

Recommendation Status Report



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

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
20/2018/01	Progressing	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 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>	<p>ORR has reported that Network Rail is taking suitable actions to address the recommendation although an accurate plan for full implementation has not been formulated. ORR will advise when the status of this recommendation changes.</p>

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20/2018/02	Implementation Ongoing	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 a proposed action plan and timescale for delivery to be taken in response to the recommendation. ORR will advise when the status of this recommendation changes.</p>
20/2018/03	Progressing	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 is taking suitable actions to address the recommendation although an accurate plan for full implementation has not been formulated. ORR will advise when the status of this recommendation changes.</p>
20/2018/04	Implemented	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>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>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>
20/2018/05	Implemented by alternative means	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</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</p>

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			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.	proposes to take no further action unless they become aware that the information provided becomes inaccurate.
20/2018/06	Implemented	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>