

## IMDM INNER

### Title: Alleged near miss at Clapham Junction

#### Incident

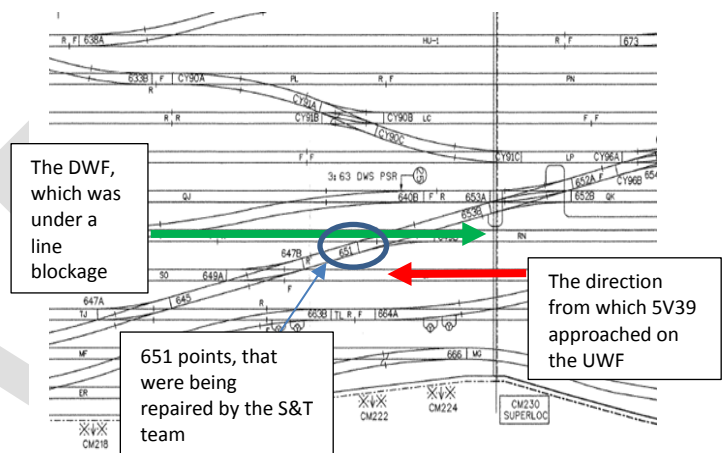
At approximately 16:18 on the 26th of November 2018, the driver of 5V39 (the London Waterloo to London Waterloo service) reported a near miss event with S&T staff who were working on W651 points at Clapham.

The S&T team were responding to a track failure on the points and were working under a separated (Site Warden) protection arrangement, with a line blockage in place on the DWF (Down Windsor Fast).

The PIC (Person in Charge) was also acting as the COSS (Controller of Site Safety) and as the appointed Site Warden for the separated protection limits.

The incident was initially investigated as a near miss, however FFCCTV (Forward Facing Closed Circuit Television) that has been viewed does not suggest that a near miss event has occurred.

However, the incident has raised the importance of identifying sites where adjacent lines are open and identifying both the limits of the protection and the Site Wardens. This follows a number of similar events that have occurred on the Wessex Route recently.



#### Lessons Learnt;

- Separated protection limits are there for your team's safety. Stay within the limits of the protection at all times.
- Where work is taking place within complex S&C, such as the location above, **line blockages should be taken on adjacent lines** where the work activity may take you.
- Delegate the duties, wherever possible. Don't let one person take responsibility for all the tasks in an activity.