

Incident Date / Time: 8th March 2013 / 09:44hrs

Location: Stowgate Level Crossing, Lincolnshire, between St James Deeping and Littleworth

Works Taking Place /

Incident Type: Laying of Troughing Route / High potential Close Call

Issued By: Ian Quick, Alliance Director, GNGE, WH Smith Mews, Thorpe Rd, Peterborough, PE3 6AL

Project Name / Number: GNGE / 106754

For the attention of: All Scotland and North East

Description of incident

A subcontracted work gang were working inside a segregated fence green zone which formed protection from traffic on the Down Main while carrying out their works. All members of the work gang including the Controller of Site Safety (COSS) and Site Warden carried out work installing troughing routes, despite knowing that this was prohibited for safety critical roles.

The COSS had incorrectly requested unnecessary line blockages for working behind the fence with the Area Protection Controller (APC)* on the up main instead of the down main where his group were working. Train 2K23 was signalled through the section on the down main and went past the site of work whilst workers were behind the fenced area.

The COSS phoned the APC and asked why a train had come through the line blockage. APC informed the COSS that the up main is under line blockage and not the down main. APC immediately asked the COSS to cease works on site.

**APC is a GNGE specific role.*



Causes

The following are initial findings. This event is subject to Local investigation.

The COSS had no local knowledge, although a pre-start walk-out had taken place on Monday prior to works beginning on Tuesday.

Despite the correct information being available in the SSOW pack the COSS incorrectly identified the up and down lines which meant that the line blockage he assumed he had was actually on the opposite line.

No Fenced Green Zone was listed within the SSOW pack; instead it showed Site Warden and Line Blockage

The APC didn't have details of the scope and location of the works being undertaken.

The COSS did not carry out his duties correctly.

The COSS was not assessed as part of a review following a similar incident because the work gang and COSS had only just joined the project.

The gang had travelled in excess of 2hrs on the day of the incident despite having local lodgings.

The gang were incentivised to achieve targeted output.

The reader is required to take action where appropriate to implement or review the following;

1. Performance incentives should be based on leading safety indicators that promote improvements in safety culture and performance and not output based incentives that have a negative effect on safety performance.
2. Review travel time arrangements and where arranged, check that local lodgings are being utilised.
3. Review arrangements for SSOW planning with compliance to NR/L2/OHS/019.



Always have a valid safe system of work in place before going on or near the line.

