

Recommendation Status Report: Track worker struck by train near Chalfont & Latimer station

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Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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.

Recommendation Status Report



Report Title	Track worker struck by train near Chalfont & Latimer station
Report Number	05/2023
Date of Incident	15/04/2022

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
05/2023/01	Closed - I	None	<p>The intent of this recommendation is that London Underground Limited improves its understanding and management of the risk from people being struck by trains while working on the line during traffic hours</p> <p>London Underground Limited should review how it assesses and controls the risk of people being struck by trains while working on the line during traffic hours. This review should consider available research and good practice from other parts of the rail industry and should specifically examine:</p> <ul style="list-style-type: none">• If its current understanding of risk accounts for the uncertainty inherent in the use of controls that rely principally on human performance for their effectiveness (such as compliance with training, rules and procedures).• Whether the current risk control measures in place need to be modified, or additional measures adopted, to reduce the risk to staff working on the track so far as is reasonably practicable. This should include consideration of the way in which safe systems of work are planned, documented and briefed to staff.• Defining and delivering appropriate non-technical skills training for track workers.• Working with organisations that provide agency or contract staff to seek improvements in team working between internal and external staff. <p>London Underground Limited should develop a timebound programme for the implementation of any appropriate measures identified (paragraphs 127b, 127c and 128a).</p>	<p>ORR has reported that London Underground Ltd 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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05/2023/02	Open	None	<p>The intent of this recommendation is for London Underground Limited to minimise the requirement for staff to work on the line in traffic hours.</p> <p>London Underground Limited should carry out a review of track work undertaken during traffic hours. This review should consider the amount of, and reasons for, traffic hours working and the additional risks to which it exposes staff when compared to working where lines are closed to traffic.</p> <p>London Underground Limited should develop a timebound programme for the implementation of any opportunities identified to reduce work undertaken in traffic hours and take appropriate actions to control the associated risks where such a reduction is not possible (paragraphs 127a.i, 127a.ii, 127a.iii, 127c and 128a).</p>	<p>ORR has reported that London Underground Ltd 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>
05/2023/03	Closed - I	None	<p>The intent of this recommendation is to seek improvements in safety assurance and safety reporting on London Underground.</p> <p>Taking into account the findings of this investigation, London Underground Limited should review its current processes for:</p> <ul style="list-style-type: none"> • Assuring that safe systems of work are being correctly planned, implemented and followed, and that the intended control measures to manage risk are performing as expected. • Ensuring there is an effective reporting system which allows all staff to report incidents and accidents, so that safety issues are properly identified and appropriate and timely actions are taken in response. • Fostering a culture that encourages all staff (employees and contractors) who work on or near the line during traffic hours to challenge and report unsafe practices without fear of any form of reprisal (paragraph 128b). 	<p>ORR has reported that London Underground Ltd 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>
05/2023/04	Open	None	<p>The intent of this recommendation is that the cess is in an appropriate condition to be used as a designated place of safety on the Metropolitan line.</p>	<p>ORR has reported that London Underground Ltd has a proposed action plan and timescale for</p>

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		<p>London Underground Limited should review its track assets on the Metropolitan line to ensure that, where the cess is expected to serve as a place of safety for staff working on the line, it is suitable for this purpose (paragraph 129a). This review should consider:</p> <ul style="list-style-type: none">• whether there is sufficient space from passing trains• the condition of the lineside• obstructions which may cause staff to move closer to lines which are open to traffic on which trains may run. <p>Note: this recommendation may apply to other parts of London Underground Limited’s organisation.</p>	<p>delivery to be taken in response to the recommendation. ORR will advise when the status of this recommendation changes.</p>
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