

Slochd possession irregularity

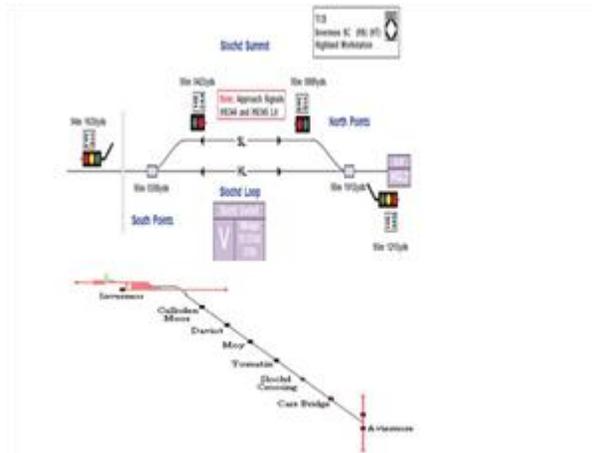
Issued to: **Network Rail line managers, safety professionals and accredited contractors**

Ref: NRL20-07

Date of issue: 03/07/2020

Location: Slochd, Highland Main Line, Scotland Route

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Overview

On 22nd April 2020 a planned worksite was set up outside the associated possession limits.

The possession was planned between Tomatin Loop South and Millburn Junction (Inverness).

The protection limit at the Tomatin end was signal HT353 at 98 miles 827 yards.

The worksite, for earthworks at Slochd Summit, was between 94 miles 1200 yards and 96 miles 500 yards, over two miles further south on an open line.

Underlying causes

The planned possession didn't cover the planned worksite mileages. The possession planning meetings, T-5 weeks and T-10 days, failed to identify the planned possession didn't cover the planned worksite mileages.

There was no PICOP meeting held for the possession, and the PICOP and the ES, failed to identify that there was a worksite listed outside the possession.

The initial planning error was made at T-7 weeks possession planning timescales. This worksite error went through the planning processes unnoticed.

The signaller at Inverness, on the Highland workstation, reported that they had received a SPAD alarm on signal HS346 at Slochd Summit which alerted them to the incident.

There were three members of the workgroup, and a Road Rail Vehicle (RRV) with a trailer, working on an unprotected line.

There is no system check or visual representation of the plan which prevents or highlights worksite mileages which are planned outside of the possession limits.

Communications on the night between the PICOP and ES had failed again to highlight the planning error.

Key message

PICOP meetings are **mandatory** in accordance with T3 Possession of the line for engineering work delivery requirements (NR/L2/OPS/303).

- How effective are your possession planning meetings in line with NR/L2/OPS/202?
- Are PICOP meetings being held in accordance with NR/L2/OPS/303?
- How do you know your PICOPs understand their possessions and ES understand how their worksite fit together?
- How effective are your systems and processes in identifying worksites that aren't compatible with the possession arrangements?
- How effective are safety critical communications in your area?
- How robust are the Safe Work Pack verification processes to identify errors?
- What training and development is available for your Access planners?