



**Resourcing
Solutions**
engaging people

HSQE Briefing
November 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

Monthly topic

- Stroke Awareness

Safety bulletins

- Dumper Truck overturning
- Reverse Parking
- Battery Explosion
- Working at Height
- Scrap rail in contact with live conductor Rail

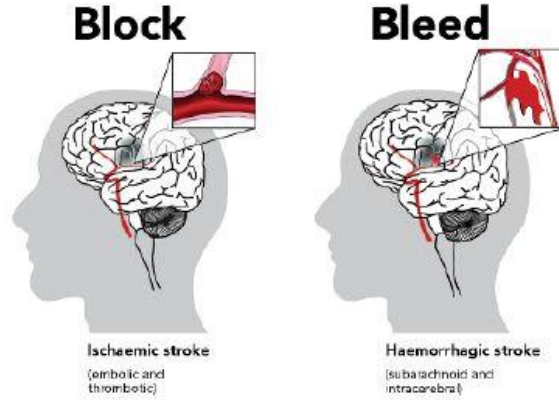
Strokes – what is a stroke?

A stroke happens when the blood supply to part of your brain is cut off, causing your brain cells to become damaged or die.

A stroke is a life-threatening medical emergency. If you or anyone else is having a stroke, you should phone **999** for an ambulance immediately

Types of stroke

- ischaemic strokes happen when an artery that supplies blood to your brain becomes blocked by a blood clot. The artery may already have become narrowed, so the blood clot cuts off the blood supply completely.
- haemorrhagic strokes happen when a blood vessel ruptures causing a bleed inside the brain. This affects all the surrounding brain cells causing them to die.
- mini-strokes, or transient ischaemic attacks (TIAs), happen when there is a brief reduction in blood supply to part of the brain causing symptoms, such as temporary speech loss. A single occurrence doesn't cause permanent damage to your brain and the symptoms usually pass within 24 hours. A person may have several TIAs over time, which means different parts of the brain can be affected. It can be difficult to tell the difference between a stroke and a TIA, so if you think someone is having a TIA you should call **999**.



Strokes – think F.A.S.T.

Spotting the signs of a stroke

It is vital to know the warning signs of a stroke. Using the F.A.S.T. test is the best way to do this.

F **Face**
Can the person smile?
Has their face fallen on one side?



A **Arms**
Can the person raise both arms
and keep them there?



S **Speech problems**
Can the person speak clearly
and understand what you say?
Is their speech slurred?



T **Time**
If you see any of these three
signs, it's time to call **999**.



These are the main signs of a stroke. But there are some others to look out for:

- Sudden weakness or numbness on one side, including legs, hands or feet.
- Difficulty finding words or speaking in clear sentences.
- Sudden blurred vision or loss of sight in one or both eyes.
- Sudden memory loss or confusion, and dizziness or a sudden fall.
- A sudden, severe headache.

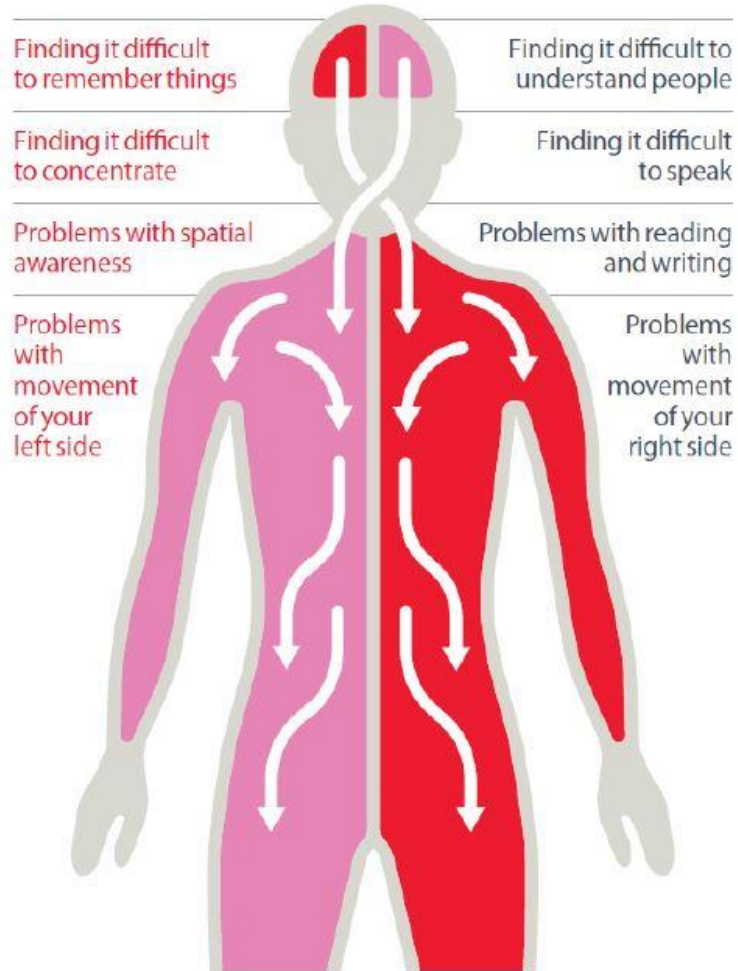
Strokes can happen to anyone, at any age. Every second counts. If you spot any of these signs of a stroke, don't wait. Call **999** straight away.



Strokes – How could a stroke affect me?

Damage to the right side of your brain can cause physical effects on the left side of your body.

Damage to the left side of your brain can cause physical effects on the right side of your body.



A stroke can occur very suddenly and the symptoms can be severe. It can affect how your body works, how you think, how you feel, how you learn and how you communicate. Not all strokes are the same.

The effects of a stroke depend on the area of your brain which has been affected, how severe the damage is and your health before the stroke.

Although many people make a good recovery after a stroke, most people are left with some sort of long-term problem or disability.

The [Stroke Association website](#) has a range of information, help and guidance on rebuilding lives after a stroke.



01 October 2019 – Dumper Truck Overturning



Project

Liverpool Lime St.

Location

CSOP compound, Liverpool Lime Street station

What happened

On the evening of 01/10/2019, the Liverpool Lime Street Shift Station Manager/Security Team noticed the small dumper, which was being utilised for work in relation to the new drainage scheme for the train Crew Signing-on Point, had fallen into a previously excavated trench within the worksite area. The machine, with its bucket loaded with material, is now lying at an angle of 30° and has struck a fence erected to segregate the train crew walkway from the works.

Initial reports received from the PC are that the hand brake had not been applied, the vehicle was on a slight incline and had rolled down into the trench. However, this will need to be established by the investigation.

No personnel were on site at the time of the event and no Northern Trains personnel were utilising the walking route at the time.

Action taken

- An alternative walking route has been established for Northern Trains train crew
- PC righted the dumper



10 October 2019 – RTC

Project

Lewes to Newhaven

Location

Three Bridges ROC

What happened

Two Atkins Employees were returning to the Three Bridges ROC from Cooksbridge. As they approached the TBROC, a post office van reversed out of the Siemens Train care depot into the side of their car as they passed by. No one was injured however the car has sustained damage to the N/S rear passenger door and rear quarter panel.

The Post office van had not reversed parked despite signage being present stating Speed Restrictions and Reverse Parking at the Siemens Train Care Depot.



Battery Explosion

Thank you to Highways England for this information.

Overview

Although not an injury at work the following incident involved an on-road Traffic Officer and is being issued for wider learning.

The IP transported 2 AA rechargeable 3000mah Lithium ion batteries in his trouser pocket with a view to replacing spent batteries.

Within minutes the IP felt a burning sensation on his thigh and shortly after his trouser pocket ignited, followed by an explosion resulting in the release of a lithium ion liquid which came into direct contact with the skin on the IP's thigh and migrated down the leg. The clothing from the IP was removed by his partner and the burnt area was drenched with copious amounts of water.

The IP was immediately transferred to A&E and diagnosed with 3rd degree burns and will require a skin graft.

Cause of Injury

Batteries stored in direct contact with conducting materials, 2 x £1 coins and a metal carabiner clip, this caused fire and chemical burns from the battery fluid.

Research on Lithium Ion Batteries and Safe Storage

Lithium Ion batteries can overheat through a process called "thermal runaway.". This can happen for many reasons, such as external heat sources, internal shorts, or other malfunctions

in this case the coins acted as the conductive material causing the batteries to overheat and explode.

Manufacturers Provide the following advice on safe handling and storage

- Always store batteries in a cool and dry place. (Between 10 to 30 degrees Centigrade)
- Battery Terminals should always remain covered. Whilst in storage
- Avoid battery terminals coming into direct contact with electrically conductive materials, examples being items such as keys, coins, which will cause a short circuit of the battery.



Thank you to Linbrooke for this information.

Overview

On the 15/10/19, a rail passenger took a photograph of operatives using a stepladder incorrectly at Springburn Station in Scotland. This briefing summarises the learning and advice from the subsequent investigation.

Investigation Outcomes, Immediate Cause:

Operatives did not follow rules, process, training or their work at height permit.

Investigation Outcomes, Underlying Causes:

1. Site team demonstrated complacency in their work with poor assessment of situational risk, and failure to invoke working at height training and best practice (human factors).
2. Company checks on the embedding of specific work at height learning needs to be enhanced (process).
3. The work permit author and responsible manager, demonstrated poor risk assessment of the environment, choosing the wrong equipment, and did not properly apply the hierarchy of control (human factors).
4. The permit reviewer demonstrated complacency and did not carry out adequate checks, despite the process outlining an expectation of what checks should be carried out (human factors).

5. The permit's authorising manager did not sufficiently challenge the use of ladders, although the process does not set adequate expectation of what checks should be carried out at this level (human factor / process).

Immediate Action Required:

1. For all sites and tasks, always thoroughly verify and check your plans, and challenge them if you don't feel they are right.
2. Line managers, test learning is embedded during site visits.
3. For all planners and managers, ensure you select your height equipment based on suitable/sufficient risk assessment and record appropriate justification.
4. Only approve or authorise following a challenging review of the plans you are checking.



Discussion Points – please discuss with your teams

- There may be unforeseen risks in each task we approach, there is no such thing as a routine activity – let's not be complacent
- What might seem like minor issues can have significant consequences. Don't just look for the obvious hazards, think steps ahead, always think: 'what if'.
- If you were taking the picture would you have stopped the works?
Has the industry learned since the tragic event at Bearsden on the 5th June 2018?

Scrap Switch and Stock in contact with live 650V Conductor Rail Cable

Thank you, Network Rail, for this information.

Overview

During routine maintenance the Hither Green S&T Technicians identified a rail chair from redundant S&C next to L922 points was laying on a 650v DC cable and had cut into the insulation. The technicians immediately called the incident in and arranged for an isolation with Track and ETE Teams attendance to lift the S&C Clear of the cable and for the cable to be repaired.

A Fault was logged and a Close Call created to remove the redundant S&C.

The Hither Green S&T Team on the day identified a safety issue, raised and resolved it there and then to prevent further immediate risk.

A Level 1 investigation is being undertaken to identify the immediate risks and actions and how long the S&C has been in place and whether opportunities to remove that risk before it became live had been missed.



Discussion Points – Please discuss with your teams

- Do you Take 5 to inspect and risk assess your surroundings?
- Do you Take 5 to report potential Hazards?
- Do remove or arrange to remove hazards before they become a serious safety risk?
- Do you make a conscious decision never to just walk by?
- Do you know when a Close call Is a Close call or when it is a fault and requires immediate action?

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”**

**24 Hr On Call
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