



Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

27 December 2017

Challenging unsafe behaviours



A passenger train travelling at 125 mph encountered three lineside workers on Dutton Viaduct. The last of the workers moved clear of the track less than half a second before the train passed him. None of the workers were injured but the train driver was shaken by the incident.

Because of the limited space available on the viaduct to stand clear of passing trains, the viaduct is a 'red zone prohibited area'. This means that railway staff are not permitted to be on the viaduct whilst the railway is open to traffic unless they are separated from trains by a permanent fence. Despite the prohibition of access to the railway lines on the viaduct while trains are running, the group of workers chose to cross from a refuge on the down side of the railway to a refuge on the up side of the railway. The line-side workers did not report the incident as a near miss to the signaller or their employer.

Safety lesson...one of the lessons raised by the [Rail Accident Investigation Branch Safety Digest](#) was the importance of challenging unsafe behaviours within a work group, even if the person in charge of safety has instigated or agreed to an unsafe act. **Would you invoke Worksafe or take a Time Out Take Five in these circumstances?**

Did you know? Road traffic statistics

300 people are killed each year as a result of drivers falling asleep at the wheel

Out of 100 drivers:
4 on mobile phones
2 not wearing seatbelts
7 under the influence of Alcohol
9 Speeding

The total number of road casualties in Great Britain annually is 740,000

Driving in adverse weather conditions is covered by Rules 226 to 237 of the Highway Code? You can read all the rules here about [driving in icy or snowy weather](#). For example: Rule 228 states that before you set off you **MUST** be able to see, so clear all snow and ice from all your windows.



Back to Work briefings can reduce accidents



Did you know that historically we see more accidents between January and March than at other times of the year? All our sites and offices will stand down on their first day of work after the Christmas period when everyone must receive a briefing prior to resuming duties. So, before you start work

- Ensure you're fully briefed and have a clear understanding of the brief. If in doubt, ASK!
- Check your area of work for hazards and correct any issues first before starting work.
- Only undertake tasks that have been planned and briefed.

The Back to Work briefings including briefers notes can be found on the [Southern Shield website](#)



If in doubt,
**Take a Time
Out
Take Five**
Click here

Contact us: shield@networkrail.co.uk or go to www.southernshield.co.uk

Scaffolding Close Call

Existing scaffold on a site was modified overnight when no scaffolders were on shift. Although this was identified, those modifying the scaffold did not hold the necessary competence to do so and were potentially endanger themselves and others. Underlying factors such as planning (ensuring the scaffold was correctly configured in advance) and supervision are likely to be key contributors to this incident.

Scaffolding...did you know?

It is the scaffold users/hirers responsibility to ensure that all scaffolding has been inspected:

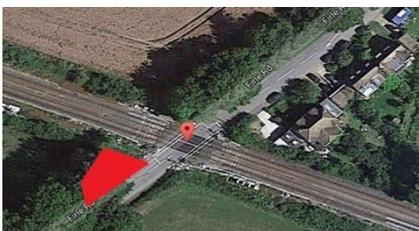
- Following installation and before first use
- At an interval of no more than every seven days thereafter
- Following any circumstances liable to jeopardise the safety of the installation such as high winds.



Scaffolding inspections should always be carried out by a competent person whose combination of knowledge, training and experience is appropriate for the type and complexity of the scaffold. The scaffold inspection report should note any defects or matters that could give rise to a risk to health and safety and any corrective actions taken.

A scaffold checklist [can be found on the HSE website](#). This guide is intended to clarify when a scaffold design is required and what level of training and competence those erecting, dismantling, altering, inspecting and supervising scaffolding operations are expected to have.

Bad neighbours



The crossing near Firle in Sussex is a useful access point, with small parking bay (marked in red) which is often used for the storage of plant or material prior to works. On the other side of the crossing are some residential houses.

There were six complaints about vehicles parked outside houses overnight rather than the other side of the crossing and a crane delivering material caused serious damage to a tree and fencing. During repair works, litter was found which included gloves and meal packaging.



Remember: part of our safety vision is that our work environments will be tidy – **and we will leave them tidy when we've finished.**

Safety lessons from toppling A-Frame



An A-frame scaffold barrier had been established at the base of escalators to assist with access control on to the escalators and the surrounding work site. An aluminium tower, weighing approximately 95Kg, was leant against the "A" frame scaffold barrier.

An operative accessing the area of the escalators, passed through the pedestrian opening in the "A"-frame. At this moment the scaffold barrier toppled over striking the operative's hardhat and causing a laceration to his back. The operative attended hospital and was subsequently off work for over four weeks.

An investigation found that the scaffold barrier toppled over due to instability caused by materials being incorrectly leant against it; there was no evidence of collapse or failure of any part of the A-frame barrier.

Safety lessons included:

- Would alternative barriers, such as Turtle gate barriers, be more suitable for task?
- Are warning signs, instructing staff not to lean materials on barriers prominently displayed?
- Are your Scaffold "A" frame barriers included on the scaffold register for site and checked weekly?