

Health, Safety and

Environment Period Bulletin P2 2020/21

Significant Events in the Period

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

	NR Staff	Contractor
Everyone Home Safe	0	7
No Lost Time Injury	1	2
Lost Time Injury	0	0
Near Miss / Line Block	1	0
Road Traffic Accident	0	0

We experienced 3 x LT Accidents across the Route and seen an increase in possession irregularities during the period.



11/05/2020 The Team Leader from the Inner DU D&P team, who was attending a Rectifier fault at Isington Substation, suffered an electric shock after coming into contact with a live DC circuit breaker control circuit. The injured party (IP) was touching the metal frame of the compartment whilst testing the bottom half of the breaker, when his other hand slipped and made contact with a live conductor. As part of fault finding the team racked out (isolated) the circuit breaker but when the IP carried out a re-test, the bottom half of the breaker was still live.

Please refer to the Safety Bulletin issued on 19/05/2020 for full details of this accident.



15/05/2020 A structures examiner working for a on behalf of the Buildings and Structures RAM was undertaking a planned detailed examination of Hodge's underline bridge on the BAE2 near Honiton, working under the individual working alone arrangements. Whilst looking for a suitable access down the embankment to examine structural elements from ground level, he slipped/tripped and slid down the slope over a 2m vertical drop into a ditch. As a result of the fault he sustained compound fractures to the tibia and fibula of his left leg.

Learning Points: Assessing hazards and risks associated with descending a slope on foot, reporting of lineside hazards with potential to cause workforce injury.

Please refer to the Safety Bulletin issued on 01/06/2020 for further details.



22/05/2020 A member of contractor staff was stood next to a sanitizer station by Exit 1 at Waterloo Station. A male who appeared to be intoxicated stumbled into a free-standing board behind a sanitizer station causing it and him to fall and strike the IP's back/neck area. The IP needed 2 days off before returning back to work.

Learning Point: Free-standing boards at sanitising units replaced by tensor barriers.



We have seen an increase in the number of assaults against our staff across the Route. Two of the three reported in last period were physical and resulted in an injury. Both physical assaults occurred in a station environment and involved members of the Welfare and Trespass team, one of them by a member of public and the other one by a team member.



Three Possession Irregularities occurred during the period.

In two of the events the person in charge of possession (PICOP) failed to notify and pass on the required information to the appropriate Signal Box Panel.

The last one occurred when the detonator protection was placed incorrectly and after the error was discovered, it was removed and placed in the correct location without the authority of the PICOP or the Signaller.

Some of these events are still under investigation and Safety Bulletins have been shared.

Learning Points: Maintaining focus and attention to details when carrying out safety related tasks. Taking 5 and always seek confirmation if something is unclear.

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Increased Vehicle Risk

Since the start of the new financial year, we have seen an increase in the number of Road Traffic Collisions/incidents occurring, mainly throughout the Wessex Inner DU (6 up to the 22nd of May 2020).

They have been thankfully minor and included journeys to and from work and some were caused by third parties.

The increase in the number of vehicles being utilised, both by Network Rail and other businesses to support the social distancing guidelines, it believed to be a contributor to the rising number.



With this in mind, we are asking all our drivers to think;

- * 'Am I fit to drive?' – Driver fatigue may be a contributory factor in up to 20% of road accidents, and up to one quarter of fatal and serious accidents. (source RoSPA- March 2020)
- * 'Is my vehicle fit to be used?' – Autocar, in 2017, reported that poor tyre maintenance followed by faulty brakes accounted for nearly 800 accidents
- * 'Can I make it?' – a fifth of all accidents come down to misjudging the path or speed of another vehicle (source DfT)
- * 'Am I focussed?' – Driver error accounted for 108,479 crashes in 2017 (source DfT)
- * 'Animals on the road!' - The UK National Deer-Vehicle Collisions Project estimates that over 74,000 deer may be involved in vehicle collisions each year in Britain. The cost of damage to vehicles alone is estimated to be at least £17 million.

Obstructed troughing routes

Our maintenance and project teams are faced with many obstacles when faulting or maintaining their assets. Various obstructions that are blocking the troughing routes mean that they are unable to remove the lids to attend the fault and carry out repairs. This could result in delays and has a potential to cause severe disruption to the train service.

Materials/debris should not be abandoned on the troughing routes and any areas that are covered in ballast and overgrown vegetation should be reported so the locations can be cleared.

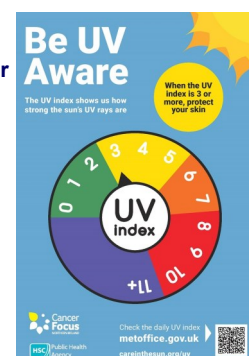


Here comes the sun...

Britain is known for its unpredictable summer weather. But even in this country people working outdoors for long periods, even when it's cloudy, risk damaging their skin, or worse, unless proper precautions are taken. While a mild case of sunburn might be sore and irritating, repeated exposure to the sun's ultraviolet (UV) rays, increases the risk of skin cancer. Getting sunburn, just once every two years, can triple your risk of melanoma.

There are some simple steps to protecting yourself whilst working:

- ♦ Plan your day-carry out more strenuous works during the coolest parts of the day
- ♦ Walk and work in the shade as much as possible
- ♦ Take frequent short breaks, in a shaded cool area
- ♦ Stay hydrated-drink plenty of water
- ♦ Always use sunscreen on all areas of your skin and reapply regularly. Look for a sun protection factor of at least SPF15
- ♦ Avoid eating large meals before working in hot environments



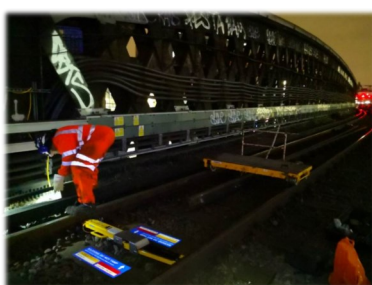
It is important to check your skin at least once a month for signs of skin cancer, if you have had exposure to sun light. Signs can include: growth of moles, moles that are growing, bleeding or changing appearance, scabby spots and sores that do not heal, skin discoloration

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TCOD Update

- The Inner DU have 9 x ZKL 3000 remote TCODs installed in the Waterloo – Clapham corridor (Up and Down Main Slow lines BML1)
- 6 of these have been installed since the start of the COVID-19 crisis, with help from their track teams
- The installation can be done with social distancing in place, and decision was made that it was important to everyone to carry on with safety improvements where possible
- Future funding has been agreed to set up a contract with Cleshar who will be installing further units at a rate of 4 per week
- The focus will than be on bringing each new TCOD into use by as many parties as possible with the help from our Ops teams



Informed Line Blockages Update

Project Overview:

The Informed Line Blockages (ILB) project is seeking to improve the line blockage application process within the Wessex route. The project will introduced 'Line Blockage Registers' (LBR) to provide visibility of all line blockages planned within the control areas of each Signalling Panel.

In conjunction with this the project has introduced a consistent protection method for cyclical line blockages by using 'Standard Line Blocks' (SLB).

This process removes the requirement for repetitive submission and publication of Line Blockages in the GZAC Daily List or Weekly Operating Notice (WON).

This initiative aims to provide greater assurance to maintenance teams that rely on cyclical line blockage access to complete maintenance and seeks to reduce the requirement for the present large number of speculative GZAC (Green Zone Access Controller) applications.

Update:

- ◆ The project has concluded a trial with the Yeovil S&T team and the West of England Signallers. The trial was successful with Yeovil S&T team continuing to utilise the process to complete their maintenance.
- ◆ Yeovil P-Way have gone live with the process as of the 11th May and the P-Way team will use this new process for all of their track patrols.
- ◆ The project is now looking to expand across the route with the Woking area teams in the process of being consulted.
- ◆ This process is going to be rolled out to Route under the TWS programme and its deployment plan.

Output from the trial

During the duration of the trial the Yeovil S&T team have agreed to reduce the level of their contingency by a 20%, in turn reducing the amount of unused line blocks.

The Yeovil S&T team no longer submit GZAC request for the cyclical maintenance. Instead they use Standard Line Blocks.

Over the course of the trial rejections were reduced. Where rejections took place mitigations were put in place to stop the same scenario from reoccurring.

The Yeovil P-Way and S&T team have been following a deconflicted plan that allows for the patrolling and S&T maintenance to be completed successfully.

The project team would like to thank the Yeovil Maintenance teams, West Of England Signallers and the Access Planning Team for all the support that has been given to the project so far.



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Waste- Segregation and Storage

Why does waste need to be segregated and stored correctly?

- **Safety:** Overflowing bins and poor storage can lead to trip hazards as well as vermin.
- **Compliance:** Correct segregation and storage is a NR standard requirement. It is also illegal to mix hazardous waste with other waste types. A fine of up to £20 000 & imprisonment for up to 5 years could be incurred.
- **Reducing environmental harm and nuisance:** Incorrect disposal of waste could cause water pollution, damage to habitats and litter.
- **Reduced costs:** Segregating wastes can maximise recycling and can also allow certain types of waste to be recycled and reused on site.



Do	Don't
✓ Ensure waste is placed in the correct bin or skip	✗ Overfill skips or bins
✓ Ask if you are unsure what bins should be used for your waste material	✗ Mix non-hazardous and hazardous waste
✓ Close lids on bins and skips	
✓ Request additional signage if required	
✓ Check the bins and skips are suitable for the waste generated at your site	

#LetsTalkLoneliness

Acknowledge & Normalise

Loneliness is a **normal** human emotion. It is a signal, like hunger or thirst, that prompts us to change our behaviour. To renew the connections we need to survive and thrive.

Identify what you need

Work out what you need to make your interactions and connections rich and meaningful to you. This often means:

- be present (put screens away) while you are talking
- stay open and curious about what someone is saying or feeling without trying to change or fix it

Act to connect

Whether on the phone, online or face-2-face, find opportunities to enrich your connections. Let your interests, passions or hobbies guide you to a community of like minded people



Carers Awareness Week 8 to 14th June 2020

Making caring visible

Myriad is Network Rail's employee network for employees with caring responsibility. They provide advice and support to employees and their Line Managers.

Carers do all this and more for family and friends who are older, ill or have a disability...



...all while trying to maintain a life of their own.

