



**Resourcing
Solutions**
engaging people

HSQE Briefing
May 2019



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

- Government Health and Safety Annual Statistics
- Working near the conductor rail

Safety bulletins

- Stolen car left on the track
- Mucking Level Crossing Close Call
- Site Dumper rolls down embankment

The Health and Safety Executive (HSE) publishes statistics on health and safety in Great Britain.

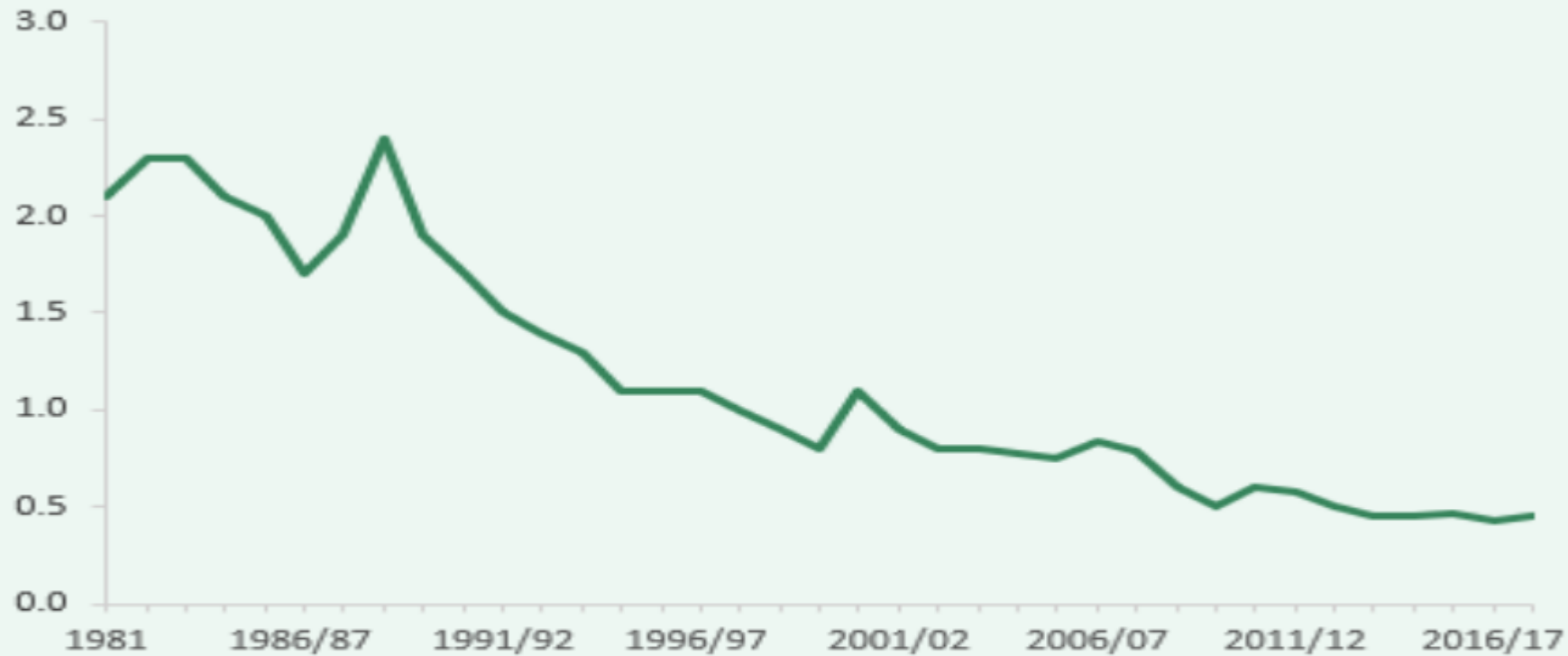
[CLICK HERE FOR THE FULL REPORT](#)

<https://researchbriefings.parliament.uk/ResearchBriefing/Summary/CBP-7458#fullreport>

In 2017/18 there were:

- 144 fatal injuries
- 71,000 non-fatal injuries
- 4 million cases of work-related illness
- Stress, depression and anxiety is the most common type of work-related illness, accounting for 44% of work-related ill health and 57% of working days lost in 2017/18, with women particularly highly affected by this ill health type
- 7 million working days lost as a result of work-related ill health or injury

Rate of fatal injury per 100,000 workers, Great Britain 1981 - 2017/2018



Source: HSE, RIDDOR, RIDHIST

The major factors of difference in health and safety risk are the industry in which a person works, and whether they are self-employed.

Sectors with higher rates of fatal injury are construction, agriculture, waste disposal and recycling, and offshore fishing.

Sectors with higher ill health rates are utility supply, health and social work, public administration, defence, and education.

The self-employed are more than twice as likely as employees to suffer fatal injury.

In 2016/17, injuries and new cases of ill health in workers resulting from current working conditions cost the economy an estimated £15 billion.

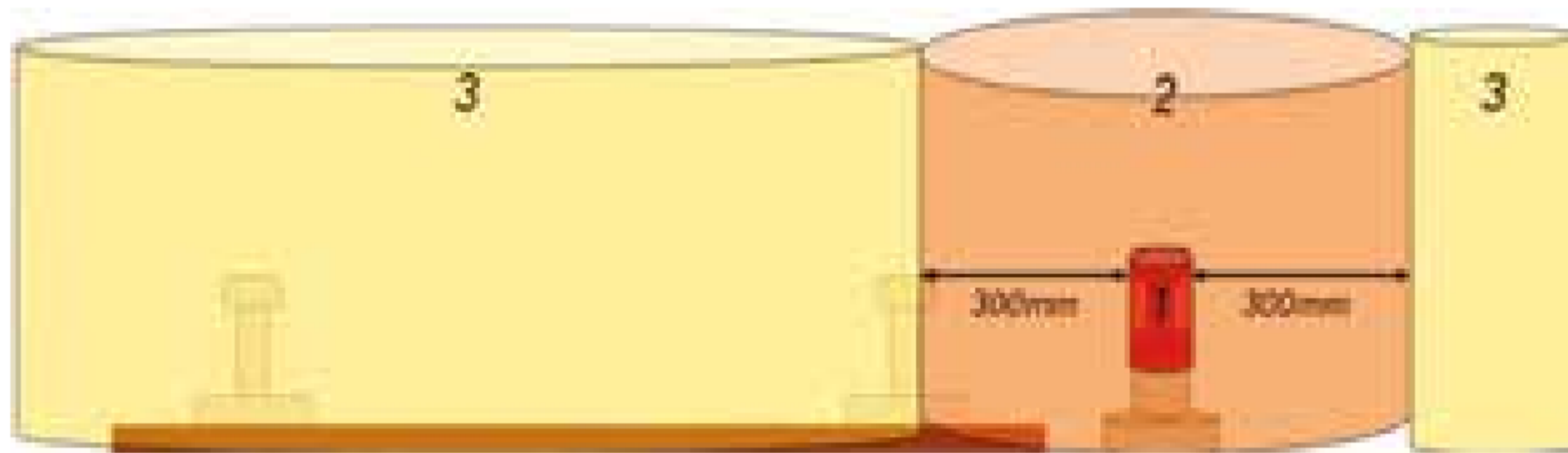
The UK has fewer fatal accidents at work than most other European countries.

Risk Levels and Controls when working near the Conductor Rail

RISKS LEVELS AND RISK CONTROLS

| Risk Levels | Description | Risk Controls |
|---------------------|---|---|
| Risk Level 1 | The risk of a person, any tool, plant or equipment making contact with the conductor rail(s) cannot be reduced to a tolerable level | Isolation and the issue of a conductor rail permit is mandatory |
| Risk Level 2 | Work that could encroach within 300mm either side of the conductor rail(s) or any space above or below the conductor rail shall be considered as working live | Fit conductor rail shields to prevent accidental contact with the live conductor rail |
| Risk Level 3 | Work not as close as 300mm of the conductor rail(s) | Conductor rail shields are not required. However, if a risk remains that a person, any tool, plant or equipment could encroach within 300mm either side of the conductor rail, then the risk control for Level 2 shall be applied |

Risk Levels and Controls when working near the Conductor Rail



Accidental contact with Conductor Rail



A Mobile Operations Manager (MOM) attended to a report of a burning cable. Upon arrival at site the MOM took a line blockage from the Signaller to protect from incoming trains. He then used a hook switch pole whilst in the four foot to scrape ballast back to see if he could identify where the smoking was coming from.

When the MOM scraped back the ballast, this exposed a piece of metal which sprung forward and met the conductor rail, causing a short circuit and arcing. Fortunately, the MOM was not injured in this incident and was not looking at the DC line when it arced over.

- When attending a report involving DC lines always take a Time Out, Take Five and make sure you have considered all potential risks on site including hidden dangers.
- **If in doubt, isolate.** DC Temporary Isolation or if the situation warrants it an Emergency Switch Off, both of which are there for your protection when attending a report that involves the DC line.



Safety Alert – A serious incident has taken place



Safety Central: Deliberate safety and security incidents (NRX 19/03)

Two incidents took place on 08/05/2019 that are being treated as malicious with intent to cause disruption and harm to railway safety.

At 06:29 a train struck an abandoned vehicle on the Morris Cowley Branch Line near Kennington Jn, Oxford. Fortunately the crew were uninjured and the train was not damaged. The abandoned vehicle was removed and possession of the line returned at 15:55 with the train able to continue.

At 16:17 the driver of another train on the same line reported striking a 6 metre (20ft) length of rail deliberately placed across the line near the location where the vehicle had been abandoned. The rail was pushed aside, with no harm to the crew and no damage to the locomotive, which was able to proceed. The rail was deliberately levered onto the line shortly after the train that struck the abandoned vehicle had moved off. British Transport Police (BTP) are investigating but it is not yet known if the incidents are linked.

Malicious obstructions

Fortunately on this occasion no one was harmed. However, the obstructions were intended to disrupt rail operations and these incidents may have had very different outcomes. Placing objects on the line has clear safety consequences for rail passengers, train crews, our colleagues attending such incidents and to the individuals committing the criminal and malicious act.

Key Messages

We are all responsible for maintaining the safety and security of the railway. Access points, equipment and materials must be properly secured during works with lineside scrap and unused materials removed on completion. Guidance can be found in Task Risk Control sheet NR/L3/MTC/RCS0216/GA25.

Malicious obstructions, unusual objects or obvious signs of trespass (damaged fences well-trodden paths, criminal damage etc.) must be reported. Colleagues should be alert and look for unusual activity or behaviour.

Colleagues working on the infrastructure should:

- Challenge anyone on or around the railway who you believe should not be there and report such incidents to BTP and route control.
- If you believe you may be in danger maintain a safe distance or leave the area and call the Police.
- Look out for obvious signs of trespass and unauthorised access.
- Apply the HOT and WHAT protocols



Think Safe, Act Safe and Be Safe



Safety Alert – A serious incident has taken place



Safety Central: Working safely near level crossings (NRA 19/07)

Recent incidents have highlighted the increased risk during work near to level crossings.

On 13 March 2019 a concrete lorry making a delivery to a construction site near to Mucking Automatic Half Barrier (AHB) level crossing in Essex was involved in a near miss with a passenger train. Site staff beckoned the lorry onto the crossing after the sequence started. It stopped on the crossing, trapped by the lowered barrier, before reversing into the construction site when construction staff manually lifted the barrier just before the train passed. RAIB are investigating the incident.

In February 2019 while installing red light cameras at Richborough AHB in Kent, site staff parked a vehicle close to the crossing, restricting the partially closed road across the level crossing. This risked road vehicles blocking back onto the crossing.



A further incident occurred on 2 May 2019 at West Bank Hall AHB level crossing in Yorkshire during road resurfacing. A tarmac lorry reversed onto the crossing and removed the downside barrier after the sequence started when a train approached. The freight train was able to stop just before the crossing.

Points to Consider

In each case, construction work close to the automatic level crossing did not properly consider the railway risk as trains approached.

- Are all contractors fully aware of the railway risks associated with the worksite?
- Are suitable traffic management plans put in place for deliveries to sites and work near automatic level crossings?
- Any outside party works near level crossings should be notified to Network Rail Asset Protection teams who will provide guidance to project teams.
- Where works are within 200m of a level crossing, or where access to a construction site is over a level crossing, Level Crossing Managers and Local Operations Managers should be consulted to validate that the proposed risk mitigation measures are adequate.
- Has adequate information about the site, including site access/egress instructions, been provided to all delivery drivers?

Think Safe, Act Safe and Be Safe



Safety Bulletin – A serious incident has taken place



Safety Central: Dumper overturn incident (NRB 19/06)

On the 25th April 2019, a 9 Tonne dumper was transporting spoil as part of the ongoing works at Wigan Springs Branch depot.

The machine was driven up an embankment ramp and as it reached the top of the ramp the wheel closest to the edge of the bund slipped and the dumper overturned.

The dumper came to rest on its side in the cess of the Up Goods line (which was under possession).

The plant operator was contained within the cab of the dumper by the seat belt and sustained minor injuries. The dumper was safely recovered and towed clear of the cess into the depot area. A full investigation has commenced.



Discussion points

- How are we managing temporary works including the formation of temporary bunds?
- Do your logistics plans consider plant routes including edge protection and ground stability?
- Do your logistics plans consider on-site storage for excavated materials including proximity to the operational railway?
- Are adjacent line open (ALO) plans in place and being adhered to?
- Is familiarisation with the machine included when considering plant operator competence?
- How do we ensure seat belts are being worn in the machine?

During possessions:

- If you are contacted unexpectedly and instructed to undertake a task by someone you do not recognise, you must check that the instruction is legitimate.
- Always challenge if someone gives an instruction you would expect to come from someone else, such as the Person in Charge of Possession.
- Report the incident to BTP and route control.

Always be alert for any unusual activity or malicious obstructions.

Further information on railway security, including the HOT and WHAT protocols, is available on [Safety Central](#).

- W** What - are they doing?
- H** How - are they behaving?
- A** Alone - or acting with others?
- T** Threat – what type do they pose?

Key Messages

We must all play our part in securing the railway.

Access points and gates should be properly secured, lineside scrap removed or secured at the end of a possession and any unusual objects or behaviour should be reported.

Always be alert for any unusual activity or malicious obstructions.

Further information on railway security, including the HOT and WHAT protocols, is available on [Safety Central](#).

Part of our group
of Safety Bulletins

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0800 4 101 101

Report textline:
07507 285 887

Freepost: CIRAS
www.ciras.org.uk

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

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