

Safety - summary of selected incidents

Week ending 25/08/2016

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

- ▶ WN – Broken fishplates on both sides of points at Malvern Wells.

Objects on the line

- ▶ WX – A passenger train struck a large fallen tree obstructing both lines near Ascot (line speed 70 mph). The train did not derail and there were no reported injuries. Parts of the tree were wedged underneath the train and there was also damage to points, track and conductor rail.



Infrastructure Operations (Irregular Working)

- ▶ LNWN – A ballast regulator derailed by one wheelset on excess ballast within a possession at Carnforth. There were no reported injuries.

SPADs (Group 2)

- ▶ A – SPAD at L1176 at Stansted Mountfitchet by 20 metres. The driver (Abellio Greater Anglia) reported suffering a loss of concentration.
- ▶ Sc – SPAD at LE30 at Leuchars by 30 metres. The driver (ScotRail) stated that they had failed to respond to the previous signal.
- ▶ SE-KT – SPAD at AD136 at Tonbridge by 3 metres. The driver (Southeastern) stated that they had become distracted talking to the conductor.

SPADs (Group 3)

- ▶ SE-SX – SPAD at TL4011 at Spa Road Jcn by 40 metres. The driver (Gavia Thameslink Railway) stated they had read across to an adjacent signal.

SPADs (Group 4)

- ▶ WN – SPAD at T505 at Slough by 100 metres. The driver (Great Western Railway) reported the train had experienced low adhesion with wheelslip indications. No evidence of rail contamination was found.

SPADs (Group 5)

- ▶ LNE-York – SPAD at S114 at Sheffield by 90 metres. The driver (Northern) stated that they were unable to recall passing the signal.

Level Crossings

- ▶ LNWN – A train struck a car at Crescent Road AHB level crossing (line speed 60 mph). The train did not derail and there were no reported injuries. The car driver had entered the crossing before the barriers had lowered but turned onto the railway by mistake. The car driver attempted to warn the driver of the oncoming train, which had slowed prior to impact.
- ▶ A – A near miss occurred at New Road No. 15 UWC with a lorry that crossed ahead of a passenger train (line speed 75 mph).
- ▶ WS/CU – A near miss occurred at Flos Fach Isaf UWC(T) with a van that edged onto the crossing as a passenger train approached before reversing clear (line speed 60 mph). No request to use the crossing was made.
- ▶ LNWN – A near miss occurred at Virtual Quarry Open level crossing with a road vehicle that crossed ahead of a freight train (line speed 25 mph).
- ▶ WX – A near miss was reported at Milford AHB with a car that drove around the lowered barriers ahead of a passenger train (line speed 80 mph).
- ▶ WS/CU – A near miss occurred at Ty-Ddu UWC(T) with a car that crossed ahead of a passenger train (line speed 55 mph). No request to use the crossing was made.

Road traffic accidents

- ▶ Sc – A member of P'Way staff sustained back, chest and neck injuries after being involved in a road traffic accident en route to Wemyss Bay Jcn. The driver had swerved onto an embankment to avoid an oncoming road vehicle, before striking a pylon.
- ▶ SE-KT – A member of Network Rail staff was knocked off their motorcycle travelling home from work sustaining bruising and whiplash injuries. A car had collided with them when it had moved across the road to allow an emergency vehicle to pass.

Staff accidents

- ▶ A – A member of contract staff (Atkins) undertaking OLE work sustained a crush injury to their thumb after it was caught between the basket and a Mobile Elevated Working Platform.

Near misses

- ▶ WX – A near miss with a train was reported by P'Way staff working between Leatherhead and Boxhill, who failed to hear the warning from the lookout and moved to a position of safety only in response to the warning horn from the driver.

Operational Close Calls



- ▶ WN – A Nominated Person (Morgan Sindall) applied straps to the wrong platforms at London Paddington causing a tripping. There were no reported injuries. The Nominated Person stated that they had tested the OLE before applying the earthing straps and received a zero reading. The test equipment was withdrawn for examination.
- ▶ LNE-York – A COSS (QTS) placed a trolley outside the limits of a Line Blockage at Hunslet East.
- ▶ LNE-York – An On-Track Machine was incorrectly authorised by the signaller to make a move towards a possession at Dore.
- ▶ A – A set of points were run-through by an unidentified movement during a Network Operations possession at Claydon.



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 25/08/2016

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LEVEL CROSSING INCIDENTS

(LNWN) At 2118 it was reported by the driver of 2U63, HE, 2113 Southport – Hunts Cross, formed by unit 508140 comprising three coaches, that they had struck a car on the Up Southport line at Crescent Road Level Crossing (AHB), between Southport and Hillside. BT Police were advised (ref: 612) and ORR and RAIB (N1 16/078) were also apprised of the incident. It was reported at 2131 that no serious injuries had been sustained by any person involved in the incident. At 2139 it was reported that the train was upright and that no derailment had occurred, however, part of the vehicle involved was partially trapped under the back of the third carriage and over the third rail. By 2150 an isolation had been put in place between Freshfield and Southport Station and a Mobile Operations Manager had arrived on site to assist with evacuating passengers from the train. The car driver reported that they had approached the crossing with the barriers up and turned onto the railway thinking it was a slip road. When they realised the error, they attempted to flag the train down, which slowed down on approach and hit the car at a low speed. As no allegation against the crossing equipment was made, it was not necessary for RAIB to attend the incident. P'Way staff were sent to site at 2154 and Merseyside fire service arrived on site to assist at 2155 (ref: 16757). At 2219 it was reported that approximately 30 passengers were on board the unit and, whilst none of them had sustained a serious injury, a number of passengers had reported sustaining whiplash injuries. The car was removed from underneath the train at 0026 and it was advised that damage to the train was minimal. A T111 possession and isolation were taken at 0133 and at 0355 the RRV arrived on site to remove the car from the railway. The car was removed at 0420 and by 0527 the affected train had moved forward to Kirkdale for fitter's attention and all checks of the track by S&T and P'Way had been completed, NWR.

TRUST 470090 XQRM = 5 cancelled = 14 part cancelled = 7 trains = 43 minutes.

CCIL 1460659.