

HEALTH AND SAFETY ALERT

TITLE OF ALERT	Dangerous Incident: RRV Cable Strike on Up Chellaston Line		
TARGET AUDIENCE	All Consulting and Rail	REF NO.	19-ConR-A003
AUTHORISED BY	Robert Doyle	DATE ISSUED	22/03/2019

REASON FOR THIS HEALTH AND SAFETY ALERT

A Dangerous Incident and Operational Close Call has occurred on LNE East Midlands: Up Chellaston Line, SSJI, Mileage: 123m, 1ch.

A Road Rail Vehicle (RRV) struck overhead 11Kv Domestic Power Supply Cables which were running perpendicular across the lines at site and set at an indicated height of 6m from the running rail. RRV impact severed one cable completely and caused minor damaged to two others. Cables were subsequently repaired by utility company.

Note that no injuries occurred.

ACTION TO BE TAKEN AND LEARNING TO BE APPLIED

In October 2018, NWR Construction Manager organised a meeting with all disciplines in accordance with the AMP Process when the cables were originally noted. Though the cable was noted in CPP, it was not deemed significant as the height of the cable was in excess of normal OLE envelope. Further site visits by both SCNA and NR Construction Manager were completed where site access, welfare areas and other requirements were reviewed.

The RRV was configured with cheiftan trailers front and back which were loaded with construction materials consisting of palletized troughing, concrete pre-cast signal base, one-ton bags of sand and various hand tools. Attachments included for a trench bucket and a Clam Shell.

On confirmation from ES that the worksite has been granted, the RRV traversed from sidings through points ladder on the Down Chellaston Line then via points onto Up Chellaston Line where construction materials were dropped along the length of the worksite.

On returning back towards the sidings, the RRV stopped to pick up the Clam Shell which had been left in the UP main Cess - this was slung using 1m chain assembly to dipper arm. The RRV operator confirmed that he had boom and dipper in crown (Apex) at this point as this aided visibility to route ahead. On passing back under the overhead cables, the crown of boom/dipper impacted severing one cable and damaging two others.

Please take into consideration the following points when planning works which involves working on railway sites where any overhead cables are visible:

- Ensure all assets are identified and recorded within WPP and TBS from both site visits and Client-provided information – review current internal process as to capture content of PCIP and site walkout information
- Once information is captured, ensure all hazards identified are fully considered and communicated to project teams/site teams and shared with POS provider
- Ensure all Machine Controllers and RRV Operatives hold valid competencies for their role

CONCLUSION / FINAL NOTE

Should any member of staff be concerned about any possible hazards on site please bring this to the attention of the COSS / Supervisor, so this can then be assessed immediately and a way forward agreed.

“ZERO CODE - LOOKING OUT FOR ME, YOU AND EVERYONE”

Please display this Health and Safety Alert on noticeboards and brief to all relevant employees within 48 hours.

HEALTH AND SAFETY ALERT REVIEW FORM

Please review the content of the above Health and Safety Alert for relevance prior to communicating the contents to your workforce. Please complete the form and action as necessary.

1. Has the content of the Health and Safety Alert been reviewed by the account's operational managers?

PLEASE TICK:	<input type="checkbox"/> Yes	<input type="checkbox"/> No
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2. Could a similar event occur on your account?

PLEASE TICK:	<input type="checkbox"/> Yes (answer Questions 3, 4 and 5)	<input type="checkbox"/> No (answer Question 6)
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3. What control measures are in place, or need to be put in place, to mitigate and manage the potential for an occurrence of this type (or similar) on your account?

- Xxxxx
- Xxxxx
- Xxxxx

4. Are these control measures sufficient to mitigate and manage the risk of an incident of this type (or similar) described in the Health and Safety Alert from occurring?

PLEASE TICK:	<input type="checkbox"/> Yes	<input type="checkbox"/> No
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5. If you have answered No to Question 4, please raise an independent action on Airswab, detailing the corrective actions required and record the reference number below.

AIRSWEB REFERENCE NUMBER:	
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6. Please explain why this event could not occur on your account:

- xxxxx

7. The person conducting the review is to complete the details below:

ACCOUNT NAME:		DATE:	
REVIEWER'S NAME:		SIGNATURE:	

