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Ms Carolyn Griffiths
Chief Inspector of Rail Accidents
Cullen House
Berkshire Copse Rd
Aldershot
Hampshire GU11 2HP

Dear Carolyn,

RAIB Report: Dangerous occurrence involving track workers near Roydon station, Essex, 16 July 2012

I write to provide an update¹ on the consideration given and action taken in respect of recommendation 1 which was addressed to ORR in the above report, published on 27 June 2013.

The annex to this letter provides details of the action being taken. The status of this recommendation is now 'In-progress'. ORR will update RAIB on the actions being taken by 30 September 2014.

We will publish this response on the ORR website on 25 April 2014.

Yours Sincerely,

Chris O'Doherty

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

Recommendation 1

The intent of this recommendation is to improve the means by which controllers of site safety assess both the required and available sighting distance at sites of work.

Network Rail should review, and then improve as appropriate, the methods by which controllers of site safety assess both the required and the available sighting distance when at sites of work. The review should include:

- The accuracy, availability and presentation of information concerning the available sighting distances at sites of work (particularly in those areas where sighting is limited, or too short to permit a sufficient warning from one or more lookouts);
- Identification of recommended methods of assessing sighting distance when on site (including the use of special equipment); and
- The adequacy of existing training and assessments of competence related to the assessment of sighting.

Brief Summary on what was previously reported to RAIB on 31 October 2013

1. Network Rail stated that:

Following the review, the following work streams were considered to be reasonably practicable and were to be pursued:

- 1. Include calculating sighting distances, awareness on distance and perception and methods for measuring distance into the Lookout initial and recertification courses in line with current review of Lookout;*
- 2. Add awareness on distance, perception and methods for measuring distance into COSS initial and recertification training ;*
- 3. Add distance awareness and perception and methods for measuring distance to AiTL questions;*
- 4. Review feasibility of improving the placement of mile posts on a national basis and of mapping fixed lookout points in consultation with the Routes.*

Timescale: 31 December 2013

Update

2. On 28 January 2014, ORR wrote to Network Rail seeking evidence that points 1, 2 and 3 had been implemented and further information on the findings from the review under point 4. Network Rail responded on 17 February 2014 stating that:

Network Rail has made progress on points 1 – 4, in addition to other effective medium term action on how work on track is planned, briefed and delivered through the Control of Work project and our strategic direction away from ‘red zone’ working with unassisted lookouts.

Network Rail’s focus has been on the overall effectiveness of establishing a safe system of work on site and hence has focussed on the skills needed by the Controller of Site Safety (COSS) in setting that up.

Point 2 was completed with extra material delivered in the COSS technical training with effect from December 2013, as predicted. (Network Rail provided an extract from its presentation 'Welcome to the Controller of Site Safety Course, Issue 22' to illustrate the additional learning points.)

Both points 1 and 3 are being delivered through the extension of Network Rail's non-technical skills training to the Lookout role. This work builds on learning already incorporated from previous incidents involving lookout decisions.

Following the successful rollout of this approach to COSS, development material has been developed for those with the lookout competence but is delayed by a few months while we complete validation of the approach. Unfortunately, the anticipated completion date of December 2013 for points 1 and 3 will now be 30 June 2014.

Point 4 remains under review with no final output as yet. Given the significant change to the rigour of planning and establishing a safe system for accessing and working on the track which will be delivered by the Control of Work project, and the high estimated cost of the specific approach suggested by RAIB, Network Rail will complete that review with an estimation of the risk reduction that different approaches deliver. Network Rail will provide ORR with the outcome of the review in June 2014.

ORR Decision

3. After reviewing all the information received 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.

Status: In-progress. ORR will update RAIB by 30 September 2014