

CLIC



Selby AFA Scheme enters service
Buildings & Minor Enhancements

Issue 108
16th October 2024



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Continuous Learning & Improvement Cascade
Eastern Routes Capital Programmes

What's in this issue...



Building Relationships on Site



Don't be left in the Dark



TRU West Ravensthorpe Canal Discharge - Shared Learning



Alerts and Bulletins



Recent Accidents & Incidents



Building Relationships on Site



What is it?

BROS is an initiative formed by Volker Rail. With 64% of their workforce working unsociable hours and away from home for long periods, they had to find a way to support them mentally. It involves regular briefings that include talking and activities. The session's main aim is to provide information on mental health and what people can do to help themselves and others. Something especially important now that the nights are drawing in and becoming longer.

Although it is a voluntary session, it has been massively successful. It has been recognised industry-wide, winning awards from SHELTA and the Mental Health Charter Award for best frontline initiative.

Why are initiatives like this important?

Whilst Mental Health Day was last week, we must not forget about it for the rest of the year. Having things like this in place has the potential to save lives by giving people a place to talk. Volker Rail also has a regular group that meets on Teams that is open to the industry. If you would be interested in joining this group, please email CLIC@networkrail.co.uk.

Discussion Points:

- Would you recognise someone struggling?
- Would you feel comfortable having a conversation about mental health?
- Are you comfortable with the topics of mental health?
- Are you aware of where to signpost people for help in your organisation?



Key Points:

- ✓ Look out for indicators that colleagues may be struggling.
- ✓ Initiate an open conversation
- x Turn a blind eye
- x Feel like you have to solve the problem, an ear is sometimes all a person needs.



BUILDING RELATIONSHIPS ON SITE

Don't be left in the Dark

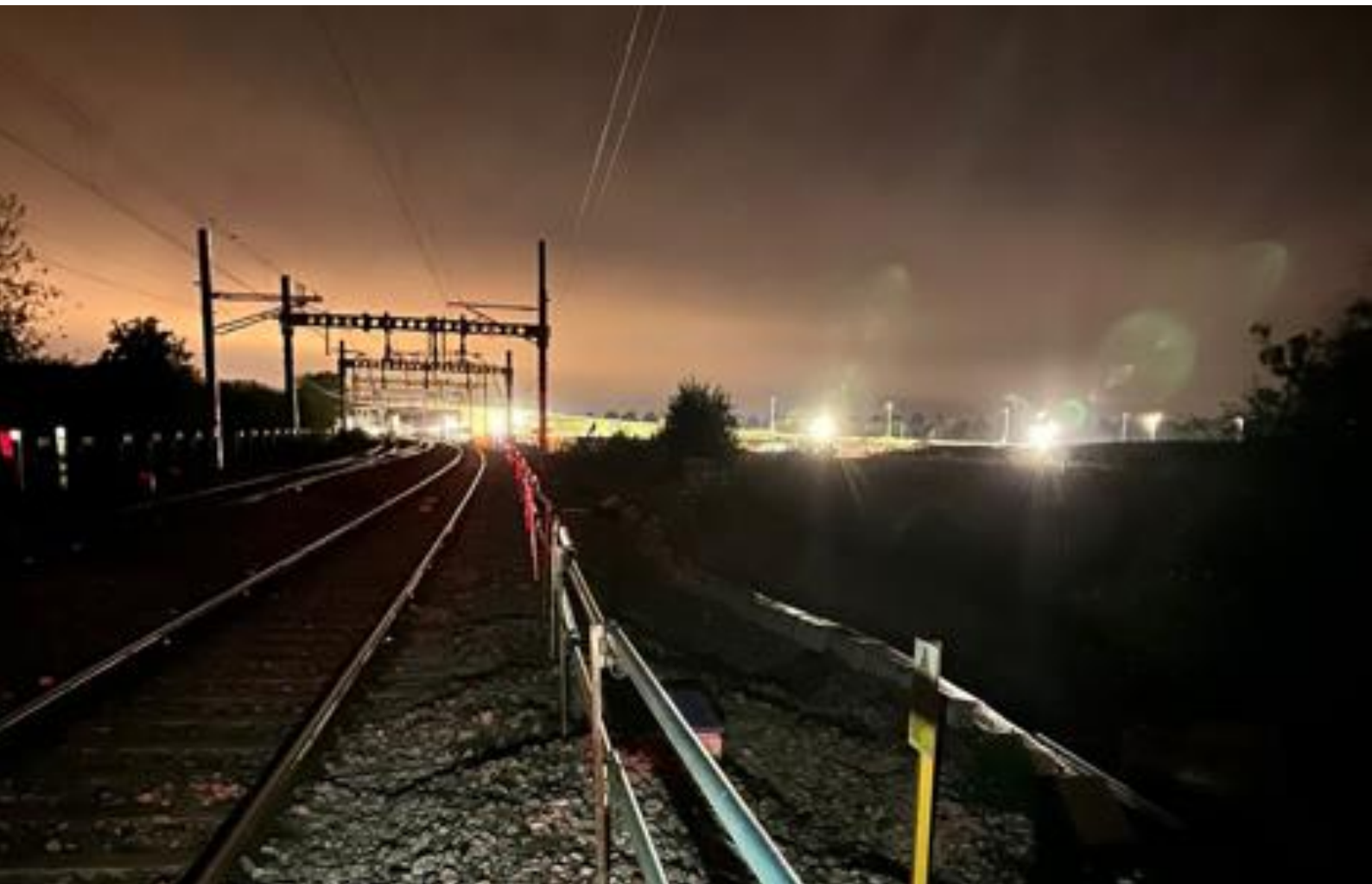


Stay Safe as the nights draw in...

British summer time officially ends as the clocks will go back one hour at 2am on **Sunday 27th October**. As the clocks go back, dusk and darkness come earlier in the day. This can result in reduced visibility towards the end of the workday, increasing the risk of accidents and injuries. With less daylight at the end of the day, there may be a rush to complete tasks before it gets too dark, which can lead to shortcuts and unsafe practices

Shift Patterns & Driving

The change in daylight can also affect commuting patterns, with workers potentially driving to and from the site in the dark, increasing the risk of traffic accidents. Workers may be traveling to the site before sunrise when visibility on the road is poor, and they may be more susceptible to drowsiness. In some areas, the change in daylight hours can coincide with increased activity from wildlife at dusk, which can be a hazard for our sites near natural habitats.



Good Practices and Guidance Notes are available and can be found on Safety Central [Site Lighting - Safety Central \(networkrail.co.uk\)](https://www.networkrail.co.uk)

Shared Learning

Event Title Revensthorpe discharge onto canal tow path

TRU Project TRU West

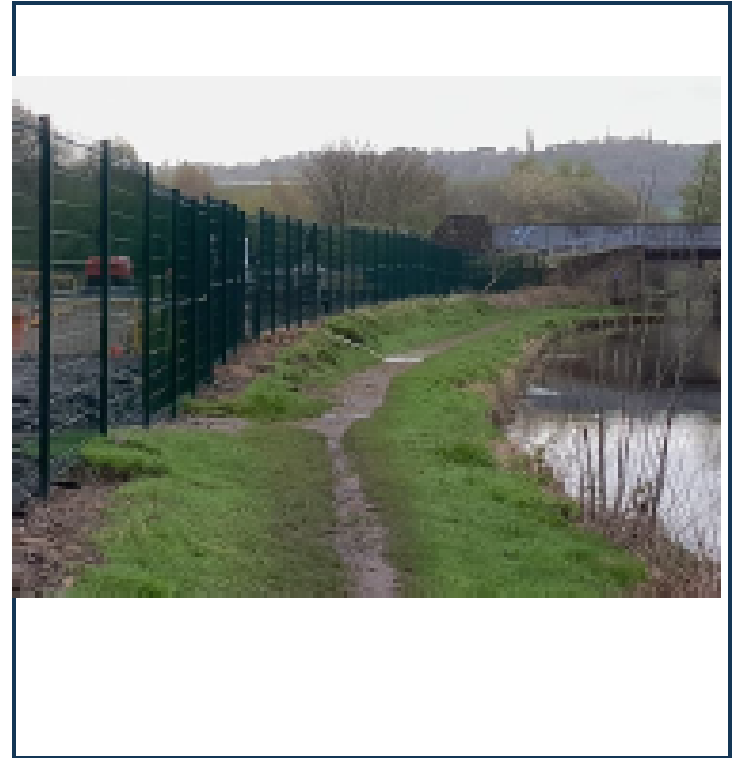
Event Date 9 April 2024

Date of issue 24 April 2024

Fast Facts N/A

Event Summary

The site team set up a puddle pump to remove groundwater out of an excavation to allow a pre pour inspection. The pump was connected to a hose that distributed the water across the canal tow path, likely seeping into the water course. A Canals and River Trust Inspector was undertaking an inspection along the canal towpath adjacent to Pier 2 of Baker Viaduct when he noticed a hose discharging water onto the canal tow path.



Causation

Immediate: A Site Supervisor did not follow did not follow company process to not pump water without a permit.

Contributory:

The Site Supervisor's understanding of the prohibition on unconsented discharge into the canal was assumed but not verified. Documentation and communication failures led to oversight, missed inspections, and unrequested consents, highlighting procedural lapses and poor oversight.

Root Cause:

A combination of assumed but unverified awareness of regulations, poor documentation and communication, and inadequate procedural adherence and oversight.

Project Actions

Brief summary:

Retrain individuals on environmental management and update task briefs to include environmental risks. Appoint a Deputy Environmental Engineer and reassess site pumping requirements for compliance. Document team interfaces, enhance Environmental Engineer training, and ensure regular communication and inspections. Train all applicable employees in pollution control and update induction materials to emphasise legal requirements.

Enterprise Lessons Learned

Although many of the learnings are location specific, the key attributing factors could happen anywhere.

The lessons that have been seen on TRU West have value across the enterprise, and it is encouraged that all areas take note and apply learnings.

Shared Learning: Human Factors Analysis

Performance Shaping Indicators

- Identify Key factors contributing to the Incident and then categorise them into the performance shaping factors below, creating a heatmap for the incident
- Link to PSF guidance
- Grey: 0 factors in PSF category
- Yellow: 1-10 factors in PSF category
- Red: 10+ factors in category

Job/Workplace	Personal	Organisational	Task	Environment	Team
Housekeeping factors	Individual cognitive factors	Resource allocation factors	Workload factors	Meteorological factors	Team factors
Equipment factors	Individual physical factors	Written information factors	Task characteristics factors	Geographical factors	
Material factors	Individual medical factors	Competence management factors	Automation factors		
Physical workplace design factors	Individual knowledge factors	Safety management factors			
Physical & chemical hazard factors					

Geofencing - Replaces NRA24-05

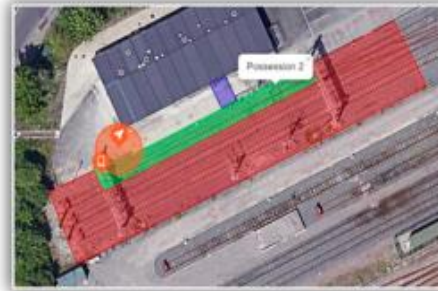
Issued to: All Network Rail line managers, safety professionals and accredited contractors

Ref: NRA24-10

Date of issue: 11/10/2024

Location: National

Contact: Emrys Warriner, Senior Programme Manager, Technical Authority



Overview

This Safety Advice replaces Safety Advice NRA24-05 and relates to Product Acceptance certificates:

- PA05/07418 Issue 7 Onwave – Worksite Geofence alerting system.
- PA05/07419 Issue 7 Tended – Worksite Geofence alerting system.

The product acceptance certificates have been updated following a period of thorough independent testing and analysis. The geofencing systems are approved for use on or near the line where there is a suitable Safe System of Work in place (as defined within NR/L2/OHS/019).

The geofencing equipment has satisfied Network Rail's technical requirements to provide location information and alerts to improve situational awareness to users in line with the rule book requirements. This includes:

- Increasing the awareness of users through the transfer of situational information and alerts;
- Supporting the distribution of information associated with the location of works on Network Rail operational infrastructure;
- Facilitating the management, placement and control of assets, plant and equipment (tagging).

Geofencing has an important role to play in improving the safety of our railway.<>

Immediate action required

Network Rail and the supply chain should review the Safety Bulletin, and the updated Product Acceptance certificates to evaluate how the devices can be used.

Example use cases include:

- Correct placement of Worksite Marker Boards, Possession Limit Boards, detonators, and/or isolation equipment.
- Improving situational or positional awareness. Such as, correct access point, monitoring when/where teams access the track, supporting staff to remain within safe work limits (such as worksites, isolation areas or environmentally sensitive areas.)
- Supporting effective worksite management, real time machine speeding alerts, controlled location of equipment, supporting efficient Line Clear Verification and providing Information to Machine Operators.

Recent Accidents and Incidents

Date of Incident	Portfolio	Project	Location	Type of Incident / Accident	Event Description
09/10/2024	MPP - South	150796 - Beaulieu Park : New Station	Beaulieu new station	Environmental Category 4 (Negligible)	A delivery wagon was using the grab to offload tonne bags of mulch, when the hydraulic mechanism burst. A small amount of hydraulic oil (10-15 litres) was spilled onto hard standing.
11/10/2024	MPP - South	158454 - Cambridge South Infra. Enh.	Cambridge South Station	Route Crime	Stores broken into, all small tools from the general stores were stolen along with all the engineering equipment from the Engineers stores.
12/10/2024	Track - CRSA	A00129 - East Coast Balfour Beatty	Sand Bank S&C	Railway Operating Incidents - Isolation Irregularities	Possession support staff reported arcing of earthing equipment.
12/10/2024	Track - CRSA	A00129 - East Coast Balfour Beatty	Sand Bank S&C	Railway Operating Incidents - Isolation Irregularities	Near miss reported at Carr Lane LC. Witness statements suggest the MOS crossed the level crossing which was open without any issues. The MOS then re-crossed following the application of his earths on the electrified lines and noticed a train coming towards them. He then reversed clear of the track. The lines crossed are un-electrified, outside of the possession and not within their briefing
12/10/2024	Track - CRSA	A00129 - East Coast Balfour Beatty	Sand Bank S&C	Fire or Explosion	Welfare unit malfunctioned and started to bellow out black smoke. Generator isolated and unit sectioned off
13/10/2024	Track - CRSA	A00129 - East Coast Balfour Beatty	Sand Bank S&C	Railway Operating Incidents - Construction Event	Tamper struck a Hitachi depot wheel sensor cable. The damaged cable has been jointed by CRSA installers. The wheel sensor has been tested back into use by Hitachi
13/10/2024	Track - CRSA	A00129 - East Coast Balfour Beatty	Sand Bank S&C	Railway Operating Incidents - Construction Event	Tamper struck motion unit on rear stretcher of 2395 points causing damage to the equipment. Equipment fixed later.
13/10/2024	Track - CRSA	A00129 - East Coast Balfour Beatty	Darlington Station	Personal Accidents or Assault	Member of staff stepped back and slipped on troughing, injuring knee. Staff member was able to walk and left site to place of rest.
13/10/2024	MPP - South	150796 - Beaulieu Park : New Station	Beaulieu new station	Personal Accidents or Assault	Injured person caught their hand between fold down signalling hinge and metal wedge causing laceration to left hand ring finger. No stitches required, heavy dressing to cover wound



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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: clic@networkrail.co.uk



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