

IMDM INNER

Potential Near Miss with member of Workforce

Incident.

On 17th January 2017, at 12:20hrs near Epsom, an Asset Inspector (AI) working for Wimbledon Track on the Number 4 crossing of 840 point Diamonds was involved in a potential Near Miss incident by the driver of SWT 2D27.

The AI had several asset inspections planned during the day; these were all in the vicinity of Epsom Station. He had been issued with a planned SSOWP for these activities; the SSOWPs stated the safe system of work would be Red Zone with Lookout protection. Arrangements had been made for him to meet another member of staff who had been allocated to him as a Lookout for the day.

He arrived at the location earlier than anticipated, the Lookout had not yet arrived; he had been working as a Lookout with another team earlier in the day. Whilst waiting, the AI remembered an additional inspection needed to be done not far from where he was. Consequently he entered the infrastructure, walked down the London end of the Epsom platforms and crossed into the Down RPE/UP BTH2 diamond where he inspected a cracked crossing.

Reference documentation

GERT/8000/HB1.

General Duties of Track Safety for Track Workers

2D27 was travelling on the Down Line at 20mph toward the location of the AI. On seeing him in front of the train the driver sounded the horn twice and engaged the emergency brake.

The AI acknowledged the presence of 2D27 on the first warning and made his way to the Up Victoria (BTH2) line, which he believed to be a place of safety. The train stopped adjacent to the AI.



Lessons Learnt

1. You must have a SSOWP issued for the work you are doing.
2. If you have been allocated a Lookout for protection associated with your work, you must not 'down grade' to IWA without reference to a Responsible Manager.
3. A position of safety for 100mph track or less is a least 1.25m from the nearest line on which a train can approach.