

# Safety Alert



## Track Workers Safety - Reducing Near Misses

Issued to: **All Network Rail line managers, safety professionals and accredited contractors**

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Location: National

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### Overview

We made significant improvements to reduce risk for tracks workers and have now eliminated unassisted lookout working (>25mph). But risk still remains...

Last month we had five incidents where track workers were close to being struck by a train. The events happened on our tracks near Ruislip, Ampthill, West Allerton, Washwood Heath and Norwood but they could have happened anywhere on our infrastructure and within your area.

In each case we came too close to the sort of fatal incidents depicted in the image shown. It has been four and half years since we last lost a track worker after being struck by a train, but the recent near misses show that another serious incident is inevitable unless we take direct action now.

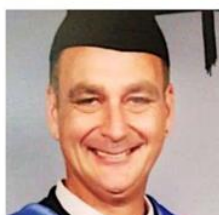
### A reminder...

On 3 July 2019, at 09:52 the driver of a Great Western Railway train reported that the train had struck three people working on the South Wales Main Line track.

Our colleagues **Gareth Delbridge** and **Michael 'Spike' Lewis** were fatally injured. Another colleague escaped by inches.



**Aden Ashurst** lost his life on 8 April 2020 at Roade Northamptonshire. An AmcoGriffen employee, Aden was fatally struck while on the track.



**Tyler Byrne** was killed on 9 February, 2021, at only 30 years of age. He was struck by a train on the tracks near Surbiton station, in Surrey.



[Please click here to watch the our Learning from Near Misses video](#)

## Don't be next to get that call.....take the following actions: -

### Planning

- The Planner and PIC MUST discuss and agree the Safe Work Pack and the PIC MUST be familiar with area and the access point.
- The Planner and PIC MUST confirm the Safe Work Packs (SWP) are clear and concise, and the track diagrams are fully understood.

*You can do this by checking how your planners liaise with PIC's and allocating time to discuss the plans in their rosters or by talking to PIC's and planners on your site visits. Be as visible as you can, especially at night. When you do sample checks of SWP's avoid a checklist approach, talk to planners and PIC's to verify.*

### Additional Protection

- The Planner and PIC must use the safest protection method available to them.
- If better additional protection could be used but isn't currently available, tell your manager.

### Correct safe position

- Is there enough support and visibility on site?
- Are supervisors and managers regularly 'checking in' to provide assurance?
- How do your teams know they are in the right location and line before they step onto the track?
- If you find the Access Point information is incorrect in the National Hazard Directory, report it to your local Safety Manager for correction.

*You can do this through your site visits and ensuring everyone either uses the Access Point App that gives you your exact location and what are the adjacent lines or, by making sure all Access points have signs or track ID markers that your staff can use to confirm they are using the right access point from the right side of the railway.*

### Safety Critical Communications

- Safety critical communications (SCCs) and briefings must be clear, concise, and easily understood. Remember: "Just because I know what I said doesn't mean I know what was heard."

*You can do this by encouraging COSS and PIC briefings close to or on site so the team can see the points of entry and work site limits and get staff to repeat back what they heard. Check in your site visits that staff really understand the plans and especially the correct details of access. Review sample recorded communications and follow up on any poor or unclear conversations.*

### Immediate action required

#### 4 key points to remember:

**Plan:** Is the information in the Safe Work Pack correct with clear expectations.

**Additional Protection:** Do you have the highest level of warning or protection available?

**Correct safe position:** Are you at the correct access point and inside your protection when on or near the line?

**Safety Critical Communication:** Have you provided clear information and both parties have come to a common and safe understanding?

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