

Home Safe brief – February 2017 Presenter notes

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This is the third Home Safe Brief, providing an opportunity to find out more about some of the projects and programmes included within the Home Safe Plan.

Home Safe Plan materials, including the Home Safe Briefs and further information on some of the ongoing projects, can be accessed on Safety Central - <https://safety.networkrail.co.uk/safety/home-safe-plan/>



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Introduction from Lisbeth Fromling

“I am pleased to share the third Home Safe Brief, and the first of 2017 – a short update giving you some highlights of the work we are doing as part of the Home Safe Plan.

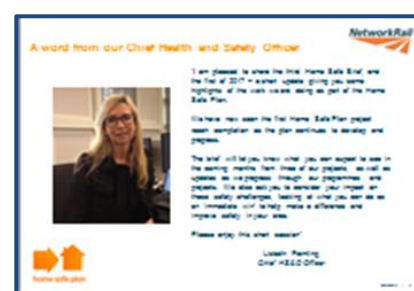
We have now seen the first Home Safe Plan project reach completion as the plan continues to develop and progress.

The brief will let you know what you can expect to see in the coming months from three of our projects, as well as updates as we progress through our programmes and projects. We also ask you to consider your impact on these safety challenges, looking at what you can do as an ‘immediate win’ to help make a difference and improve safety in your area.

Please enjoy this short session”

Lisbeth Fromling,
Chief HS&Q Officer

The next Home Safe Brief will be shared in May 2017.



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In the Home Safe Brief in August and November 2016, we covered:

1. First Aid
2. Risk Management
3. Manual Handling
4. Planning and Delivery of Safe Work
5. Mental Resilience



6. Management of Occupational Road Risk

In this Home Safe Brief we will be discussing 3 more of the Home Safe Plan projects;

1. Level Crossing Risk Reduction
2. Fatigue Risk Management
3. Safer Trainside Working

Since the last brief, there have been no additions to the Home Safe Plan, and the Medical Standards project has been completed.

Of 241 Home Safe Plan milestones across all 21 projects and programmes, 126 are now complete, 77 are on target and 38 are late or at risk.

3 projects are red this period: Fatigue Risk Management, Mental Resilience and Electrical Safety Delivery

The Home Safe Plan was audited in November/December and received a “Good” rating which is the highest rating. The audit report provided positive comments on effective controls related to the Home Safe Plan governance and change control - which leads to the current successful delivery of the plan.

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Level Crossing Risk Reduction

Though we have one of the safest rail networks in Europe, level crossings continue to pose a significant rail safety risk to the public. Accidents and near misses with trains continue to occur. In 2016 4 accidental fatalities occurred at Level Crossings and there have been 3 so far this year to date.



The principle of the whole Level Crossing Risk Reduction Programme is to ensure that every person who crosses a level crossing, whether they are passengers travelling on trains, members of the public crossing the railway or Network Rail staff undertaking improvement work, return home safe every day.

The key benefit associated with the Programme is the reduction in risk to the public, our passengers and our workforce as they interact with level crossings.

Level crossing closure permanently removes risk from the network, but where this is not possible a number of new technologies may be installed through the programme to improve safety.

One of the technologies introduced is a Value for Money System (VaMoS). VaMoS is an overlay miniature stop light system that provides red and green light indications to the level crossing user. A green light indicating it is safe to cross, whilst a red light indicates a train is approaching. The system also has a spoken Another Train

Coming (ATC) functionality and audible alarm to make the user aware if a second train is approaching from another direction.”

VaMoS is specifically termed an ‘overlay’ crossing because it ‘overlays’ onto the existing infrastructure without any need to connect into the signalling system like traditional MSLs. This avoids expensive signalling design costs and results in the systems being approximately 60% cheaper than a traditional integrated MSL.

Questions to consider

What are your experiences of level crossings? Why do you think they pose such a risk?

Do you have any experience of new technologies introduced? What benefit do they bring?

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Fatigue Risk Management

The revised fatigue standard will provide clear, simple and realistic guidance to help Network Rail manage fatigue.

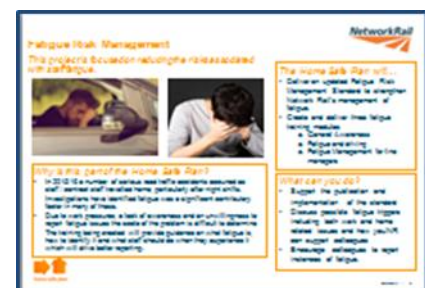
The revised standard will replace NR/L2/ERG/003 and several relevant guidance notes (including On Call). All staff will be required to comply with the standard – not just staff undertaking safety critical work.

The updates to the standard will reflect the commitment made by Network Rail to the ORR to better manage risk. This commitment includes our requirement to work towards a maximum of a 60 hr working week, and, in a situation where more than 60hrs are worked, a process is in place to risk assess the additional hours based on the potential for fatigue.

The current fatigue training is out of date and has not been successfully integrated with the Oracle e-learning system. As a result many staff have not received any fatigue awareness training. The team will create a suite of fatigue training modules to support colleagues and line managers; helping to fill the knowledge gap in fatigue management.

The home safe plan for fatigue includes:

- Delivery of Fatigue Risk Management Standard
- Delivery of Fatigue Training
- Complete 60 Hr Working Report Actions
- Monitoring the embedment of the elements of the Fatigue Management Project



Discuss fatigue with your team. Get an understanding whether fatigue affects them and how you can work together to manage their fatigue remembering there are both home and work contributors.

Encourage your team to identify and report when they are feeling fatigued. Without these reports we will not gain a real understanding of the scale of the problem Despite having fatigue standards in place Network Rail staff continue to record exceedances against the 'Hidden rules', which include working more than 72hrs per week, which pose a significant risk.

Questions to consider

Have you recently felt fatigue during work or driving? Do you think it increased your risk of having an accident? Would you talk to a colleague if he or she looked fatigued?

Do you regularly work more than 60hr weeks? What impact does this have on your levels of fatigue?

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Safer Trackside Working

The Safer Trackside Working Programme (STW) is a research & development programme. The main aim of the project is to:

- Look into new, high reliability, protection and warning systems to stop track workers being hit by trains.



The project contributes to Network Rail's strategic commitment to reduce fatalities and major injuries on our network to zero.

The programme is viewed as a 'business as usual' safety improvement programme and there has been ongoing Trade Union and ORR engagement throughout the product development cycle. Routes are being engaged to develop National deployment plans and a series of Route based pilots will form part of a localised safety improvement change plan which will be communicated once the new technology is approved.

The team are currently working on the production of a video to introduce three of the new technologies currently under development to provide short-term solutions for improved safety trackside.

These include:

- The Lineside Early Warning System, known as LEWiS
- The Remote Disconnection Device (RDD); and
- The Track Operating Device Remote Control, ZKL 3000

Questions to consider

Where is safety impacting your trackside working?

Where can the work of the STW team help to improve this?

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Feedback from the previous Home Safe Brief's, and emails into the Safety Communications mailbox, have told us that the business does not know enough, or understand the purpose, of the Home Safe Plan and it's projects and programmes.



Taking this feedback on board, the team has created a 'hub' for the Home Safe Plan on Safety Central.

They are also in the process of creating a guide to the Home Safe Plan covering;

- What is the Home Safe Plan?
- Why was it created?
- What are the projects and programmes?
- What business benefits will the projects and programmes bring?

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If you have any feedback, please send to your line manager or head of safety. Alternatively you can email this through to safetycommunications@networkrail.co.uk or post on Yammer using the hashtag - #homesafeplan



The Health and Safety team would love to hear what you have been doing to make improvements, or any ideas you would like to suggest to help get Everyone Home Safe Every day.

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Please thank all for listening in and being part of improving safety in Network Rail.

