

## Recommendation Status Report: Near miss with track workers and trolleys at South Hampstead, 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

<b>Open</b> (replaces Progressing and Implementation On-going)	Actions to address the recommendation are ongoing.
<b>Closed</b> (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.
<b>Insufficient response:</b>	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.
<b>Superseded:</b>	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.
<b>Awaiting response:</b>	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.

# Recommendation Status Report



<b>Report Title</b>	Near miss with track workers and trolleys at South Hampstead, London
<b>Report Number</b>	20/2018
<b>Date of Incident</b>	10/03/2018

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
20/2018/06	Closed - I	None	<p>The intent of this recommendation is to understand how the revision of safety critical business processes can be improved.</p> <p>Network Rail should undertake a review of how the change of NR/L2/OHS/019 from issue 8 to issue 9 was managed, in order to identify any areas for improvement in the management of change.</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>
20/2018/01	Closed - I	None	<p>The intent of this recommendation is that there is complete clarity about the responsibilities and operation of the 'Person in Charge' (PiC) role defined in Network Rail standard NR/L2/OHS/019 Issue 9.</p> <p>Network Rail should:</p> <p>a) revise its standard for managing the safety of people at work on or near the line (currently standard NR/L2/OHS/019 issue 9) to clarify the following aspects of the 'Person in Charge' (PiC) role:</p> <p>i. a PiC should be allocated to each separate work group, and remain with that work group for the duration of the work;</p> <p>ii. the same PiC should be involved in both the planning process and delivery of the work (excluding exceptions stated in the standard);</p> <p>iii. when the COSS duties of a PiC are delegated to someone else, that individual should be appointed during the planning process, endorse the</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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			<p>safe work pack and deliver COSS duties on site.</p> <p>b) provide suitable guidance to support the understanding and implementation of the standard, and maintain access to such documentation for relevant staff and contractors.</p> <p>c) brief out the changes arising from a) and b) above to relevant staff and contractors.</p>	
20/2018/02	Closed - I	None	<p>The intent of this recommendation is that all those who act in the role of Responsible Manager, as defined in standard NR/L2/OHS/019 Issue 9, are fully briefed on their responsibilities under the standard.</p> <p>Network Rail should verify that all of its staff who currently act in the role of Responsible Manager, as defined in standard NR/L2/OHS/019 Issue 9, are fully aware of their responsibilities with respect to signing off safe work packs and, where this is not the case, take action to address this lack of understanding.</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>
20/2018/03	Closed - I	None	<p>The intent of this recommendation is that staff in charge of safety on site have good quality location information to minimise the risk of accidents arising from confusion about which lines are open to traffic.</p> <p>Network Rail should review and improve the quality of the location information provided in its safe work packs, to help staff better identify running lines, access points and other relevant geographical features. The review should include consideration of supplementing the current minimum information specified in Appendix A of standard NR/L2/OHS/019 with detailed track diagrams, local street maps, ground level and/or aerial photographs (eg from RouteView) etc, using a risk- based approach.</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>
20/2018/04	Closed - I	None	<p>The intent of this recommendation is that the access point at South Hampstead station is recognised in the hazard directory and has appropriate information signage.</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation. ORR proposes</p>

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			<p>Network Rail should:</p> <p>I amend its National Hazard Directory to include the access point alongside South Hampstead station; and</p> <p>I provide access point signage to clearly identify each running line to staff using the access point.</p>	<p>to take no further action unless they become aware that the information provided becomes inaccurate. \$B</p>
20/2018/05	Closed - IA	White	<p>The intent of this recommendation is that Network Rail reviews how standard NR/L2/OHS/019 Issue 9 is being applied across its network and takes appropriate actions based on what it finds.</p> <p>Network Rail should carry out a detailed audit of how standard NR/L2/OHS/019 Issue 9 has been implemented across the network, including in its supply chain. The purpose of this audit is to determine how the standard has been interpreted and understood, and areas of good and bad practice. Network Rail should take appropriate actions to address any issues found.</p>	<p>ORR has reported that Network Rail has reported that it has completed the actions taken (by alternative means) in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate. \$W</p>