

IMDM INNER

Near Miss on the Down Portsmouth Line (BTH3) at Leatherhead

Incident

On 26th November 2019 at approx. 11:32 the driver of 1120, reported a group of 8 track workers from Wimbledon P-way, were working without a lookout on the 855 crossing on the Down Portsmouth line L/E of Leatherhead and had to rush out of the way of the train.

To achieve an adequate sighting distance in this location, as per the SWP, a site and a distant lookout are required. The PiC/COSS only appointed a site lookout as he believed he had enough sighting, but he failed to test his warning time.

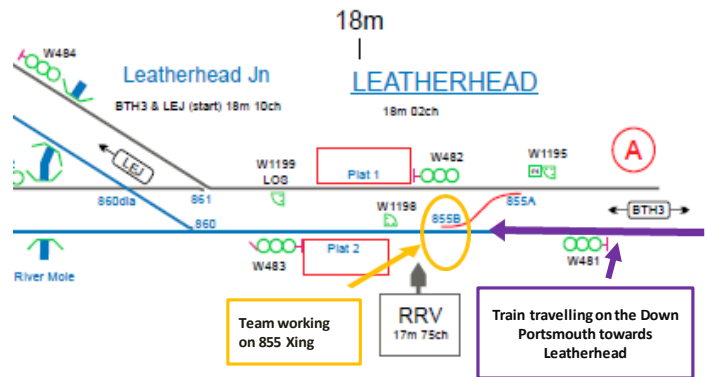
The PiC/COSS was also involved in the work. Some of the duties could have been delegated but the individual made a decision not to, and as a result could not effectively control the operational risk on site.

There was an experienced COSS and another COSS under mentorship on site, but both failed to challenge the suitability of the SSOW.

The PiC/COSS experienced some exceptional personal circumstances 4 days prior to the event, and it is highly likely this had a negative effect on his judgement.



The PiC/COSS using the track gauge with his back to traffic, the Site lookout in the 4ft



Lessons Learned:

This incident is still under investigation. In the meantime, please discuss with your teams:

- A site visit carried out the following day confirmed that with a site lookout it is only possible to achieve a sighting distance of 295 yds against the required 740yds. How do you ensure/check that you have **an adequate sighting distance/warning time**?
- It is not acceptable to not **challenge** if you believe something is not safe. We all have a personal accountability and responsibility (as reiterated by our Regional Managing Director John Halsall in his recent letter) to keep ourselves and each other safe! Remember the Work Safe Procedure and **always challenge**.
- If you do not feel capable of carrying out your role or you have something on your mind that could affect your judgement, please speak to your line manager as they can **support** you.

Discussion Point:

This incident is still under investigation. In the meantime, please discuss with your teams:

- If work is undertaken using lookout warning, then should a separate PiC and a COSS be appointed. If the PiC is involved in the work are they fully in control of operational safety? – **Please discuss this in your teams.**