

Recommendation Status Report: Track worker near miss at Chiltern Green, between Harpenden and Luton

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Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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	Track worker near miss at Chiltern Green, between Harpenden and Luton
Report Number	06/2025
Date of Incident	23/04/2024

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
06/2025/01	Awaiting Response	None	<p>The intent of this recommendation is to reduce the risk of a person in charge not understanding how the walking element of the planned work should be executed and then taking their group into an unsafe area.</p> <p>Keltbray Infrastructure Services Limited should review, and amend as necessary, its planning processes for any activity taking place on or near the line, so that its staff who carry out the role of person in charge are provided with the information necessary for them to understand how to manage and execute the activity that they are required to deliver. This should include providing the person in charge with a methodology for carrying out both the task and walking elements of the activity when on or near the line, particularly if the activity involves going to or from multiple access points and/or multiple sites of work (paragraphs 182a, 182a.i, 182a.iii and 183a).</p> <p>This recommendation may apply to other organisations that plan and carry out work on Network Rail infrastructure.</p>	
06/2025/02	Awaiting Response	None	<p>The intent of this recommendation is to reduce the risk of railway staff not understanding what measures need to be in place to safely cross a restricted clearance structure.</p> <p>The Rail Safety and Standards Board should follow the relevant rail industry processes to review and as necessary amend the requirements in Rail Industry Standard RIS-3413-TOM for providing warning signage at structures with restricted clearance. This work should consider:</p> <ul style="list-style-type: none"> • how the rail industry has implemented the current requirements by using warning based safe systems of work 	

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			<ul style="list-style-type: none"> • whether this approach is still suitable following the changes within the rail industry to reduce and eliminate the use of warning safe systems of work • providing guidance on the implementation of the requirements in RIS-3413-TOM, with particular reference to: <ul style="list-style-type: none"> o the choice of warning signage (such as limited clearance, no refuge or prohibition) for a structure with restricted clearance o whether the type of warning signage fitted to the structure would be reliant on a specific safe system of work being implemented to allow it to be crossed safely while trains are running o how the chosen warning signage is applicable to staff in non-track worker roles, who might also need to go on or near the line while trains are running as part of their duties • following relevant rail industry processes to propose and implement any associated changes that need to be made to the Rule Book, GERT8000, so that the meanings and definitions of the types of warning sign in it are aligned with RIS-3413-TOM (paragraphs 184a and 184b). 	
06/2025/03	Awaiting Response	None	<p>The intent of this recommendation is to reduce the overall risk to railway staff due to missing or poorly maintained lineside signage.</p> <p>Network Rail should record what warning signage assets, as required by Rail Industry Standard RIS-3413-TOM, should be fitted to the structures on its East Midlands route infrastructure that are listed in the national hazard directory as having restricted clearance (so would include warning signs for limited clearance, no refuges and prohibition while trains are running). It should also review what other lineside signs are not recorded as assets on its asset management system, Ellipse.</p> <p>Network Rail should then determine what inspection and maintenance regime is required for these lineside signage assets on its East Midlands route infrastructure, and then schedule tasks on Ellipse for these activities to be done (paragraph 184c).</p>	

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			This recommendation may also apply to other Network Rail routes.	
06/2025/04	Awaiting Response	None	<p>The intent of this recommendation is to reduce the risk of railway staff entering an unsafe area when on or near the line due to a lack of warning signage.</p> <p>Using the record of warning signage assets developed by recommendation 3, Network Rail should identify what warning signage, as currently required by Rail Industry Standard RIS-3413-TOM, is missing from structures with restricted clearance, such as bridge 127, on the infrastructure on its East Midlands route. It should then take steps to eliminate or mitigate the risks, due to this warning signage not being fitted to these structures, to railway staff who might go on or near the line at these locations (those staff who might go on or near the line is not limited to track workers as other roles, such as train crew, might need to access the track when carrying out their duties) (paragraphs 182d and 183b).</p> <p>This recommendation may also apply to other Network Rail Routes.</p>	