

**IMDM INNER****Title: Near Miss at Richmond – 10th February 2019****Incident**

2 staff from Feltham P-way were carrying out a basic visual track inspection (track patrol) between Whitton and North Sheen on the Up and Down Richmond Line (RDG). One member of staff was acting as the PIC/COSS and carrying out the Patrol, whilst his colleague was carrying out the duties of a Site Lookout. After completing the patrol, the PIC/COSS crossed from the Down line to the Up line to walk back toward Richmond Station to maintain 598 points.



The team proceeded 20yds toward Richmond Station, where their sighting distance had been reduced to approximately **175yds**. The minimum sighting distance required to set up a Safe System of Work in this location is **450yds**. The team were about to cross from the Up cess to the Down cess when the Lookout noticed the lights of 5Z07 (an empty coaching stock) approaching through Richmond Station on the Up line and both stepped back out into the Up cess.

As the sighting distance was not sufficient, the team were not in a Position of Safety (POS) for 10seconds before the train passed them, therefore this was a Near Miss.

Take 5 for Safety

- **Don't cross the lines if you don't have to!**
- Have you set up, tested and continually maintained your safe system of work?
- Is the safe system of work suitable for the task you are carrying out? Would you challenge it, if not?
- Do the Track Patrols, the associated diagrams and the Safe System of Work used all align?
- Do you check the details within your Safe Work Pack, highlight errors and reject it with comments?
- Is there an alternative access/egress available to you? Would you use it if it's there?
- Have you considered any unusual train running patterns? (on the day in question, SWR were running extra trains between Waterloo and Twickenham for the rugby).
- Do you **'take 5'** before, during and after the work?