

Recommendation(s) Status: Track worker struck by a train at Cheshunt Junction




This report is based on information provided to the RAIB by the relevant safety authority or public body.

The status of implementation of the recommendations, as reported to us, has been divided into six categories:

Key to Recommendation Status

Implemented:	All actions to deliver the recommendation have been completed.
Implemented by alternative means:	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
Implementation ongoing:	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
In-progress:	The relevant safety authority has yet to be satisfied that an appropriate plan, with timescales, is in place to implement the recommendation; and work is in progress to provide this.
Non-implementation:	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
Awaiting response:	Awaiting initial report from the relevant safety authority or public body on the status of the recommendation.

RAIB concerns on actions taken by organisations in response to recommendations are reflected in this report and are indicated by one of the following:

-  The red triangle shows recommendations where the RAIB has concerns that no actions have been taken in response to a recommendation.
-  The blue triangle shows recommendations where the RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.
-  The white triangle shows recommendations where the RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Note: The tables which follow, report the status of recommendations on 31 December 2015. In some other cases the end implementer has already sent information to the relevant safety authority about the actions it has taken, or proposes to take and the safety authority is considering whether it is satisfied that those actions and the associated timescales are accepted.

**Number/ Date/ Report No/
Inv Title / Current Status**

Safety Recommendation

**Summary of current status (based on ORR's report to
RAIB)**

1 30/03/2010 06/2011 Track worker struck by a train at Cheshunt Junction Status: Implemented	The intention of this recommendation is to achieve consistently safe systems of work at junctions. Network Rail should assess the hazards and risk at each of its junctions where working with lookout protection is currently permitted with the objective of producing for each a set of predefined Safe Systems of Work taking into account local factors. These should identify the acceptability of this method of working, the protection arrangements for each part of the junction or work activity, and the specific position of safety (paragraph 155).	ORR has advised the RAIB that Nertwork Rail is developing an enhanced Safe System of Work planning system which should address most of RAIB's concerns. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate. Implemented by alternative means.
2 30/03/2010 06/2011 Track worker struck by a train at Cheshunt Junction Status: Implemented	The intention of this recommendation is to address the concern that extended sighting times, and consequent early warnings from lookouts, can cause staff to react with less urgency to initial warnings or to adopt unauthorised systems of work. Network Rail should evaluate the behaviour of staff working on the track at locations with extended sighting times. The objective of this evaluation shall be: a. to understand the methods adopted by track workers at such locations; b. to assess the risk introduced by extended warning times; c. to assess the risk introduced by any alternative working practices that may be identified by staff; and d. to consider the need for additional guidance to the COSS and other safety critical staff. Based on its understanding of current behaviour gained from this evaluation, Network Rail should establish a safe system of work to cover activities at locations with extended sighting times (paragraph 136).	ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate. \$b

