

## Recommendation(s) Status: Track worker struck by a train at Bulwell, Nottingham. 6th August 2012

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.

Number/ Date/ Report No/ Inv Title / Current Status	Safety Recommendation	Summary of current status (based on ORR's report to RAIB)
<p>1            06/08/2012    20/2013</p> <p>Track worker struck by a train at Bulwell, Nottingham</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is that Network Rail provide information to those responsible for the planning, approval and verification of safe systems of work as to which safe systems of work it considers are appropriate for specific locations and circumstances.</p> <p>Network Rail should make information available to those responsible for the planning, approval and verification of safe systems of work about which safe systems of work it considers to be appropriate for a specified section of the line. This information should support the application of the principles of the hierarchy of safe systems of work. Network Rail should ensure that the information:</p> <ul style="list-style-type: none"> <li>• takes account of variations such as different types of work, resource levels, times of day and environmental conditions;</li> <li>• is periodically validated and maintained; and</li> <li>• is easily accessible to those responsible for the planning of safe systems of work.</li> </ul>	<p>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. \$w</p>
<p>2            06/08/2012    20/2013</p> <p>Track worker struck by a train at Bulwell, Nottingham</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to ensure that the use of Red and Green Zone safe systems of work is being effectively monitored.</p> <p>Network Rail should review the effectiveness of the current arrangements in place to monitor the usage of Red and Green Zone safe systems of work. It should identify and implement any appropriate measures identified as necessary for this monitoring to be effective (paragraphs 164c (iii) and 166).</p>	<p>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.</p>
<p>3            06/08/2012    20/2013</p> <p>Track worker struck by a train at Bulwell, Nottingham</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is for Network Rail to ensure that the resources required to plan and approve safe systems of work are adequate within off-track sections.</p> <p>Network Rail should determine what resources are necessary for the effective planning and approval of safe systems of work within off-track sections. It should take action to ensure that the required resources are available and that systems are put in place to ensure that they will remain so should additional tasks be assigned to these sections in the future (paragraphs 164b and 165).</p> <p>This recommendation may also apply to other parts of Network Rail where staff are required to work on or near the line.</p>	<p>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.</p>

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

**Safety Recommendation**

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

4            06/08/2012    20/2013  
Track worker struck by a train at Bulwell,  
Nottingham  
Status: Implemented

The intent of this recommendation is for Network Rail to examine if the role of responsible manager has been effectively implemented within its organisation.  
Network Rail should establish if the requirement within NR/L2/OHS/019 issue 8 for non-cyclic safe systems of work to be approved by the responsible manager has been effectively implemented. In doing this it should specifically consider:

- how the requirement was promulgated throughout its organisation;
- the briefing and training of responsible managers; and
- other barriers to implementation.

It should develop a plan to implement any appropriate changes identified (paragraph 168).

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.

5            06/08/2012    20/2013  
Track worker struck by a train at Bulwell,  
Nottingham  
Status: Implemented

The intent of this recommendation is to provide staff required to go on or near the line with clear and consistent information regarding the calculation of required warning times when working alone.

Network Rail, in conjunction with RSSB, should review, and improve where necessary, the sections of the railway rule book and any standards, guidance and forms relevant to the patrolling, examining or inspecting of an open line when working alone. The review and any improvements made should aim to provide clear and consistent information regarding the calculation of required warning times (paragraph 169).

ORR reports that, following a review by Network Rail, the Rule Book was amended in direct response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.