

## Recommendation(s) Status: Tamper driver struck by a train at Torworth level crossing

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

<b>Implemented:</b>	All actions to deliver the recommendation have been completed.
<b>Implemented by alternative means:</b>	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
<b>Implementation ongoing:</b>	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
<b>In-progress:</b>	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.
<b>Non-implementation:</b>	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
<b>Awaiting response:</b>	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.

1            08/01/2011    02/2012  
Tamper driver struck by a train at Torworth  
level crossing  
Status: Implemented

The purpose of Recommendation 1 is to bring about a sustainable change to how engineering train drivers, ground staff and on-track machine crews access work sites by implementing measures to support industry processes for providing them with a safety briefing.

Network Rail and its contractors who operate trains in engineering possessions should jointly review the means by which engineering train drivers and on-track machine crews (and associated ground staff) can best be provided with sufficient information relating to both railway and construction risk before walking to, or entering, a work site. This review should address:

I the validation, and incorporation in a suitable safety standard, of arrangements agreed between Network Rail and its haulage suppliers and contractors operating on-track machines, relating to the provision of a safety briefing before entering a work site;

I the preparation of explanatory briefing material and additional training on the procedures to be followed to obtain safety briefings;

I explicit consideration of the risks associated with access to site, including safety briefing issues, at an appropriate stage in the planning process for engineering activities; and

I the need for clarification or amendment of the relevant rules and procedures relating to walking to trains and on-track machines when these are in possessions and work sites.

The outcome of this review, and any appropriate additional measures identified, should then be implemented by Network Rail and a procedure put in place to monitor their effectiveness (paragraphs 133a, 133b, 133d, 134a to 134c, 136a and 136b).

A new process chart has been developed by a working group with the objective of ensuring that all ground staff and train crew receive a briefing for accessing a worksite. This process has been widely briefed and discussed with the track safety working group. The recently formed Engineering Worksites sub group is also now critically reviewing the planning and management of possessions including safe access/egress and briefing of all staff with the express purpose of devising a new more robust process for all.

The RAIB notes the progress that has been made but is concerned that full implementation may not be achieved until the new Control of Work / Permit to Work regime is in place.