

Shared Learning

The Thameslink Programme (Issue Date: 24th March 2016 For Further Info Contact: dominic.thompson@networkrail.co.uk)

Issue Number: TLP 053 Title: Near Miss at New Cross Station

General Key Messages:

- Always use authorised access points as detailed in your paperwork
- Be 100% certain that you are in the correct location – double check the Signal/Point/Structure numbers (prior to leaving your position of safety).
- If you feel unsure or unsafe, stop work, move to a position of safety and seek advice.
- Personal issues can affect your ability to carry out work safely – they must be reported to your Line Manager.

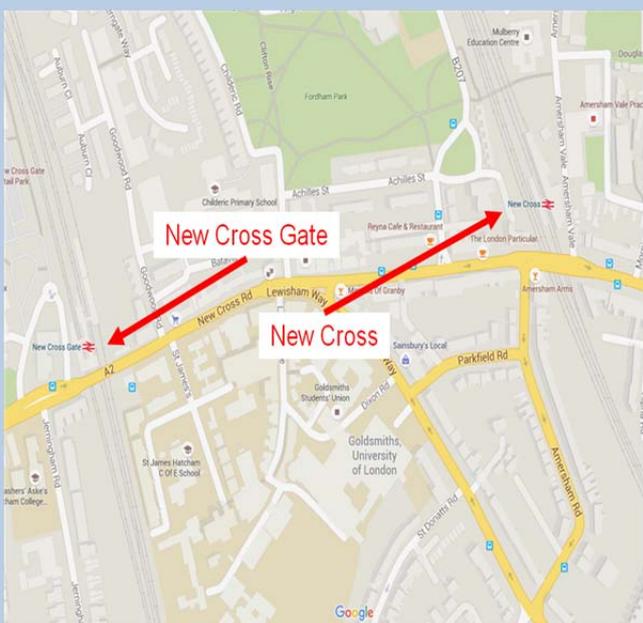
Overview of Event:

A Bridgeway Controller of Site Safety (COSS) and Possession Support Staff (PSS) were due to carry out Possession Support duties at New Cross **Gate**. However in error they made their way to the access point at New Cross Station, the wrong location. The correct access point was at New Cross Gate Station. After receiving the call from the Person in Charge of Possession (PICOP) they accessed the track and at this point they looked up and saw a train approaching them. Both staff immediately moved to a position of safety. This resulted in a Near Miss.

Underlying Causes:

- The COSS did not adequately check his Safe System of Work Pack prior to accessing the track.
- The COSS had conducted a similar task at New Cross Station the previous week; he assumed it was the same.
- During the briefing from the PICOP, the COSS did not 'register' that the work was to be at New Cross Gate.
- Upon arrival 'on site' the COSS did not contact the PICOP to advise that he had arrived at 'New Cross'.
- The signal diagrams illustrate a similar track layout at New Cross and New Cross Gate Stations.
- Before leaving for work the COSS had been advised that a friend had passed away.

Diagram/Photo of Event:



Actions Taken As a Result of Investigation

- All PICOPS have been informed that when briefing PSS's that they emphasise which access point is to be used.
- All PSS's must contact PICOP's upon arriving at their access point and clearly identify what their access location is prior to going on to the infrastructure.
- All COSS/PSS have been briefed to check a known datum (signal, structure etc.) prior to leaving a position of safety to confirm that they are on the correct part of the infrastructure.
- Bridgeway and Network Rail to identify areas where there are potential areas for confusion over access arrangements and brief all Thameslink PICOP's & PSS's on the locations and to ensure that the correct location is emphasised during the PICOP/PSS briefing.
- Bridgeway to reinforce the Health & Wellbeing principles reminding staff to discuss any personal issues in confidence with his line manager or the night shift manager, thus allowing any necessary adjustments to their work pattern or duties.