

28th November 2011

No: IGS 255

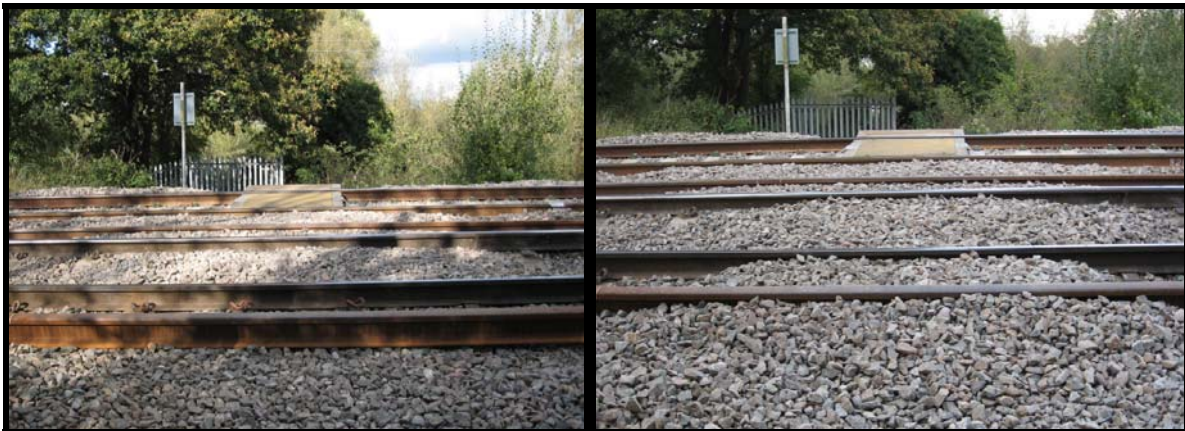
Infrastructure Group Safety Bulletin

Near Miss to a member of the Public

For the attention of all Network Rail and Contractor staff

Background:

On Wednesday 12th October 2011, a near miss with a member of the public was reported by the driver of First Great Western (FGW) 2K40 Reading to Newbury service at Widmeads Public Right Of Way (PROW) Crossing, Berks & Hants Line (BHL) 51m 01c. This PROW is heavily used by the public at all times. The PROW timber crossing surface had been removed from the BHL 2100 (DM) section, including the Cess, 4' and 6' sections in preparation for planned High Output Track Renewals (HOTR) activity and a temporary ballasted surface installed(See photograph A)



Photograph A

Photograph B

Photograph B shows the crossing following remedial works post incident, which is considered to be to a more acceptable standard. Following the Near Miss the temporary ballasted surface was considered inadequate as it increased the traverse time for the public to cross at this location. It is suggested that this may have been a contributory factor to the near miss. Increased traverse time requires an increase in the sighting distance or a reduced linespeed to allow sufficient sighting / time to safely cross this 2 line section of track. This was not taken into account when the original decking was temporarily replaced.

In addition the Network Rail Operational Risk Team was not approached to undertake a site specific risk assessment to evaluate any impact this temporary surface may have on the traverse time, when the need to temporarily change the crossing surface had been identified. Had this been undertaken then the HOTR (Western) Team would have been advised of the additional measures required to ensure the PROW remained compliant with respect to traverse time, sighting distance and line speed.

Immediate Action

1. Check whether all current temporary crossings to establish if they are installed to an acceptable standard and that they have been approved by the Network Rail Operational Risk Team. If not, where appropriate a Temporary Speed Restriction may be imposed, the crossing may be closed or permanent surface may have to be reinstated.
2. With immediate effect, no more temporary crossings are to be installed unless the site has been jointly visited by the Network Rail Operational risk team such that they can undertake a site specific risk assessment to identify any additional measures that must be taken/implemented to ensure compliance and safety at that particular crossing
3. Establish a regime where Infrastructure Projects Programme Team checks all crossings post installation and assesses them is against the Risk Assessment the Network Rail Operational Risk Team.
4. With immediate effect implement a T-4 process (under AMP) where the temporary works and considered risk assessments are reviewed again prior to any works on site with input from the Network Rail Operational Risk Team, Infrastructure Project Programme Team, Principal Contractor (and their Sub-Contractor if applicable) need to be involved in this review. The process is to be immediately rolled out nationally across Track, to include Plain Line, S&C and High Output.

Note; This Infrastructure Group Safety Bulletin will be followed up by the issue of a formal process and communication with the ORR.

This Safety Alert must be displayed for 28 days on the safety notice board

Issued by: Justin Page, Head of Infrastructure Maintenance Safety and Compliance