

MATCHTECH 



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Safety Briefing

January 2023

Monthly topics

Site access App

- Site access APP from Network Rail
 - 18,000+ access points in your pocket

Shared Learning

- Signalling Shared Learning Engineering Services Delivery
- Winter driving

Safety Advice

- Temporary RRAP left on an open line



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Site Access APP

There are a number of incidents throughout the Network, when safety critical workers are unclear about their exact location.

The Network Rail Access APP will assist you in clarifying what access gate and the first lines on site are.

If you are not 100% sure of where you are on the Infrastructure then STOP and do not go on or near the line.

<https://safety.networkrail.co.uk/access-points-app/>



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NetworkRail

Safe track access, made simple

18,000+ access points in your pocket,
with the Access Points app

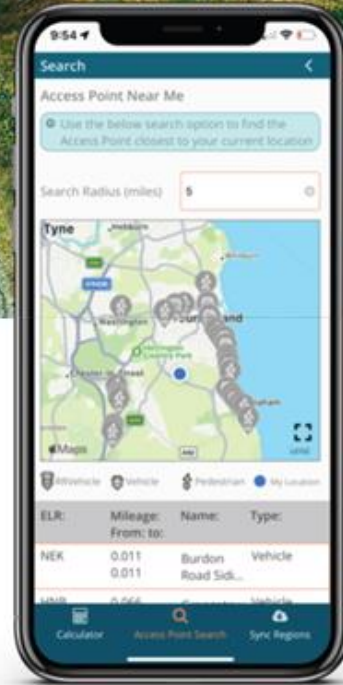


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The updated Access Points app makes it easier than ever to find safe track access points, fast. Simply download, search for access points near you or explore specific locations, and get clear, safe directions to wherever you need to be.

Search 'Access Points' today and look out for this app icon



Signalling Shared Learning Engineering Services Delivery

This Signalling Shared Learning details various events and incidents that have occurred on Signalling Projects between July 2023 and December 2023, and provides the key learning points associated with them.

It is intended for distribution within the Network Rail Signalling community and the wider Supply Chain in order to raise awareness of the learning points within, and to enable best practice to be applied throughout all of our signalling activities.

Access the full document here;

<https://safety.networkrail.co.uk/signalling-shared-learning-jul-2023-dec-2023-1-0/>



As winter sets in, it's crucial to be aware of the unique challenges posed by driving in colder conditions. While it's an exciting season, it also comes with increased risks on the road. This briefing aims to provide you with essential information on the dangers associated with winter driving in the UK and practical tips to minimize these risks.

Key Risks:

- 1. Icy Roads:** Slippery surfaces can lead to loss of control.
- 2. Reduced Visibility:** Fog, snow, and rain can limit your ability to see and be seen.
- 3. Snow Accumulation:** Buildup can hinder your vehicle's manoeuvrability.



Safest Considerations:

1. Regular Vehicle Maintenance:

- Check brakes, tires, lights, and fluids regularly.
- Ensure your battery is in good condition.

2. Weather-Appropriate Tires:

- Consider winter or all-season tires for better traction.
- Maintain proper tire pressure.

3. Safe Driving Practices:

- Reduce speed and increase following distance.
- Brake gently to avoid skidding.
- Use lower gears when driving downhill.

4. Visibility Measures:

- Ensure all windows, lights, and mirrors are clean and functional.
- Use headlights in reduced visibility conditions.

5. Emergency Kit:

- Keep a winter emergency kit with essentials like a blanket, flashlight, and non-perishable snacks.

6. Legal Requirements:

- Abide by the Highway Code regulations.
- Ensure your vehicle is roadworthy, meeting legal standards.



The Highway code contains advice for driving in the Winter;

<https://www.gov.uk/guidance/the-highway-code/driving-in-adverse-weather-conditions-226-to-237>

Rule 229

Before you set off

- you **MUST** be able to see, so clear all snow and ice from all your windows
- you **MUST** ensure that lights are clean and number plates are clearly visible and legible
- make sure the mirrors are clear and the windows are demisted thoroughly
- remove all snow that might fall off into the path of other road users
- check your planned route is clear of delays and that no further snowfalls or severe weather are predicted.





Things to pack:

-  Water
-  Warm clothes
-  Ice scraper
-  Snow shovel
-  Torch
-  Blankets
-  Boots
-  De-icer
-  Food
-  Fully charged mobile phone (and car charger)

Things to be aware of:



In snow and ice, drivers should **stick to the main roads** where they can and only travel if really necessary.



In high winds, there's a particular risk to lorries, caravans and motorbikes, so drivers should **slow down and avoid using exposed sections of road** if possible.



In heavy rain, drivers should **keep well back** from the vehicle in front, gradually ease off the accelerator if the steering becomes unresponsive, **and slow down** if the rain and spray from vehicles makes it difficult to see and be seen.



In fog, drivers should **switch on their fog lights** and not use lights on full beam as the fog will reflect the light back. If you really cannot see, you should consider stopping in a safe place until conditions improve.

Safety Advice

Action required following a serious incident



everyone
home safe
every day

Temporary road rail access panels left on an open line

Issued to: **All Network Rail line managers, safety professionals and accredited contractors**

Ref: NRA23-14

Date of issue: 04/01/2024

Location: Stoke Tunnel near Grantham, East Coast Main Line.

Contact: Steve Barnes, Infrastructure Maintenance Delivery Manager



Overview

On the 19th December 2023 at approximately 01:00 an overhead line team planned to undertake a B10 inspection at the south side of Stoke Tunnel near Grantham, East Coast Main Line.

A Unimog MEWP machine was required to work from the Up Fast and therefore manoeuvred across the permanent Road Rail Access Point (RRAP) on the Up Slow. The team attempted to On Track the machine to the Up Fast utilising a temporary RRAP, which was unsuccessful due to inclement weather. The team decided on site to put the machine back onto the Up Slow and transit the machine south to transition to the Up Fast. The temporary RRAP was not removed immediately due to the intention that the team would off track the machine at this place again following completion of the work.

The machine started to malfunction on site and the team decided that it was a high risk of failure and decided not undertake the work and to return the machine back to Ponton Yard.

In order to get the machine back as quick as possible, the machine was egressed from the Up Slow, not the originally planned Up Fast where the temporary RRAP was situated.

The machine was off tracked at the permanent RRAP on the Up Slow, the temporary RRAP on the Up Fast was inadvertently left in place, the team left site at 04:00.

At 06:00 LNER service 1Y00 travelling from York to London Kings Cross struck the temporary RRAP travelling at line speed. The driver of the train initially reported a train failure to which the assisting locomotive was deployed to recover the failed train. Upon travelling to the stricken train, it discovered two pieces of the temporary RRAP on the Up Fast and Up Slow which was subsequently confirmed to have caused the train damage.

An investigation is currently underway.

Immediate action required

- Any materials being left on site must be removed from the running line(s), secured (where required) in a position of safety to prevent damage to operating services.
- Where practical an electronic means of tracking equipment should be used, such as tagging devices.
- When accessing an RRV you should try and use a permanent or semi-permanent RRAP (see NR/L2/RMVP/0200/P301 section 13)
- When handing back, the COSS is required to confirm the line is safe for the passage of trains.

Part of our group
of Safety Bulletins

Safety
Alert

Safety
Bulletin

Safety
Advice

Shared
Learning



Reminder to all Sentinel Card Holders & Checkers

Safety Central

Network Rail share updates of recent incidents, accidents and best practice advice online. Please get into the habit of checking this website for the latest news; <https://safety.networkrail.co.uk/tools-resources/safety-bulletins/>

Southern Shield

Southern Shield is a collaborative safety forum that consists of Network Rail Southern Capital Delivery and its principal contractors. On their website they have useful articles and explain the rules of the Southern Shield charter, which is mandatory on some southern sites. <https://www.southernshield.co.uk/>

Railway Rule book

Add this website address to your browser favourites to ensure that you always have access to the Network Rail Rulebook modules

Previous monthly rail briefings

<https://www.matchtech.com/about-us/health-and-safety/safety-briefings>



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Work-safe Procedure

This is for anyone to use, it works as follows:

If you believe the Safety Arrangements to be inadequate:

- Stop Work and talk to the Team Leader or person in charge; they should:
 - Review the arrangements
 - Change them if necessary and re-brief

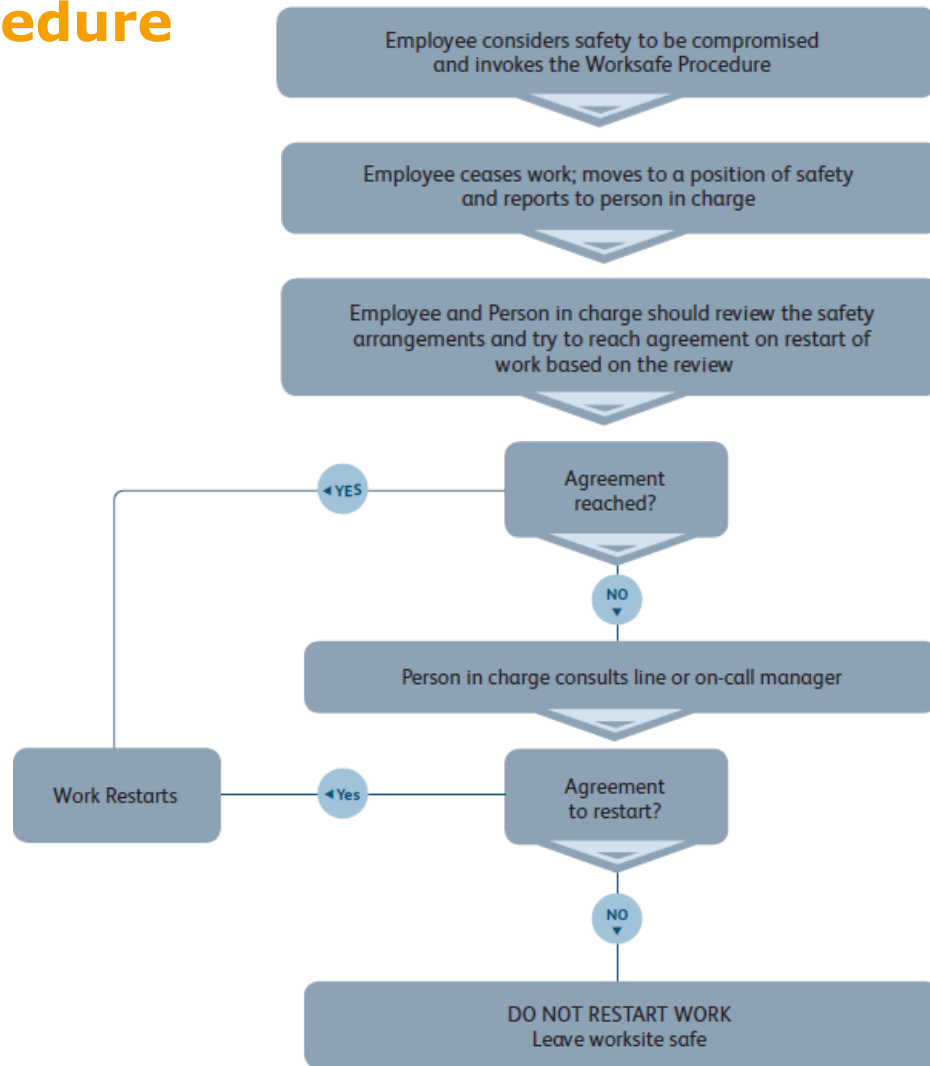
If you are still unhappy DO NOT RESTART; escalate to the next level by contacting one of the following:

- Your Line Manager, Your Safety Rep, Any member of the management team, The DU Safety Advisor, Network Rail Control, MT on-call 07786 265531
- Do not start work until you are satisfied that the safety arrangements are appropriate to the activity



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Work-safe Procedure



Changes to your shift times and increased fatigue risk

It is important that you notify your consultant as soon as possible if there is a change to your rostered work pattern while working on the Network Rail Infrastructure.

As part of our commitment to you and our obligations to monitor and manage your fatigue, we must always have an accurate understanding of where and when you are working.

In addition, you also have a legal obligation to ensure that you are safe to work, the Health and Safety at Work Act 1974. This states that “Workers have a duty to take care of their own health and safety and that of others who may be affected by their acts or omissions at work”

Do not start work until you are satisfied that the safety arrangements are appropriate to the activity

Never, ever drive while feeling tired

If you are starting to feel fatigued while you are onsite then instigate the work safe procedure.

Contact the Rail team

24 hour on call - 07786 265531

Use this on-call number if you need to contact someone from the company urgently, for example to report an accident / incident or if you are being pressured to do something that you are not comfortable with, such as being asked to exceed the working hours rules etc.

Store this number in your phone in case of an emergency.

This number is not to be used to query timesheets or to enquire about vacancies, it is an emergency contact number.

If you would like to suggest a topic for future safety briefings, or need to talk to someone in confidence then email the Rail HSQE manager Joe Christopherson; jchristopherson@matchtech.com

Your Feedback is always welcomed, email us at MT railonboarding@matchtech.com

Safety sQuaRed

See it, Scan it, Share it

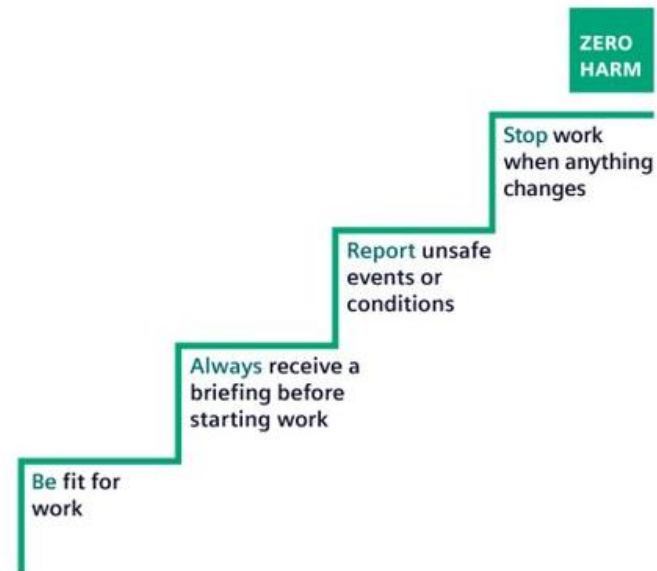


<https://www.gattacaplc.com/report-near-misses>

4 Steps to Zero Harm

Our Priority: Your safety and wellbeing is our absolute priority. We believe that Zero Harm is achievable each and every day by following the four steps and through our behaviours.

Our expectation of everyone, whether an employee / an agency worker or a contractor, is that you will know and live by the 4 Steps.



SIEMENS

Our Lifesaving Rules



Always be sure the required plans and permits are in place, before you start a job or go on or near the line.



Never use a hand-held or hands-free phone, or programme any other mobile device, while driving.



Always use equipment that is fit for its intended purpose.



Always test before applying earths or straps.



Never undertake any job unless you have been trained and assessed as competent.



Never assume equipment is isolated – always test before touch.



Never work or drive while under the influence of drugs or alcohol.



Always use a safety harness when working at height, unless other protection is in place.



Always obey the speed limit and wear a seat belt.



Never enter the agreed exclusion zone, unless directed to by the person in charge.



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Scan me

Report hotline:
0800 4 101 101

Report textline:
07507 285 887

Freepost: CIRAS
www.ciras.org.uk