



Resourcing Solutions' HSQE Briefing: September 2016

Think Safe, Act Safe and Be Safe



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!**



Think Safe, Act Safe and Be Safe



In this edition:

- Safety Rule of the month
- Life Saving Rule
- Sentinel Access Update
- Speeds of trains in possessions
- Pway staff injuries on Crossrail Projects
- Incident alert Crossrail West
- Excavation Stability
- Environmental Update - Badgers

Action required:

- After reading this briefing, you are required to respond, please click **“I have read and understood”** or email ebeardsley@resourcing-solutions.com with acknowledgement and any questions/suggestions

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The rule that was focused on in September was:

- **Never enter confined spaces, exclusion zones or excavations without authorisation.** High risk areas often require a permit to work and very specific precautions. These places are high risk because they can cause death. Work in these areas must be well planned and controlled.

Safety Rules for October:

- **Never pick up and carry anything that is too heavy.** It is not always easy to judge the weight of something. Moving heavy things can cause injuries. Try and use mechanical lifting aids where possible.



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Life Saving Rule Reminder :

- **Always obey the speed limit and wear a seat belt**



- Network Rail are focusing strongly on the use on seatbelts on a number of the sites I visited last month. Drivers and passengers are being monitored for seat belt compliancy and anyone found in breach of this rule is likely to be removed from a site or project permanently.
- The message is **Zero Tolerance** on breaching **any Life Saving Rules**.



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Sentinel Access due for launch Autumn 2016:

The upgraded mobile app

It is important to note that the upgraded Sentinel mobile app **does not** change existing processes, it simply creates a smart digital record. Site Access will specifically allow Controllers of Site Safety (COSS) to perform the following actions on their gang:

1. **Swipe in and out**
2. **Record a site induction**
3. **Select a location**
4. **Record competence usage**
5. **Input basic fatigue information**
6. **Record a risk assessment**
7. **Select roles for each gang member**
8. **Record a safety briefing**



Sentinel Site Access is a safety tool that was approved at Trade Union consultation in 2015. It is **safer** by identifying when track workers haven't had 12 hours rest between shifts; **smarter** by being an effective management tool which identifies who is working in a team (on one screen); **simpler** by reducing the amount of paperwork that has to be completed.

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Speeds of trains in possessions:

- We are approaching the first anniversary of the collision at Logan when one engineering train collided with the rear of another in a worksite. The train was doing ~30mph while travelling in the worksite. There was significant damage to the trains, extensive line closure and only by luck, it didn't kill or injure staff in the locomotive or worksite. The incident has been costed at approaching £2.4m
- In conclusion, all FOCs and OTM operators have now agreed that while some may do it earlier, by 1 September, all of their drivers will be instructed to adopt 5/15.

Discussion Points:

- How would you deal with a machine doing over 5mph in your work site?
- When planning work in a worksite, do you consider the control of the speed of plant in your safe system of work?

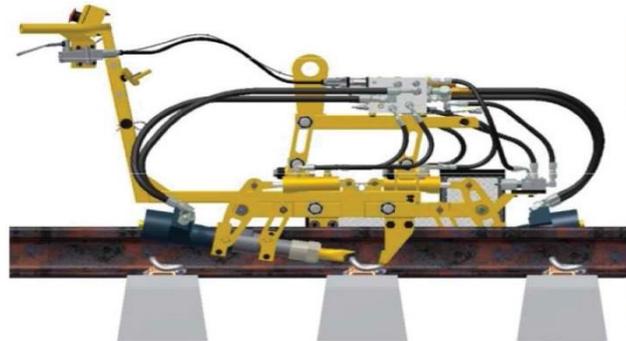


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Pway Staff Injuries on Crossrail Projects:

- On 11th September during a possession on the Western route at Totnes-Lipson junction, a member of the Pway team was injured whilst engaged in changing rail insulation pads and nylons.
- The Injured persons jack had not been fully engaged and sprang back, striking the IP in the face and shattering their protective glasses. The person sustained cuts to their nose and an eyebrow.
- Pway Workforce engaged in this type of activity are to ensure that they are wearing the required task specific PPE that is “fit for purpose”. **Where possible negate the need for task specific PPE by utilising safer equipment for undertaking this kind of task**



Pandrol Rail Fast Clip Remover

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Pway staff injuries on Crossrail Projects :

- On 11th September during a possession on the London North Eastern (York) Route, a member of a Pway gang was unloading stressing equipment from a van at Doncaster stores when they trapped a finger on their left hand. The Injured Person sustained a cut and bruising to their little finger which was later confirmed as broken at hospital.
- Pway workforce and all other workers undertaking manual handling activities are to ensure that they adhere to correct manual handling techniques whilst wearing task specific PPE and also a Risk Assessment has been completed using “T.I.L.E.” principle of assessing the TASK, the INDIVIDUAL, the LOAD and the ENVIRONMENT.



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Incident Alert Crossrail West – Slough Station

- At approximately 09:30, a 1 tonne dumper drove over the poly-bridge to work an area on platform 4. While driving underneath the canopy on Platform 5/6 the driver made contact with the temporary light fixture, from the beacon on top of the rolling bar of the dumper.
- Luckily, no injury took place on this incident.
- The driver stated that as soon as he became aware, he stopped the dumper and reversed back. On closer inspection the driver noticed that the light fixture had been slightly bent on impact. The driver removed the beacon from the roll bar and lowered the bar in order to pass underneath the canopy beam and then re-installed once the dumper had passed the light fixture.
- The damage was temporarily repaired by electricians and made safe

Lessons Learnt:

- **It is advisable that when carrying out works on platforms and areas with restricted height access, to walk through the route and confirm accessibility prior to accessing with machinery.**

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Excavation Stability

- Working in unsupported/unprotected excavations incurs risk from:
 - Excavations collapsing and burying or injuring people working in them
 - Material falling from the sides into the excavation
 - People or plant falling into the excavation

Essential considerations include:

- Temporary support – Before digging any trench pit, tunnel, or other excavations, decide what temporary support will be required and plan the precautions to be taken.
- Battering the excavation sides to a safe angle of repose may also make the excavation safer.
- Loose materials – may fall from spoil heaps into the excavation. Edge protection should include toeboards
- Check that excavations do not undermine scaffold footings, buried Services, existing railway infrastructure or the foundations of nearby buildings or walls.
- Do not park plant and vehicles close to the sides of excavations.
- Edges of excavations should be protected with substantial barriers where people are liable to fall into them.
- Inspection – a competent person who fully understands the risks and is aware of what control measures are required should inspect the excavation at the start of each shift. A record of inspections and action log must be kept.

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Environmental Update - Badgers

Badgers are large foraging mammals which can be found in agricultural areas, woodland and embankments, as well as under buildings. Badgers live in underground chambers called setts, seen above ground as a hole or group of holes. Sett entrances are at least 25cm wide and form a flattened oval shape. Badgers are largely nocturnal and spend much of December and January underground in their setts.

Badgers and their setts are protected by legislation. Injuring or killing a badger, or damaging a sett can lead to fines of £5,000 per offence. Working near to a badger sett requires a licence.

Check the site and adjacent areas (especially woodland and embankments) for signs of badger setts. These may have been identified in ecological surveys.

- If you are unsure whether a hole is a badger sett, seek expert ecological advice.
- If the badger sett falls outside of the work area, establish a minimum 30 metre exclusion zone to avoid disturbance.
- Create ramps out of excavations to enable any badgers to escape if they fall in and close off ends of pipes. Note, do not try to handle badgers if they become trapped in excavations.
- Stop work immediately and report any badger sightings or discoveries of setts after works have started.

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Environmental Update – Badgers (continued)

If the works are likely to disturb badgers, or require destruction of the sett, a licence is needed from the relevant body:

- England: Natural England
- Scotland: Scottish Natural Heritage
- Wales: Countryside Council for Wales

Specifically a licence is needed for:

- Exclusion of badgers from setts.
- Destruction of setts.
- Disturbance, including:
 - Using hand tools within 10m of a sett
 - Using light machinery (e.g. mini-diggers) within 20m of a sett.
 - Using heavy machinery (e.g. 360o excavators) within 30m of a sett.



Discussion Points:

- **What size hole would a badger sett entrance have?**
- **What is the fine per offence for injuring or disturbing a badger?**
- **What would you do if you discovered a badger on site?**



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