

Recommendation Status Report: Track worker near miss incidents at Camden Junction South, London

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

The status of the recommendation(s), as reported to us, are described by the following categories:

Key to Recommendation Status

Open (replaces Progressing and Implementation On-going)	Actions to address the recommendation are ongoing.
Closed (replaces Implemented, Implemented by alternative means, and Non-implementation)	ORR consider the recommendation to have been taken into consideration by an end implementer and evidence provided to show action taken or justification for no action taken.
Insufficient response:	The end implementer has not provided sufficient evidence that the recommendation has been taken into consideration, or if it has, the action proposed does not address the recommendation, or there is insufficient evidence to support no action being taken.
Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.
Awaiting response:	Awaiting initial report from the relevant safety authority or public body on the status of the recommendation.

RAIB concern over the way that an organisation has responded to a recommendation are indicated by one of the following:

Red – RAIB has concerns that no actions have been taken in response to a recommendation.

Blue – RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.

White – RAIB notes substantive actions have been reported, but the RAIB still has concerns.

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Report Title	Track worker near miss incidents at Camden Junction South, London
Report Number	16/2017
Date of Incident	28/02/2017

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
16/2017/01	Closed - I	None	<p>The intent of this recommendation is to minimise the possibility of information loss through the possession implementation process in large signal boxes and control centres.</p> <p>Network Rail should review and, where appropriate, improve the possession implementation process in signal boxes and control centres with multiple workstations. The objective of any improvement should be to optimise the management of information (both written and verbal) between signallers and PICOPs (paragraphs 101a, 101a.ii and 102a). The review should consider:</p> <p>the appropriate design and use of additional books and forms that are intended to meet the Rule Book requirements for recording details of possessions and to support signallers' information needs (specifically considering the use of track layout diagrams);</p> <p>the content, timing and structure of verbal communications between the PICOP and signallers at different workstations, taking into account the need for all parties to be fully aware of the relevant information at the appropriate time (including, for example, whether a PICOP needs to contact all signallers affected by the possession, and what level of detail should be included in the various conversations between signaller and PICOP);</p> <p>the use of tools or technology to support signallers' information management and decision making; and</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>

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			local variations in existing application of these processes, in terms of extracting positive elements from such applications as well as smoothing the transition towards a new process for staff groups who have been familiar with an historic convention.	
16/2017/02	Closed - I	None	<p>The intent of this recommendation is to reduce the risk of confusion arising from the layout and format of the Weekly Operating Notice.</p> <p>Network Rail should investigate ways to improve the layout and format of the Weekly Operating Notice with a view to optimising readability and compatibility of the information for its users. This work should specifically consider the greater use of diagrams to represent information where appropriate (paragraph 101a.i).</p>	<p>ORR has reported that Network Rail has carried out a review in response to this recommendation and proposes no further action. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
16/2017/03	Open	None	<p>The intent of this recommendation is to reduce the exposure of track workers to risk arising from the need to be on track to place or remove possession limit boards and detonators.</p> <p>Network Rail should, as part of its Track Worker Safe Access Strategy, critically review the possession management process and, where appropriate, reduce the need for staff to be on the track for the purpose of taking or giving back a possession (paragraph 102b). This review should include consideration of newly developed technologies such as remotely operated track circuit operating devices, and the scope for enabling track workers to protect themselves by interacting directly with the signalling and/or train control system.</p>	<p>ORR has reported that (Dutyholder name) has a proposed action plan and timescale for delivery to be taken in response to the recommendation. ORR will advise RAIB when actions to address this recommendation have been completed.</p>