



**Resourcing
Solutions**
engaging people

HSQE Briefing
January 2020



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!

This Months Safety Cascade

Monthly topic

- Mental Health Foundation
- Blue Monday - Wellbeing

Safety bulletins

- Worker in MEWP contacts O.L.E.
- Mucking Level Crossing
- ICI – This competency is no longer needed on your PTS



Mental Health
Foundation



For more information visit
mentalhealth.org.uk

Relationships matter

Good relationships help us live longer and happier lives with fewer mental health problems. These are the supportive connections we share with friends, family and our community.

Investing in these relationships is as critical to our health and wellbeing as other lifestyle factors such as eating well, exercising more and stopping smoking.

Make your relationships resolution today:
mentalhealth.org.uk/relationships



Mental Health
Foundation

Give your time

Put time aside to nurture important relationships. We can be so busy with school or work that we don't spend time with the important people in our lives.



Be present

It can be tempting to check your phone, Facebook messages or even work emails when with family and friends. Try to be present in the moment and there for your loved ones.



Listen

Actively listen to what others are saying in a non-judgemental way. Concentrate on their needs in that moment.



Be listened to

Share how you are feeling, honestly, and allow yourself to be listened to and supported.



Recognise unhealthy relationships

Are certain relationships making you unhappy? Recognising these can help you move forward and find solutions to issues.



Blue Monday – 20th Jan 2020



Blue Monday, as many of you will know, is thought of as the most depressing day of the year. It typically falls on the third Monday in January, so will fall on the 20th this year.

January was chosen as the month to be home to the ‘most depressing day’ for relatively obvious reasons; the end of the festive season, the departure of loved ones, contending with freezing weather conditions and taking on New Year’s resolutions that can bring about more boredom than satisfaction. Furthermore, there is the financial pinch that often follows the festive period and, for some, the longer than usual gap between pay packets.

Tips to get you through the January blues

- Watch for signs of stress – these can be physical signs as well as mental signs. If you spot signs that your stress levels are increasing take action to bring them back down again!
- Recognise your limits and build your support network– learn to ask for help. People do not always come forward in the fear of being intrusive, let them know their help would be welcome.
- Acknowledge your feelings – it is normal to feel angry, resentful and frightened. There is nothing ‘wrong’ with having these feelings, it’s how we react to them that sometimes works against us. If you experience these feelings, motivate yourself to take positive action that benefits you!



New year changes

Find Time For You

We all have many demands on our time and sometimes we are so busy working or looking after others that we forget to focus on ourselves. We all need some 'me time' to feel energised.

Think about hobbies you used to have time for or things that you would like to do. Start taking small steps towards having some time for yourself.

- Take a step back and evaluate your time/lifestyle
- Think of someone who might be able to support you and let you have some time to yourself – you could repay them in the future by doing the same for them
- Leave work on time – try to be boundaried
- Find time to schedule in a treat, even a small one – every month or payday?
- Do exercise that works for you – jog before work, a brisk walk or swim at lunchtime or spin class at a 24 hour gym after work
- Make healthy meals in batches to freeze – get organised
- Plan events in advance so that you have something to look forward to
- Keep in touch with friends and family

Reset Your Values - How To Live With Purpose

At the beginning of a new year we often take the time to evaluate our life. We take stock to see if our relationships, job, health and financial position are where we want them to be. If there is something that is not fitting in with our lifestyle decisions, accept the current situation and recognise those issues for what they are.

Sometimes we may need to let go of our current value judgements to recognise we are not being authentic to ourselves. A strong, authentic life will typically follow our core values – and most people have 5 to 7 core values.

To reassess the situation:-

- Make a conscious decision to get rid of things that do not make you joyful
- Try to let go of thoughts and worries that may be overwhelming you
- Reconsider your core values as they may have changed over time
- Every time you have a decision to make, consider your core values



Safety Bulletin – a serious incident has taken place

Safety Central: Contact with OLE – serious injury(NRB 19/22) (issued 27/12/2019)

Overview

At approximately 23.00 on Christmas night, a worker in a mobile elevating work platform (MEWP) basket came into contact with live OLE in a worksite. He suffered serious burns and is now in hospital in a stable condition.

Early investigation has revealed that the task was part of a longer snagging list from the Crossrail project. While the MEWP was on a line below isolated OLE, the basket was moved across the adjacent lines towards energised overhead lines to adjust a dropper. At that part of the worksite, the isolation limits were staggered and the adjacent lines were still live. The isolation limits were not specifically marked in the worksite.

The task briefing covered a large amount of work over several shifts during the possession. The activities were a continuation of planned work from the previous shift.

Not all team members were familiar with the area and the Machine Controller did not have the Safe Work Pack a shift in advance.

Discussion Points

- Are your task briefings sufficiently clear and concise to enable workers to be clear what their work is that shift?
- How do you clearly identify/mark the limits of isolations, particularly where limits overlap and adjacent lines remain live?
- Are all the roles clear on your site – could there be confusion about who is the Person In Charge?
- Make sure everyone is aware of the work safe procedure.
- When you use 'Take-5', how do you challenge assumptions to avoid repeating an earlier error?
- How and where do you test before you touch electrification assets?



Time to Focus



Mucking AHB Level
Crossing



Time to Focus – Mucking LX

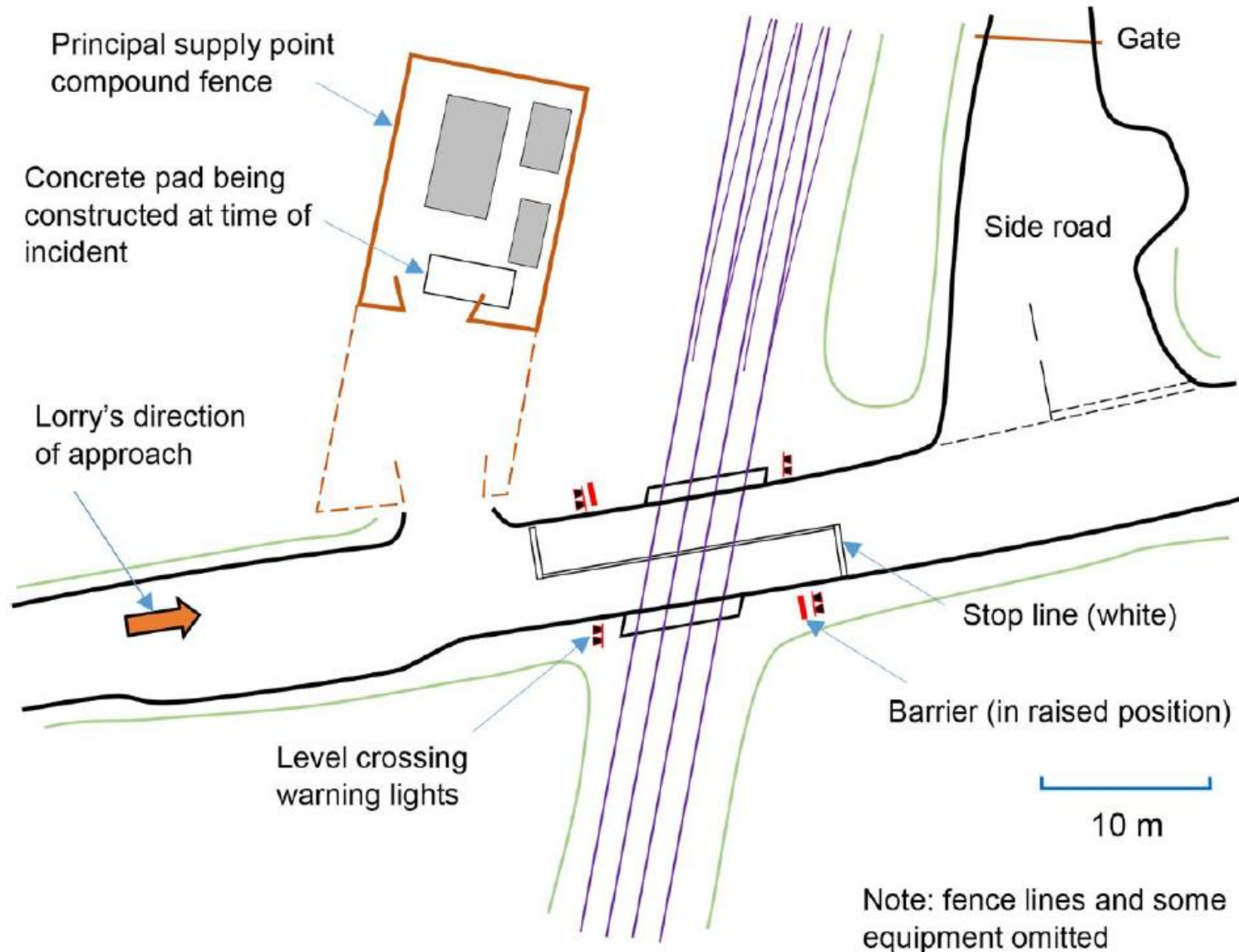
Overview

Shortly before noon on Wednesday 13 March 2019, a passenger train passed over Mucking automatic half barrier level crossing a few seconds after a partially loaded concrete delivery lorry had reversed clear as part of a manoeuvre to enter an adjacent Network Rail construction site. The lorry driver was following hand signals from a railway worker and drove onto the crossing after it had been automatically activated by the approaching train and red stop lights had begun flashing. A lowering crossing barrier came down on the lorry and was manually lifted by site staff, before the lorry reversed off the crossing.

Although the incident did not result in any damage or injuries, a collision with a lorry is likely to have had serious consequences and these could have been exacerbated by a railway junction immediately beyond the level crossing. If the train had derailed, but remained upright and running in a straight line after striking the lorry, the derailed wheels would have struck the rails of the diverging route at the junction and this could have caused the coaches of the train to deflect sideways and/or overturn.



Time to Focus – Mucking LX: Plan of Mucking level crossing



When, as at the time of the incident, the crossing is in normal operating mode, it is activated automatically by an approaching train without input from the signaller.

The requirements for normal operation specified by the Office for Rail and Road (ORR) and actual performance of the crossing during the incident are given in Table 1 of [Level Crossings: A guide for managers, designers and operators](#).



Time to Focus – Mucking LX: causation

Identification of the immediate cause

The lorry was manoeuvring on the level crossing when a train was approaching – the lorry moved onto the crossing immediately after the red flashing lights started and only moved clear of the crossing approximately six seconds before the train passed.

Identification of causal factors

The incident occurred due to a combination of the following causal factors:

1. The lorry driver drove onto, stopped and reversed on the level crossing
2. Site staff did not recognise the need to take account of the level crossing when managing the large road vehicle at the site entrance

1. The lorry driver drove onto, stopped and reversed on the level crossing

Euromix Concrete provides its drivers with an induction which includes banksman signals. Every truck carries a pack which includes the Highway Code, a company safety handbook, and banksman signals. Euromix Concrete expects its professional drivers to be familiar with the Highway Code.

Highway Code (rule 293) refers to level crossings and states:

- You MUST always obey the flashing red stop lights.
- You MUST stop behind the white line across the road.
- Keep going if you have already crossed the white line when the amber light comes on.
- Do not reverse onto or over a controlled crossing.

The lorry driver had not delivered to the site before, but knew the road and had been informed that the site was near a level crossing before he left the Euromix Concrete batching plant.



(Top) Level crossing camera view of the stationary lorry and partly lowered level crossing barrier caught by equipment on the back of the lorry. The approaching train is hidden by the lorry (courtesy of Network Rail) and (bottom) view from the train showing the lorry reversing away from the level crossing (courtesy of c2c)



Time to Focus – Mucking LX: causation (cont.)

2. Site staff did not recognise the need to take account of the level crossing when managing the large road vehicle at the site entrance

The actions of the staff on site at Mucking indicate that they were not aware of the risk associated with manoeuvring a large vehicle at this location. This was further evidenced when the same lorry, guided by the banksman, undertook a similar manoeuvre immediately after the incident had occurred while reversing into the site.

All staff working on the power supply project had attended a project induction which included a photograph of the level crossing at Mucking and identified it as a hazard. Of the group on site at Mucking, only the site supervisor had visited the site before construction work started on Monday 11 March 2019 (two days before the incident).

On 13 March, the site supervisor gave a pre-work briefing in advance of the concrete pour using a task briefing sheet (paragraph 71), and eight people signed the form to confirm they had received this briefing. The level crossing was not mentioned on the task briefing sheet, but witness evidence suggests the site supervisor referred to it in his briefing. The supervisor separately stated that he instructed the banksman that vehicles should enter the site by driving towards the crossing, stopping before the barrier and then reversing. He did not order the concrete and was unaware of the size of the lorry before it arrived, or whether sufficient space existed between the site gate and the level crossing to allow the intended manoeuvre to be completed safely.

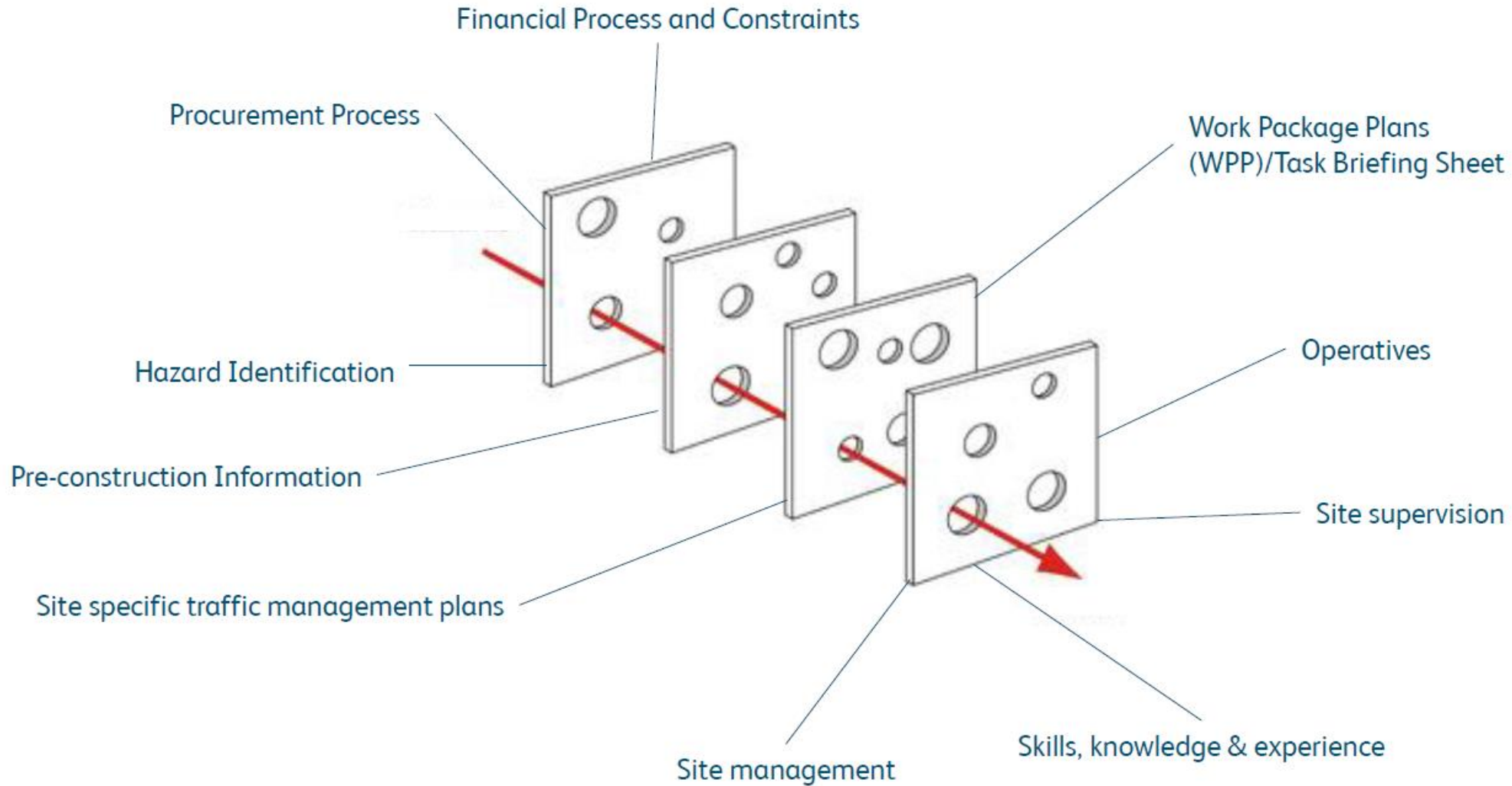
The banksman stated that on his first day on site at Mucking (11 March), he had walked down the road and identified two side road junctions beyond the level crossing where a lorry could turn.

There is no evidence that, when directing the concrete delivery lorry on the day of the incident, the banksman was giving positive consideration to possible activation of the level crossing. He was facing away from the crossing when he was signalling to the lorry driver as the amber light came on. About five seconds after this light came on, he became aware that the crossing had activated and ran forwards, shouting with his arms raised



Time to Focus – Mucking LX

Where in the Swiss cheese model did the event fall down?



Time to Focus – Mucking LX

Learning points

- Irrespective of any signals provided by banksmen or other people, drivers of road vehicles must always comply with all Highway Code requirements relating to the use of level crossings (*see section 293 of the Highway Code*). All vehicle drivers must obey the flashing red stop light.
- Banksmen, traffic marshals, and others involved in the control of construction vehicle movements should ensure that any manoeuvres near level crossings do not interfere with the safe operation of the crossing. If there is a risk that vehicle movements could interfere with normal operation of a level crossing, guidance must be obtained from railway operational staff.
- Construction site planning and briefings for road vehicle movements near level crossings must take account of hazards associated with manoeuvring vehicles close to level crossings.
- Effective planning, management support and supervision is essential for all construction activity on or near the railway, including short duration works on isolated and/or small sites.



(Above) level crossing camera view of train 2D26 approaching at 57 mph (92 km/h)
(courtesy of Network Rail)





20th January 2020

Industry Common Induction (ICI)

Dear Sir/Madam,

After an extensive review of ICI it has been agreed that ICI will no longer be mandated for everyone working on Network Rail Capital Delivery sponsored sites.

Background

The ICI competence was initially devised at the request of the contract chain. On 26th October 2015 we announced that from 1st June 2016 ICI would be mandated for relevant construction sites. The intention was to reduce the amount of time and variability in briefings, bringing both safety and performance benefits.

In January 2019 it was announced that Network Rail would be reviewing the effectiveness of ICI due to the competences starting to expire in February 2019 and some feedback about its impact. While the review took place, the competences held were extended by one year.

Given the feedback about effectiveness and coincidental with changes in the structure of Network Rail we have decided to no longer mandate ICI and to withdraw it as a competence in Network Rail.

London Underground (LU) & Docklands Light Railway (DLR)

ICI with the relevant LU/DLR endorsement will continue to be required on all LU and DLR sites. Therefore, within the next few weeks, the current ICI competence in Sentinel will no longer show the Network Rail endorsement but will continue to show the LU and DLR endorsements.

The process for gaining ICI and the LU and DLR endorsements will not change in the immediate future. TfL will send out an update when the process changes, this is likely to be in the spring of 2020.

Trackside Sponsors

Individuals with Personal Track Safety (PTS) will not be required to also hold ICI. The revised PTS training and recertification courses are currently being updated and will incorporate many of the elements of ICI in those courses.

Non-Trackside Staff

In order to issue Sentinel Cards to holders of ICI (who did not hold a Sentinel card with PTS competence), a new type of Sponsor was created called a Non-trackside Sponsor. A review of the Sentinel Scheme rules is taking place and a decision on the requirements to be a Non-trackside Sponsor will be made in due course.

Yours sincerely



Allan Spence
Sentinel Senior Responsible Officer

Frequently asked questions

What will happen to my competence in Sentinel?	The ICI competence will still show Network Rail until late February when the Network Rail part will be removed.
My Network Rail ICI is about to expire, what shall I do?	The competence can now elapse.
How do I renew my ICI competence to work on London Underground and Docklands Light Railway infrastructure?	You can recertify by undergoing the same process as gaining the original certification.

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/>

**“Think Safe,
Act Safe and
Be Safe”**

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