



HSQE Briefing January 2019



Think Safe, Act Safe and Be Safe



Our Safety Vision:

- Our vision of “preventing harm to all” is at the centre of our Safety Strategy and is synonymous with our commitment to resourcing and working safely.
- We believe that our vision can be achieved if we all develop a safe mind-set, plan our tasks correctly and actively seek ways to prevent incidents. We also believe that behaving in a safe way will also lead to zero accidents. We have devised a set of rules that underpins our vision and are consistent with our mantra. **Think safe, act safe and be safe!**



Think Safe, Act Safe and Be Safe

In this edition:

- Winter Driving advice
- Safety Bulletins
 - Cable drum trailer failure on public road
 - Electrical flashover



**Resourcing
Safely**

Action required:

After reading this briefing, you are required to respond, please click **“I have read and understood”** or email lmillard@resourcing-solutions.com with acknowledgement and any questions/suggestions

Driving in Winter – Advice from Brake.org

<http://www.brake.org.uk/news/21-facts-a-resources/resources/946-weather>

- Weather can be unpredictable and turn quickly, making roads treacherous. Ice, snow, heavy rain and fog significantly increase the risks on roads. Stopping distances can double in the wet and increase ten-fold in ice and snow, and if you can't see clearly, you can't react to hazards. Driving in bad weather can be lethal.
- Brake urges drivers to follow the **A, B, C** of staying safe in winter and bad weather conditions.
- **Avoid driving**
- **Be prepared**
- **Careful, cautious driving**

Driving in Winter – Advice from Brake.org

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- **Avoid driving**
- If possible, avoid driving in snow and other treacherous conditions. Never set off when it's snowing heavily or if it's forecast to snow, and avoid driving if you possibly can in other bad conditions like fog, heavy rain and ice. Consider alternatives like public transport. If you drive to work, speak to your employer in advance about home-working arrangements when the weather is bad, especially if you live in a rural area prone to flooding or snow.

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Be prepared

- Even if you avoid setting off in dangerous weather conditions, you could get caught out, so be prepared by:
- ensuring your vehicle is [well-maintained](#) through an up-to-date MOT, regular service, and regular walk-round checks by you.
- regularly checking tyres to ensure they're in good condition and have a tread depth of at least 3mm to be safe in the wet.
- making sure there is anti-freeze in your radiator and windscreen washer bottle
- keeping an ice-scraper and de-icer in your vehicle at all times in winter.
- packing a winter driving kit in case of emergency. This might include: a torch; cloths; a blanket and warm clothes; food and drink; first-aid kit; spade; warning triangle; and high-visibility vest.
- always take a well-charged phone in case of emergencies, but don't be tempted to use it when driving.

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Be prepared

- Car batteries are more likely to die in winter, so take steps to ensure yours doesn't. If your car battery is old (more than five years) or there is sign of it struggling to start the car, get it checked by your garage and replaced if needed.
- Clear ice, snow and condensation completely from your windscreen and all windows before setting off. Clear snow off the roof of your vehicle too, as it might fall and obscure your vision during your journey.
- Check forecasts and plan your route carefully. In bad weather, major roads are more likely to be cleared and gritted. Allow plenty of time for potential hold-ups. [The Met Office](#) provides up to date forecasts, and issues warnings when severe weather is likely.

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Careful, cautious driving

- If you do get caught in bad weather, follow these steps to minimise the dangers.
- **Slow right down:** if visibility is poor or the road is wet or icy, it will take you longer to react to hazards and you should reduce your speed accordingly. Take corners very slowly, and reduce speed further if your view of the road ahead is obscured. Always stay well within the speed limit and look out for temporary speed limit signs. Never speed up suddenly if fog seems to have cleared. Fog can be patchy and you may suddenly re-enter it.
- **Maintain a safe gap behind the vehicle in front:** the gap between you and the vehicle in front is your braking space in a crisis. In wet conditions you should leave four seconds, and in ice or snow, drop right back as much as possible. Stopping distances are double in the wet, and can be 10 times greater in icy weather. Never hang on someone else's tail lights. This can provide a false sense of security and mean you're not fully focussed on the road.
- **Be extra vigilant for people and hazards:** be aware that people on foot, bicycles, motorbikes and horses are harder to spot in adverse weather. Drive slowly and cautiously so you are able to spot vulnerable road users in plenty of time and not put them in danger. Look out for signs warning of hazards, people, adverse conditions or temporary lower speed limits.

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Careful, cautious driving

- **Stay in control:** avoid harsh braking and acceleration, and carry out manoeuvres very slowly and with extra care
- **Use lights:** put lights on in gloomy weather and when visibility is reduced. Use front and rear fog lights in dense fog. Remember to switch off fog lights when visibility improves.
- **Snow and ice:** follow these tips if you get caught driving in snow and ice:
 - use the highest gear possible to avoid wheel spin, but taking care not to let your speed creep up.
 - brake gently to avoid locking the wheels. Get into a low gear earlier than normal and allow the speed of the vehicle to fall gradually.
 - take corners very slowly and steer gently and steadily to avoid skidding. Never brake if the vehicle skids, instead, ease off the accelerator and steer slightly into the direction of the skid until you gain control.
 - If stuck in snow, do not spin the wheels or rev the vehicle, as this will dig the vehicle further in. Instead, put the vehicle into as high a gear as possible and slowly manoeuvre the vehicle lightly forwards and backwards to gently creep out.
 - if you are stuck fast, stay in the vehicle unless help is visible within 100 yards. Do not abandon your vehicle as this can hold up rescue vehicles.

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Rain and floods:

Follow these tips if you get caught driving in heavy rain and floods:

- keep well back from the vehicle in front as the rain and spray makes it difficult to see and be seen.
- look out for steering becoming unresponsive, which can happen if water prevents the tyres from gripping. If this occurs, ease off the accelerator and gradually slow down. If possible, pull over somewhere safe until the rain stops and the water drains away.
- never attempt to cross a flooded road if you are unsure how deep it is; only cross if you can see the road through the water. Apart from potential damage, many vehicles require only two feet of water to float.
- if driving on a flooded road, stay in first gear with the engine speed high and drive very slowly. Do not drive through floodwater if a vehicle is coming the other way. If possible, drive in the middle of the road to avoid deeper water near the kerb.
- test brakes immediately after driving through water by driving slowly over a flat surface and pressing the brakes gently. Warn passengers first.

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In high winds:

- take extra care passing over bridges or on open stretches of road exposed to strong winds. If your vehicle is being blown about, slow right down and take great care to maintain a steady course. Keep well back from motorcycles and high-sided vehicles as they can be particularly affected by turbulence.

In winter sun:

- dazzle from low winter sun can be dangerous. Keep a pair of sunglasses in the vehicle all year round (prescription if needed) and keep your windscreen clean. Wear your sunglasses in bright sunshine, especially if the sun is low or reflecting off a wet road.

Gritted roads:

- Highways England is responsible for keeping England's motorways and major 'A' roads clear of ice and snow. Local road networks are the responsibility of local authorities. In some cases there may be a lag before roads are treated, so never assume that roads have been gritted.

Safety Alert

A serious incident has taken place



Cable Drum Trailer Failure - M32

Issued to: All Network Rail line managers,
safety professionals and RISQS
registered contractors

Ref: Safety Alert NRX 19-01

Date: 17/01/2019

Location: M32 - Bristol

Contact: Paul Clark - Director HSQE,
Western Route
Paul.Clark2@networkrail.co.uk



Overview

On 13 January 2019 at 22.00, a cable drum was reported to have fallen onto the M32 (Bristol) motorway. The incident caused severe traffic disruption but fortunately no reported injury to road users. The cable drum (circa 1 ton) was recovered by the Highways Agency.

The business owner of the cable was established when a Network Rail E&P driver subsequently reported to control (from Gloucester) they had lost a drum of cable from the trailer of their vehicle.

All must ensure that trailer inspection and test records are in date.

No cable trailer should depend solely on hydraulic pressure to retain the load securely.

The initial investigation has established hydraulic failure on one of the lifting jacks. This caused the load to become unsecure, come into contact with the road and roll off the trailer.

All inspection and test records for the trailer were reported to be in order, however subsequent reviews show the trailer (blue) does not have a safety back bar as included on newer trailers (yellow). These bars prevent roll off risk as cable drums would remain within the trailer frame.

All cable carrying trailers that are vulnerable to single point failure must be removed from use immediately.

Safety Bulletin

A serious incident has taken place



Electrical fire - staff injury

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

Ref: NRB 19/01 (linked to 20/21)

Date of issue: 23/01/2019

Location: Godinton Substation
(South East Route)

Contact: Allan Spence, Safety Technical & Engineering Directorate



Overview

While E&P (Electrical and Plant) staff were responding to a fault at Godinton substation on the evening of 20th December there was a release of electrical energy (a flashover) when a member of staff attempted to replace a 2A fuse in a control circuit for the 750V dc traction power system.

The flashover caused severe burns to a technician. He is being treated for his injuries at a specialist burns hospital.

The substation and other parts of the traction power system nearby were substantially damaged by the fire that resulted.

A formal investigation into the accident has begun and inspectors from the Office of Rail and Road (ORR) are also investigating.

The initial investigation has identified a potential link to water ingress in to the building before the incident.

Several technical bulletins have since been issued in SE Route.

The initial investigation has identified that Arc Flash PPE was not being worn. Further safety advice on minimum Arc Flash PPE is being issued which will supersede the previously issued safety advice NRB 17/09 – Arc Flash PPE. Locally, Routes or contractors may choose to require a higher standard.

Action required

The following advice shall be followed nationally:

- In the event of a fault in a Whipp & Bourne MM74 dc circuit breaker with 50V operating equipment, staff shall not enter the breaker cell to undertake any work without de-energising its incoming 650V / 750V dc traction supply.
- If steam is present when accessing any traction or non-traction, high voltage (HV) distribution location, staff should vacate the location and contact the ECO to arrange for the dc equipment (and relevant in-feeds) to be de-energised. Any HV ac equipment (this includes 25kV switchgear) may remain energised but no switching operations shall occur with anyone in the building. A safe method of working shall be established before starting any intrusive work on the equipment affected.
- Where significant damp or condensation is identified in any traction or non-traction HV distribution location, a safe method of working shall be established before starting any intrusive work on the equipment affected.

The safe method of working shall be agreed by the E&P Maintenance Engineer, or Designated Project Engineer in the case of project work.

Water ingress to any traction or non-traction HV distribution location must be reported and corrected promptly. Buildings/E&P must always consider applying temporary protection to stop water ingress and protect the equipment.

Discussion Points

What should you look for when entering a location containing power distribution equipment?

How would you check that any electrical equipment has been safely isolated (where required) before undertaking any maintenance, fault finding or renewal activities?

How would you report condensation or rain water entering an electrical building, and what immediate action should you take?

How can you check you are using the right PPE for work in electrical switch rooms, including Arc Flash protective clothing?

If at anytime the work cannot be undertaken safely, **STOP** and speak with your supervisor or manager.

Check Life Saving Rule compliance with your staff

Part of our group
of Safety Bulletins

Safety
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Safety
Bulletin

Safety
Advice

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Learning

Think Safe, Act Safe and Be Safe



Network Rail share updates of recent incident, 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/>



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