

JESIP NEWS



Edition 30 | December | 2020

MERRY CHRISTMAS

Welcome to the last edition of JESIP News for 2020, It has certainly been a memorable year, but also one to forget!

The COVID19 challenges have seen our public and private sector services collaborate on a scale never before seen in peacetime. Everyone has pulled together in the fight against this pandemic and this continues with the huge logistical effort of rolling out of the first vaccine.

We are aware that many of our readers will be providing essential services over the festive period, as they do all year round so, we would like to take this opportunity to thank you all for your service and dedication.

We wish you all a merry and safe Christmas.

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PREVIOUS EDITION

In the previous edition of JESIP News we focused on Mental Health awareness, with contributors sharing their views on coping strategies and mechanisms. People have commented how timely and useful this was, so we felt it worth providing a link to the previous edition in case people missed it. [JESIP News November 2020](#).

As we approach the festive period, it's easy to lose focus on family, friends and colleagues who may be struggling, let's ensure we let people know they have people they can turn to if needed. The following website links may be helpful:

<https://www.samaritans.org/> (call 116 123 for free)

<https://www.mind.org.uk/need-urgent-help/using-this-tool>

<https://www.mentalhealth.org.uk/getting-help>

<https://www.nhs.uk/conditions/stress-anxiety-depression/mental-health-helplines/>

HIGHWAYS ENGLAND – SUICIDE PREVENTION

For many years JESIP has enjoyed a strong relationship with Highways England, recently we have collaborated on an important update to the JESIP APP around the CLEAR guidance, however we also became aware of the outstanding work they do around suicide prevention. Thank you to Highways England for sharing this insight.

It is a tragic fact that suicides happen on the strategic road network. Our roads are some of the safest in the world, but there is more we can do, and suicide prevention is an important focus for us.

It is estimated that we have around 50 suicides each year on our network, and potentially hundreds of suicide attempts.

In 2017, we launched our first Suicide Prevention Strategy and began our work to deliver consistent, comprehensive and wide-reaching suicide prevention activity on our network. Within those years we have achieved so much which demonstrates our commitment to preventing unnecessary loss of lives on our network.

Our key achievements are:

- **Setting the agenda for road suicide.** We have led those we work with to recognise suicide as a road safety issue and changing perceptions within our company. Our approach resulted in a clear commitment and strategy to reduce suicides that is ambitious but achievable.
- **Building the capability within the organisation.** Using our strategy, policy and research we have changed how we respond to suicides on our network. We are now moving from a reactive to a more proactive approach when we deliver schemes.
- **Collaboration with other organisations.** We have worked with a wide range of organisations such as Network Rail and Samaritans to develop an informed approach to suicide prevention. We are now



recognised for the role we have as part of a wider multi agency approach within the suicide prevention community.

Our vision is that no one will attempt to take their own life on our network, the work we do not only benefits the safety of the people who use our roads but actively contributes to a wider government agenda to reduce suicides within the UK.

We are proud of the work we have done over the past three years to build and apply our understanding in this area to ensure we are keeping some of the most vulnerable people safe.

Breaking stigma and challenging myths. We have worked closely with Samaritans and our working group to challenge some of the most common myths within our organisation that act as a barrier to suicide prevention. Challenging myths and knowing the facts about suicide is empowering people to take action and make a difference.

Our **expert panel** was created to advise, guide and assure our initiatives to make sure we are leading an evidence-based approach. The expert panel consists of highly qualified and experienced experts in suicide prevention, including Network Rail, Academia, Department of Health, NHS and Samaritans.

We have developed a **Suicide Prevention Toolkit** to support those we work with to understand and include suicide prevention interventions in their work. The toolkit provides a holistic approach to suicide prevention from stakeholder engagement, intervention options and media advice.

We have worked with the Samaritans to undertake **new areas of research** into topical issues that affect suicide on and around the network. This includes the latest activity of attaching 'notes of hope' on bridges. Our policy and guidance are being used to inform a standard approach across local authorities.



Future Steps

We have come so far as a company, but we know there is still more we can do with our partners to help those in crisis. This will include a programme of

interventions at frequently used locations, working at a local level to provide a local response and further improve our understanding of suicide on the strategic road network.

Partnership with Samaritans

"We have been working with Highways England for the past couple of years and it is brilliant to see how far we've come, in partnership, since this work began. Highways England is taking a proactive approach to suicide prevention on the strategic road network in England. This work is vitally important given the volume and nature of suicides in this environment. We have worked closely with the team in Highways England, providing guidance and advice to help them drive suicide prevention across their organisation.

What has been very impressive, is the collaboration, which Highways England have led on, to ensure that they are getting expert views from across different sectors and organisations to make informed decisions that can have real, lasting impact. Their contribution to suicide prevention has begun to be very well recognised across the suicide prevention sector. The individual passion and drive behind the work, considering all aspects from wellbeing at work to structural interventions at locations of concern is a great example to other industries. Their membership and involvement with the NSPA has been fantastic.

We have already seen some great work from Highways England in this sphere, but we are really looking forward to the future and what can be achieved." **Jacqui Morrissey, Assistant Director, Research & Influencing, Samaritans.**

SAMARITANS

Remember, the Samaritans can be contacted on 116 123 for free. Or visit their website <https://www.samaritans.org/>

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JESIP APP – A ‘CLEAR’ UPDATE

We are always looking to improve the JESIP APP and recently we collaborated with Highways England to add the CLEAR guidance to it. CLEAR compliments the JESIP principles for Joint Working and provides essential guidance for responders when attending incidents on the strategic road network



The NPCC Lead for Roads Policing, Chief Constable Anthony Bangham said, “I welcome the addition of CLEAR principles within the JESIP APP to help deliver an effective and efficient response to road closures. We know that closing roads has a significant impact on communities as well as local, regional and sometimes the national economy. It is important that we recognise our individual roles but also our collective responsibilities to reduce this impact, its costs and the associated disruption.



Those in charge of such incidents and others in key roles should have a good understanding of the CLEAR principles and ensure they are implemented as part of a post-crash, or any other road incident response.

Collision **Lead** **Evaluate** **Act** **Re-opened**

When properly considered alongside JESIP principles and the Joint Decision Model, CLEAR should lead to improved communications and collaboration, more effective incident management and a reduction in incident duration. I would urge all responders to consider CLEAR a fundamental aspect of road incident management and make themselves familiar with these new additions to the JESIP APP.”

You can download the APP today for free from you mobile APP store, or you can use the JESIP APP on your computer by clicking this [link](#)

MEET THE PROJECT BOARD



In this month’s meet the board feature we have Richard Garston. Richard has been a great supporter of JESIP and has worked hard to ensure the inclusion of the principles for Joint working, the JDM and M/ETHANE in relevant Military training courses for Resilience.

Richard joined the Royal Air Force in 1981 and, in the following 25 years, served in a wide variety of operational roles both in the UK and overseas.

Since 2006 he has served in the Ministry of Defence’s Headquarters, Standing Joint Command (UK) – This is where the co-ordination takes place to support the civil authorities in the UK under the Military Aid to the Civil Authorities (MACA) process.

Initially he was Head of Plans, but since 2013 he has been Head of Resilience training and doctrine and, in this latter respect, represents the MOD on the JESIP doctrine review board.



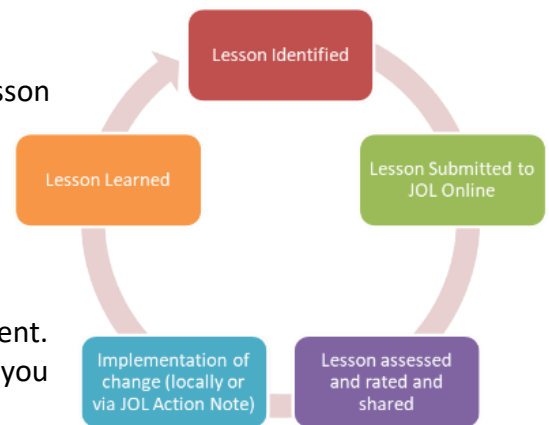
JOL Online TRENDS

We are seeing a number of the same lessons being identified and shared via JOL Online. When a lesson repeatedly occurs, this becomes a trend. These trends provide evidence that certain lessons are only being identified, not learned.

In order to 'close the loop' on the lesson and change it from being a lesson identified to a lesson learned, we must implement change to reduce the risk of the issue being repeated.

M/ETHANE

M/ETHANE – Situational Report for a Major Incident/Non-Major Incident. If it is not declared a Major Incident at the time of sending the report, you can remove the 'M' and send an ETHANE.



Following incidents and exercises, many debriefs have highlighted the failure to send a M/ETHANE message, emphasising that had one been sent, then this would have increased shared situational awareness. This is something that is covered in JESIP training courses, e-learning and detailed in the joint doctrine, however, we are repeatedly seeing lessons of this not happening.

M	MAJOR INCIDENT
E	EXACT LOCATION
T	TYPE OF INCIDENT
H	HAZARDS
A	ACCESS
N	NUMBER OF CASUALTIES
E	EMERGENCY SERVICES

Shared situational awareness benefits every incident, not just a Major Incident. It is to be understood and used by all responding staff, not just commanders.

If you are at an incident, sending a M/ETHANE back to your control will improve your agencies situational awareness, then should the incident become multi-agency, the control room can share this with partner agencies to begin the development of shared situational awareness and as a result improve the response. If responders complete this process on daily incidents, this will help to ensure the practice of sending a M/ETHANE on a Major Incident becomes second nature.

It is important all of our responding staff on scene and in control rooms are familiar with this information sharing model, so that in the event of a Major Incident extra stress is not put on the responder to remember the acronym and the process at a time where shared situational awareness is of utmost importance.

To assist in this process, control room staff could prompt their on-scene responders for a M/ETHANE when receiving initial information from scene. M/ETHANE is found on the JESIP app ([M/ETHANE](#)) and on the JESIP Aide Memoires which can be printed from our website [HERE](#)

When arriving at a large or complex incident, a M/ETHANE should be sent by any responder to the control room as soon as possible to give an initial report. An early update allows all required agencies to be alerted to the incident and consider which resources may be required to scene. This information should then be updated with additional M/ETHANE messages as further information is gathered.



Whether a M/ETHANE or ETHANE is sent, the control room should then share this with relevant partner agencies' control rooms to ensure information is shared efficiently and in an understood format. You can find M/ETHANE posters for your control rooms and stations [HERE](#) and there is also the M/ETHANE report template [HERE](#) (this will start a Microsoft word download).

M	MAJOR INCIDENT	Has a major incident or standby been declared? (Yes / No - if no, then complete ETHANE message)
E	EXACT LOCATION	What is the exact location or geographical area of the incident?
T	TYPE OF INCIDENT	What kind of incident is it?
H	HAZARDS	What hazards or potential hazards can be identified?
A	ACCESS	What are the best routes for access and egress?
N	NUMBER OF CASUALTIES	How many casualties are there, and what condition are they in?
E	EMERGENCY SERVICES	Which, and how many, emergency responder assets and personnel are required or are already on-scene?

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