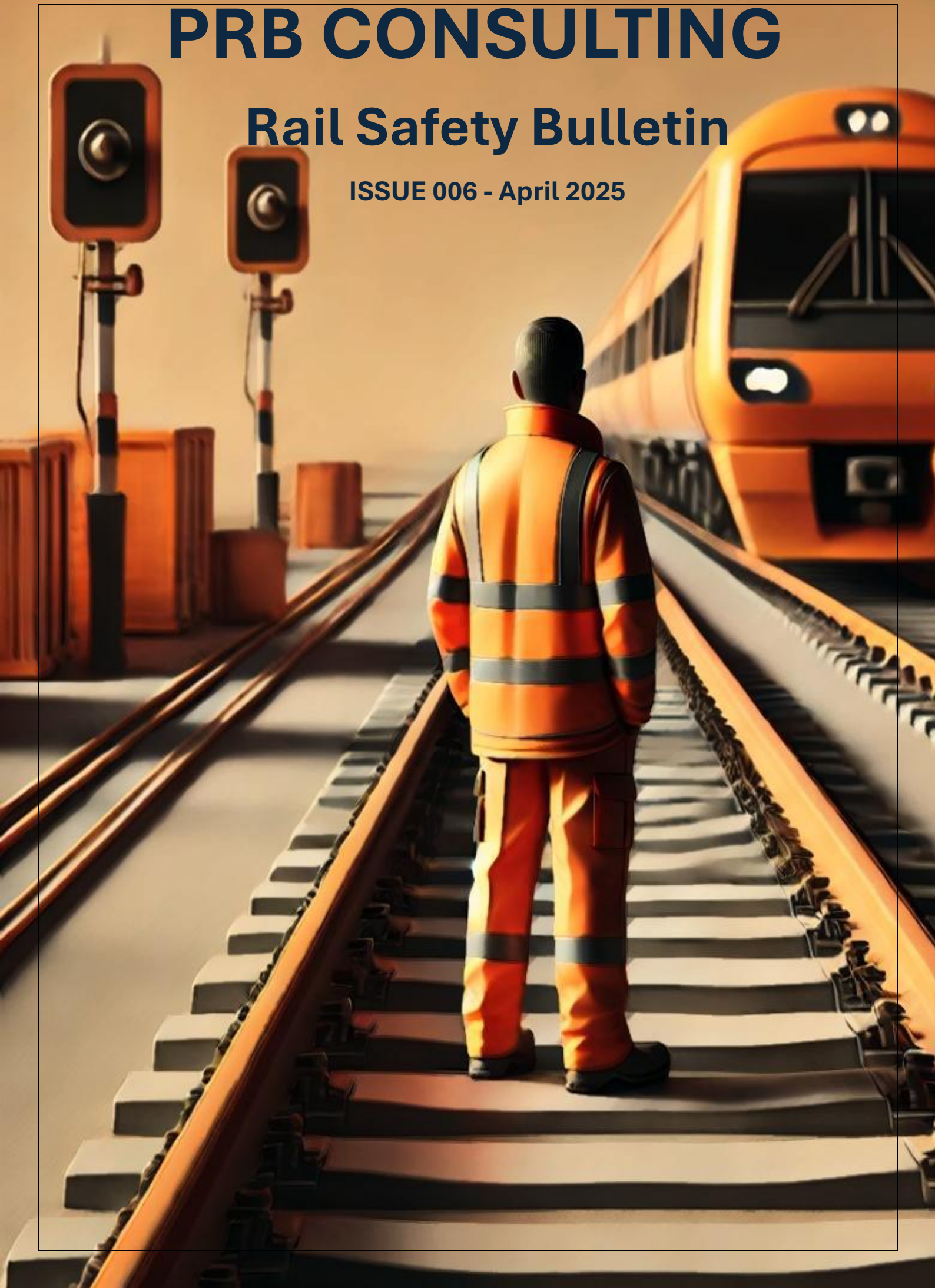


PRB CONSULTING

Rail Safety Bulletin

ISSUE 006 - April 2025



Contents

Geofencing Addition to NRA24-10 – NRA25-02	2
Updated Drugs and Alcohol Standard (Issue 8 - NR/L2/OHS/00120)	3
Ticks and Lyme Disease – NRH24-03	4
PICOP Working Location – NRA25-03	5
Safety Ban of Non-folding e-bikes on the TfL Rail Network	6
Near-misses at Level Crossing in West Sussex Led to Safety Review and Temporary Closure.....	9
Would you like to Advertise with Us!	11
QUIZ TIME	12

Geofencing Addition to NRA24-10 – NRA25-02

Overview

This Safety Advice supports Safety Advice NRA24-10 and relates to the withdrawal of NR/L2/OHS W4:

The updated Product Acceptance (PA05/07418 Issue 7 Onwave and PA05/07419 Issue 7 Tended) removed the option to use this as a warning device.

Network Rail Standard; NR/L2/OHS/501/W4 was subsequently no longer relevant and has been withdrawn

Clarification – The withdrawal of the standard does not impact the ability for the technology to be used in line with the current Product Acceptance. Therefore, Geofencing systems are approved for use as described below where there is a suitable Safe System of Work in place (as defined within Network Rail Standard NR/L2/OHS/019).

Approved for use: 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).
- Improved placement of boards and detonators, clear and always right access point, limits of worksite protection.

Geofencing has an important role to play in improving the safety of our railway and Network Rail are actively pursuing additional sustainable uses for the technology across the business.

Immediate Action Required

Network Rail and the supply chain should evaluate and can use the technology as advised in Safety Bulletin NRA24-10 and the updated Product Acceptance certificates as described above. Network Rail will continue to assess the suitability of the technology for use in additional use cases including those detailed below:

- Worksite Safety and Efficiency- Introducing virtual worksites, virtual site-specific management
- Plant and Equipment – Visible plant and equipment management, reducing runaway risk, minimising points run throughs

Safer Possession controls- Assisting moving trains and On-Track Machines through possessions



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Updated Drugs and Alcohol Standard (Issue 8 - NR/L2/OHS/00120)

Overview/Next Steps

The Network Rail Drugs and Alcohol Standard (Issue 8 - NR/L2/OHS/00120) has been updated and republished on 1 March 2025. The compliance date is set for 7 June 2025.

If you are a **line manager**, you need to be aware of the following changes which apply to you:

- **Clause 5.6:** if an employee records a non-negative point of contact test (POCT) following a random drugs test, you must now implement the 'non-negative risk assessment'
- **Clause 6.1:** prior to determining if a for-cause D&A test is required, you must complete the 'for cause test form' with an employee
- **Clause 7.1:** prior to determining if a post-accident/incident test is required, you must complete the post-accident/incident test form' with an employee

The following changes apply to **all employees**:

- **Clause 13.1:** you must only use prescribed or over the counter (OTC) licenced medicine where there is a legitimate medical reason as defined in NR/L2/OHS/00120
- **Clause 13.4:** you must seek guidance from chemist on call for any medication use with known side effects that have the potential to impact on your ability to work safely
- **Clause 14.1:** appeals against positive D&A tests may now be submitted without support of a Sponsor, but only where evidence is provided which meets the appeal criteria stated in NR/L2/OHS/00120
- **Clause 10.7.4:** employees who have a medical condition which prevents you providing a urine sample may request guidance from occupational health for alternative drugs testing methodology

Other changes to the standard

- **Clause 5.1.3:** the scope of employees eligible for random D&A testing has been updated
- **Clause 9:** addition of 'active monitoring' as a test type for an employee who is under the Network Rail Drugs and Alcohol Support Programme
- Removed the requirement for Network Rail employees to attend and pass a D&A test within the 3 months prior to attending Personal Track Safety (PTS) training

For support, contact: Technical Authority Occupational Health and Wellbeing Team via healthandwellness@networkrail.co.uk



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Ticks and Lyme Disease – NRH24-03

Overview:

Lyme disease is a bacterial infection that can be spread to humans by infected ticks. It is a relatively uncommon infection as not all ticks carry Lyme disease. It is estimated in England and Wales 4% of tick bites can lead to Lyme disease. However, it is more likely between April-July when ticks are most active in grassy or woody areas.



If an employee is bitten by a tick, they should be aware of the symptoms of Lyme disease and take immediate action to seek medical care to treat the infection (e.g., GP or NHS 111). If detected early, treatment of Lyme disease responds well to general antibiotics.

To reduce the risk of ticks attaching to the skin of employees who work around grassy or woody areas, and therefore lowering the risk of Lyme disease, employees should:

Common symptoms include:

- A circular or oval shape rash around a tick bite
- Flu-like symptoms a few days or weeks after they were bitten by an infected tick
- High temperature, feeling hot and shivery
- Tiredness and loss of energy
- Cover up exposed areas of skin by wearing appropriate PPE provided (consider higher boots and spraying your trousers.)
- Where short sleeves are worn, use insect repellent and regularly check skin and clothing to brush off any ticks which are spotted
- Limit the time spent in grassy or wooded areas to the requirements of the work being carried out
- During breaks and at the end of the work, check skin and clothing
- If a tick is found on the skin remove as quickly as possible using fine tipped tweezers ensuring the tick is not squashed on removal

Discussion Points

- Do you have the required and well-fitting PPE when working in grassy or woody areas?
- Do you always check clothes and skin after working in grassy or woody areas?
- Call 111 if you have been bitten by a tick and suspect you have symptoms of Lyme disease.
- If you were bitten by a tick whilst at work and Lyme disease is confirmed, inform your line manager as this is required to be reported as a RIDDOR
- Further information can be found on the NHS website



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PICOP Working Location – NRA25-03

Overview

Recently there have been some examples where PICOPs (Person in Charge of Possession) are undertaking their duties from unsuitable locations, such as working from home. This is not acceptable normal practice as highlighted in Recommendation three from the Balham RAIB (Rail Accident Investigation Board) investigation Report.

PICOPs shall work from the most appropriate location and have access to the tools, resources and equipment required to perform their duties. This would normally be a Possession Control Centre, appropriate Network Rail / Contractor office, on-site or a Route Signalling Centre.

It is important that PICOPs are actively engaged with this important safety activity:

- Maintaining overall control of the possession.
- Able and capable to manage incidents.
- Can collaborate with the right staff to provide leadership.
- Make sure critical site documentation for possession limits, worksite limits, isolation, and other permit to work documents are created and assured.

Action Required

System Operator is currently updating the group standard NR/L2/OPS/303 standard. In recognition that it will require some time to match the expectation set out above the following action should be undertaken by the 3rd June 2025:

- A PICOP should undertake their duties in a suitable work location such as Possession Control Centre, appropriate Network Rail / Contractor office, on-site or a Route Signalling Centre
- A professional work location is preferred but it is recognised that a vehicle may be used by a PICOP to undertake their duties. If working in a vehicle then complexity of the work/documentation should be considered and the creation and assurance of critical site documentation for possession limits, worksite limits, isolation, permit to work documents and the health of the PICOP should not be adversely affected by working in the constrained space
- While the preference should always be to use a professional work location there may be some exceptional circumstances where working from home is acceptable provided a suitable and sufficient risk assessment is undertaken. Considerations when undertaking the risk assessment should include factors such as; Mobile device signal strength, back up mobile device or landline, distance from the possession in case they are required at the possession, accessibility, overcrowding in control rooms, weather, travel conditions, shift duration, driving time, home location suitability, including potential distractions, and DSE issues



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Safety Ban of Non-folding e-bikes on the TfL Rail Network



Background:

We've been working closely with the London Fire Brigade (LFB) and other partners to carry out a comprehensive review of the safety of e-bikes and their suitability for carriage on the TfL transport network.

Following this review, we've taken the decision to ban all non-folding e-bikes from our rail networks – London Underground (LU), London Overground (LO), Docklands Light Railway (DLR) and Elizabeth line (EL).

This e-bike ban will come into effect from **Monday 31 March 2025**.

Other TfL transport modes:

Non-folding bikes are currently not permitted on buses or trams, and no e-bikes are permitted on the IFS Cloud Cable Car, and this will remain the same.

Non-foldable e-bikes will continue to be permitted on the Woolwich Ferry, river services (subject to operator), coach services (subject to operator) and will be permitted on the Silvertown Tunnel Cycle Shuttle service when it launches in April.

What type of e-bikes are banned?

For most modes the ban includes all non-folding e-bikes, including standard cycles that have been converted to e-bikes using conversion kits (also referred to as modified).

Folding e-bikes will continue to be permitted on much of our transport network, where restrictions don't already apply.

Powered wheelchairs and mobility scooters are not affected by the ban and continue to be permitted in line with TfL's Conditions of Carriage.

The ban on e-scooters and e-unicycles introduced in December 2021 remains in place.

Summary of changes to non-folding e-bikes by mode:

Current Cycle Arrangements	From 31 st March 2025
LU and Rail (EL, LO and DLR): Restrictions apply and vary across the different rail modes. These include peak times vs. non-peak times, weekends and bank holidays, different sections of the network and the different lines of LU.	LU and Rail (EL, LO and DLR): Current arrangements remain in place, plus: All non-folding e-bikes will be banned at all times across these modes.



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Current Cycle Arrangements	From 31 st March 2025
River and Coaches: Most river services allow them, but the advice is to check before you travel. For coaches, you need to check before you travel.	River and Coaches: This will remain the same.
Buses and Trams: You cannot take them at any time.	Buses and Trams: This will remain the same.
Cable Car: You cannot take e-bikes (folding or non-folding) at any time.	Cable Car: This will remain the same.
Woolwich Ferry: You can take them at any time.	Woolwich Ferry: This will remain the same.
Silvertown Tunnel Cycle Shuttle: Starts operation on 7 April 2025.	Silvertown Tunnel Cycle Shuttle: You will be able to take all e-bikes (folding and non-folding) at any time.

How will this be enforced?

The ban will be implemented via changes to our Byelaws and Conditions of Carriage.

There will be clear signage to show that non-folding e-bikes are no longer allowed on most parts of our network, along with public announcements. Customer communications will also be sent out prior to the ban coming into effect.

Our frontline customer-facing colleagues are asked to engage with customers and politely remind them of the ban. Given the potential risk of confrontation, colleagues are not expected to challenge customers or enforce the ban. Colleagues can report incidents through their normal reporting processes, which will help us to understand locations with lower levels of compliance where we may need to put additional measures in place.

TfL enforcement officers will be deployed across the transport network to monitor and enforce compliance.

Anybody who does not comply may be refused entry, directed to leave the network, or face a fine of up to £1,000, if prosecuted under the byelaws.



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How have we come to this decision?

We regularly review our risk assessments and the controls we have in place to ensure the safety of our colleagues and customers.

As noted above, we've been working closely with the LFB and other partners to carry out a comprehensive review of the safety of e-bikes and their suitability for carriage on the TfL transport network.

This decision has been based on analysis of the fire risk associated with e-bikes (foldable and non-foldable; modified and non-modified).

While the majority of e-bikes are safe, there have been a small number of incidents where non-foldable e-bikes have caught fire on the transport system in London.

We'll keep these changes under review pending any future changes to legislation by the Government regarding e-bikes safety standards and will continue to work with the Government and the LFB on this.

Support and further information:

We know some colleagues may have further questions in the coming weeks as the ban is implemented.

To help answer these, please refer to the Platform article about e-bike restrictions, which includes an FAQ section.

Instruction for local managers: if your team does not have regular access to Platform, please print this SHE alert and the FAQs, and display them on your SHE notice board.

Support materials for operational locations will also be made available and distributed as soon as possible, including customer signage and wording for public announcements in stations.

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Near-misses at Level Crossing in West Sussex Led to Safety Review and Temporary Closure

Network Rail says video footage of people misusing a level crossing near Goring-by-Sea has prompted it to “take action”.

The “shocking” footage – which shows children misusing a level crossing – was captured by a CCTV camera in Ferring, West Sussex.

Network Rail revealed that it shows one young person appearing to urinate on a stretch of the railway where trains pass through at up to 70mph. The infrastructure manager added that this was just the latest in a series of incidents that include several near-misses reported by railway staff.



The incidents of people walking on the tracks or playing on the foot crossing at Clappers Lane, near Goring-by-Sea, have been reported to British Transport Police (BTP). A number of measures have already been put in place to tackle the issue including extra signage, installing cameras, and hosting educational events. However, following this series of incidents the crossing has been temporarily closed while Network Rail looks to install further measures to improve the safety of the crossing and deter further incidents of misuse.

As well as the risk of being struck by a train, the electric ‘third’ rail – which powers trains – carries more than enough electricity to kill and is always on.

Fast-moving trains, slippery lineside conditions and unsteady ground combine to create a serious risk of devastating life-changing injuries, or loss of life.

While Network Rail has now taken action to temporarily close the crossing, it revealed that four incidents were recorded in January alone – with a further 22 since 2019, including:

- **On 14 January**, when a Network Rail signaller witnessed someone running across the level crossing when a train was just moments from passing through.
- **On 13 January**, when a train driver witnessed a person crossing with a bike as the train approached, missing them by seconds.
- **On 12 January**, when a train driver reported a near miss with a person who crossed as the train approached, again missing them by seconds.
- **On 6 January**, when a person walked across the track in front of the train. While the train was travelling slowly at the time, they were clearly unaware of the danger.



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Stuart Tautz, Operations Risk Advisor for Network Rail said: “We take seriously our responsibility to educate people on using the railway safely. We’ve already spoken to local schools about the dangers of not using this level crossing properly, because we need to get the message out there that level crossings just aren’t safe places to play or mess around on.

“The risk of being electrocuted is much greater than you may think, and so we’re urgently getting the message out to children and their parents that there is a risk to life.

“We’re hoping to install warning lights (known as miniature stop lights) at the crossing to give people more confidence in using the crossing, but there are concerns that these lights will not stop deliberate misuse and dangerous behaviours already captured by CCTV and therefore, we may need to take firmer action.”

Lucy McAuliffe, Network Rail’s Sussex Route Director, said: “These aren’t just isolated incidents, but some of many that we’ve recorded at this location in the last five years. What we’ve seen is just the incidents that are reported, and some of these recent incidents are even more serious because children are involved.

“Our cameras do keep a watch over this crossing, but they are not monitored constantly, unless we’re aware of an incident that’s taken place, so we’re asking people to please take care and take responsibility for their own safety at locations such as this.

“I’d like to thank West Sussex County Council for the part that they have played in granting us the permission to close the crossing while we review the options we have for its future.”

Source: Rail Business Daily



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QUIZ TIME

There were quite a few correct entries to the Quiz that was set in February 2025 Rail Safety Bulletin

The Question

What is the Compliance Date of the new Sentinel Scheme Rules?

Answer: 31st March 2025

The first name out of the stationmaster's hat was... Gabby from Engineering CLS Ltd
Congratulations Gabby, the M&S Voucher is on its way!!

So, this month we have another opportunity to create a winner!

There is a £25 M&S Voucher up for grabs in this, the February Rail Safety Bulletin.

To be a winner this month, just answer the simple question below;

The Question

With regard to the near-miss, where was the CCTV footage captured?

Answers by email please to info@prb-consulting.co.uk to be in with a chance of winning the £25.00 M&S voucher – Put QUIZ in the subject.

Closing Date: 31st May 2025



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RAIL BULLETIN ISSUE 006 – APRIL 2025

Briefed By:		Briefers Role:	
Briefing Date:		Briefers Signature:	
Sentinel Coordinator:		Sentinel Coordinator Signature:	

By signing below, I confirm that I have received and understood the briefing material contained within this bulletin.

[illegible]