

Application of the Construction (Design and Management) Regulations to Network Rail Construction Projects

*NR/L2/OHS/0047 Issue 6
Technical Briefing*



Documents
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home safe
every day

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<https://www.safety.networkrail.co.uk/Commitment-and-Rules/CDM>

It's what we do that matters



NR/L2/OHS/0047 – Purpose of this Briefing



- The purpose of this briefing is to:
 - Provide details and information on the changes to responsibilities contained within NR/L2/OHS/0047, as required by the standard change process. This is not a training course or debate about the CDM Regulations 2015 – we can do that on another occasion.
 - Reinforce Mark Carne's commitment that "We will design, construct, inspect, operate and maintain the railway to keep everyone safe"

The graphic is titled 'Network Rail Safety' and features three main sections: 'Our Vision', 'Our Belief', and 'Our Personal Commitments'. The 'Our Vision' section states 'Everyone Home Safe Every Day'. The 'Our Belief' section states 'Outstanding safety performance and outstanding business performance go hand in hand.' The 'Our Personal Commitments' section states 'Safety is a core value and key to our success. Whether you are an employee, contractor or subcontractor, by delivering on our commitments we will achieve outstanding performance. This is how we will deliver a better railway for a better Britain.' Below these sections are two columns of bullet points. The left column lists: 'Safe behaviour is a requirement of working for Network Rail.', 'We will always comply with our Life Saving Rules.', 'We will plan work to ensure that it can be done safely.', 'Our work environments will be tidy - and we will leave them tidy when we've finished.', 'We will ensure people have the skills and the equipment required to work safely.', 'We will stop work if it cannot be done safely.', 'We will personally intervene if we feel a situation or behaviour might be unsafe.', and 'We will use Close Calls to report unsafe behaviours and conditions.' The right column lists: 'We will use our Fair Culture principles to investigate incidents and learn lessons to prevent them occurring again.', 'We will relentlessly strive to find new ways to keep ourselves, colleagues, passengers and the public safe.', 'We will design, construct, inspect, operate and maintain the railway to keep everyone safe.', and 'Safety leadership is key to how we assess our people's performance and readiness for progression.' At the bottom right, there is a signature of Mark Carne, Chief Executive, dated March 2014, and a logo that says 'everyone home safe every day'.

Network Rail

Safety

Our Vision Everyone Home Safe Every Day

Our Belief Outstanding safety performance and outstanding business performance go hand in hand.

Our Personal Commitments Safety is a core value and key to our success. Whether you are an employee, contractor or subcontractor, by delivering on our commitments we will achieve outstanding performance. This is how we will deliver a better railway for a better Britain.

- Safe behaviour is a requirement of working for Network Rail.
- We will always comply with our Life Saving Rules.
- We will plan work to ensure that it can be done safely.
- Our work environments will be tidy - and we will leave them tidy when we've finished.
- We will ensure people have the skills and the equipment required to work safely.
- We will stop work if it cannot be done safely.
- We will personally intervene if we feel a situation or behaviour might be unsafe.
- We will use Close Calls to report unsafe behaviours and conditions.

- We will use our Fair Culture principles to investigate incidents and learn lessons to prevent them occurring again.
- We will relentlessly strive to find new ways to keep ourselves, colleagues, passengers and the public safe.
- We will design, construct, inspect, operate and maintain the railway to keep everyone safe.
- Safety leadership is key to how we assess our people's performance and readiness for progression.

Mark Carne
Chief Executive
March 2014

everyone home safe every day

Our Purpose



“We will design, construct, inspect, operate and maintain the railway to keep everyone safe”

Mark Carne

“Engineers who support the design, construction and maintenance processes and can recognise risks, are therefore well placed to help improve safe working practices for our construction and maintenance staff”

Roger Dickinson

CDM 2015 Strategy

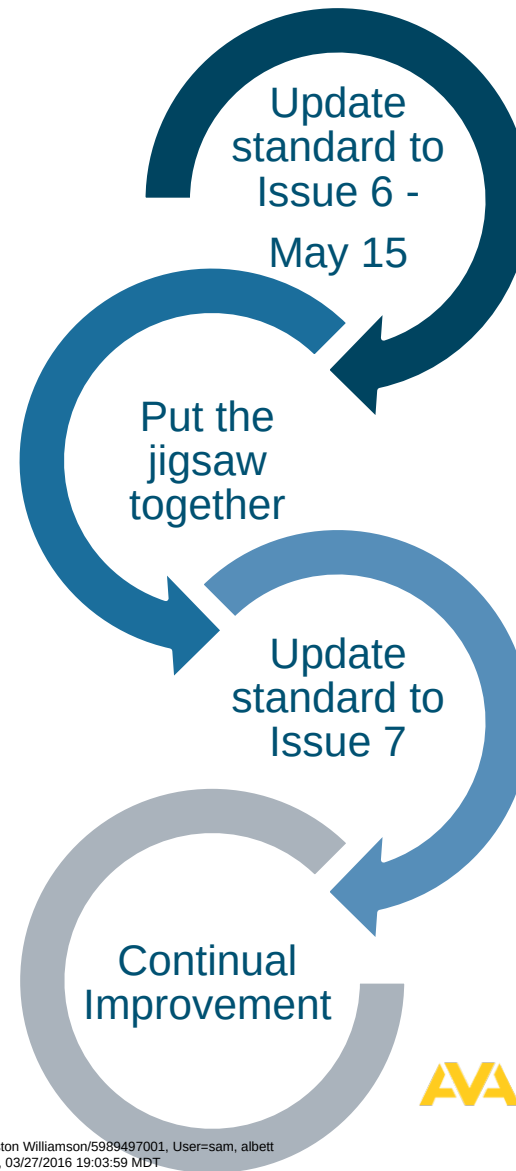
Our Strategy



Through applying the changes to the CDM Regulations 2015, we have the opportunity to create the structure for a step change in health and safety performance within Network Rail and the rail industry.

Due to time constraints not under our control and the complexity of Network Rail; there is no “one size fits all” solution. It will require a number of small steps to place Network Rail as the leaders in infrastructure change, rather than approach this change in one “big bang”.

The CDM Regulations 2015 define duty holders for the management of construction projects – from beginning to end. This is our business as usual activity.



Step 1 – Update the Standard ASAP



A standard sets out requirements, it is not a “how-to-guide” or “training manual”.

We have used the extremely limited time, to update the standard, to require the Functions and Routes to define how they currently and propose to comply with the requirements of the CDM Regulations 2015. Including who is accountable and responsible.

We will support this through workshops, briefings and one-to-ones to provide technical expertise for decision making.

The standard change process is not the method to upskill our staff to understand design management or construction management.



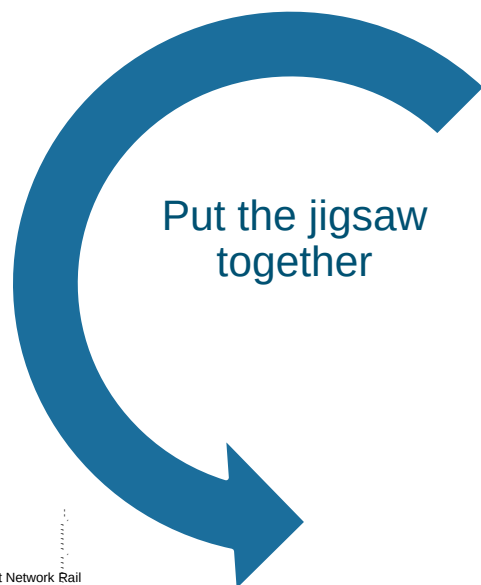
Documents
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Step 2 – Put the Jigsaw Together



Once the Route and Functions have document how they “do CDM”, we can collectively review and determine:

- i. What needs to be standardised
- ii. What needs to be owned and managed by the centre.
- iii. What needs a business change project to improve.
- iv. What the inputs and outputs are from each party.



We will use the time from when we publish issue 6 of the standard to:

- i. Publish “CDM notes”.
- ii. Update and reissue the “CDM awareness course”
- iii. Work with the functions and routes to help them define their arrangements.
- iv. Provide further guidance on competency of the CDM Representative Roles.



Documents

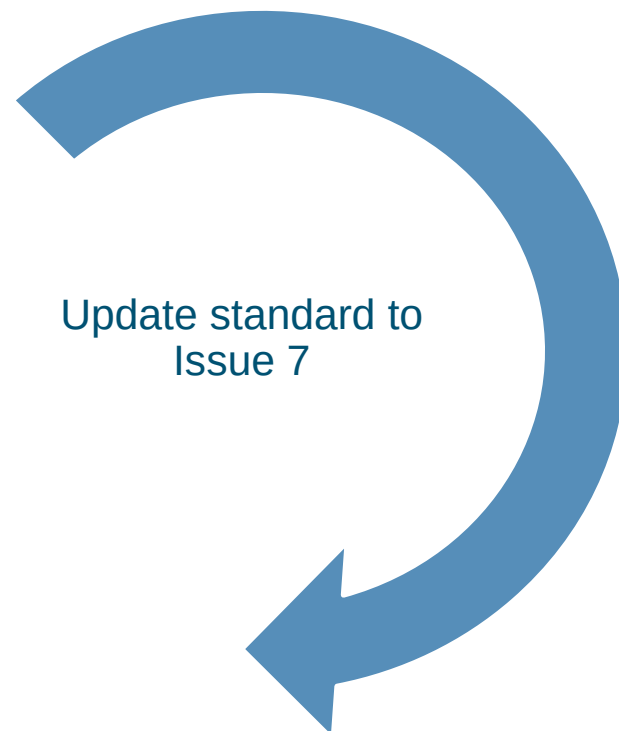
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Step 3 – Update the standard to Issue 7



Once we have established how each Route and Function operates and have a vision of how a completed jigsaw would look like.

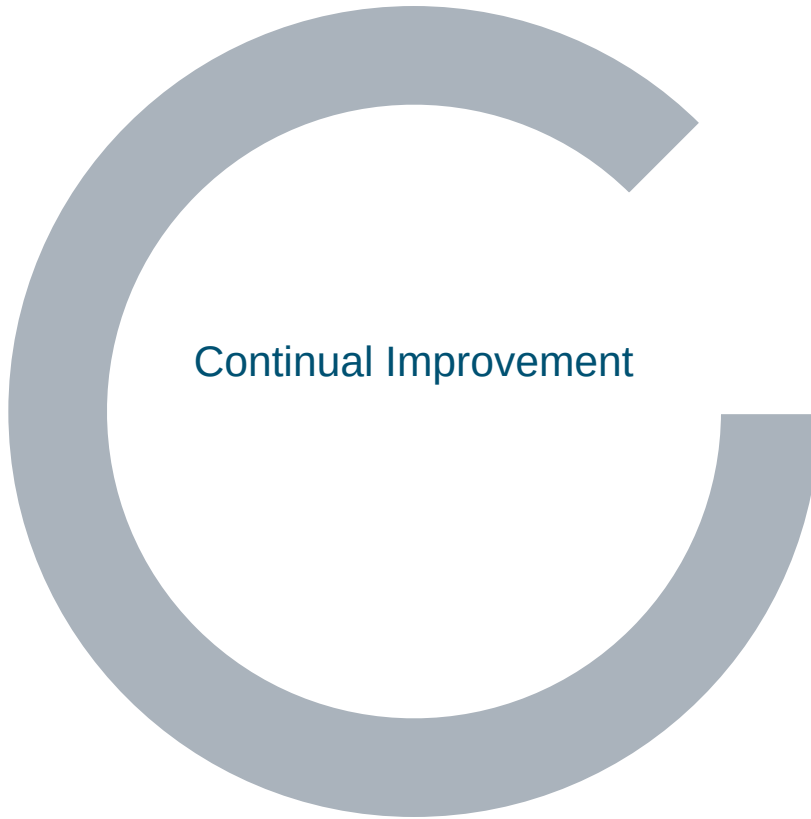
We can under less time-limited conditions update the standard to become more robust and detailed, and put all the “necessary pieces in place”.



Update standard to
Issue 7

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Step 4 – Continual improvement



Continual Improvement

As part of our business as usual activities, Route and Functions will keep under review their methods and arrangements for design and construction management. The centre will monitor progress and ensure communication of best practice and lessons learnt between all parties.

We need to move away from the idea that a standard update can solve the underlying problems we have....