We have been working hard with our academic partner, Glasgow Caledonian University, over the last 18 months to create a brand-new set of modules that will be delivered across our academic programme at Certificate, Diploma and Degree level.

These exciting developments have been informed by discussions with industry experts, current and previous students as well as our pool of handpicked IRO subject matter experts who deliver our current programme. The approach to our new programme will be looking at the rail industry as a whole system and recognising industry challenges and how to solve them.

Students on our new academic programme will have access to core learning resources for the new modules that they will study, including module handbooks and core texts along with a comprehensive list of relevant and useful additional reading. In addition to these, they will have the opportunity to gain further depth on numerous elements of railway operations which will supplement the breadth offered by the new modules.

In alignment with our status as a focal point for raising standards through operational training, sharing knowledge and expertise to provide our members with the very best developmental opportunities, IRO is pleased to maintain our competitive pricing structure for these industry recognised qualifications and continue to offer affordable developmental opportunities for the industry.

Adam Fenton
Learning & Development

The Institution is pleased to announce the launch of our new look academic programme in October 2020. We have been working hard with our academic partner, Glasgow Caledonian University, over the last 18 months to create a brand-new set of modules that will be delivered across our academic programme at Certificate, Diploma and Degree level.

Interested in taking part on one of our courses?
The application process for our October 2020 intake is now open. To apply please visit www.railwayoperators.co.uk/form and complete the application form. Alternatively, if you would like further information, please contact Adam Fenton on learning@railwayoperators.co.uk

HS2
Bringing Britain close together, better connecting people and places
**Introducing our new IRO Board members**

The IRO Board are proud to announce two new members to the Board.

**Andy Joy**
Sector Director Rail Consulting & Rail, Amey

Andy joined the railway in 1984 as an apprentice and has worked within the industry for over 30 years with a short stint spent within the Utilities sector. During his time in the Rail Industry Andy has held senior roles within maintenance and infrastructure projects. In recent times Andy held the position of MD Cardiff Rail, delivering significant multi-disciplinary infrastructure projects across the rail network, currently Andy is the Rail Sector Director for Rail for Amey responsible for all rail delivery and operations, sitting on the boards for JVs running Manchester Metro and Docklands Light Railway.

**Tom Joyner**
Managing Director
CrossCountry Trains

Tom joined CrossCountry as Managing Director in 2019 after a successful career in many operational and customer strategy leadership roles in the transport sector. Previously Managing Director of Arriva Train Wales, he was also Passenger Services Director for London Midland and has also held board and leadership roles at First Group and National Express train operating companies – as well as two years spent developing future projects at Network Rail.

**Welcome to the IRO Board Andy and Tom**

**How to contact the IRO – We are here to help**

Although in lockdown the team at IRO are still available, please visit our website on [https://www.railwayoperators.co.uk/](https://www.railwayoperators.co.uk/).

Along with providing the IRO contact list and availability to find the appropriate team member to help with your enquiry, we have also joined various platforms including, Zoom, Microsoft Teams, and Teams.

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**Systems Insights for Rail Operations Programme**

IRO’s brand new System Insights for Rail Operations Programme is currently being rolled out. SIROP is a fully accessible distance learning programme ideal for any company wishing to improve on their staff’s operations knowledge across a broad spectrum of specialties.

SIROP is a fully accessible distance learning programme ideal for any company wishing to improve on their staff’s operations knowledge across a broad spectrum of specialties. This course comprises 13 key elements of our online rail training, consisting of the following:

- **Introduction to Rail**
  This interactive course will give valuable insight and background into the organisation, methodologies and key technical aspects that surround the development and operation of UK railways to the present day.
  With a mixture of short video lecture sections, accompanying text and short assessment quizzes, the online course is designed for absolute beginners and has also been well received by those with more rail experience from support functions within rail organisations who rarely get the chance to pick up such knowledge in their day to day work.

**Operators Handbook Online Course**

- **Emergency & Incident Management**
- **Performance Management**
- **Delivering Passenger & Freight Services**
- **Managing Safety**
- **Delivering Customer Service**

**Interested in taking part in Systems Insights for Rail Operations Programme?**

For any enquiries related to SIROP, please contact Danny Stafford - Learning Services Manager on training@railwayoperators.co.uk.

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**Railway Operations Knowledge Sharing Conference**

**Andrew Boagey**

The 5th February 2020 saw the inaugural Transnet Freight Rail Knowledge Sharing Conference in Johannesburg, South Africa, attended by over 100 rail graduates, rail business leaders and current students from the Railway Operations Management programme.

Hosted at the magnificent School of Rail Eisenhower Campus just outside South Africa’s largest city, the event offered a fascinating insight into the challenges that preoccupy Africa’s railway operators and a chance to share the energy and commitment of this growing community of extremely well qualified professional train operators.

Second only to graduation day itself, the Knowledge Sharing Conference is a chance for recent students to present their final year projects from the Degree, Honours or Master’s programmes that are widely regarded as the most comprehensive and well-established rail management training in sub-Saharan Africa.

In a unique arrangement, established in 2019 by IRO Executive Fiona Tordoff through close collaboration with Johannesburg University, the Institution of Railway Operators provides professional knowledge and learning support to over 250 Transnet Freight Rail employees each year. The students on this programme then use their academic and practical skills to support their further professional development as managers and senior leaders in Transnet Freight Rail.

Transnet Freight Rail has more than 31,000 employees in South Africa and neighbouring countries, with a strong reputation for managing heavy haul freight in particular. The Johannesburg-based organisation runs or supports train operations by providing access to information and technical expertise in more than 17 countries across the African continent.

The conference delegates heard from a number of South African students and recent graduates of the programme who are developing solutions to a broad range of practical and strategic challenges, guided through this academic programme by the Institution of Railway Operators, Johannesburg Caledonian University and Johannesburg University.

One paper presented to the Conference championed a new management process that will support the acquisition of new technology, making the procurement process cleaner and more reliably aligned to the requirements of operational and engineering stakeholders. Another related to the planning of new train paths for heavy haul manganese freight shipments, helping to reduce train delays and lower operating costs, with annual savings of 400m Rand (€10m). And another student’s final year project involved revisions to track standards in order to accommodate heavier axle loads and implement new maintenance and intervention strategies.

The Knowledge Sharing Conference was an incredible insight into the challenges of Africa’s railway operating environment, where IRO’s academic and leadership programmes are making a significant contribution to staff professional development.

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Follow us on LinkedIn and Twitter to join our growing online community of rail industry professionals. Find out about upcoming events, industry news and more. @IRO_UK Search Institution of Railway Operators
IRO were very pleased to sponsor and present the RBA Young Professional of the year award, which celebrates the most outstanding young manager working within the rail industry, in any department.

This year’s winner Jon Bradley, MTR Elizabeth Line, made a huge impression by the breadth of his performance-focused projects, which have made a real difference to customer experience, as well as gaining recognition across the industry with some ‘best in class’ ideas. Congratulations Jon.

Fiona Tordoff IRO, CEO was delighted to present the award but would also like to congratulate the other nominees as this category accepts entries put forward by employers, so a great achievement.

This year the UK rail industry came together at the Royal Lancaster Hotel, London for the 22nd Rail Business Awards on Thursday 27th February 2020.

On 27th November 2019, we celebrated the hard work and dedication of the latest graduates of our academic programme in Railway Operations Management. This special event once again took place at the Glasgow Royal Concert Hall. Family and Friends were in attendance to share the excitement and achievements of their loved ones.

The ceremony was preceded by a celebratory reception which took place in Glasgow the evening before. This gave our students the opportunity to celebrate their achievement with family, friends as well as both IRO and GCU staff. We would like to take this opportunity to express our further congratulations to our recent graduates.

Applications are now open for the Railway Operations Management programme to begin later this year. Please contact learning@railwayoperators.co.uk if you would like further information.

Interested in learning more?
Applications are now open for the Railway Operations Management programme to begin later this year. Please contact learning@railwayoperators.co.uk if you would like further information.
Learning and Development Update

Learning and Development Day

The IRO was thrilled to once again host this annual event, which connected industry professionals within the Learning and Development sector to a day of useful discussion and networking. Items up for discussion included:

- Specific leadership challenges in Rail
- Technology being used to aid learning
- Skills gaps and how to prioritise these

The institution would like to thank all those who attended for their time and valuable contribution to the discussions.

Interested in attending?
The group requested a similar event again in the future and those interested in attending should register their interest via learning@railwayoperators.co.uk

MBA 2020

Following on from the successful launch of our master’s level qualification at the beginning of last year, we were thrilled to welcome a second cohort of students to this programme in January. The course consists of several modules run by our academic partner, Glasgow Caledonian University, as well as two 15 credit IRO modules that focus on Railway Systems Integration and Comparative Railway Operations. In addition to this, students will also engage in a rail-based project. Student feedback for this programme has remained upbeat and we look forward to welcoming future cohorts onto our MBA programme.

Interested?
If you would like to find out further information, or discuss submitting an application, please contact the institutions’ Learning and Development Manager Adam Fenton using learning@railwayoperators.co.uk

EPA Open for Business

Kieron Chadwick & Aisha Mazhar
IRO End Point Assessment Personnel

IRO have responded positively to the COVID-19 pandemic by introducing a remote model for the End-Point Assessment (EPA) of the Level 3 Train Driver apprenticeship standard.

Novel Coronavirus has hit the apprenticeships sector hard, affecting apprentices across the nation. It is suspected the global pandemic could result in many training providers shutting down. On 17th March 2020, IRO wrote to the Education and Skills Funding Agency (ESFA) and External Quality Assurer (EQA) for the Driver standard (National Skills Academy for Rail). In the letter, IRO put forward their suggested remote model, asking for support from both bodies. A later announcement from the ESFA advocated the use of remote training and assessment, and further backing from NSAR has allowed IRO to further develop the model.

IRO took the decision not to follow the steps of some other End-Point Assessment Organisations, who postponed all upcoming assessments for an initial 12-week period. Instead, IRO plans to continue its operations during this difficult time in order to allow Drivers to complete their apprenticeships and to support the employers and training providers who are committed to improving operational standards across the industry.

Practical tips to prepare for Online Learning

Glasgow Caledonian University

IRO have responded positively to the COVID-19 pandemic by introducing a remote model for the End-Point Assessment (EPA) of the Level 3 Train Driver apprenticeship standard.

01. Be patient:
Your tutors have made their teaching available to you online and the best online learning takes time to develop. Please be patient with yourself and them if things don’t go right for you the first time. Ask for help.

02. Embrace online:
Online learning will become more and more common in the future, so this is a great chance for you to develop some skills to help you succeed.

03. Develop your communication skills:
You will communicate in different ways on various online formats (email, webinars, WhatsApp groups). Be professional and appropriate, but don’t be afraid to project your personality.

04. What if I have a technical issue?
Develop your initiative and resilience. Don’t give up if you hit a technical issue. For example, if you can’t find the link for your online teaching session, look for it in your calendar.

05. Stick to a routine:
There are many time management techniques, so find one which works for you. There will likely be daily and weekly tasks for you to do plus longer term targets like deadlines. Plan a daily, weekly and monthly schedule to manage these different timescales.

06. Get connected:
Be proactive with communicating with your course mates. IRO will set up course WhatsApp groups for chatting and engagement. Form small virtual study or reading groups and use them if you have somewhere peaceful to work, try and use a workspace like a desk or table, and cut down on external and online distractions.

08. Use the right channels to solve your problems:
This will be signposted for you in your course, so contacting the correct person will help you get your problem solved more quickly.

09. Online learning communities can be as rich, supportive and exciting as on face-to-face learning. We hope you can adapt to this experience and benefit from it.

10. Above all “Be kind to yourself”!
Now is an anxious time, take care of yourself and others.

With thanks to Glasgow Caledonian University for sharing.

Follow us on LinkedIn and Twitter to join our growing online community of rail industry professionals. Find out about upcoming events, industry news and more.
2020 Golden Whistles Awards Evening

South East Area
Glen Merryman

The 2020 Golden Whistles Awards were held on 24th January. The awards recognise operational excellence across the industry and are run by the Modern Railways 4th Friday Club in conjunction with the IRO.

The 2020 Golden Whistles Awards were held on 24th January. The awards recognise operational excellence across the industry and are run by the Modern Railways 4th Friday Club in conjunction with the IRO.

The best performing operators were awarded with Gold Whistles across long distance, London & the South East and regional categories using the stringent ‘on time’ metric, which records punctuality at every recorded station call. The most improved operators were recognised with Silver Whistles.

Freight operators were also recognised using the Arrivals to Fifteen metric (A2F) as the best performing London Underground Lines and Irish Rail Routes were also awarded whistles.

As well using objective performance data, the awards recognised outstanding individual and team contributions to the industry. These awards are from industry nominations, which are reviewed by an IRO Committee.

The final award is the Lifetime Achievement Award. This year it went to Chris Gibb, who started his career in a ticket office and went to Chris Gibb, who started his career in a ticket office and worked his way up to MD for Virgin Trains. He has stayed busy in retirement, supporting the industry through the challenges faced by the Thameslink Timetable Introduction.

The IRO was delighted to be involved with another very successful awards ceremony and congratulated all the winners on their success.

How Technology can help Operators

North East Area
Phil Thickett

The North East Area Council welcomes 18 members, Kevin and Andy who are both from the Rail Operations & Planning Division of Tracsis a technology company, provider of software/hardware and consultancy to the rail industry who gave members a presentation on how technology and software can help operators improve communication and information to front line staff and passengers.

Andy explained the operation of a railway is a complex operation which requires a Train plan to be in place and the following systems to work together, reliable infrastructure, Driver diagrams, Traction Unit diagrams, Traction Unit reliability, Traction Unit formations, Station dispatch staff and a the Train Company Operational Control. During the daily operation of the railway things go wrong and the Train Operation Control takes charge to correct the problem to keep the railway operating. The Train Operation Control has access to loads of cross industry real time data information when things go wrong but how good is the quality therefore an improved way was needed to disseminate the data to correct problems quickly. The Train Operators Control can only change the train plan on the day when things wrong but not the long term plan, the important thing is to record any changes made on the day based on information received for any future events and to pass on long term issues so that improvements can be made to the Train plan, Drivers diagrams and Train formations. A system called the Sandbox was developed to record on the day changes made by the Control to allow changes to be made quickly from previous problems and only things in the Sandbox could be changed by the Control to communicate information quickly to front line staff and passengers. There was no intention to change the way the Control did their job only to improve information to the business, front line staff and passengers.

Kevin and Andy answered questions from members regarding clarification of Driver diagram changes on the day, the collection and recording of Train Company data is done electronically but any Network Rail data must be typed into the Train Operators Control documentisation.

We are grateful to Kevin and Andy for their presentation, to Tracsis for providing the buffet and to LNER for use of the Academy.

LNER Purpose and Performance

South East Area
Alex Hellier

In January the South East Area were treated to a double presentation, from David Horne (Managing Director of LNER) and Nigel Harris (The Railway Consultancy).

David started by explaining how the company had handled the transition from the private sector to a Government owned company; many of the people who work at LNER had seen it before but it was considered important to use the change as an opportunity to start afresh and give colleagues pride and a sense of purpose.

Performance was not great at the moment and David said it was important to nail the basics of railway operation. They had been performing well in December 15, but the figures had then dropped off with a number of big incidents including the ‘beast from the east’ weather and the May 2018 timetable where LNER were affected in the Leeds area and at the south end of the East Coast Main Line. There had been an 86% rise in delays from trespass and fatality and 130% rise in delays from the overhead line equipment. Reactionary delays had also increase by 50%. However, performance was now climbing back; right time starts is key and bringing back the barrier bells at Kings Cross led to a 10%-12% improvement of this metric. David highlighted the importance of looking at the detail of the timetable, reducing schedule errors and providing resilience. New analysis tools are being used and the closing working with Network Rail will be improved with a Joint Head of Performance.

Nigel Harris spoke about the forensic work his team was doing to look at sub-threshold delays and understand why trains are delayed even by a few seconds. He pointed out that there were lots of small things that can be done, for example moving the train stopping point on platforms or just telling passengers where the train will stop. He also pointed out that something small like a sign can make a big improvement. He pointed out that in the North East, there were lots of small projects that could be done to improve performance. There were lots of small things that can be done, for example moving the train stopping point on platforms or just telling passengers where the train will stop. He also pointed out that something small like a sign can make a big improvement. He pointed out that in the North East, there were lots of small projects that could be done to improve performance. Nigel Harris spoke about the forensic work his team was doing to look at sub-threshold delays and understand why trains are delayed even by a few seconds. He pointed out that there were lots of small things that can be done, for example moving the train stopping point on platforms or just telling passengers where the train will stop. He also pointed out that something small like a sign can make a big improvement. He pointed out that in the North East, there were lots of small projects that could be done to improve performance. Nigel Harris spoke about the forensic work his team was doing to look at sub-threshold delays and understand why trains are delayed even by a few seconds. He pointed out that there were lots of small things that can be done, for example moving the train stopping point on platforms or just telling passengers where the train will stop. He also pointed out that something small like a sign can make a big improvement. He pointed out that in the North East, there were lots of small projects that could be done to improve performance.
York Rail Operating Centre visit

North East Area
Jason Wade

Members of the North East Area enjoyed a visit to experience a behind the scenes tour of the operating floor at York’s Rail Operating Centre.

York will be the largest of the 12 proposed centres across Britain, controlling the East Coast main line from King’s Cross to the Scottish border, along with many cross-country and local routes.

An unexpected bonus during the evening allowed our guests see at first hand the signaling training school, with demonstrations of the complete suite of signaling simulators, these being Lever Frame, NX panel and IECC workstations. It was fascinating to learn that Network Rail were still required to deliver significant levels of training on the Lever Frame simulator, a natural assumption was for most training to now be focused on the latest generation of signaling control. The training school delivers a full range of training, from new recruits learning their trade for the first time through to experienced signalers having refresher training.

Our event host, Tony Ridley, ensured that the visit to the control operating floor included a full explanation of the role that the different controllers play in delivering a reliable railway and recovering the network from disruption. He also explained how the different companies worked together as one control to focus on making the right decisions for the whole network. Despite the busyness of the network, there was a sense of calm in the room as they went about their duties.

The on-going transfer of control of signaling networks. Despite the busyness of the network, there was a sense of calm in the room as they went about their duties.

On arrival the group received a warm welcome from Nigel Batch, Operations Risk Manager at LNER before an initial briefing session on the basic requirements for driving a train on the East Coast Mainline. Our members were extremely keen to progress on to the practical handling side of things and were offered the opportunity to drive on both simulators during the two-hour session.

It was clear to see throughout that there were varying degrees of competence among our members, which included some slight mishaps such as missed Automatic Warming System (AWS) and Signales Passed at Danger (SPaD). It was however acknowledged the intense pressures associated with driving a train and remaining focused throughout, with a high level of concentration.

This was the first event the North East Area have held in Newcastle for a while, and the variation was warmly received by attendees who finished the evening with informal networking and light snacks in a nearby hostelry.

Many thanks to Nigel Batch and LNER for accommodating this visit and offering our members a warm welcome as always.

LNER Driver Simulator, Newcastle

North East Area
Adrian Caffrey

10 members of the North East Area enjoyed an evening trying their hand at driving both the LNER legacy 225 fleet, and most excitingly an opportunity to test drive the new fleet of Azuma units which are currently revolutionising travel between Scotland and London.

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Charting the development of Hull Trains

North East Area
Jason Wade

Members of the North East Area enjoyed a presentation from Louise Cheeseman, Managing Director, Hull Trains, about the development of Hull Trains and their plans for the future.

Louise was also joined by Mark Shepherd, Head of Safety & Environment, and Paul Jackson, Head of Customer & Stakeholder Engagement who gave members fascinating insights into their roles.

Hull Trains is one of Britain’s best-loved rail operators in NRPS surveys and is Humberside’s link with London. After a difficult year in 2019 with reliability and availability of the class 180 train fleet, guests learnt that the new Paragon fleet will be amongst the fastest, most modern and high-tech trains on the UK network and will deliver significant benefits to customers and a step change in reliability. The company prides themselves on providing a great customer experience throughout the journey, whether passengers are travelling for business or leisure.

Guests learned that it is people who really make the train journey memorable - the majority of the on-board team are local to the area and progression within the company is positively encouraged, with retention rates being very high.

A theme throughout the evening was just because Hull Trains was a small train operating company, it didn’t mean that it was a quiet life working for them. In fact, it was just the opposite! The team all commented that they had been challenged more than at any other point in their careers during 2019. Managers need to be able to work across a number of disciplines and be able to provide front line support during disruption and major engineering work. With the company being small, the management team clearly work closely together to support the success of the business.

A lively question and answer session followed and we are grateful to Louise, Mark and Paul for a most informative and enjoyable presentation.
Route Crime, and the positive proactive Suicide Prevention measures

North West & Wales Area
Dave Mason

On the 23rd January 2020, the IRO North West and Wales Area arranged for a presentation by Richard Godwin of Network Rail, and Warrick Salter of British Transport Police, on the efforts being made by the Industry to combat Route Crime, and the positive proactive Suicide Prevention measures being taken to prevent harm and death on the Rail Network, hopefully to bring a better understanding on these two difficult and demanding issues.

The event was well subscribed, with 20 attendees, and a comprehensive overview of the subject matter was given. Policies and methods were discussed, and an overview of the BTP areas & regions led to a better understanding on how resources were deployed, together with a brief explanation of the legalities involved and a discussion on some of the forensic measures that are being deployed in an effort to control Route Crime.

On the delicate subject of suicide prevention, one of the major factors is for staff and the public to be aware of the human behaviours that can indicate a person at risk. Very often, just talking to and reassuring the person, may well forestall any attempt at self-harm. Often a friendly verbal conversation can be all that is needed to bring someone back from the brink.

After a short introduction, David delivered his presentation which was amply illustrated with many slides covering all aspects of the lead up to the Electrification Cost Challenge which was produced by the RIA in March this year.

The main topics covered started with the UK electrification strategy since 2007. In the national electrification programme, we saw that some of the challenges were not fully recognised. The introduction of new technology into the GWR electrification programme presented its own problems including the piling system for the OLE masts. This caused an amount of rework in places which, inevitably, increased costs. Leading on from this, we saw a comparison of electrification costs in a chart of costs of projects throughout the UK and Europe.

The subject of potential rail decarbonisation strategy covered the political decisions, e.g. that all diesel-only trains should be off the tracks by 2040 and that electrification is a waste of money. Recommendations by the National Infrastructure Commission and the Committee on Climate Change recommending “freight decarbonising by 2050” and “national net zero carbon by 2050” respectively were touched upon.

The traction types of today were illustrated by pie charts and led to looking at the various modes starting with electrification and covering diesel and diesel bi-mode, hydrogen self power and battery hybrids. Each mode has a place in the system but electrification was shown to be best for intensively used routes. Various projects were covered including EGIP in Scotland, east coast main line, GWR, etc. The presentation was finished with an illustration of the innovations used at Cardiff on the Valley Lines flyover where new insulated coating and surge arrestors have been used which greatly reduced the clearance required for OLE. A lively question time followed.

We are grateful to David Clarke for the presentation and to Network Rail for hosting us.
Your Covid-19 Health & Survival Guide

CORONA-ANXIETY
YOUR SELF HELP SURVIVAL GUIDE

It can be tough, unreasonable and scary times, and whatever you are feeling in relation to it is totally valid. This self-help guide has been designed to give you practical and immediately implementable strategies to help manage any anxiety or distress that Covid-19 is causing. However, these tools can also be used in any other anxiety-producing scenarios.

I hope that this resource will be of value and bring you a sense of relief and sanctuary to yourself where we seem to have no other control.

Please feel free to share this FREE resource with and let those who need to self-nurture.

If you have found this helpful and would like further information about other services you can contact us at:
www.renewingthepsyche.co.uk
www.renewingthepsyche.co.uk

About the Author
Dr Jane Cooper is a Chartered Counselling Psychologist with over 18 years experience working with adults using an integrative psychological therapy practices.

Euthymia Psychology is a service that provides psychological therapy to those struggling with a variety of mental health problems within the East midlands area and online.

Mummy Matters is an online psychological therapy and training service, committed to improving the wellbeing and mental health of women across the country.

Dr Jane Cooper also works at Glasgow Caledonian University teaching on the BPsych Counselling Psychology Programme

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CORONA-ANXIETY
MANAGE YOUR WORRY

WRITE IT DOWN
When our minds are occupied with what’s been going on around us, it helps you name and process the intense emotions you’re feeling.

ANALYSE THE EVIDENCE
Look for the evidence for and against the thought. Imagine what is 2-3 facts and what is 2-3 emotions. Can you really, truly, honestly see it in 2-3 facts?

PROBLEM SOLVE
Note down the problem and work on future steps. How can you reduce the risk? What can you carry out to stop the problem?

SLEEP
Sleep is one of the best ways to keep our minds healthy. "Sleep reduces symptoms of anxiety.

STRESS REDUCTION

CORONA-ANXIETY
YOUR WORRY ACTION PLAN

MY WORRIES ARE

WHAT’S THE EVIDENCE

Against The Worry

WHAT’S THE PROBLEM?

The Thought:

My Thoughts:

SLEEP

Bedtime Routine:

Euthymia Psychology

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CORONA-ANXIETY
SHIFT YOUR PERSPECTIVE

THE BEST PART

ONE GOOD THING

GRATITUDE ATTITUDE

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CORONA-ANXIETY
ISOLATION

FIT FALLS

- Lack of routine
- Feeling bored, lifeless, nothing
- Loneliness
- Relationships

ROUTINE

When we can’t control our environment, control our actions.

LONELINESS

If life feels like a party for 1000 people, we’re not feeling it.

MOVE

DO IT OR SET GOALS FOR YOURSELF.

BOREDOM

Sometimes it’s not our psychology that’s up off the charts, it’s our circumstances or our thinking.

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CORONA-ANXIETY
ISOLATION SURVIVAL PLAN

MY POTENTIAL FIT FALLS

DAILY ROUTINE

- Meal plan
- Schedule activities
- Set goals
- Keep busy

COMBAT LONELINESS

Coffee dates with...
- Social media
- Going for a walk
- Reading

MOVEMENT PLAN

- Get outside
- Move your body

OVERCOME BOREDOM

Get outside and be active.

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CORONA-ANXIETY
RELATIONSHIPS

THE CHALLENGE

Families designed to be social and connected. Covid has changed that.

FAMILY MEETING

Set up a regular way to connect with loved ones. It may be a Facetime call, a phone call, an email, or just a daily text.

BOUNDARIES

Set boundaries, both for you and for your partner. Take care of your own needs before others.

REVIVE AND CONQUER

Work with your contact to allow each other to have time to ourselves, and to also contact their friends and family.

ANTICIPATE CONFLICT

Regular check-ins, check-ins, check-ins, before arguments. Do you agree?

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