

Environment Period Bulletin P5 2020/21

Significant Events in the Period

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

	NR Staff	Contractors
Everyone Home Safe	4	2
No Lost Time Injury	1	0
Lost Time Injury	0	0
Near Miss / Line Block	2	0
Road Traffic Accident		

Number of reported LT Accidents in the period remained at 1, meaning this is the second consecutive period when one of our colleagues was unable to return to work on the next shift. We saw a reduction in Period 4 from 3 to one LT accident and our ultimate aim should be further reduction in not only serious but all accidents.



13/08/2020 One fall resulting in bruising injuries to the hip when, whilst walking across an authorised walking route from Eastleigh Station the IP tripped over a running rail. The boards had been removed days earlier to enable tamping but had been replaced at a lower height causing the running rails to be proud of the deck and a hazardous walkway.

21/08/2020 Member of staff tripped in the 4ft in the Wimbledon area whilst using a rail measuring wheel. The IP stopped to write down the measurements and when he moved forward he tripped over a sleeper that was sticking out due to a lack of ballast. In order to break the fall the IP put his hands out and sustained laceration to his left hand and swelling and bruising to his right hand.

Discussion Points: Underfoot conditions and hazard awareness



16/08/2020 Team working on behalf of Capital Delivery in Fulwell, were clearing overgrown vegetation from the GRP cable route. Member of staff standing on top of the covered drainage channel (the only position where he was able to stand due to the location of the route) was using a petrol powered hedge trimmer to cut back the vegetation. The lid suddenly gave way and the IP fell into the channel and as a result sustained a number of laceration to his arm. Medical advice was sought and the wounds were cleaned and glued. The IP was able to return to work on his next shift.



19/08/2020 Member of staff sustained a puncture wound and a chip in his right fibula. The team were tasked with drainage vegetation clearance at Crewkerne as part of their routine maintenance (heightened by the train derailment in Scotland). The IP made his way into a ditch to trim vegetation. He was aware of the presence of some old concrete fencing that fallen over into the ditch and this exposed some metal re-bars. As he was mowing forward carrying out the strimming he momentarily forgot about the exposed re-bars (partially obscured by the vegetation) and struck his right shin against the sharp edge of one of the bars. The IP required 4 stitches and a tetanus jab followed by a course of antibiotics and was unable to return to work on his next shift.



Discussion Points: Quick visual inspection prior to task commencing (Dynamic Risk Assessment), removing the hazards or highlighting their presence

The period also witnessed a rise in the number of physical and verbal assaults experienced by our station staff and members of the Welfare team.



29/07/2020 two members of Contract Station staff were pushed by a member of public refusing to comply with the one way system at Clapham Junction Station.

14/08/2020 a Trespass & Welfare Officer (T&WO) challenged a male who was stood on the wrong side of yellow line at Hounslow Station. The T&WO was then subjected to racial abuse from the male.

16/08/2020 a physical assault occurred at Waterloo Station. A Customer Service Assistant was struck on side of the face by a homeless person after he stepped in to help a colleague.

18/08/2020 a male passenger jumped onto the tracks from platform 2 at Southampton Central, run across the line and climbed onto platform 1 where he punched a Trespass and Welfare Officer in the face.

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Operational Close Calls /Accidents involving DC Third Rail

Recent investigations (Kent/Sussex) identified that the Electrical Control Room (ECR) is not always advised of serious accidents/incidents involving contact with a live DC 3rd rail. Electrical Control Room Operators (ECRO), once aware of any incident involving contact with the DC 3rd rail, may be required to implement various procedures with the aim of protecting life, asset and operational continuity.



Points to consider and further actions and precautions:

- Always contact the ECR to report an incident involving yourself, or a colleague that has been in contact with the DC 3rd rail (including any tools / equipment).
- If you become aware of an incident involving potential contact with the DC 3rd rail, never assume that this has been reported to the ECR, instead follow up by reporting the incident yourself to the ECRO.

The Transferrable Lessons can be found [here](#)

Close Calls - Rejection

CURRENT SITUATION:

When a CC is reported the Central Team will allocate it to a Responsible Manager (RM). This status is W-RM. If you are the RM in question, it will be visible to you on the system and you should Accept or Reject it.

•If you agree that you are responsible for the CC go ahead and Accept, Action and Close it.

•If the CC is not your responsibility, you are supposed to Reject it. However this causes us an issue.

Code	Status
W-RM	Waiting Responsible Manager
R-MR	Responsible Manager Reject
R-MA	Responsible Manager Accept

ISSUE:

Within Wessex we have visibility of the CCs when they are at any status except Reject. If a CC is Rejected it disappears from our access/view and is sent back to the Central Team to Reallocate. This can take months due to their ongoing backlog. In the meantime we have a hazard that is not being actioned or owned.

We therefore propose that you assist us and employ the following work-around.

WORK-AROUND:

If a CC is allocated to you but it is not for you to resolve, please do not Reject it. Either Reallocate it yourself or if you are unable to do this then contact Sophia El Gaboubi and ask her to Reallocate it to another RM.

If you are able to assist Sophia with to whom it should be reallocated it will be appreciated.

The Track Worker Safety Programme needs you

You might have already heard about the Track Worker Safety programme. You also might be sceptical about another programme promising a safer working environment. We get it. That's why we want to hear from you now, because we want to do things differently – the Track Worker Safety programme is about a new way of working and we want to get it right.

We're asking colleagues to help us by filling in the first of a series of surveys that will be issued throughout the programme. Completing the survey will help us understand what you know about the programme already, how you feel about it and the best way to communicate with you.

Be brutally honest when answering, there are no right or wrong answers and once we have the results, we'll share them with you along with the actions we're going to take- we know how frustrating it is to answer a survey and hear nothing more about it.



To take part go to
Demographix.com/TWS
or scan the QR code.



Flash News

Track Worker Safety team have teamed up with RSS Infrastructure to do a Demo day for the following safety systems:

- ATWS Automatic Track Warning Systems
- SATWS Semi-Automatic Track Warning Systems
- LOWS Lookout Operated Warning Systems
- ZKL 3000 RC Remote Controlled TCOD

Date: 23rd September 2020

Venue: Basingstoke ROC

Please contact Luanna.McEvoy@networkrail.co.uk to register

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Driving

Driving License Checks

In the last issue of the HSE Cascade we published some information on how you can carry out your driving licence checks. We have since had a confirmation that we should only use **View my Licence Check—Link**. This has been consulted and agreed with TU's.

Oracle now has an added section for Line Managers to be able to select members of staff as non-drivers.

New starters / employees can be selected as non-driver (instead of not-compliant) if they do not require to drive for NR.

The latest version of the Driver's Handbook (V13) can be found here [Driver's Handbook V13.0](#)
You can also access the Handbook via an App on your NWR mobile devices.



Reminder - Use of Duplex (DECT) Communication equipment as per the NR/L3/MTC/CP009

The voice activated back to back radios shall be cleaned both before and after the shift by the individual who uses it and they shall not be passed from person to person during the shift.

Number of back to back radios required for the shift should be taken into account at the planning stage.

If due to unforeseen circumstances it is necessary to share voice activated back to back radios, these should be cleaned using sanitization wipes before and after use as a minimum.

If there are no cleaning products available, they shall not be shared.

Our suppliers of On Track Plant confirmed that they briefed all their operators on this requirement.



Visitors Signing-in Book

Recent site/depot visits carried out as part of the COVID-19 Secure risk assessments have highlighted the need to provide the Sign-in Books in some locations.

These are primarily used to improve the fire safety and security but it is even more imperative to have these in place so you are aware of any personnel visiting your location.

If there is a confirmed COVID-19 outbreak at your workplace you will be able to contact and inform anybody who could have been potentially exposed to the virus.



The Importance of Good Site Lighting

Good site lighting improves the visibility and the team are able to clearly see any potential hazards, ultimately leading to a safer site of work.

Do your teams have access to sufficient and adequate lighting?

Do you know what is available?



Nightsearcher Solaris Duo-for lighting up your worksites

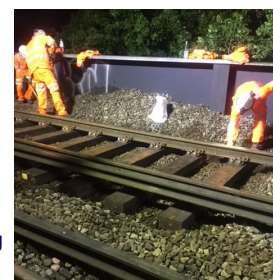


Nightsearcher Galaxy Pro-for lighting up your access



High specification head torches providing sufficient luminosity

Speak to your Logistics Teams to find out what other lighting is available and would be suitable for your teams.



Example of a well lit site of work at night time

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Environment



Environmental Investigations

IRIS is now being used to log Wessex route environmental incidents and track their investigations.

The key steps in the process that differ from H&S incidents are as follows.

- ◆ Control to complete 'Environment Incident Report Form' (NR/L3/OPS/045/F4.14A) and send to distribution list 'DL- Wessex Environmental Incident Form'
- ◆ Environment Specialist to input initial environmental incident record details into IRIS.
- ◆ **Environment Specialist to allocate investigator when required** (Category 1-3 Environmental Incidents) or allocate to be closed (Category 4 Environmental Incidents).

Route Environment Specialist will be in contact with applicable teams as new environmental incidents occur to support them through the new process and assist with investigations as required.

Health and Wellbeing

Know your numbers:

5million
Adults with
undiagnosed high
blood pressure

1in3
Wessex employees
have high BP

Around **50%**
of heart attacks and
strokes are associated
with high blood
pressure

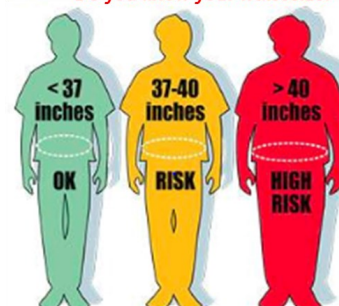
Do you know your blood pressure?

	Systolic (Top Number):	Diastolic (Bottom Number):
Ideal blood pressure	100 - 120	60 - 80
Pre-high blood pressure	120 - 140	80 - 90
High blood pressure	140+	90+

Where can I go to get my BP checked?

- Most pharmacies offer free BP checks.
- GP surgeries

Do you know your waist size?



Why is it important?

Carrying too much fat around your waist increases risk of heart disease, diabetes and cancer.

How to measure?

Measure around your belly button
Breathe out naturally and take the measurement



Get support to make changes at:
<https://www.nhs.uk/better-health/>

Health and Wellbeing



Health Surveillance 2020/21

Health Surveillance is a system of ongoing health checks and is a legal requirement. These checks are required by law for employees who are exposed to noise, vibration, fumes, dust and other substances hazardous to health.

The way Network Rail carries out these tests has changed. Useful guides for Line Managers and Employees can be found below:

[Health Surveillance Line Manager Guide 2021.pdf](#)

[Health Surveillance Employees Guide 2021.pdf](#)