



**Resourcing
Solutions**
engaging people

HSQE Briefing
September 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

Safety bulletins

- Driving in the changing Seasons

Safety bulletins

- Continuing Near Misses with track workers
- O.T.M. Runaway at Taunton
- Insecure Access Points

[AA Advice; Coping with cold, snow and ice.](https://www.theaa.com/driving-advice/seasonal/winter-checklist)

<https://www.theaa.com/driving-advice/seasonal/winter-checklist>

Year-round essentials

- A fully charged mobile phone
- An in-car phone charger or power pack.
- Sunglasses.
- Personal medication.
- First aid kit.
- A road atlas – in case of diversions.
- Sat-nav or a printed route for an unfamiliar journey.

Winter emergency kit

- Keep in your car throughout the winter:
- A blanket, rug or sleeping bag.
- Shovel.
- Ice scraper and de-icer.
- Torch and batteries.
- Snacks – chocolate or cereal bars.
- Extra screen wash.

Severe weather extras

- When bad weather's forecast and you have to travel, pack these essentials, too:
- A warm winter coat, scarf, hat, gloves and warm clothes.
- Waterproofs.
- Sturdy footwear.
- A flask of hot drink.

Safety Bulletin

A serious incident has taken place



Continuing near misses with track workers

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

Ref: NRB19-12

Date of issue: 12/09/2019

Location: National

Contact: Workforce Safety, STE



Overview

On 15th August in Lichfield, Staffordshire, a train driver observed a person wearing orange PPE, crouching in the four foot. The train was travelling at 20mph (linespeed). The driver of the train sounded his horn and the individual moved clear of the line.

The member of staff in the four foot was a patroller and was alone on track at the time of the near miss. The patroller had been part of a larger group of five who had just completed a patrol using planned protection. The patroller returned to the track on his own following the report of a fault

The initial investigation has identified the following:

- The first patrol was completed under planned protection.
- A fault had been identified which caused patroller to go back to rectify.
- There was no protection in place for the return to the track.
- The patroller returned to the track alone.
- The patroller was working the 14th day of continual duty.

This incident follows a number of reported near misses over the last 2 months across the rail network.

- On 31st July, at Finsbury Park Junction (Eastern), two track workers were slow to move to a position of safety and were only clear of the train three seconds before it passed them.
- On 31st July, near Swale (Southern), there was a near miss with three track workers working under lookout protection. The driver sounded his horn and the train narrowly missed striking the group.
- On 15th August, on Bentley AHB level crossing (Eastern), a group of workers were slow to move clear of the line (100mph line speed).
- On 16th August, near Norwood Junction (Southern), an empty coaching stock train narrowly missed a group of 7 track workers who did not move to a position of safety.

Discussion Points

- Always be sure the required plans and permits are in place before you start a job or go on or near the line.
- What methods do you personally use to manage fatigue?
- Where would you raise concerns about excessive working hours?
- Every person in our organisation must ask, in my role;
 - "How am I responsible for my own and others' safety'?"
 - "How do I influence others (positively and/or negatively) in relation to work demands?"
 - "Am I prepared to be open, honest and, if necessary, intervene to ensure my own or others' safety?"
 - "How will my team's safety conversations make it clear that no person working for or on behalf of Network Rail is permitted to work without a suitable safe system of work?"

On-Track Machine Runaway at Taunton Operating Base (OB)

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

Ref: **NRB19-13**

Date of issue: **20/09/2019**

Location: **Taunton**

Contact: **Lewis Ash, Senior Assurance
Manager, Route Services**



Overview

On Thursday 29 August, a Network Rail On-Track-Machine (OTM) ran away from a connecting locomotive at Taunton Operating Base (OB), following a routine maintenance event.

In preparation for a shunting movement, a member of staff checked that the handbrake was applied and removed the scotches holding the OTM stationary for maintenance. As a locomotive buffered up to the OTM, the OTM began to run away. Fortunately, the OTM was stopped when a member of staff intervened by placing a scotch under a wheel of the OTM which prevented the OTM running away down the yard. No one was harmed.

Early indications show that the handbrake had been applied prior to the locomotive buffering up to the OTM. However, shunting staff were unaware that a defective brake cable had left the handbrake incapable of holding the OTM stationary.

A level 2 investigation has commenced into the circumstances around this serious incident, further safety advice will be issued should the investigation identify risks that require action by Network Rail staff or contractors.

Discussion Points

Whilst we investigate the incident please discuss the following with your team:

- The safe systems of work for train maintenance and shunting activities that are designed to prevent unintended vehicle movements in sidings and depots. Are they adequate and are they applied correctly?
- The importance of adequate planned preventative maintenance and maintenance instruction to identify and repair rail vehicle defects.
- The management of vehicles with brake defects in sidings and depots. How and when should the brakes be checked? If the defect can not be rectified immediately how is this hazard made clear to other staff who may subsequently rely on the brakes to hold the vehicle in a stationary position?

Insecure access points

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

Ref: NRB19-15

Date of issue: 30/09/2019

Location: National

Contact: Sarah Winnington, National Crime
Manager. National Incident
Management and Operational
Security Team



Overview

On the 15th September an access gate was left unlocked between Topsham and Exton on the Exmouth branch line following track renewal work in the area. When staff arrived to secure the gate, children were found on the line having accessed the railway via this gate.

This incident follows several recent occurrences where people have accessed the infrastructure via insecure access points.

- On the 13th August 2019 a man and child were found trackside near Hendon (Eastern). The individuals had accessed the line via a gate which had not been secured by the lock and chain.
- On the 25th July 2019 a group of trespassers were found lineside near Leagrave (Eastern). An insecure access gate was found at the location.

- On the 12th July 2019 an inebriated lady used an unsecure gate to access the line along the official signal box walking route to the bottom of the signal box steps at Mickle Trafford (North West & Central).
- On the 26th June 2019 Keymer (Southern) substation compound access gate was left open resulting in access to a high voltage location.

Insecure access points allow trespassers to access the infrastructure. This poses serious safety and security risks and provides an opportunity for crime and malicious acts to occur.

What you should do

To ensure safe access and egress to the Railway infrastructure apply standard NR/L3/TRK/002/D15, which states that access points should be routinely inspected, checking that they are secured and if not notifying fault control.

Authorised access points should be secured when not in use.

Discussion Points

- What would prevent you locking the gate/securing the site?
- Do you report close calls/faults when you find issues relating to site security?
- Do you understand the impacts and financial penalties for leaving the railway insecure?
- Remember that security is everyone's business and you are responsible for your own and others' safety.
- Challenge security risks and concerns. Use the close calls system (01908 723500 or via the app), inform a member of staff or report via AskSecurity@networkrail.co.uk.
- Text BTP on 61016 to report a crime or incident. In an emergency call 999.
- Further information on Railway Security, including the HOT and WHAT protocols are available on Safety Central. This [link](#) will take you to a poster that should be displayed in buildings where staff who access the infrastructure regularly will see them.

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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