

# **Safety - summary of selected incidents**

**Week ending 11/08/2016**

*This summary is designed to raise awareness of the key safety incidents that have occurred over the previous week and identify those incidents that have been assessed using the corporate risk matrix as high risk, or with high risk potential (HiPo) - highlighted in red.*

*Further information on these is contained as an appendix to this summary.*

## **Track System**

- ▶ Sc – A landslide occurred following heavy rain between Lochailort and Glenfinnan, with a 40 metre section of line obstructed by debris, rubble and boulders.



## **Signalling Wrong Side Failures**

- ▶ LNE-York – It was alleged that a set of points at Barnsley were laying open by approximately 4cm with the route and signal cleared through them. The driver physically kicked the points to move them correctly into position and it was not possible to duplicate the fault.

## **Infrastructure Operations (Irregular Working)**

- ▶ LNE-York – A signaller authorised two trains to pass a signal at danger in connection with an axle counter failure with the crossing barriers at Rington CCTV still in a raised position. In both instances the driver stopped before passing over the crossing to challenge the signaller.

## **SPADs (Group 2)**

- ▶ A – SPAD at L1353 at Bury Street Jcn by 30 metres. The driver (London Underground) stated a lack of concentration.
- ▶ WX – SPAD at W367 at Wimbledon Park by 1.5 metres. The driver (LUL District Line) reported they had been distracted placing an object in their bag.
- ▶ LNWN – SPAD at MP644 at Lostock Jcn by 60 metres (TPWS intervention). The driver (Northern) stated suffering a loss of concentration.

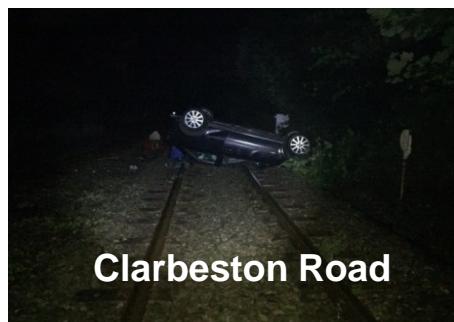
### **SPAD Error Group**

- ▶ Group 2 – Not monitoring for a signal. Failure to check signal aspect. Failure to locate correct signal. Anticipation of signal clearing.

## Level Crossings

- ▶ A – A near miss occurred at Little Hayes UWC(T) with a tractor that drove onto the crossing before reversing off as a passenger train approached (line speed 60 mph). No request to use the crossing was made.
- ▶ A – A near miss occurred at Horse Fen UWC(T) with a car that crossed ahead of a passenger train (line speed 75 mph). No request to use the crossing was made.
- ▶ A – A near miss occurred at Salmon Pool AOCL with a car that backed onto the crossing as a passenger train approached (line speed 25 mph).
- ▶ A – A collision occurred between a passenger train and a landrover at Nairns No 117 UWC(T) (line speed 75 mph). The train did not derail and there were no reported injuries to any of the 115 passengers on board, although the train driver was badly shaken. No request to use the crossing was made. (*Occurred Friday – log entry to be included w/e 18/08/16*)

## Objects on the line



- ▶ WS/CU – A car crashed through the boundary fencing, down the embankment and came to a rest on its roof on the Down Main line at Clarbeston Road (line speed 45 mph). The car driver was reportedly uninjured.

## **Near Misses**

- ▶ WX – A near miss was reported at Liphook with a member of off-track staff who crossed from the Down line to the Up line immediately ahead of a train (line speed 90 mph). The member of staff had been taking debris across to the Down side although the safe system of work only applied to the Up line.
- ▶ WS/CU – A near miss was alleged to have occurred with a group of off-track staff engaged with clearing vegetation at Hereford who were reportedly slow to move to a position of safety.
- ▶ SE-KT – A near miss was reported with two P'Way staff at St Mary Cray who were alleged to have only just moved clear ahead of the train (line speed 90 mph).
- ▶ LNWS – A near miss was reported with three members of P'Way staff at Charlemont Road Level Crossing (line speed 40 mph) who were stood in the four-foot as a train approached. The staff were working unknowingly outside the limits of a Line Blockage they had taken.

## **Operational Close Calls**

- ▶ LNWN – After giving up a Line Blockage of the Down Rochdale line at Castleton East Jcn, the Protection Controller inadvertently advised the staff working that the Up Rochdale Line was open. Three members of staff continued working on the down line but saw a train approaching and moved to a position of safety.
- ▶ Sc – A set of points were run-through at Stirling Causewayhead Jcn after the signaller failed to correctly set the route when authorising a train to pass the signal at danger.
- ▶ LNE-York – A trolley was placed onto an open Goods line at Doncaster. The COSS had believed that the line had been included as part of the possession.
- ▶ A – Owing to a miscommunication, a COSS gave permission for a cherry picker to go lineside at Highbury and Islington without an isolation or permission from the engineering supervisor.

## **Level Crossings (Pedestrians)**

- ▶ LNE-York – A signaller trapped a member of public with a bicycle within Offord CCTV level crossing and cleared the signals for a train to proceed. The signaller realised their error and replaced the signal to danger and raised the barriers for the member of public to exit the crossing.

# *Safety alerts – learning from incidents*



A series of safety alert templates have been created to help us all learn from incidents, and bring consistency to national and local incident communications.

## *Safety Alert*

Issued for serious incidents within 24 hours to create awareness of what's happened and the known facts pending investigation.

## *Safety Bulletin*

Issued approximately a week after an incident has taken place to highlight the associated risks and create team discussion about potential learning.

## *Safety Advice*

Issued during an investigation where it becomes necessary to issue an instruction relating to a significant risk. You will need to review these to see if they apply to an activity that you or your team are involved in.

## *Shared Learning*

Issued following the conclusion of a significant investigation to promote discussion around the causes of the incident and the key learning that can stop it happening again.

## APPENDIX A - LOG EXTRACTS – W/E 11/08/2016

07A

### ROAD VEHICLE INCURSIONS (NON LEVEL CROSSINGS)



**(WS/CU)** At 2121 the driver of 2E35, HL, 2100 Fishguard Harbour - Carmarthen reported a car having come off the road through the boundary fencing, done the embankment and coming to a rest on the track, blocking the Down Main line at Clarbeston Road. The driver of the car was uninjured and there were no other persons in the car. Emergency services arrived on site at 2151. The Mobile Operations Manager was advised and gave an ETA of 2315. BTP ref.626. The BT Police arrived on site at 2159 and reported the car driver, although uninjured, had been conveyed to hospital as a precaution. The Pway staff arrived on site at 2256, along with the Mobile Operations Manager at 2311. At 2328 the Mobile Operations Manager authorised two ECS moves over the Up line, past the site. The Mobile Operations Manager reported at 2357 that it was not possible to recover the vehicle from the road/embankment and required the services of a RRV. At 0200 it was reported that a RRV was enroute from Cwmbran, being delivered by road, with an ETA of 0500 given. An emergency T3 possession was taken to protect the site at 0400. The RRV arrived on site at 0530. The incident was ongoing at close of this Report. RAIB will be informed, via N1 form, once the incident has been cleared. **(WS/CU)** With reference to the car on the line at Clarbeston Road, as detailed in this section of yesterday's Report: By 0556 (Sun) the car had been successfully removed from the track with no damage to the infrastructure reported. The emergency possession was cleared at 0725, Normal working resumed. RAIB were advised, via N1 form, Ref.16/074 at 0807. TRUST 424287 XQWC = 1 cancelled = 3 trains part. CCIL 1452444.

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### NEAR MISSES

**(SE-KT)** At 1001 the driver of 1S24, HU, 0937 London Victoria - Ramsgate on the Down Chatham Slow line, reported a near miss at St. Mary Cray with two members of staff. The driver stated that one person was in the four foot and the other was on the Down cess and that they only just moved clear before the train passed. The driver was fit to continue. Following trains were cautioned. The P'Way Section Manager at Orpington advised at 1010 that the staff involved had been confirmed to be P'Way staff who had been instructed to stand down pending the arrival of the Mobile Operations Manager. The Mobile Operations Manager authorised NWR at 1035 having confirmed that three members of staff were clear of the line. The staff involved advised that they were clear of the line at the time of the alleged near miss. 'For cause' screening was arranged for the staff involved, and an Investigating Officer was appointed. The P'Way staff had cited a foliage issue in the area and the Mobile Operations Manager reported at 1059 that foliage was starting to encroach over the side of a parapet between 14m 41ch and 14m 55ch also that a woodland section required cutting back, Off Track were advised. No delay. Fault No. 366543. CCIL 1453506.

