

	Health, Safety, Quality and Environmental Alert	Alert number: 46-14	Document Reference: AMG/F/HSQE/001
	Risk Control Arrangements for Works Affecting Public Footpath, Bridleway and Farm Crossings	Issue Date: 31/12/14	Author: Steve Milroy

(To be posted on HSQE Notice Boards for a Period of 1 MONTH from date of issue)

Background:

The attached Network Rail Preliminary Briefing Note (see pages 2 & 3) describes some immediate actions that you must familiarise yourself with & implement. The need has been identified following a near miss between a train and a member of public on a Public Right of Way Crossing.

Note: Unprotected crossings depend on a warning being given to crossing users of an approaching train so that they can be clear before the train arrives. Affecting the crossing surface when doing temporary works can significantly affect the time it takes for the crossing user to cross safely (ORR Railway Publication No.7).

Immediate action to be taken:

Communicate and implement the immediate actions detailed on page 2 of the Network Rail Briefing Note (see pages 2 & 3 of this alert).

Communicate and implement the following hierarchy of ACJV specific risk control for all works that may require such crossings to be affected by any of our track renewal works:

1. Review carefully the requirements of the job. Do not remove or affect the crossing surface unless it is absolutely necessary to do so.
2. If it is deemed to be necessary, consider carefully how to limit the impact for the shortest possible time. Liaise with the Local Authority to close the path (they will initiate & sign a diversion – for which a cost of approx. £800 will be incurred). Re-instate the crossing on a like for like basis before the work site is handed back and the path is re-opened.
3. If it will not be reasonably practical to re-instate the crossing prior to work site hand back, confirm with your local NR Operations Risk Specialist that by keeping the path closure in place the risk to users has been appropriately controlled.
4. If a temporary crossing surface is deemed to be necessary because of timescales the site must be visited in advance with the local NR Operational Risk team. They will undertake a site specific risk assessment to identify if any additional measures need to be implemented (and by who) to ensure compliance and safety at that particular crossing.

Note: Amey Colas are in discussions with Network Rail & additional information will be issued shortly following completion of an impact review. Apply the actions specified above until formally advised otherwise.

Preliminary Briefing Note: Western - 001
To be followed with a formal alert

27 October 2011

On Wednesday 12th October 2011, a near miss with a member of the public was reported by the driver of First Great Western (FGW) 2K40 Reading to Newbury service at Widmeads Public Right Of Way (PROW) Crossing, Berks & Hants Line (BHL) 51m 01c. This PROW is heavily used by the public at all times.

The PROW timber crossing surface had been removed from the BHL 2100 (DM) section, including the Cess, 4' and 6' sections in preparation for planned High Output Track Renewals (HOTR) activity and a temporary ballasted surface installed (See photograph A)



Photograph A

Photograph B

Photograph B shows the crossing following remedial works post incident, which is to a more acceptable standard.

The temporary ballasted surface was found to be inadequate, thus increasing the traverse time for the public to cross at this location. It is suggested that this could have been a contributory factor to the near miss.

The increased traverse time required an increase in the sighting distance or a reduced linespeed to ensure sufficient sighting / time to safely cross this 2 line section of track. This was not taken into account when the original decking was temporarily replaced.

As well as the temporary surface being inadequate, when the need to temporarily change the crossing surface was identified, there was no approach made to the NR Operational Risk Team to undertake a site specific risk assessment to evaluate the impact this temporary surface would have on the traverse time. Had this been undertaken then the HOTR (Western) Team would have been advised of the additional measures required to ensure the PROW remained compliant with respect to traverse time, sighting distance and line speed. This incident is subject to a formal investigation.



Western Track
Church Road
Stoke Gifford
Bristol BS34 8QA

Immediate Action

1. Check whether all current temporary crossings are installed to an acceptable standard and that they have been approved by the Network Rail Operational Risk Team. If not, where appropriate TSR may be imposed, crossing may be closed or permanent surface may have to be reinstated.
2. With immediate effect, no more temporary crossings are to be installed unless the site has been jointly visited with NR Operational risk team such that they can undertake a site specific risk assessment to identify any additional measures that must be taken/implemented to ensure compliance and safety at that particular crossing
3. Put in place a regime where NR Project Team checks all crossings post installation and assesses this against agreement with NR Operational Risk Team.
4. Implement a T-4 process (under AMP) where the temporary works and considered risk assessments are reviewed again prior to any works on site. NR Operational Risk Team, NR Project Team, Principal Contractor (and their Sub-Contractor if applicable) need to be involved in this review.
5. Process needs to be immediately rolled out Nationally across Track, to include Plain Line, S&C and High Output.
6. This will be followed up by the issue of a formal process and communication with the ORR.

Issued by: Ian Henley

Position: Route Track Renewals Manager

Signature:

Date:


28/10/11