

Recommendation Status Report: Member of staff struck by a train at St Philips Marsh depot, Bristol

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Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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	Member of staff struck by a train at St Philips Marsh depot, Bristol
Report Number	08/2024
Date of Incident	26/09/2023

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
08/2024/01	Awaiting Response	None	<p>The intent of this recommendation is to reduce the risk of staff at Great Western Railway, who hold a personal track safety competency, from being struck by a train when working and walking in its depots.</p> <p>Great Western Railway should review the training and assessment it provides for shunters and other staff from its engineering function for gaining or recertifying their personal track safety competency, to ensure that these staff receive an appropriate level of information and assessment about working and walking on depots. This review should specifically consider the training and assessment already provided to Great Western Railway staff working in its operations function who hold personal track safety competency (paragraphs 132a and 132a.iv). This recommendation may also apply to other duty holders who are responsible for shunters working in depots, yards and sidings.</p>	
08/2024/02	Awaiting Response	None	<p>The intent of this recommendation is to manage the risk of staff being struck by a train when using authorised walking routes and walkways on depots.</p> <p>Great Western Railway should review the authorised walking routes and walkways on all its depots where staff that hold a personal track safety competency can walk, and identify the places where staff using such walking routes or walkways might be required to walk foul of a train's path. Using the results of this review, Great Western Railway should:</p> <ol style="list-style-type: none"> a. assess the risk to staff who might walk in these areas, with specific reference to the hazard of being struck by a train b. understand the factors that might affect the level of risk in these locations, for example, where there is limited clearance or where the 	

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			<p>types of rolling stock that use the depot have differing fields of view from the driving position</p> <p>c. identify what controls can be put in place to reduce this risk to a level that is as low as is reasonably practicable</p> <p>d. implement the identified control measures, including appropriate briefing or training to the staff affected (paragraphs 132a.ii, 132a.iii, 132c and 133a).</p>	
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