

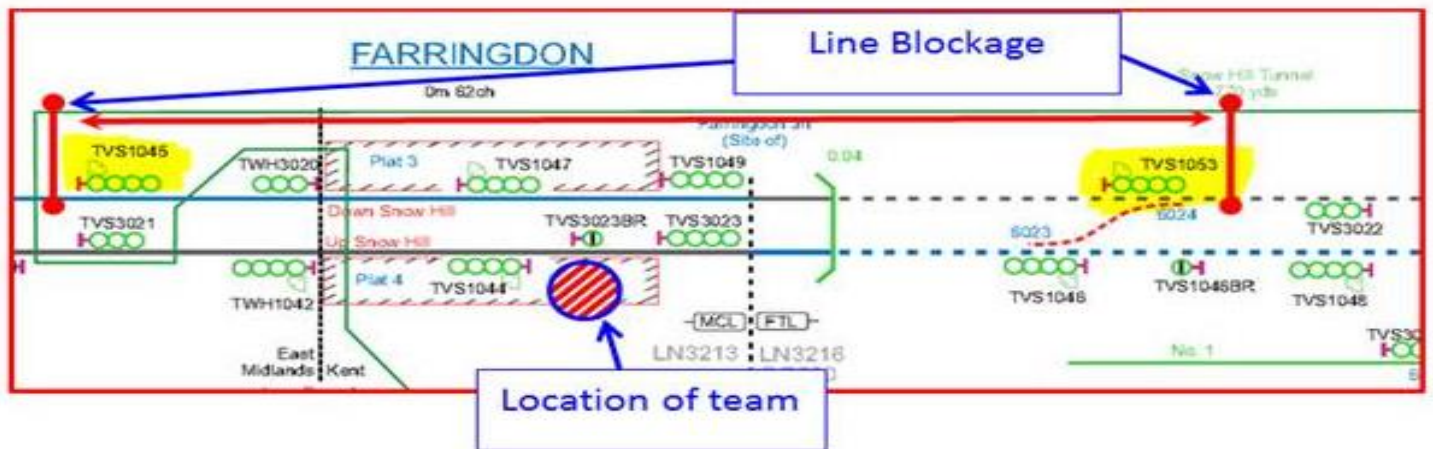
Shared Learning *The Thameslink Programme*

Issue Date: May 2018 - For further info contact dominic.thompson@networkrail.co.uk

Issue Number: TLP090 Title: Possession Irregularity at Farringdon

Overview of Event:

A team were tasked with carrying out a survey and gauging works on platform 3 of Farringdon Station. The line blockage was taken correctly for the Down line adjacent to Platform 3. The team were about to start work on the Up line (adjacent to platform 4) which was open to traffic. Fortunately the error was spotted just prior to a train travelling through at line speed.



Causes:

Immediate - The team were on the wrong platform.

Root and Underlying Causes

- The PIC was not fully involved with the development of the Safe Work Pack in accordance with the Network Rail Standard NR/L2/OHS/019.
- Lack of discussion between the planner and PIC (Person In Charge).
- Defects in the SWP (Safe Work Pack) were not Identified by the responsible manager.
- The existing condition of the ELR changing from MCL to FTL at the Southern end of the platform and the change in terminology of the lines from Down Snow Hill to Up Moorgate at the Northern end of the platform led to the disorientation of our PIC.
- PIC being unfamiliar which the exact layout of the site at Farringdon station.

General Key Messages:

- Follow the principles of NR/L2/OHS/019 Safety of people at work on or near the line.
- Have appropriate local knowledge and confirm the location using a known datum point (Signal or other Railway asset) before work begins.

Actions Taken As a Result of the Investigations:

- All SWP's are to be sent to Thameslink/NR ODM for review prior to shift.
- Where the team are unfamiliar with the site, a familiarisation visit must take place prior to the works.
- Responsible manager to ensure both planner and PIC are included in the SWP process and ensure all parties are satisfied that the SWP are produced as NR standard NR/L2/OHS/019-09.
- PIC's to be mentored (where applicable) within complex or unfamiliar areas.
- Track locators are not to be used to verify routes, especially in congested areas – only use a guide and verify with a known datum point (signal or railway asset).
- This incident, along with relevant findings will be communicated to PC and subcontract team via toolbox talk/briefings.