



# Team talk

& Safety brief

Period 1

Our periodic video and discussion pack for everyone in Wessex



# Safety

## Accidents and Operational Close Calls Period 1



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

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

**Fatality Weighted Injuries (FWI)**  
0.002 MAA against target of 0.059 for the route

### Significant Accidents

#### Other accidents

**16/04/2021** (Operations) physical assault on a Trespass and Welfare Officer at Pokesdown Station. **Lessons Learnt – prioritise your safety and welfare when attending an incident and summon help when required.**

**Please refer to the pledge to your safety we shared in the last cascade - [link](#)**

**24/04/2021** (Operations) member of staff sustained a laceration to his right wrist at Wimbledon ASC after accidentally dropping a bowl in the kitchen sink.

### Operational Close Calls

**08/04/2021** (Possession Management Group) the PICOP for Item 505 Wessex WON Week 1 gave the ES for Worksite Alpha permission to test and apply straps as per the current isolation BS304 Issue 1. Whilst the strapping team on the Down Main at 52m40ch were testing the conductor rail, they discovered it was still live. It transpired that the BS304 Issue 1 was missing two circuit breakers and therefore the isolation did not cover the strapping location. **Investigation ongoing.**

**09/04/2021** (Outer DU) **Line Blockage Irregularity** at Andover reported by the Basingstoke Panel Signaller. **More information on Slide 4.**



**Lessons learnt from these events will be shared once the investigation has been concluded**



# Safety

## Accidents and Operational Close Calls Period 1 cont.

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### Operational Close Calls continued

**11/04/2021** (Possession Management Group) the Salisbury Signaller reported that the possession limit board (PLB) and detonator protection on the Up Main Line (BAE1) at Salisbury were placed the wrong side of the protecting signal SY46, beyond SY46 vice on the approach. **More information on slide 5.**

**22/04/2021** (Outer DU) report of incorrect ESR boarding at Grateley Station showing 20/90mph vice 20mph. **More information on slide 6.**

**27/04/2021** (Operations) **Line Blockage (LB) Irregularity** on the Down Main Line (BML1) between E567pts at Redbridge and E572pts at Totton as a result of 1W55 being mistakenly routed into the limits of the approved LB (GZAC 7186974) into a worksite where Southampton S&T team were undertaking work at Totton LC. Immediately after the mistake was realised the train driver was contacted and the train stopped approx. two sections to the rear of the actual worksite. **Investigation ongoing.**



**Lessons learnt from these events will be shared once the investigation has been concluded**

# Line Blockage Irregularity at Andover

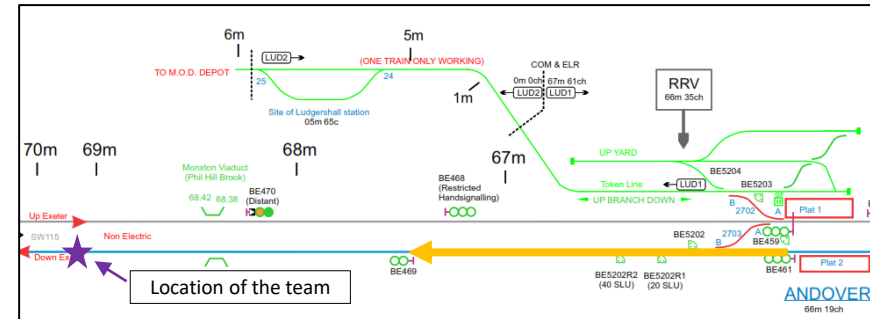


On Friday 09/04/2021 at approx. 1344hrs, a Line Blockage (LB) Irregularity was reported by the Basingstoke Panel Signaller. Salisbury P-way team were tasked with fitting a track clamp on the Down Main Line (BAE1) and had a planned LB between BE461 and BE469 signals. The initial LB was taken and given up with no reported issues. Whilst the second LB was being taken, the process was briefly halted for a train to pass.

On hearing the train, which by that time passed the exiting signal BE469, the signaller concluded the team were the wrong side of the protection. It was established that the team were fitting a track clamp at 69m20ch, some 1.8 miles outside of the LB protection.

The investigations established the following:

1. Time pressure to meet the GZAC timescales to plan the Line Blockage and resourcing issues in the section.
2. Due to the substantive planner being on annual leave another planner assisted with the LB application but the request was only made over the phone and was not confirmed in writing.
3. A planning error went undiscovered as a result of assumptions being made during the verification and authorisation of the safe work pack (SWP) and the safety brief on site.
4. The SWP only contained an extract from the Sectional Appendix (SA) and the PiC/COSS was unable to check the signals and mileages as the SA does not provide this information.



- *Current Wessex Track Diagrams must be available and must be used to verify all the protecting limits during the verification and authorisation stage of SWPs.*
- *The importance of following all appropriate processes and not making assumptions.*
- *Taking 5 and not letting the time pressure to get the better of us.*



## Discuss the learning points



# Significant Incident

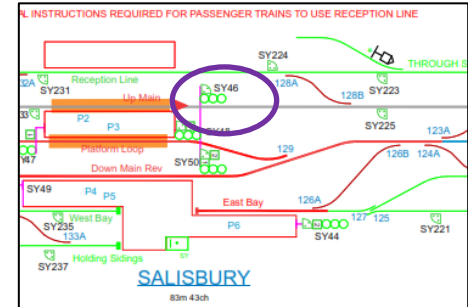
## Possession Irregularity at Salisbury



### Overview

On Sunday 11/04/2021 at approx. 0013hrs, it was reported that the Possession Limit Board (PLB) and Detonator protection on the Up Main Line at Salisbury station had been placed the wrong side of the protecting signal SY46, beyond SY46 vice on the approach in association with the Wessex WON Week 02 Item 104 possession.

Additionally, the PICOP incorrectly believed that the Signaller had granted the PSS additional protection to move the detonator protection and instructed the ES for worksite Bravo to shorten the worksite in order to allow the PSS to move the protection to the correct side of the signal.



Before the Duty ODM got to site, the PSS had lifted the incorrectly placed protection with the authority of the PICOP but without appropriate protection from the Signaller (Line Blockage).

In order to correct the mistake, the detonator protection had been removed by the PSS and placed on the correct side of the signal SY46, leaving the line and the individual unprotected.

The full Safety Bulletin can be found [here](#)

### What can we learn:

- *Being focused and paying attention to details and referring to all associated paperwork in order to manage tasks safely and effectively.*
- *Always Take 5 and seek confirmation if something is unclear, never assume.*
- *If PLB and detonator protection has been placed incorrectly, make sure the correct procedure is followed before moving it to the correct location – specifically that permission is given by the signaller and PICOP and the line is protected.*
- *When planning substandard worksite/possession, you must provide suitable distance for placing of the PLB and detonator protection.*



Discuss the learning points



# Significant Incident

## Speed Board Irregularity at Grateley



### Overview

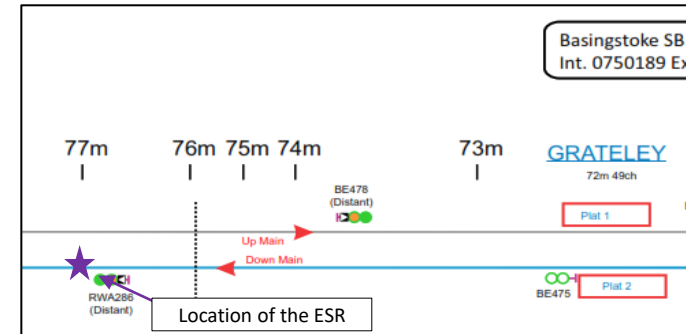
On Thursday 08/04/2021 a PLPR train picked up a cyclic top fault on the Down Main Line (BAE1) at 77m00ch between Grateley Station and Salisbury Station that necessitated the implementation of a 30/90mph Emergency Speed Restriction (ESR).

On Tuesday 20/04/2021, a further rough ride report was submitted for the same area requiring all trains to be cautioned at 20mph until an ESR for 20mph could be put in place. A Team Leader (TL) was dispatched that afternoon to complete the task. Unfortunately, due to a misunderstanding of the requirement, the TL only replaced the 30mph boards with 20mph boards and left the 90mph board in situ.

On Thursday 22/04/2021, the Salisbury Signaller was advised by the Driver of 1L45 that the ESR boarding for WXESR1552B was showing as 20/90mph and not 20mph as was cautioned and expected.

The investigation established the following:

1. Both the Responsible Manager (RM) and TL have adequate training and experience of erecting/removing of ESR's.
2. A miscommunication between the RM and TL on the requirement to remove a 30/90 mph speed boards and to replace them in their entirety for 20mph speed boards based on the rough ride report. Both parties failed to reach a clear understanding.
3. The TL thought that it was an unusual request but did not clarify/confirm the instruction with the RM.



### **What can we learn:**

- *When conducting Safety Critical conversations the requirement to confirm understanding must be established using repeat back and open question technique. The importance of challenging/seeking confirmation if something is unclear.*
- *That a Rough Ride report will always initiate a 20mph caution by the signaller through the affected area until a ESR of 20mph is in place.*
- *That when amending an in place ESR board following a Rough Ride report, it must be made clear that all existing speed boards must be removed and that a single 20mph ESR Board must be erected.*



## Discuss the learning points



# Learning from Previous Incidents

## Train striking a tree log at Whitchurch (P13)



### Overview

On 15/03/2021 at approx. 0535hrs, the Driver of SWR service 1L12 05:43 Salisbury to London Waterloo reported striking a large log  $\frac{1}{4}$  of a mile on the approach to Whitchurch station at approx. 59m57  $\frac{3}{4}$ ch. The train was travelling at approx. 60 mph and was already slowing down on the approach to the station. Planned vegetation clearance work was undertaken the previous day between Overton and Andover 55m 45ch to 65m 69ch by Coombes Forestry. The train was carrying 35 passengers and fortunately there were no injuries.



The investigation established the following:

1. The area where the log was struck was an inactive part of the site and was only used to transport the timbers/logs to the unloading point, using a RRV.
2. The up line rises on a gradient of 1 in 194 at the point where the train struck the timber. It was also established that longer lengths of timber were added on top of shorter ones leading to voids between them and this coupled with the normal vibration from the track may have caused the loss of friction.
3. A failure of one of the RRV's led to an increased workload and time pressure towards the end of the shift and this together with the failing light resulted in the Site Supervisor only completing site checks in the areas he deemed high risk.

### *What can we learn:*

- *As part of the investigation a Best Practice Loading Brief was developed by Coombes and all loads are now being strapped to add a greater load security.*
- *The importance of thorough visual checks before the worksite is handed back and the need for additional resources to ensure this is carried out.*
- *Regular reviews during the shift so any loss of key resource can be identified and mitigated in a timely manner to minimize any potential for end of shift pressure.*



**Discuss the learning points**





# Track Worker Safety (TWS) - update

## What we've been up to.



- Chris Cornish hosted another TWS update call on 6 May 2021, joined by Project Operations Interface Specialist, Kez Edmonds to update teams on what Operations are doing.
- A supplier event took place on 4 May 2021, giving them the opportunity to find out more about the programme and the impact for them.
- There are 2 planner forums on **Monday 17 May 10:00 – 11:00** and **Tuesday 18 May at 14:00 – 15:00**. **Topic is 'How have the changes affected you since the introduction of red zone removal. Challenges, impacts and what help do you need?'** Contact [Aaron.Bever@networkrail.co.uk](mailto:Aaron.Bever@networkrail.co.uk) for an invite.
- In the December rule book change and following engagement with TUs, Wessex is now exploring how to implement the Crossing the Line Procedure across the route. Updates to follow.



Search 'Southern Track Worker Safety' on MyConnect





# Track Worker Safety (TWS) - update

## Safer walking



## Wessex Safe Track Access Alliance

### Identification and Logging of Unsafe Cess and/or Walking routes

If you see a Safer Cess opportunity, the following process should be followed:

- Any new sites are now requested via the form on SharePoint which will automatically feed into the database where it will be reviewed and given a priority. There is also the ability to attach photos and any other supporting documentation.
- The SharePoint database will also enable the requestor to view and see the current status of their request.

**NetworkRail**

## Wessex Safe Track Access Alliance

The 'Wessex Safe Track Access Alliance' is a collaboration of teams from across the Southern region consisting of Inner and Outer DU, Wessex Safety Team, Regional Safety, Track Worker Safety - Wessex and Route Business.

The aim of the alliance is to provide you with safe track access, walking routes and crossing the line locations, however we need your help to identify sites that you feel are unsafe, or are no longer adequate. Following the move away from Red Zone working.

If you would like to submit a Safe Track Access site for consideration, please complete the online form by following the link below, or scan the QR code with your mobile device.

<https://tinyurl.com/WSTAA-Form>

If you would like further information about the work we have planned, you can contact us by emailing: [WSTAA@networkrail.co.uk](mailto:WSTAA@networkrail.co.uk).  
Alternatively speak to Emma Bhui (Regional Safety Team), Aaron Bever (Track Worker Safety), Jack Roberts (Wessex Inner) or Wayne Norbury (Wessex Outer)

The poster is green and white. It features a QR code and a graphic of a track with three location pins at different points along it.

Search 'Southern Track Worker Safety' on MyConnect



# Track Worker Safety (TWS) - update

Thank you



Ben Wilkinson, Chris Donkin, Chris Mayhew, Chris Jackson and Shayne Ford for their time and determination in creating a new plan to move all BVIs from red zone to Line Blocks.

Scott Henderson, Marc Brereton and other members of team at Feltham for independently taking the lead on the planning for BVI inspections.

Inner HMU (Lee McCarthy and team) Jack Roberts and Outer DU Wayne Norbury for all for all their help delivering the Safe Track Access work over the last year.

Jeff Matthews and Dave Carnell for coming to Axminster and Seaton Junction and explaining some of the challenges the frontline staff have.



Search 'Southern Track Worker Safety' on MyConnect



# Safety

## Poor network coverage and GSM-R telephones



Areas of poor or no network coverage/signal can be identified in the Access Point Register (Wessex Apps) during the planning stage.

To address the issue the teams can use the GSM-R telephones for any operational railway communications.

### *In Operational Use please note:*

- There may be occasions when calls cannot be made – in these instances, trackside telephones should be used as an alternative.
- Safety must be observed at all times when using trackside phones – observe the **GE/RT8000/HB1** – General Duties and Track Safety for Track Workers: **Section 4.3** by ensuring you are in a position of safety when using the handset.

All calls are recorded to assist with incident investigations.

A useful Trackside Worker User Guide can be found [here](#)



Do your teams have access to GSM-R telephones?



# Safety

## Here comes the sun...



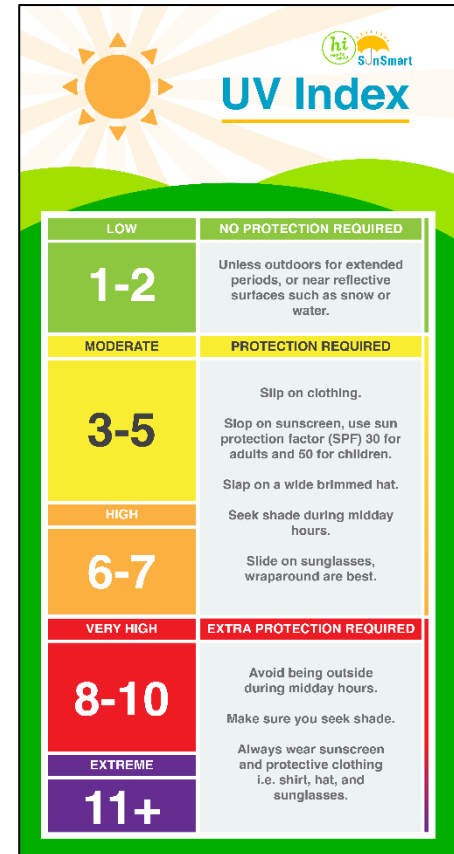
Britain is known for its unpredictable summer weather. But even in this country people working outdoors for long periods, even when it's cloudy, risk damaging their skin, or worse, unless proper precautions are taken.

These 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 SPF30,
- Avoid eating large meals before working in hot environments.

**The strength of the sun's rays isn't connected to the temperature. You can check the UV index on many weather forecast apps and websites.**

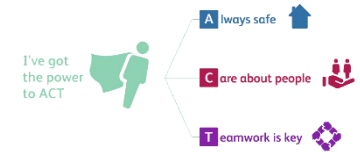
**It is important to check your skin at least once a month for signs of skin cancer, if you have had exposure to sun light. Signs can include: growth of moles, moles that are growing, bleeding or changing appearance, scabby spots and sores that do not heal, skin discoloration.**





# Environment

## Emergency Works and Legal Permits



### Environment Bulletin



#### Environment Agency Warning issued for unauthorised works

Issued to: Environment and sustainability mailing list  
 Ref: ENV21-01  
 Date of issue: 06/04/2021  
 Location: England and Wales  
 Contact: [Katy Beardsworth](#), Environment Strategy Lead  
[Natalie Sheldon](#), Legal Counsel



#### Overview

In March 2021, Network Rail (NR) received a warning letter from the Environment Agency (EA) in response to emergency works on the rail line to Drax Power Station, damaged during a flooding incident, which the EA considered required a flood risk permit.

Under Schedule 25, paragraph 7 of the Environmental Permitting (England and Wales) Regulations 2016 (EPR), NR are permitted to undertake emergency works without requiring authorisation from the EA, provided that further information is submitted as soon as the emergency has passed.

This provision allows NR to undertake necessary emergency works when time is critical and does not allow for the usual permitting process to be followed. Works beyond the scope of emergency works do still require NR to obtain a flood risk permit.

On the incident in question in February 2020, NR notified the EA about the initial emergency works via a telephone call and email, however the scope of the works was extended and the scale, extent and prolonged nature of works fell outside the definition of emergency works.

A flood risk permit was not in place for the subsequent works and the reinforcement of the rail embankment has been considered by the EA to be an encroachment into the designated washland.

The EA has asked that NR clarify with all staff what defines emergency works, and the limitations of the emergency works protocol, so that all appropriate authorisations are put in place. Breach of the permitting requirements may lead to EA enforcement action.

Undertaking unauthorised works which do not meet the legal definition of emergency works (see 'emergency works' definition below) is a criminal offence which carries a maximum penalty of an unlimited fine and up to two years imprisonment at Crown Court.

Functions must be confident that they have an appropriate permit, licensing and consent process in place for all works.

The Technical Authority Environment and Sustainable Development team will develop a guidance note to further support this process.

Network Rail received a legal warning from the Environment Agency for working without a flood risk permit during what we considered to be emergency work.

#### Legal definitions of 'emergency' vary depending on the legislation.

The legal definition under the Environment Permitting Regulations is the risk of:

- Serious flooding
- Serious detrimental impact on drainage
- Serious harm to the environment

When undertaking emergency work, you must notify the EA in writing as soon as practicable.

#### Next steps

Knowing what defines emergency works, and the limitations of the emergency works protocol, ensures that all appropriate authorisations are put in place. Breaching permit requirements may lead to EA enforcement action. The person carrying out the emergency works activity must provide the EA with notice in writing as soon as possible.

- Have all consents, permissions and licenses been identified?
- Have the timescale for obtaining consents, permissions and licenses been included in the programme?
- Are the requirements being monitored and complied with?

ACTION

Go through the learning points with your teams



# Health and Wellbeing

Vita Health - For your health and fitness



Network Rail has teamed up with [Vita Health Group](#) to provide a physiotherapy self-referral service free for all employees (previously provided by RehabWorks). They will provide support with any muscle, soft tissue or joint pain regardless of whether this is work or non-work related.

The service is quick and easy to access, uses the latest medical evidence for the treatment recommendations, and is focussed on helping you return to your normal work and life activities. Instead of waiting for a GP appointment, you can have a telephone assessment with a qualified physiotherapist within two working days of the request being made.

They will check that there is no underlying serious health condition, provide immediate assistance and advice, and decide the best next steps to help resolve the problem as quickly as possible.

Employees can self-refer for physiotherapy appointments by calling **0800 0833 324** selecting Option 5 or emailing a [referral form](#) to [network@vhg.co.uk](mailto:network@vhg.co.uk).

For management referrals the referral portal can be found [here](#) and the portal user guide can be found [here](#).

You can find out more about the service by viewing this [poster](#).



**Have you got an ache or a pain that is affecting your wellbeing or your ability to do your job?**

Vita Health Group is the new name for RehabWorks; your trusted physio provider.

- Free, self referral physiotherapy service
- Guidance and support from a physiotherapist – virtually via video link
- Physiotherapy treatment including home exercises where clinically appropriate
- You don't need to see your GP first – simply self-refer using the number below
- Your condition does not have to be work related
- You don't need to be absent to access the service
- Some cases may be seen face to face after August 1st

To access rapid support, or for further information call: 0800 0833324 (option 5)

ACTION

**It's for your benefit**





# Health and Wellbeing

**Vita Health - For your health and fitness cont.**



## What will happen during the assessment?

A telephone assessment is carried out by a qualified and experienced chartered physiotherapist who will explain the process to you and will ask a few questions to find out more about your condition. This will enable him/her to make a diagnosis and decide on the best way forward to help you get back to your normal activities at home and at work.

The physiotherapist will also check that there are no serious underlying causes for your pain and will write to your GP if at all concerned.

This may involve a home exercise programme or a few face to face sessions with a chartered physiotherapist. These may be booked in a clinic near your home or work.

## Treatment Options

Treatment options include guided self-management, face to face physiotherapy or a functional restoration programme. All chartered physiotherapists are trained to use the latest evidence base to choose the best way forward to restore you to your best possible self.

**On the right is an account from one of our colleagues on why it pays to speak up and do something about your ailments, please read the true story.**

## **DON'T LEAVE IT UNTIL LATER, DON'T IGNORE IT**

Many staff on the railway put off or ignore health warnings until some damage has been done, sometimes permanently. Why? Partly because we work in a male dominated industry with an associated macho/masculine culture, but also because our complaints are ongoing, we get by without too much trouble, old John has always had a limp, it eases off when resting, we're getting old, I'll see the doctor but it won't be easy as they're always busy.

Late last year I noticed that my reading prescription had changed but I didn't think too much of it. Why? Because I'm getting old of course, so I'll sort it out later without ever putting a time frame on later. It was a warning sign and I completely missed it. The next warning sign was when my ability to read anything had deteriorated to the point where I couldn't see print on a document. I immediately arranged an appointment with an optician, was tested and referred to my GP for further investigation at a local hospital. This would have been a process measured in weeks. The very next morning I was unable to focus properly, my distance sight had become blurred, people's heads were angled when looked at, white had become yellow and everything in the background was distorted. With the help of my wife, I was able to ring her best friend and let her know what had happened. I was asked to go straight to A&E at Moorfields. My wife's friend, the senior consultant on duty, met me at A&E, examined my eye and gave me the bad news. I had a detached and a torn retina, hence the distortions and colour changes. The consultant then left to speak to her colleagues. She returned and told me that I was going to have emergency surgery within the hour.

What I later found out was that my wife's friend, the consultant, had persuaded the surgical team to stay on and operate on me. They were in the normal clothes ready to go home and they asked if my surgery could be handed to a separate team the following day. The consultant stated that we didn't have a day, as my eye would be black and it would be too late to save my sight. It was the last act of surgery by that particular surgeon in Moorfields, as he moved to another hospital. His last shift, his last surgical procedure. I was extremely fortunate to have my sight saved. No massive warning signs, no pain, just gradual deterioration to begin with.

Don't ignore it, get it checked.

**ACTION**

**Don't leave it too late**





# Resource Library

Safety Bulletins, Alerts, Advice and Shared Learning

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- [Safety-Advice-NRA21-06-Using-lookout-operated-warning-systems-LOWS.pdf](#)
- [Safety-Alert-NRX21-05-Fire-on-tamping-machine.pdf](#)
- [Safety-Alert-NRX21-06-On-track-plant-collision.pdf](#)
- [Safety-Bulletin-NRB21-02-Carnforth-SMTH-irregularity.pdf](#)
- [Safety-Bulletin-NRB21-03-Exposure-to-Asbestos-Containing-Materials-ACM.pdf](#)
- [Safety Bulletin Detonator Protection Placed incorrectly at Salisbury 110421.pdf](#)
- [Trackside Worker GSM-R User Guide.pdf](#)
- [Issue 110 Transferable Lessons Line Blockage Irregularity Lincoln.pdf](#)
- [Issue 111 - Transferable Lessons - Port Talbot Stop and Examine Irregularity.pdf](#)





## Remember to record that you have watched Team Talk

[Click here](#) for a guide on how to use the new Business Briefing System to do this

Also remember to record that you have received Safety Briefing via the Business Briefing System or via the dedicated person in your Business Unit.

# Team talk

Our periodic video and discussion pack for everyone in Wessex

& Safety brief