



Kent, Sussex and Wessex Safety Conversation

Don't slip up

Slips, trips and falls are the most common causes of injuries and slip and trip hazards are the most frequently raised close calls.

Recent examples include a trip caused by a trolley bag at Waterloo station, a slip on an ice patch at Wraysbury, slip in London Bridge DU stores, a slip on an icy sleeper in Brighton area and an ankle injury caused by a slip on a cattle grid.

With the current wet and windy weather, there is an even greater risk of this type of accident due to poor underfoot conditions.

If an accident does occur then it is important that the PRICE process is followed to reduce the severity of the injury. Our first response to any injury is critical. The sooner we respond, the quicker the recovery. It is crucial to stop work, Take 5 to rest and apply ice packs to injuries. Ice packs should be available in all vans and depots. If you have an accident, you should never try to push through the pain and discomfort as this is likely to make the injury worse.



Discussion/learning points

- Is your worksite and working environment tidy?
- Do you check for slip, trip hazards before starting work?
- Do you ensure walkways and access points are kept clear and in icy conditions, gritted?
- Do you plan ahead and think about the conditions you will be working in?
- Do you always report/remove close calls?
- Do you wear the appropriate clothing for winter hazards?
- Do you have ice packs in your vans/depots/lookout bags etc?

Crush injury caused by faulty handbrake



An investigation has concluded into an incident that occurred in November at London Victoria.

A sub-contractor had parked on the ramp down to the Victoria PWay Depot, waiting for some Road Rail Vehicles that were blocking his path, to access the track. A Network Rail van driver parked his vehicle behind him, with the engine running, while he inquired about when the access would become clear. The sub-contractor had gone to the back of his van to get some water when the Network Rail van rolled down the slope, crushing him against his own vehicle. He sustained lacerations and bruising around his right shin, damage to his knee ligaments and soft and deep tissue damage.

The investigation found the immediate cause of the incident to be a faulty handbrake on the van. The driver had only carried out a partial vehicle check and was found to be aware of the handbrake fault but ignorant to the consequences.

Discussion points

- Do you always carry out thorough checks of your vehicle as detailed in the drivers handbook?
- Do you report all faults?
- What might stop you from reporting a fault?

We did a feature on vehicle checks in Team Talk, which you can [view here](#)



Knife policy - Kent and Sussex

H&S regulations stipulate that the use of knives must be risk assessed and that the most suitable knife for the task must be used. Knives can be broken down in to Level 1 and Level 2 tools. More detail can be found in the previously issued [SE Route Guidance Policy on Knives](#).

Level 1 tools: bladeless/concealed cutters, fully automatic blade retraction knives (NWR safety knife), specialist tools for specific tasks e.g. cable cutters

Level 2 tools: carpet knife, electricians knife, manually operated blade retraction knives e.g. Stanley knife

Following a review of all the knives available on i-store and i-procurement:

1. The use of the safety knife is approved (URLT/001259) - *right photo*
2. If any other knives aside from the safety knife are being used, these need to be discussed with your local/Route Workforce HSE Advisor and a risk assessment completed for approval to be considered.
3. Fixed blades e.g. electrician's knife, are only to be used for specific tasks in which their use has been approved.
4. Storeman are only to be ordering the safety knife in the first instance unless other knives have been risk assessed and approved by the Safety Team.

KNIFE , SAFETY, HIDDEN EDGE STARRETT S011



Discussion points

- What knives are you currently using? Do they require a risk assessment?
- What knives are available in your stores and how is their issue controlled?
- Are all cuts made while wearing Cut 5 gloves?
- Have you read the SE Route Guidance Policy?

Strapping out correctly



A strapping irregularity occurred at Chalk Tunnel, near Guildford in December. Due to an earlier land slip that blocked both the Up and Down Main lines, the maintenance teams were clearing all the spoil from the site. It was established that a temporary isolation was required to enable the staff to carry out the task safely. As part of this a number of circuit breakers and hook switches were open. A short circuiting bar was applied on the incorrect side of a hook switch. This resulted in a flash and tripping of the circuit breaker. Fortunately there were no injuries. The safety coaches in Kent and Sussex are also seeing incidents

where coaching is required on B2 activities and gauntlets (gloves) are in poor condition.

A feature on strapping and staying safe on the third rail network was included in Team Talk and can be viewed [here](#)



Always test before applying earths or straps.

Organ Donation

The law on organ donation is changing and from Spring 2020 we move to an 'opt out' system. This means that all adults in England will be considered to have agreed to be an organ donor when they die unless they have recorded a decision not to donate or are in one of the excluded groups.

The law is changing to help save and improve more lives.

Everyday someone across the UK dies waiting for a transplant.

Becoming an organ donor means you could save up to nine lives.

Visit organdonation.nhs.uk to find out more and record your decision.



Access gates and fences

Last week, we included an article on the importance of close calling any defects with access gates/fences. While this is important to do, it is more important that the fault is dealt with immediately and as such, please ensure you raise the fault with Control.

Have you signed up for a safety workshop?