

**Oliver Stewart**  
**RAIB Recommendation Handling Manager**



28 October 2022

Mr Andy Lewis  
Deputy Chief Inspector of Rail Accidents  
Cullen House  
Berkshire Copse Rd  
Aldershot  
Hampshire GU11 2HP

Dear Andy,

**RAIB Report: Collision between mobile elevating work platforms at Rochford, Essex on 25 January 2020**

I write to provide an update<sup>1</sup> on the action taken in respect of recommendation 4 addressed to ORR in the above report, published on 28 September 2020.

The annex to this letter provides details of actions taken in response to the recommendations and the status decided by ORR. The status of recommendation 4 is **'Implemented'**.

We do not propose to take any further action in respect of the recommendation, unless we become aware that any of the information provided has become inaccurate, in which case I will write to you again.

We will publish this response on the ORR website on 31 October 2022.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Oliver Stewart', written in a cursive style.

Oliver Stewart

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<sup>1</sup> In accordance with Regulation 12(2)(b) of the Railways (Accident Investigation and Reporting) Regulations 2005

## Recommendation 4

*The intent of this recommendation is to improve the methods of alerting staff within a possession or work site to potentially dangerous acts or situations.*

Network Rail, in conjunction with its contractors, RSSB and other stakeholders, should review the means of warning currently used to alert staff to a dangerous situation on or near the track, and consider whether suitable equipment should be issued to those in all relevant roles.

## ORR decision

1. Network Rail, in conjunction with its principle contractors and RSSB, has reviewed warning systems capable of alerting staff to dangerous acts or situations currently in use on on-track plant on other railways. Network Rail have not been able to identify a value for money engineering solution, however they continue to explore options and some systems are being trialled. In addition, Network Rail concluded that the warning systems in place would have been adequate if used correctly and other causal factors were of greater significance.

2. Network Rail continue to work with the supplier industry in considering new warning systems as they become available and improving training of staff in using existing systems.

3. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, Network Rail has:

- taken the recommendation into consideration; and
- has taken action to implement it

***Status: Implemented.***

## Previously reported to RAIB

4. On 21 September 2021 ORR reported the following:

Network Rail has begun a review of warning systems currently in use on other railways that are capable of alerting staff to dangerous acts or situations. Although not identified in the action plan, Network Rail has since confirmed that RSSB and representatives of Network Rail's principle contractors have been involved in the review process.

## Update

5. On 29 April 2022 Network Rail provided the following closure statement and document:



N198-05 Rochford [N198-05] Rochford  
Rec 4 - Closure State



[N198-05] Rochford  
Rec 4 response Feb 22

## Previously reported to RAIB

### Recommendation 4

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Network Rail, in conjunction with its contractors, RSSB and other stakeholders, should review the means of warning currently used to alert staff to a dangerous situation on or near the track, and consider whether suitable equipment should be issued to those in all relevant roles.

### ORR decision

1. Network Rail has begun a review of warning systems currently in use on other railways that are capable of alerting staff to dangerous acts or situations. Although not identified in the action plan, Network Rail has since confirmed that RSSB and representatives of Network Rail's principle contractors have been involved in the review process.

2. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, Network Rail has:

- taken the recommendation into consideration; and
- is taking action to implement it, but to be provided with the outcome of the review and any consideration given to providing equipment to warn staff of vehicle movement

**Status: *Progressing*.** ORR will advise RAIB when further information is available regarding actions being taken to address this recommendation.

### Information in support of ORR decision

3. On 3 December 2020 Network Rail provided the following initial response:

#### **Action Plan**

*Network Rail propose the following workplan:*

1. *Review of warning systems currently in use across regions and routes and available technology*

*This will be via engagement with:*

- *Chief Engineer*
- *Chief Safety officer*
- *Head of Safety Task Force*
- *Professional Head of Plant*

- *Operators and representatives from parts of the business making use of communications (including: Capital Delivery, Works Delivery, High Output, OCR)*
  - *Selected stakeholders (including: RSSB, Key equipment suppliers)*
2. *Identify systems available for use propose risk based approach to deployment of equipment depending on the complexity of work site. This will include looking across other industries as well as the rail industry.*

***Evidence required to support closure of recommendation***

*I will produce a presentation report documenting the work including:*

- *the systems available,*
- *options/recommendations*