

## Recommendation(s) Status: Class investigation into accidents and near misses involving trains and trackworkers outside possessions




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

<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>Insufficient response:</b>	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.
<b>Progressing:</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>Other Public Body or Authority</b>	The recommendation is also addressed to another public body or authority.
<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: 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.

1 07/2017  
Class investigation into accidents & nr misses  
involving trackworkers  
Status: Implementation ongoing



The intent of this recommendation is to improve the ability of people in charge of safety on the track to establish a safe system of work that is appropriate to the local circumstances.

Network Rail should review the ways that it equips those with safety leadership responsibilities to recognise and deal effectively with circumstances not encompassed by the planned 'safe system of work' or permit. These might include the need for additional local planning (for example when placing lookouts) or moving to a new location while carrying out mobile activities such as patrolling, asset inspections and surveying. Circumstances not covered by the plan might also arise due to rest breaks and changes to the composition of the group, or the nature of the work activity.

Appropriate action should be taken to implement any required improvements in procedures and/or the training provided to those in leadership roles. Any changes that are proposed to existing arrangements should be based on the following principles:

- a) compliance with the documented safe system of work or permit, unless this can no longer be applied, is impractical to implement or is considered to be less safe than an alternative;
- b) continued compliance with the railway Rule Book;
- c) dynamic risk assessment of the changed circumstances, and of any alternative safe system of work; and
- d) empowering competent leaders to make safe decisions within clearly

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 RAIB when actions to address this recommendation have been completed. \$B

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

**Safety Recommendation**

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

2  
07/2017  
Class investigation into accidents & nr misses  
involving trackworkers  
Status: Implemented

The intent of this recommendation is to improve the non-technical skills of track workers.

Network Rail should review the effectiveness of its existing arrangements for developing the leadership, people management and risk perception abilities of staff who lead work on the track, as well as the ability of other staff to effectively challenge unsafe decisions. This review should take account of any proposed revisions to the arrangements for the safety of people working on or near the line. A time-bound plan should be prepared for any improvements to the training in non-technical skills identified by the review (paragraph 86a, c, d, e and k).

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.

3  
07/2017  
Class investigation into accidents & nr misses  
involving trackworkers  
Status: Implementation ongoing



The intent of this recommendation is to improve the competence (in the area of local geographic knowledge) of people who lead track work in higher-risk situations.

Network Rail should review the competence requirements for people who control work on the track while trains are running, under safe systems of work which rely on knowledge of the location, such as the use of lookout warning and line blockages without additional protection. Consideration should be given to requiring enhanced local knowledge for people qualified to implement such systems of work. This may include training and assessment in local conditions and/or experience of work in specified areas or locations. A time-bound plan should be prepared for any changes in competence requirements identified by the review (paragraph 86b, f and g).

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 RAIB when actions to address this recommendation have been completed. \$B

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

**Safety Recommendation**

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

4 07/2017  
Class investigation into accidents & nr misses  
involving trackworkers  
Status: Implemented

The intent of this recommendation is to make the fullest possible information on local conditions available to people who plan and lead work on the track.

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.

Network Rail should implement arrangements to make its databases of photographic and video information (such as its RouteView system) more easily available to planning staff and leaders of work groups (paragraph 115f).

5 07/2017  
Class investigation into accidents & nr misses  
involving trackworkers  
Status: Implemented



The intent of this recommendation is to provide suitable and sufficient information to support decisions on safe methods of working on the track, as well as visibility of the risk to senior management.

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

Network Rail should improve the way it collects, analyses and reports information on incidents and accidents to track workers associated with moving trains, to provide more reliable data on the relative risk of the various available methods of protection. Such data should be used to inform improvements to the arrangements for ensuring the safety of people working on or near the line, including the hierarchy of safe systems of work (paragraph 87a, b and c).