

Health, Safety and Environment Period Bulletin P13 2019/20

Significant Events in the Period

Sun	Mon	Tue	Wed	Thu	Fri	Sat
01 Week 1	02	03	04	05	06	07
08 Week 2	09	10	11	12	13	14
15 Week 3	16	17	18	19	20	21
22 Week 4	23	24	25	26	27	28
29	30	31				



We experienced **3 x LT Accidents** across the Route, two of which involved our stations staff at Waterloo and one occurred in the Yeovil Pen Mill Signal Box . There were no reported LT Accidents amongst the Maintenance teams.



03/03/2020 a customer service assistant at Waterloo was moving an information screen from the reception to the paved walk outside the office, when one of the wheels went into a pot hole stopping suddenly. This resulted in the individual straining his back and being unable to return to his station duties.

This should be a two person task.



20/03/2020 a member of station staff at Waterloo Station was physically assaulted by a member of public who became aggressive after being challenged for urinating outside the station. The individual sustained an eye injury, scratched cornea and was unable to return to work on the following shift.

Training for station staff includes dealing with public/difficult individuals.



24/03/2020 a Yeovil Pen Mill Signaller observed a member of public juggling a wooden pole/stick in the vicinity of her car whilst listening to some music through his headphones. The Signaller attempted to get the individuals attention out of the window of the Signal Box but without any success. She then made her way outside onto the approach road to the Signal Box, where the vehicles are usually parked and saw the individual throwing the stick/pole up. She tried to get his attention and it is believed this startled the individual who lost control of the pole. The Signaller whilst trying to avoid the pole, tripped and fell over sustaining a fracture to her wrist and a deep laceration when the pole landed on her head. Stitches applied and the wrist put in a sling, estimated healing time for the hairline fracture—4 to 6 weeks.

The signaller was a lone female who challenged the MoP at night time.

We also had a report of an alleged Near Miss involving Works Delivery Off Track contracted staff from Coombes.



10/03/2020 The driver of the Exeter St David to Waterloo train noticed a work group cutting back a tree near the line in the Umborne area. The driver sounded his horn twice but received no acknowledgment from the team. As the train was passing the group the driver noticed that all team members were wearing ear defenders. The preliminary investigation established that the team were working 2 metres away from the nearest running rail (separated by distance) and had a site warden positioned approximately 1.8 metres from the nearest running rail (note the line speed in this area is 85mph which requires a position of safety of 1.25 metres). The team were wearing ear defenders due to the noise generated by the chipper machine.

Items for discussion:

- ◆ Positioning of the site warden in relation to the chipper machine, considering the need for the ear defenders
- ◆ Suitability of the ear defenders
- ◆ Duration of the site warden duties and how to maintain concentration levels
- ◆ Need to acknowledge trains if working more than 2 metres away from the nearest running rail

We have seen an overall decrease in numbers of accidents across the Route compared to the previous year. There was a significant reduction in LT accidents which resulted in our LTIFR (lost time injury frequency rate) of 0.3000 against the Route target of 0.482.

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Significant Events in the Period continued

STOP Think! Moment – Dumper Injury

OSBORNE



25/03/2020 An employee of one of our suppliers was injured after his leg was trapped by a 3T dumper at Weybridge. He was working in a trench that was approximately 0.5m deep laying ducts as part of the car park lighting scheme. The individual sustained a fracture to his femur.

Although the incident is still under investigation, the dumper which was working nearby and in connection with the work was being reversed, fully loaded, to exit the worksite. The right rear wheel dropped into the trench causing the edge to collapse and slipped in.

Good Practice Review

All projects should consult with their supplier regarding the methods being used where similar work is taking place. A risk assessment identifying suitable controls must be in place and should include:

- The use of stop blocks positioned a safe distance from the edge of any trench
- Keeping all plant a safe distance from the edge of any unsupported excavation to prevent collapse
- The provision of suitable supports for excavations where imposed loads from plant and vehicles cannot be eliminated
- Keep loads level to ensure good driver visibility
- Segregating people and plant



General View of trench and plant

Worksafe Procedure

You should never feel that you have to do something if you believe it's unsafe, whether you are track-side or in an office. If you have concerns about safety or if you are asked to undertake a task without the required training, equipment, personal protective equipment, or if there is no safe system of work, then you can apply the **Worksafe procedure** and prevent a potential accident or incident. You can expect support from your manager – to listen, evaluate and agree an action with you. **How it works:**

1. **If you see a potential issue or have a concern, stop work, move to a position of safety, and immediately contact the person in charge**, explaining that you have applied the Worksafe procedure and explain why.
2. The person in charge shall, in discussion with the employee, **make an assessment of the situation and determine the course of action required**. This is a conversation between two professionals.
3. An agreement should be reached that there has been a suitable and sufficient **risk assessment of the task, the system of work is safe and that the work can be restarted**.
4. **If no agreement can be reached, the work will not be restarted** and the person in charge would consult their immediate Line or On-Call manager to agree when the work can be made safe, when staff can return and assign them to other work in the meantime.

If **additional controls** have to be introduced, or a **Line/On-Call manager consulted**, following the use of the procedure on site, the person in charge shall complete a "**Worksafe Report**" that can be found in **NR/L2/OHS/00112** and is also available in the **Wessex Forms app**. This standard also contains a useful **flowchart of the process** that should be displayed on your notice boards.



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Ballast Dust Exposure Monitoring Recommendations



Following a ballast dust exposure monitoring programme that was carried out across our Route last summer, a guidance note was issued to all line managers. This guidance, based on the findings of the monitoring, clearly identifies the work activities that pose a risk to our staff and provides **recommendation regarding the respiratory protective equipment (RPE)**. There will be further monitoring carried out this summer and the findings and recommendations will be shared.

Summary of 2019/ 20 Ballast Exposure Monitoring Programme

Work Activity:	Weather:	Ballast condition:	Conclusion:	Recommendations:
Stone blowing	Wet & Windy	Wet	Low risk of ballast dust to the TQS. Static monitoring was carried out at various points around the stone blowing machine. Personal samples did not exceed exposure limit due to: <ul style="list-style-type: none"> • Natural air movements around the machine • <u>Short shift duration of 1-2hrs</u> • The position of TQS in relation to the machine 	NO Respiratory Protective Equipment (RPE) required for this work activity undertaken for similar duration.
	Dry & warm	Dry ballast		<i>*RPE should be available on request</i>
Parallel Stone blowing	Dry with very little wind	Dry ballast	Low risk of ballast dust to the TQS. Static monitoring was carried out at various points around the stone blowing machine. Personal samples did not exceed exposure limit due to: <ul style="list-style-type: none"> • Natural air movements around the machine • <u>Short shift duration of 1-2hrs</u> • The position of TQS in relation to the machine 	NO Respiratory Protective Equipment (RPE) required for this work activity undertaken for similar duration.
Ballast dropping (Train)	Dry	Dry ballast	Highest risk to Wagon Operator role due to proximity to drop sites. Low risk of ballast dust to the COSS. Static monitoring was carried out at various points between wagons. Personal samples did not exceed exposure limit due to:	Respiratory Protective Equipment (RPE) required for wagon operator role and anyone <u>less than a 1m from the drop sites</u> .
	Dry with light breeze	Dry ballast		

The extract from the Programme

Safe use of plant during the COVID-19 pandemic

Duplex Communications systems (as per NR/L3/MTC/CP009 COVID-19 Safe Working Practices, Clause 9)

When using the Duplex comms systems, the sponge wind sock shall be removed.

All headsets MUST be cleaned before and after the shift by the individual using it.

AVOID members of your team sharing headsets during the shift. During planning, the number of sets shall be increased to one set per machine per shift.

If in unforeseen circumstances it is necessary to share Back to Back radios, they need to be sanitized before and after use. If sanitization is not available, the radios are not be shared.

On-Track Machines and Plant

The principle of single occupancy applies to On-Track Machines and Plant. This means that the machine/crane controller will need to walk next to the machine or use the send and receive procedure, which may add time and extra resources to deliver the work, but it is essential to protect our staff.



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Sentinel Extensions to Competence and Medical Certification



In order to mitigate the risks of not having sufficient, skilled people to maintain the network safely for vital freight and key worker services, Network Rail has temporarily extended by four months all Sentinel railway competences and medical certificates. The extension is effective from 23rd March 2020. For Network Rail staff, HAVS health surveillance dates and Annual Capability Conversation (ACC) requirements were also extended and Oracle in a similar timeframe.

By undertaking this as an extension for all competences, not just those expiring in the next four months, we prevent a bow wave of reassessments.

Helpline to provide guidance for COVID-19 specific medical queries



A helpline is now available for all colleagues to provide guidance for Coronavirus specific medical queries:

- "I have a health condition, should I self isolate?"
- "Should I/my team member return to work?"
- "I'm vulnerable and have symptoms... what should I do?"

Version 2 | 26 March 2020



Helpline for assessment of Fitness for Work

To assist vulnerable colleagues and assess their fitness for work

For line managers supporting both vulnerable colleagues and those self-isolating

For colleagues who have been self-isolating and are wanting to resume work

0330 008 5972

Available 9:00 to 17:00, Monday to Friday



Mental Wellbeing

This is challenging times for all of us and we will all experience some varying degrees of unsettled emotions. We have been asked to practise social distancing, not social isolation. Make sure that every team have regular opportunities to check in with each other on a daily basis. Outside your team, your family and friends, there is support available.



Within Network Rail:

Wessex Mental Health First Aiders (Peer support). Follow the link to MHFA bases in Wessex.

<https://networkrail.sharepoint.com/sites/myconnect/wessex/Pages/Wessex-mental-health-first-aiders.aspx>

Validium— Employee Assistance Programme service, is available to all employees.

Telephone: **0800 358 4858** or **0330 332 9980** available 24/7

Online: www.validium.com/vclub, (Username: NetworkRail, Password: on-linesupport)

Outside Network Rail:

Samaritans: - Telephone **116123** available 24/7

CALM (The Campaign Against Living Miserably) — provide a confidential helpline and webchat for anyone in crisis. Telephone **0800 585858** available 5pm to midnight