

Recommendation(s) Status: Near miss involving track workers near Hest Bamk, Lancashire, 22 September 2014

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 eight 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.
Insufficient response:	The end implementer has failed to provide a response; or has provided a response that does not adequately satisfy ORR that sufficient action is being taken to properly consider and address a recommendation.
Progressing:	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.
Other Public Body or Authority	The recommendation is also addressed to another public body or authority.
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)
<p>1 22/09/2014 08/2015</p> <p>Near miss involving track workers near Hest Bank, Lancashire</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to promote a review of working time limits that is consistent with current human factors research.</p> <p>Network Rail should reassess the working time limits and duration of breaks applicable to lookouts and provide staff with appropriately updated instructions and guidance based on these findings. This reassessment should make use of current research into vigilance activities akin to railway lookout duties (paragraph 105c).</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>2 22/09/2014 08/2015</p> <p>Near miss involving track workers near Hest Bank, Lancashire</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to ensure that LOWS is appropriately positioned within the safe system of work hierarchy, taking account of engineered solutions available to mitigate the risk of a single point of failure due to complete reliance on the action of one lookout.</p> <p>Network Rail should reassess the safe system of work hierarchy, taking account of evidence from LOWS related incidents and the risk associated with using unassisted (flag) lookouts. If justified by the results of current tests of Semi-Automatic Track Warning Systems, where workforce warnings are initiated using automatic train detection, Network Rail should include such equipment within the hierarchy. If appropriate, Network Rail should specify any circumstances in which this should be used in preference to LOWS (paragraphs 106a, 106b and 117).</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>