

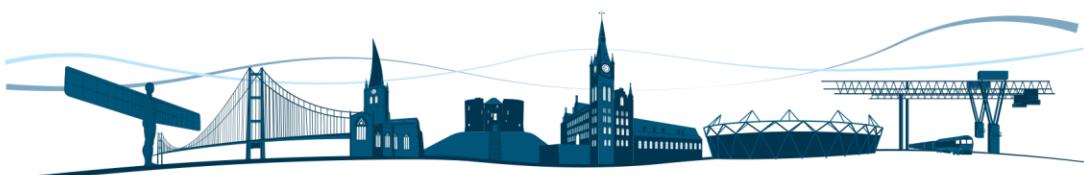
# CLIC



York Station

**LNER**  
LONDON NORTH EASTERN RAILWAY

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Issue 116  
11th December 2024



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Continuous Learning & Improvement Cascade  
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# What's in this issue...



**Northumberland Park Mine  
Remedial Works**



**Site Security**



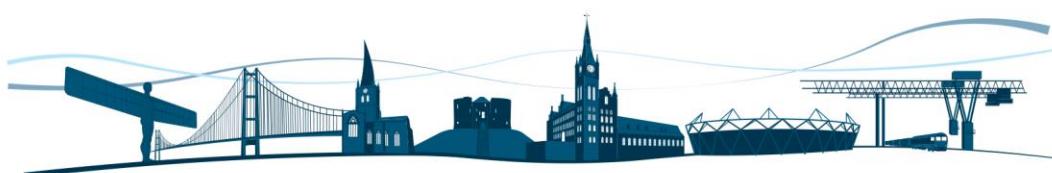
**Injury using circular saw**



**Safety Alerts & Bulletins**



**Recent Accidents & Incidents**



## Northumberland Park Mine Remediation Works – Case study

### Site Background:

- Proposed Northumberland Park Station is located adjacent to Northumberland Park Nexus Metro station.
- The new station is constructed within the rail corridor, with poses greater Health and Safety risks as well as two over bridges and situated on an embankment. This poses great logistical challenges for the work. Please see figure 1.
- As part of planning permissions the new permanent construction area must be fully treated to allow construction of new station.
- There are several stakeholders involved within the construction including local residents, Network Rail, the Coal Authority, Nexus, Northumberland County Council and North Tyneside.



Figure 1: Northumberland Park Site

### Description of the Works:

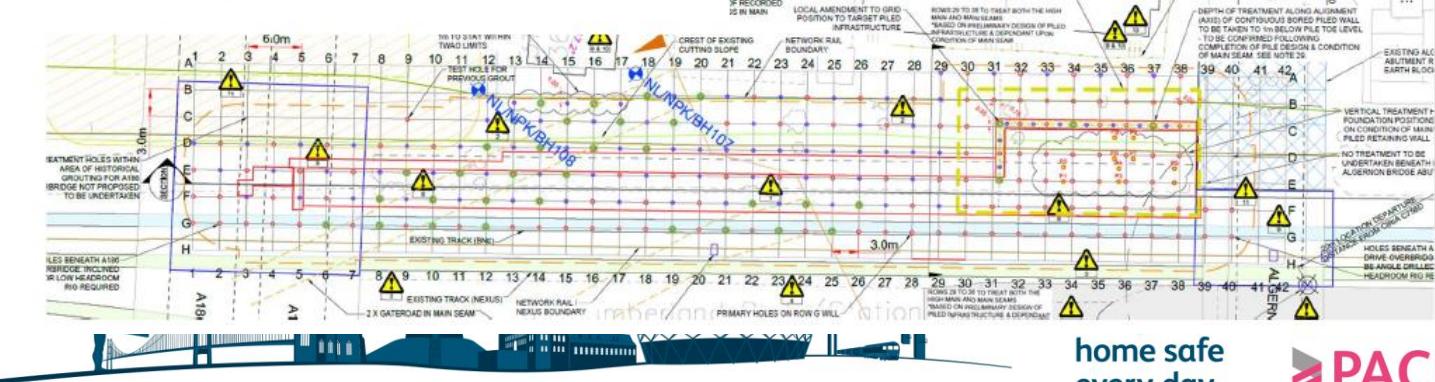
- Historic mine workings present through the Northeast.
- Two distinct mine workings present during initial desk-top study, these were the High Main approx. 12m below ground level and Main Coal Seam approx. 30m below ground level.
- Previous mine collapsed identified on NEXUS lines which further confirmed the need for mine remediation works.
- GRIP stage designs required Network Rail approval.
- Ground Investigation was required to confirm presence of voids and extent of mine remediation works. This uncovered series of voids and 'roadways' beneath the site.

### Challenges:

- Site logistics- Contained site and limited access for setting up required mixer compounds and gaining access for plant. Noise monitoring also implemented to monitor nuisance.
- Operational railways adjacent. Track monitoring implemented as well as structural monitoring of surrounding structures & properties. Any Line Open working considerations throughout.
- Design/programme uncertainty: Due to nature of works difficult to forecast programme timescales which impacted other permanent works activities including disruptive possessions.
- Temporary works design required working on two different levels in multiple phases and significant design requirements to allow for embankment stability.

### Methodology:

- Designers specified a 6m x 6m drilling grid detailing a series of primary and secondary holes to be drilled and treated, as shown in figure 2. Perimeter wall created to contain grout in areas with high grout takes and gravel added where required.
- Lane closures were utilised on the A186 to create a grout batching plant
- A F002/F003 NwR approved working platform was constructed for the drilling rigs to be situated.
- Typically, two rigs were working continuously with ALO restrictions in place.
- Approx. 3000tns of grout as been 'pumped' beneath track to treat voids.



home safe  
every day

PACE

# Site Security



## Control Work Areas

With a continuing surge in the theft of construction equipment from project sites and stores, please ensure that you take the necessary steps to deter criminals by securing your site.

The bank holiday period provides an ideal opportunity for thieves to target construction sites in the knowledge that sites are closed for the long weekend.

## Shutdown Actions for Sites

- Appoint a dedicated person to complete the final walk round check and lock down requirements.
- Close windows/blinds / secure the shuttering if fixed to office/welfare facilities.
- Lock and secure office/welfare/stores doors, taking the keys away with you.
- Check the site perimeter for damage and repair/make good any issues
- Lock vehicle and pedestrian gates.
- Place plant or machinery, such as excavators or dumpers in front of containers and stores doors to prevent access.
- Reduce to a minimum fuel levels in fuel bowsers and plant & machinery.
- Lock fuel bowsers
- Secure towable items using a tow-hitch lock.
- Off-hire equipment at the earliest opportunity when items are no longer required.
- Remove or secure any high value surveying equipment from or on site.

## Worksites

- Return plant & machinery to a main compound where possible.
- Muster plant & machinery together using larger machinery to protect smaller equipment
- Run fuel levels in plant & machinery to a minimum and try to restrict access to fuel tanks/caps.



Fit tow hitch locks to all towable plant & equipment and muster equipment together.

Place plant & machinery in front of containers & stores. Use excavators to secure fuel bowsers

# Injury using circular saw



## Description of accident

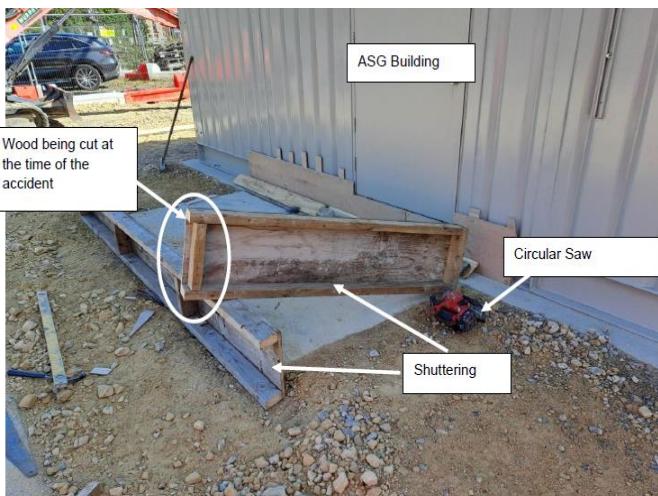
On the morning of the 3rd of September 2024, soon after commencing work on the timber shuttering for the access steps to a container in the compound, a Joiner severed the tip of a finger and cut another finger of the left hand, whilst cutting wood shuttering using a circular saw.

The on-site colleagues worked quickly with the Injured Person (IP) and managed to wrap and secure the severed finger and transport the IP and the fingertip to hospital where the IP underwent surgery, unfortunately the tip of the finger could not be re-attached.

## Initial Actions Taken / to be taken

Safety principles on the use of circular saws and other cutting tools:

- The safety requirements for all tools must be included in the Task Brief and risk assessed, and approved before use
- Follow the manufacturers instruction manual, including: the provision of a stable base and the item being cut to be fixed in position
- Wear the PPE identified in the risk assessment
- Complete pre-use safety checks, including guarding
- Do not reach over a moving blade and maintain a solid stance with the wide base to ensure balance
- Both hands should be holding the tool



*Images of the work area at the time of the injury*

## Discussion Points

- When planning the work, have you identified all the tools and equipment to be used?
- Have you got a copy of the manufacturer's instruction manual and included essential safety information into the Task Brief and risk assessment?
- Have you been adequately briefed on the Task Brief and risk assessment?
- Are all the safety requirements in place before you start work?
- Do you know how to raise safety concerns and follow the worksafe procedure?

## The Use of Prescribed Medicinal Cannabis

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

Ref: NRA24-13

Date of issue: 04/12/2024

Location: National

Contact: Health and Wellness Team

### Overview

#### Overview

This safety bulletin clarifies the position of Network Rail on the use of prescribed medicinal cannabis. It applies to use by all individuals employed or contractually undertaking work activity for and or on behalf of Network Rail.

Sponsors in the Network Rail Supply Chain are expected to establish their own processes to meet these requirements.

#### Prescribed Medicinal Cannabis use:

Network Rail considers the use of prescribed medicinal cannabis to be unacceptable other than for treating a medical condition listed in the National Institute for Care and Excellence guidance ([NICE guidelines](#)).

#### Acceptable use include:

- Rare forms of epilepsy.
- Vomiting or nausea caused by cytotoxic chemotherapy.
- Muscle stiffness and spasms due to multiple sclerosis.

Where an individual is using prescribed medicinal cannabis to manage a condition listed above Network Rail will arrange a case-by-case assessment to consider reasonable adjustments.

#### Action required

##### Actions to take when an individual declares use of prescribed medicinal cannabis.

- The individual must declare use of prescribed medicinal cannabis to their line manager and or to Chemist on call.
- The Chemist on call will not advise on acceptability of use – but will inform the Network Rail line manager to refer the individual to NR inhouse Occupational Health Service for confirmation.
- The Network Rail line manager must contact HR Direct on 0800 0 546 547 to raise an employment case.
- The Network Rail line manager must apply a suspension from duties.
- The Network Rail line manager must refer the individual to the inhouse Occupational Health Service for their confirmation of medicinal cannabis use.
- The Occupational Health Service must provide confirmation to the line manager on acceptability of use as guided by NICE.
- The Network Rail Line manager will update HR Direct on the Occupational Health outcome.

##### Actions to take where use of medicinal cannabis is confirmed as unacceptable:

- The individual shall remain on suspension as advised by HR Direct.
- The Network Rail line manager with advice from HR Direct will advise the individual to contact their GP or specialist doctor to discuss alternative treatment or therapy.
- The suspension will be lifted on the individual declaration that they no longer use prescribed medicinal cannabis and they have received a negative D+A test result as part of a 12-week [voluntary active monitoring programme](#).

##### Consequences of continued unacceptable use:

Continued unacceptable use of prescribed medicinal cannabis is considered a breach of the NR/L2/OHS/00120 drugs and alcohol standard and Network Rail life-saving rules.

##### Disciplinary Procedure.

Any individual using prescribed medicinal cannabis and who is required to undergo a drugs and alcohol test, will likely receive a positive test result. In all positive cases Network Rail would commence disciplinary procedures.

## Unauthorised Access to a Substation

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

**Ref:** NRL24-09

**Date of issue:** 11/12/2024

**Location:** Sandown, Isle of Wight

**Contact:** [David Butler CMIOSH](#) Safety, Health & Environment and Quality

### Overview

On the morning of 8 May 2024 at 08:47am, four contractors arrived at a substation a day earlier than scheduled for a project upgrade involving lineside telecoms equipment. Their intention was to leave equipment and materials in the telecoms room for the following day's work. However, upon arriving, they discovered that the door to the telecoms room was locked, and they did not have the key.

One of the contractors, an apprentice, possessed a key to the adjacent substation and used it to gain access, intending to locate the key to the telecoms room. However, they did not follow the correct procedure of contacting the Electrical Control Room Operator (ECO) to request access. The substation door being opened triggered a remote alarm, which alerted the ECO, who subsequently informed the signaller. The signaller took appropriate action to caution passing trains and contacted the local on-call team.

The contractors were unable to find the key to the telecoms room, which was stored in a cupboard inside the substation. In the end, they decided to leave their equipment within the substation. As they exited, two contractors were observed close to the line by a passing train driver, who sounded the train horn. Neither contractor raised their arm to acknowledge the passing train.

### Underlying causes

The contractors attended site a day earlier than planned and without discussing this with the construction manager that they had been due to meet at site the following day.

- Safety signage regarding electrical hazards was not acknowledged by the contractors.
- The apprentice was in possession of a key for substation access and used it to access the substation.
- The apprentice, although trained to Level C (NR/L2/ELP/CTM018) for accessing substations, lacked experience.
- The team proceeded to access the substation despite this not being specified in their Safe Work Pack (SWP) and without following the required process for accessing substations, which the apprentice should have been aware of from their training.
- The SWP did not contain specific information on how to access the telecoms room, nor did it address the associated electrical hazards.
- The planner was not provided with sufficient information about the location and access procedures, leading to the omission of key details in the SWP and the assignment of an individual who was not suitably competent to access the substation.

### Key message

- **Effective planning and communication:** Sharing the right information during the planning stage is critical for developing an effective SWP and ensuring the correct individuals with the right competencies are assigned to tasks.
- **Deviations from plans:** Late changes to plans, even those that seem minor or low risk, can lead to adverse consequences if not properly communicated.
- **Access to authorised locations:** Always ensure you are authorised to access any location. If you are in doubt, contact the signaller, ECO, or the Responsible Manager for clarification.
- **Safety signage:** Always follow the warnings and instructions on safety signs. These are there to protect you.
- **Acknowledging passing trains:** When working near the track, always acknowledge passing trains by raising your arm to ensure the train driver can see your presence.

# Recent Accidents and Incidents

Date of Incident	Portfolio	Project	Location	Type of Incident / Accident	Event Description
04/12/2024	S&T Alstom Anglia	157001 Cambridge Interlocking Re-Sig	Cambridge, Long Lane	RTA	Whilst driving to Long Road a member of the public collided with the flatbed vehicle as it was turning left into the access road. No Injuries.
04/12/2024	S&T Alstom NE	159568 South Kirby Re-Sig	SKM 11m 40chs	Crime	Damage and possible cable theft. The Railway boundary fence had been removed to gain access from lineside. The compound had multiple cable drums stored at the far end from the site cabins, these cable drums have some cable left, though they were all end of runs. The thieves had entered the compound and started to position drums to pull cable from.
05/12/2024	MPP North BAM	180426 LAIP2	Bradford	Incident	Whilst carrying out a safety tour on 5th December, the Project Manager identified damage to a Haki scaffold stair. An investigation is underway however, this damage is thought to be through contact from plant that was moving stone in and out of the area during the previous nightshift.
08/12/2024	Track – CRSA NE	A00129 East Coast Balfour Beatty	Hare Park	RTA	MOS was reversing the crew bus into a parking space at Hare Park at low speed. Other member of Staff was guiding them back into a space. Staff member failed to let driver know that he was about to hit another vehicle
08/12/2024	Track – CRSA NE	A00129 East Coast Balfour Beatty	Luton	RTA	Vehicle struck by passing vehicle when leaving junction. No Injuries.





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



Whether it be linked Health, Safety, Environment or Social Value  
Please get in touch and email: [clic@networkrail.co.uk](mailto:clic@networkrail.co.uk)



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