

Safety Bulletin

Workforce Near Miss

Issued to: **All Network Rail line managers, safety critical staff, safety professionals and accredited contractors.**

Ref: **WX 02/21**

Date of Issue: **12/03/2021**

Location: **Bedhampton area, 39m 35ch, Down Main, ELR WPH2**

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Overview

On Thursday 4th February 2021, Wessex Works Delivery Track Outer Tech Staff with assistance from two Vital Rail contractors acting as lookout support were scoping future works in the Bedhampton area. This being a two line track layout, they were working on the Down line at the time of the incident.

The PiC/COSS had set up his SSOW and placed his Distant Lookout in a position to achieve sufficient sighting distance for the Down line.

At approximately 11:10hrs, the 10:00hrs 1S16 Train from Brighton to Portsmouth Harbour approached on the Down Line where the line speed is 85 MPH, a horn warning and flag was used by the Distant Lookout to inform the team a train was approaching, however the Site Lookout failed to notice this warning.

The Person in Charge (PiC) did notice the warning and ensured the team were in a position of safety (POS) but they were only there for approx. 7-8 seconds before the train passed their location.

At Approx.11:12hrs the PiC stood the group down, returned to the vehicles and informed the Works Delivery Outer Track office about what had occurred. It is worth noting that the train driver did not report a near miss and was raised by the PiC/COSS in charge of the work group.

The initial investigation established that the lookout was tired following his journey to site. It transpired that the lookout had to make a 3 hour journey each way.

Discussion Points

1. How are suppliers of contract or contingent labour monitoring fatigue in the staff they supply?
2. How do you confirm the use of locally sourced contractors or the provision of accommodation to minimise fatigue risks?

3. As a PiC/COSS are you asking the workgroup if they have any fatigue issues when giving your brief and are you scanning sentinel cards for information prior to going on or near the line?
4. Do your teams PIC's/COSS' test their SSOW at the site of work to ensure it is suitable, prior to starting the works?