

MATCHTECH 



GATTACA GROUP'S RAIL RECRUITMENT SPECIALISTS

HSQE Briefing

January 2022

WORKING TOGETHER TO PROVIDE THE BEST RAIL TALENT IN THE UK



Monthly topics

Monthly topics

- Reminder-
 - Have you logged onto the Sentinel Portal to view your valid competencies
- Changes to the Highway Code

Shared learning and Safety advice

- Forklift truck tips over
- De-vegetation Near Miss

[Industry Safety briefings](#) / [COVID 19 Link](#) / [24 hour on-call details](#) / [Safety sQuaRed](#) / [CIRAS details](#).

My Sentinel



MATCHTECH 

Please get into the habit of viewing your own Sentinel competencies via the My Sentinel website.

<https://mysentinel.me/Account/LogOn/?ReturnUrl=/>

Through this website you are able to view your current competencies, their expiry dates as well as update your next of kin and contact details etc...

Changes in the Law

The Highway Code updates

- The new Highway Code came into effect on January 29, 2022, and means drivers need to be more aware than ever of cyclists on the road.
- Previously in the Highway Code, no road position for cyclists was mentioned and they were only given priority if already on the road.
- But from today, cars turning left or right on the road will have to give way to any cyclists that are behind them and planning to go straight on.
- Drivers must always leave 1.5 metres of space between their vehicle and a cyclist when overtaking at speeds up to 30mph.
- Cyclists must ride in the middle of the road, instead of on the left-hand side.
- When it comes to roundabouts, cyclists should not be overtaken and must be given plenty of room, the new Highway Code says.
- Drivers should also give way to cyclists at roundabouts as they travel at a much slower speed than vehicles

Changes in the Law

The Highway Code Hierarchy

- **What is the Highway Code hierarchy?**

The "Hierarchy of Road Users" is a concept that ranks road users in order of those who are most at risk in the event of an accident.

It is no surprise that pedestrians top the group, as they can cause the least harm on the road but are highly vulnerable in an accident.

According to the Highway Code hierarchy, those higher in the list must be vigilant of all those lower in the list.

Drivers of any vehicles deemed to be more dangerous, such as buses and HGVs, must now be extra careful on the roads.

Changes in the Law

The Highway Code Hierarchy

- The new Highway Code hierarchy is as follows:
 1. Pedestrians
 2. Cyclists
 3. Horse Riders
 4. Motorcyclists
 5. Cars/taxis
 6. Vans/minibuses
 7. Large passenger vehicles or courier vehicles like buses and HGVs

Changes in the Law

The Highway Code Hierarchy



The Highway Code is changing to give priority to the most vulnerable road users



Changes in the Law

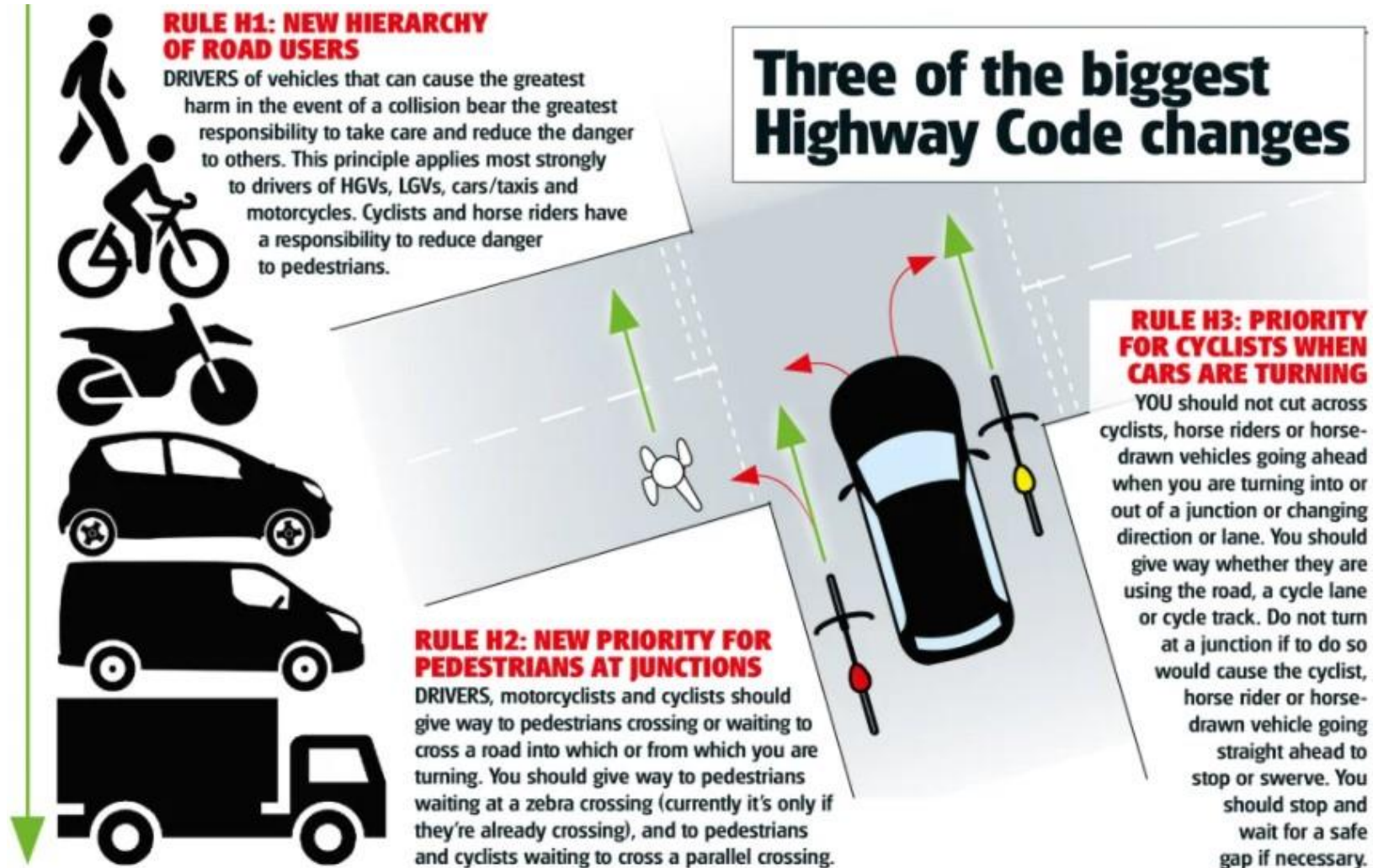
The Highway Code priority changes



- Drivers will also have give way to pedestrians when they are crossing the road.
- Motorists will no longer have priority at junctions and will have to let pedestrians cross the road if they are waiting.
- The new Highway Code says: "At a junction you should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning."
- When stuck in traffic or on a slow moving road, pedestrians and cyclists will be able to cross in front of drivers.

Changes in the Law

The Highway Code Hierarchy



Changes in the Law

The Highway Code Hierarchy





Changes in the Law

The Highway Code Updates

The changes in the highway code are important to everyone, and the majority of rail workers rely on a valid driving licence for their livelihood.

For further details, and to make sure you have all the information you need have a look here;

<https://www.gov.uk/guidance/the-highway-code/general-rules-techniques-and-advice-for-all-drivers-and-riders-103-to-158>

Safety Alert



everyone
home safe
every day

Overtaken forklift truck

Scope: All Network Rail line managers,
safety professionals and
accredited contractors

Ref: NRX21-11

Date: 23/12/2021

Location: Holgate Depot, York

Contact: [Ross Theobald](#) - Senior Business
Manager, Route Services



Overview

On 17th December 2021 three contractors working for Route Services at Holgate depot were moving a 4.5 tonne steel frame into a building. This was not a routine activity.

The team decided to lift, turn and carry the frame using two forklift trucks. The two trucks each had a different lifting capacity, one a 13 tonne and the other a 3 tonne safe working load. They were positioned each end of the load and each lifted the frame using a single-point lifting strap over their forks.

As the suspended frame started to turn, the smaller truck was pushed out of position and overturned. Fortunately, there were no injuries.

This was a complex, tandem lifting operation but there was no specific risk assessment or lifting plan. No-one was supervising the lifting operation.

This event is classed as a RIDDOR Dangerous Occurrence and a level 2 investigation is underway.

Discussion Points:

- How do you recognise an operation which requires more specialised assessment and knowledge?
- What should you consider when planning a tandem lift?
- Who should you involve in assessing the risk in a complex lifting operation?
- How do you check you are using the correct tools and method for the activity?
- Do you know what must be done to report a RIDDOR reportable Dangerous Occurrence?

Safety Bulletin



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home safe
every day

De-vegetation near miss

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

Ref: NRB22-01

Date of issue: 03/02/2022

Location: Uphill Junction, North Somerset,
W&W Region

Contact: Helen Barnes - Health and Safety
Manager Capital Delivery, W&W



Overview

On Friday 14 January at 13:10, a de-vegetation team, with approval from the COSS, made the final cut to fell a small Ash tree (around 4m tall and 150mm diameter) at the top of a cutting slope, just over 3m from the running line.

The tree fell where expected but bounced, falling into the cess with some branches encroaching onto the open line. The team had not used a guide rope as specified in the planned method.

A vegetation operative grabbed the butt end of the tree to try and drag it up the cutting slope, whilst doing so he dragged it onto the open line. The chainsaw operative got down from the bank to help remove the tree from the open line. The COSS alerted the two operatives of an approaching train.

The separated system of work should have kept the team at least two metres from the open line at all times. But the two contractors accessed the track to move the tree.

Both operatives were able to move to around two metres away from the line by the time the train passed them. The train used emergency brakes but hit branches and scattered debris. No one was physically injured.

This is one of several recent safety incidents involving de-vegetation works beside the track, each of which could have been much more serious.

Discussion Points

- How do you assure that vegetation teams are following processes and adhering to methodologies?
- When should the tree be roped and secured prior to cutting?
- What immediate action should be taken when something falls foul of the line?
- Is this a common working practice in the culture and behaviour of similar activities? What do you feel would help prevent this from happening?

Part of our group
of Safety Bulletins

Safety
Alert

Safety
Bulletin

Safety
Advice

Shared
Learning

Safety briefing links

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 are mandatory on some southern sites.

<https://www.southernshield.co.uk/>

Resourcing Solutions Monthly briefings

- Add this website address to your browser favourites to ensure that you always have access to the [Network Rail Rulebook modules](#) as well as all previous monthly rail briefings.

<https://www.resourcing-solutions.com/health-and-safety-briefings>



IMPORTANT INFORMATION

For the Latest COVID 19 guidelines follow this link below.

<https://www.gov.uk/coronavirus>



Coronavirus (COVID-19)

STAY HOME ▶ PROTECT THE NHS ▶ SAVE LIVES



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@resourcing-solutions.com

Safety sQuaRed

See it, Scan it, Share it



MATCHTECH 



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



Report hotline:
0800 4 101 101

Report textline:
07507 285 887

Freepost: CIRAS
www.ciras.org.uk