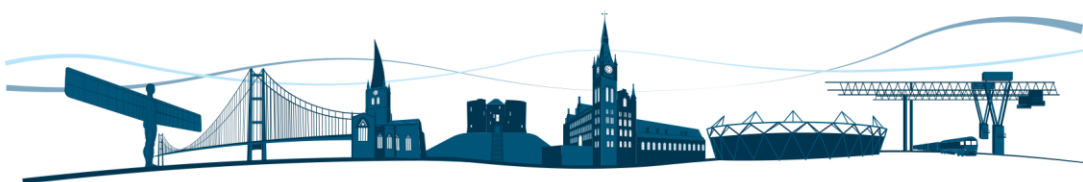


CLIC



Rainbow seen from One Stratford Place, over Stratford Station, London

Issue 095
17th July 2024



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SHELT July Update



SHELT

SHELT (Safety, Health, Environment Leadership Team) is a strategic Leadership forum for all Capital Delivery Principal Contractors and Principal Designers for the Eastern and North West & Central (NW&C) Regions. SHELT is managed by a steering group and organised by a PMO team.



Attendees at the SHELT July meeting

New CP7 SHELT Steering Group

Nicola Uijen	Network Rail
Octavia Midgley	Network Rail
Ian Purdham	Story
James Corker	Skanska
Nick Culshaw	Amco Giffen
Natalie Mansell	Atkins Realis
David Alderson	CK Rail
Neil Lindley	Keltbray
John Oldridge	Systra
Nissar Mohammed	BAM

SHELT PMO Team

Danny Phillips	Network Rail
Rakhshanda Huda	Atkins Realis
Rosie Harmison	Story

July SHELT Key Take Home Messages

As part of SHELT, the representatives had an engaging workshop on producing recommendations on future workstreams and focus areas. These are areas we want to create industry change in, to make our work safer and more sustainable. An area to build on in CP7 is how we more effectively bring in the voices of frontline workers to our SHELT discussion.

Following previous SHELT feedback, Detective Sergeant Chris Piggott of the National Construction and Agricultural Theft Team was invited to present to the group. Chris detailed some of the common issues that are impacting our supply chain daily. Chris also shared live drone footage of rail theft and the police's utilisation of Facebook Marketplace and TikTok to track down stolen goods, underlining the importance of retaining serial numbers of plant and machinery to gain the best chance of recovery.

A key part of SHELT is to share lessons learned and best practices. This quarter we shared learnings by Linbrooke on the recent near miss on Eastern (see page 5); CRSA on the dropping of ballast through a bridge structure at Luton; and Story on their spill response at DCL56 near Banbury. We look forward to sharing the CRSA and Story learnings in future editions.

Best practices were highlighted through the SHELT Awards (as shared on the next page) and we look forward to sharing some articles on these best practices in future CLIC editions.

SHELT Awards



The SHELT awards are designed to recognise excellence within the respective fields of Safety, Health and Environment.

This year's awards were across eight categories with 57 initiatives shortlisted. The winners picked up their (sustainably produced) awards from Network Rail Director's Stuart Calvert and Christian Irwin. The winners are listed below. Congratulations to everyone!

Category

Railway that cares for the Environment

Winner – Murphy Environmental visual standards
Commended – SPL Powerlines, Enhanced biodiversity on Midland Mainline

Railway that is fit for the future

Winner – Story, Sustainable Construction Review

Railway that helps communities thrive

Winner – BAM, TRU west community social value strategy
Commended – VolkerRail & Story joint venture – Hope Valley railway upgrade social value

Mental Health

Winner – VolkerRail, building relationships on site

Physical Health

Winner – Murphy, Breathe Easy

Construction Safety

Winner – Systra, 4D construction planning and visualisation
Commended – Skanska, Health Safety behaviours assessment system

Plant & Equipment Safety

Winner – Tazika, KEWAZO Liftbot

Supply Chain Management

Winner – AtkinsRealis, behavioural safety programme
Commended – Murphy, 4 stage supplier portal

Individual Recognition Awards

Joanne Moore, Storey (environmental); Paul Godwin, Alstom (mental health); Brian McClellan Spencer (mental health); Phil Watters Network Rail (physical health).



Winners of the July SHELT awards

Lessons Learned: Chiltern Green Near Miss



Description of Near Miss

In April 2024, a track worker returned from an access point to their working group after leaving them to return to their access point for a welfare break. Whilst returning the workgroup the worker crossed a limited clearance bridge. All lines at site were open. A train travelling at approximately 105mph had to apply its emergency brake.

Timeline of events

- The meeting point was at Chiltern Green Cottages access point to complete pre-work briefs /sign in. The team were completing telecoms testing works. There were 2 testing points.
- This access point was to be used for access to testing location 1 only
- The access point for testing location 2 was approximately 4 minutes' drive away which would negate the need to cross the limited clearance bridge.
- The workgroup used the meeting point as an access and not the access identified for location 2. This resulted in them having to crossing the limited clearance bridge.
- Once at testing point 2, one member of the workgroup said they needed a welfare break, so they returned to the original meeting point access which resulted in them crossing the limited clearance bridge for a second time.
- On return to the work group the staff member crossed the limited clearance bridge for a third time. Whilst crossing, a train approached from behind, applying its emergency brakes, it came to a halt beyond the remainder of the workgroup, who were in a position of safety in the cess.
- A Supplier Level 2 investigation has been completed. RAIB are also investigating the near miss.

Key Learning

Underlying causes:

- | | |
|---|--|
| <ul style="list-style-type: none">• Not following the planned Safe System of Work• Communication | <ul style="list-style-type: none">• Lack of site familiarisation• Signage• Complacency / process |
|---|--|

Chiltern Green where the near miss occurred



Discussion Points

How do you familiarise yourself with your work site and your planned works?

How do you ensure plans have been understood?

How often is the Worksafe Procedure used within the workplace and do people understand when it should be invoked?

Do you feel confident in challenging colleagues that you work closely with?

Would you know what to do if you identify an infrastructure concern that could impact your Safe System of Work?

S&SD Strategy Continuous Learning



In the last issue, the Capital Delivery Eastern Safety & Sustainability Strategy was shared. CLIC will be used to share a deeper insight into the 12 focus areas within our strategy.

Sharing Lessons from Accidents, Incidents & High Potential Events

It is imperative that high high-quality investigations are undertaken for all accidents, incidents and high potential close calls whether they be to people, property or the environment.

Embedding learning from investigations, sharing those to others and reviewing others shared learning are key improving future outcomes and, in some cases, find efficiencies.

! Throughout Control Period 7 Suppliers are expected to actively support the production of the CLIC newsletter and produce a lessons learned within 7 days of completing their investigations..



How to send in a CLIC article

A template is available for CLIC articles. To request the latest version please email CLIC@networkrail.co.uk

How will we be measuring success?

- Number of investigations that have taken place for high-risk close calls - % of total number of close calls
- Number of lessons learned/best practise produced
- Improvement activities linked to incident learning

Recent Accidents and Incidents

Date of Incident	Portfolio / Route	Projects	Location	Type of Incident / Accident	Event Description
08/07/2024	MPP North	167997 – Middlesborough Undercroft	Middlesborough Train Station	Route Crime	Intruder has accessed into site via NR compound/access route. Intruder has caused damage to a station door glass panel. Intruder then accessed SCL compound and smashed a van side window glass, and a telehandler side window glass. Intruder was arrested by police at the scene.
09/07/2024	MPP North	167997 – Middlesborough Undercroft	Middlesborough Train Station	Personal Accidents or assault	IP was descending the office staircase when they have lost their footing resulting in them slipping and falling from a few stair rungs, injuring themselves on the elbow and thigh. IP attended local walk-in centre as a precaution.
11/09/2024	Buildings & Minor Enhancements	Alfeton Access for All	Alfeton Train Station Car Park	Services Strike	Whilst installing ducting a road saw was used to cut tarmac. Upon lifting the tarmac, a cut cable was identified. No injuries and no outages or reported issues within the station infrastructure
14/07/2024	MPP North	152605 – ECML Power Supply Upgrade	Thursdale ESM5	Personal Accidents or assault	IP was loading a wraparound bracket into the MEWP basket. A bolt had been removed and when handling, the bracket plate swung round contacting the back of the IP's left calf.



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- Do you have something to share?
- Can others learn from your work?



SCAN ME

Whether it be linked Health, Safety, Environment or Social Value
Please get in touch and email: cllc@networkrail.co.uk



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