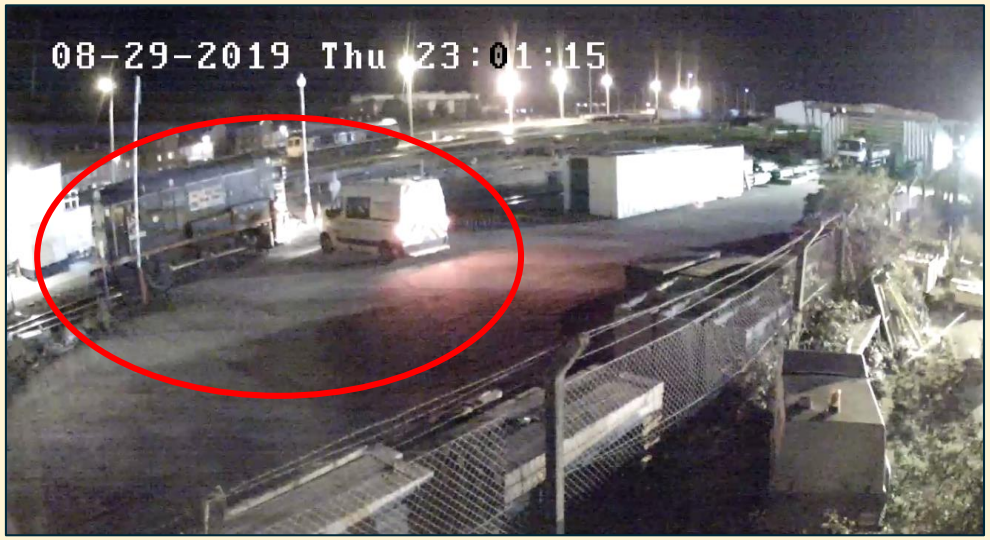
Workforce Safety

Eastleigh Yard Hand Barrier Near Miss

In the early hours of Friday 30th August 2019, the Outer DU RT&L team reported that a close call took place at Eastleigh Yard.
The team were leaving their depot to travel over the crossing into the material yard, when they noticed an approaching shunter without any lights. The driver was at the back and there was an operative hanging off the front of the unit. The hand barriers were not lowered but the NR driver managed to stop the van in time.
When challenged why the barriers were not lowered, the operative informed the NR driver that he was not briefed to lower the barriers.

During the preliminary investigation it was established that in the past, DB Cargo instructed their staff not to operate the barriers. The drivers were briefed to proceed with extreme caution when approaching the crossing and there was a sign at the crossing, warning road vehicles.

Stand Down briefing was held on Wednesday 4th September by GBRf (who now operate the Eastleigh Yard on behalf of SCO) and an instruction issued to all staff working at Eastleigh Yard to always lower the hand barriers to road traffic when rail movements are taking place.



Workforce Safety

Road Traffic Accident

On Thursday 12th September 2019 at approx. 08:00, a NWR hire car was involved in a RTC.
The vehicle was being returned to the hire company after the driver reported feeling vibrations through the steering wheel, the day before.

The vehicle was being driven on the A3, at approximately 50mph.
A 3rd party vehicle, 2 cars in front of the NWR vehicle, suddenly braked which led to the vehicle directly in front of the NWR vehicle also breaking.
The NWR hire vehicle drove into the back of the car immediately in front and the airbag failed to deploy on colliding with the other car.

The driver was considerably shaken up and suffered pain to the neck, back and shoulders and was advised to take some time off to rest and recover.

Items for discussion:

- **The vehicle will be a subject to further investigation to establish the cause of the vibrations, the reason for the airbag deployment failure and whether the breaks were functioning correctly.**
- **If you think that there is a problem with your vehicle, don't drive it. The hire company can collect it, it's not worth taking the risk.**
- **Seatbelts save lives, the evidence is above.**
- **Carry out your vehicle checks before you set off.**

Lessons Learnt - link

Workforce Safety

Lost Time Accident – Back strain

On the 10th of September 2019, an Operative from the Off-Track Team suffered a painful back strain when he was prying up a timber bearer using a heel bar.

The team was tasked with manually removing rotten timber bearers and the inlays, which sit alongside the running rails, throughout the 4 lines within the Effingham MPV sheds.

The scope of the required works had been raised a number of times, however the decision was made to carry out these works manually, as opposed to using mechanical means.

This work was strenuous and repetitive.

An inlay and a heel bar within the MPV sheds

Items for discussion:

- **Are we using the right tools? Manually carrying out work maybe the easier option, but it might not be the right one.**
- **Do we protect our people? Have we given them every chance to succeed, without putting them at risk?**
- **Are we taking the repetitive nature of our manual handling into account? A one off lift may place incredible strain on our bodies, but it is short lived. Work of the type identified in this incident may not be so straining in the short term, but by the nature of its repetitiveness may cause longer lasting effects.**

Lessons Learnt - Link

Workforce Safety

STF Accident whilst pushing an Iron Man

On Friday 30th of August 2019, a Technician from Wimbledon P-Way was part of a team pushing a 30ft rail on an Iron Man at L/E of Earlsfield (BML1). During this process, whilst walking in the 4ft, the Technician rolled his ankle.

The team were carrying out the task at night, using only head torches for lighting.
The underfoot conditions (ballasted track) were uneven.

The Technician, who is a qualified First Aider, followed the P.R.I.C.E protocol. His immediate actions, appropriate for the type of injury, potentially reduced the severity and he only suffered minor swelling to his ankle.

RiteStar 700 NightSearcher magnetic light

Items for discussion:

- **Is the site lighting suitable for the work being undertaken? Head torches are useful, but consider other lighting, such as the RiteStar 700 NightSearcher light. This magnetic light could be attached to your Iron Man or a trolley.**
- **Beware of your underfoot conditions and watch out for any uneven ballast surface**
- **Think P.R.I.C.E.**

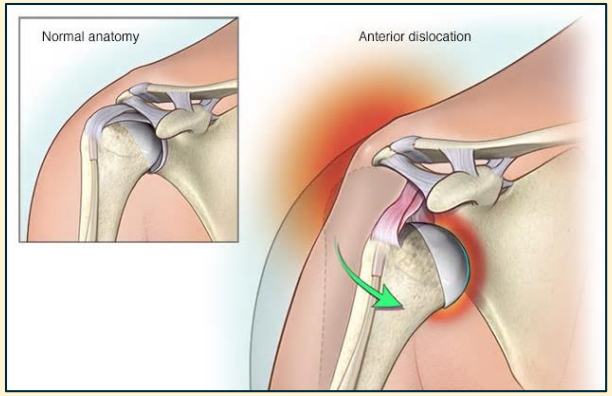
Lessons Learnt - Link

Workforce Safety

Manual Handling Accident – Dislocated shoulder

On the 10th of September 2019, a MOM responding to a fault dislocated his right shoulder.
The IP was retrieving a point clip from the shelving unit at the back of his van. The point clip got caught on another item and this led to his shoulder being pulled out of it's socket.
The IP suffered dislocations in the past and is now prone to a shoulder weakness.
He was able to put his shoulder back himself but attended hospital afterwards to check for any potential damage to muscles, ligaments, nerves or blood vessels.

Taking 5 and doing a quick visual inspection first, could have identified the obstruction.



Items for discussion:

- **Do you consider your physical fitness and capability before you commence a task?**
- **Simple things can lead to major problems if you are not aware and don't take action**
- **If you have any known/pre-existing conditions that could affect your ability to carry out a task, you need to talk about it and make your line manager/colleagues aware**

What to do if you dislocate your shoulder:

Get medical help right away for a shoulder that appears dislocated. While you're waiting for medical attention:

- **Don't move the joint – you could do more damage**
- **Ice the injured joint – can help reduce pain and swelling**

Workforce Safety

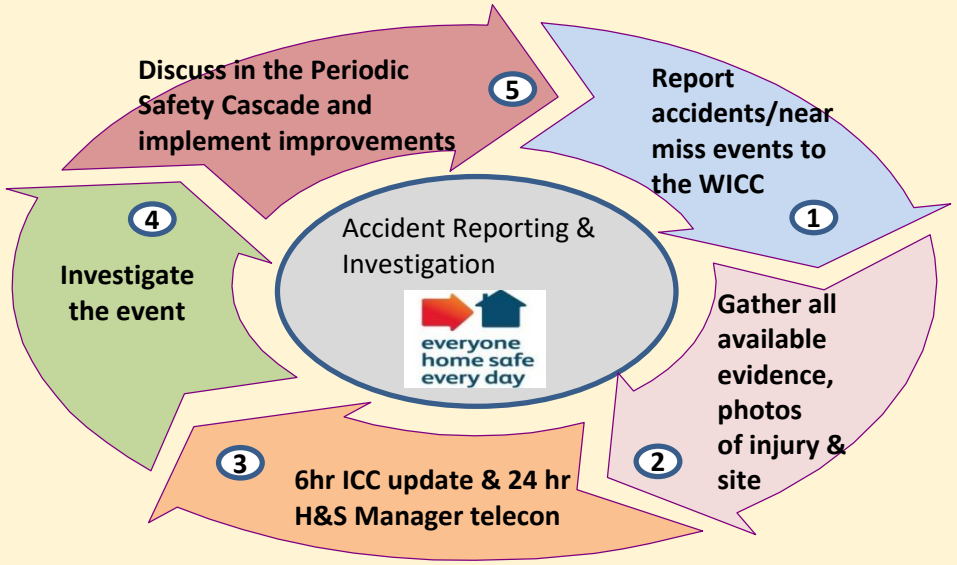
Timely Reporting of accidents – Wessex Route Golden Hour process Reminder

5

DCP to consolidate findings and ensure Lessons Learned document is completed; this will be submitted to the Safety Team for inclusion in the period safety cascade. Responsible manager to discuss with team at safety hour and implement any safety improvements recommended.

4

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



3

Responsible Manager to;

- Call ICC and provide a 6hr update
- Call into 24 hrs teleconference with the Health and Safety Manager..

1

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

2

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

If an accident is not reported in a timely manner, it is very difficult to prove the accident did in fact occur at work.

Evidence will be required to back up any late reported accidents and the individual will need to justify the reasons for late reporting!

Workforce Safety

Acknowledgement of approaching trains

Recent feedback has indicated that teams do not always acknowledge approaching trains.
Timely acknowledgement by ALL members of the team, by raising their arm, **is very important** as it signals clearly to the driver that all the members of the team are aware of the approaching train.

Remember to always:

- Acknowledge the train
- Eyes on
- Watch it past.

Do you remember how to stop a train in an emergency?

During daylight
You must show a **red flag**. If you do not have a red flag, **raise both arms above your head**. If you are riding on a vehicle, raise one arm held out horizontally.

During darkness or in poor visibility
You must show a **red light** to the driver or **wave any light violently**.

Workforce Safety

Use of vibrating tools and HAVS

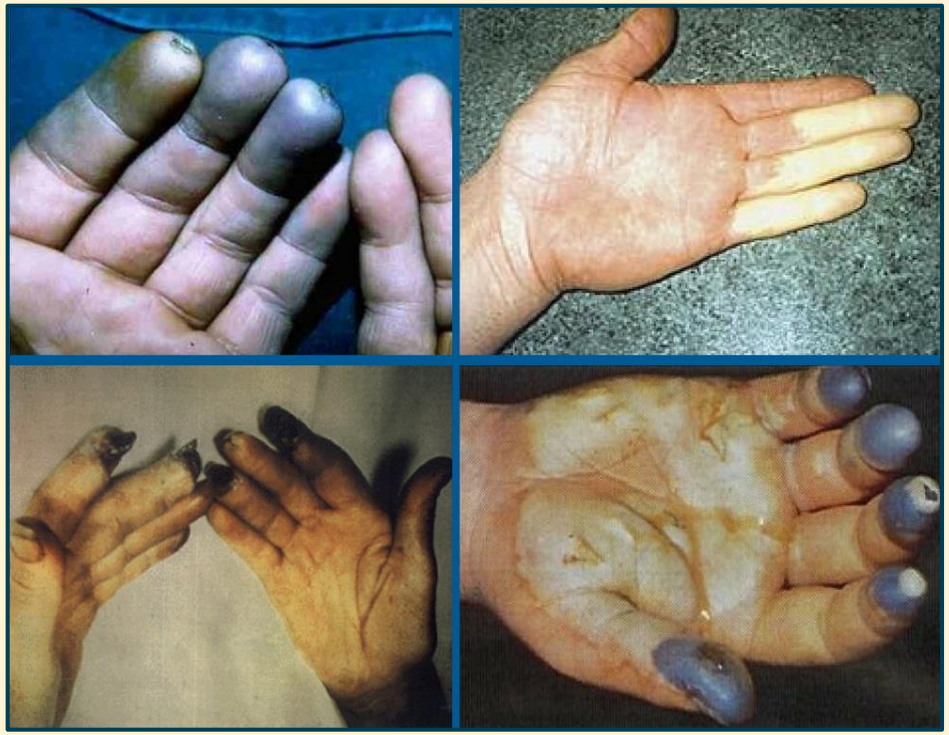
If you use vibrating tools on a regular basis, **health surveillance is not optional – you must take part**. There is legislation which governs the management of vibration at work and the health surveillance is a part of it.

It is imperative that you complete the Tier 2 questionnaire in a timely manner so it can be submitted to the OH provider for further scrutiny.

Effects of HAVS can be permanent and disabling. They can make everyday life and work difficult.

Health surveillance is used to detect any effect of using vibrating tools as early as possible, advising appropriate action and therefore protecting employees health.

Failure to complete the Tier 2 questionnaire within 30 days of the due date will lead to a **suspension of your small plant competencies on Sentinel.**



everyone home safe every day

Workforce Safety

Aggressive wasps are active

Some people are highly allergic to wasp and bee stings. However, being stung by a swarm of wasps can ruin anyone's day...!

Remember: wasps are still active and can become aggressive towards the end of the summer period.

The most common symptoms of a wasp sting are:
- Pain in the area stung
- Minor swelling and redness
- Itchiness

More severe symptoms which may indicate an allergic reaction include:
- Difficulty breathing and swallowing
- Increased heart rate
- Fainting

Treatment of wasp stings:
- remove the sting or tick if it's still in the skin and wash the affected area with soap and water
- apply a cold compress (such as a flannel or cloth cooled with cold water) or an ice pack to any swelling for at least 10 minutes
- raise or elevate the affected area if possible, as this can help reduce swelling
- avoid scratching the area, to reduce the risk of infection

Are you aware of any members of your team who are allergic to wasp stings?

Safety Bulletins, Alerts, Advice

- Safety Bulletin NRB19-12 - Continuing near misses with track workers.pdf
- Safety-Advice-NRA19-10-OTP-Travelling-Speed-and-uni-directional-OTP-assets.pdf
- Safety-Advice-NRA19-08.pdf
- Exclusion Zone poster.pdf

Infrastructure Plant Manual

Never enter the agreed exclusion zone, unless directed to by the person in charge.

Plant Exclusion Zones

The *Exclusion Zones* around plant vary depending on the type of work and the attachments that are being used. For example the minimum *Exclusion Zone* when working with mobile plant is 5m, working with an RRV its 10m, and up to 100m if carrying out Flailing operations.

The Task Risk Control manual details the required *Exclusion Zones.*

Plant Safety: Task Risk Control Manual

IPM NR/PLANT/200 module P505 states:

11 Exclusion zones and restricted areas

Before starting work, the MC/CC shall:

a) set up any required exclusion zone or restricted area around the machine;

b) set up any attachment to the machine that is appropriate to the task to be undertaken; and

c) brief any staff that might be affected by the work on the limits of the exclusion zone or restricted area.

During work:

a) maintain the exclusion zone and restricted area;

b) continually assess the worksite for any changing conditions; and

c) change the exclusion zone or restricted area should this be necessary.

NOTE: *The size and shape of the exclusion zone or restricted area will depend on the activity being undertaken and the attachment being used.*

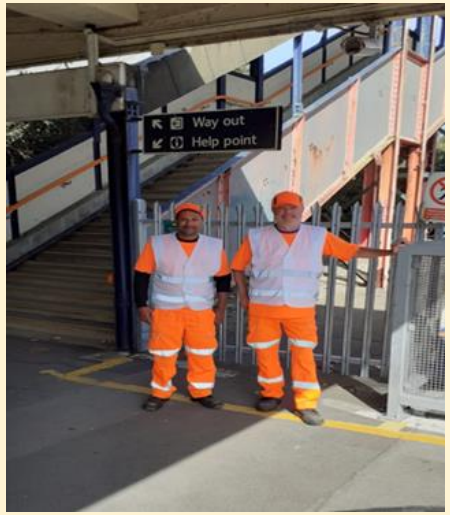
Sometimes is good to be excluded" poster can be found here

Community Safety

Welfare Officers

Over the last 12 months we have sadly seen an increase in the number of trespass and fatality events across the route.

We do have a number of mitigation plans being developed to help address this situation and one of those is the introduction of welfare officers. We have three teams in place including Land Sheriffs, Vital and STM and they are now operational at a number of stations with their focus being on platforms engaging with our passengers and providing support where required. If an intervention is required then normal processes will apply – reporting to the Incident Controller in the Wessex Integrated Control Centre and calling the British Transport Police.



If you see anything untoward or have concerns over access/egress points, lineside fencing then please do report it through to our Incident Controllers.

It has been a particular tough time recently and the work, focus and support from our teams both in our train and freight companies and in Network Rail has been amazing.

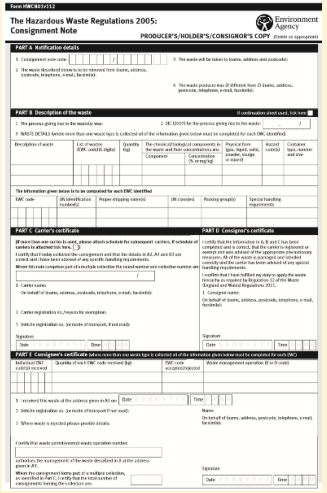
Please remember that we do have Validium, STRAW and Samaritans who are there to listen and help if you need support.

Waste Documentation – Legal Requirements

A crucial element of our legal duty of care requirements is to keep a traceable record of our waste to ensure its safe management and transfer.

The key types of waste documentation are as follows:

- **A Waste Transfer Note (WTN)** or an **Annual Waste Transfer Note (AWTN)** is required for movements of non hazardous waste.
- **A Consignment Note** is required for the movement of hazardous waste. The location where the waste will be taken to, must be recorded on the consignment note.


The Hazardous Waste Regulations 2005:
Consignment Note
PRODUCER'S/HOLDER'S/CONSIGNOR'S COPY

These are legal documents. WTN and AWTN must be retained for 2 years and Consignment Notes for 3 years.

They must be completed correctly and be accessible on demand for any authorised authority.

We are currently non–compliant in multiple areas across Wessex.

ACTION REQUIRED: Each business area must ensure there is a process in place to retain such documents, with all applicable staff aware of their responsibilities. Assurance checks within each business area are also recommended.

Additional info: Example Consignment Note Form , Example WTN Form , Consignment Note Guidance (GOV Website) , How to complete a Consignment Note (Summary Guidance) , NR Waste Management Guidance Note or contact your WHSEA for further advice.

Health & Wellbeing

- Over the past year we have trained 26 Mental Health First Aiders in the Route
- Delivered Mental Health First Aid Awareness training to 125 Wessex Employees
- Trained 1 in 10 Line Managers on how to support mental health at work.

Do you feel where you work your mental health is protected and when you are suffering with poor mental health you are supported?

On the 10th of October – "Say your say"
Mind's Wellbeing Survey goes live in Wessex Route

Route Wellbeing Kiosk programme

Location	Date:
Feltham Depot	14/10/19 – 04/11/19
Clapham Depot	04/11/19 – 25/11/19
Wimbledon Pway	25/11/19 – 16/12/19
Guildford Depot	16/12/19 – 13/01/20
Woking Depot	13/01/20 – 31/01/20

Location:	Date:
Basingstoke Pway	14/10/19 – 04/11/19
Havant Depot	04/11/19 – 25/11/19
Eastleigh Pway	25/11/19 – 16/12/19
Salibury Depot	16/12/19 – 13/01/20
Bournemouth Depot	13/01/20 – 31/01/20

Health Check – Results – Signpost to support

Empowered to make better health choices.

Maintenance Site Safety Support

Dean Gale
Tel TBC

Adam Lewis
Tel 07808 731249

Meet our new Site Safety Support team for Maintenance. Their purpose is to fact find and problem solve on site to inform us on next step for our cultural improvement.

Thank you and keep safe