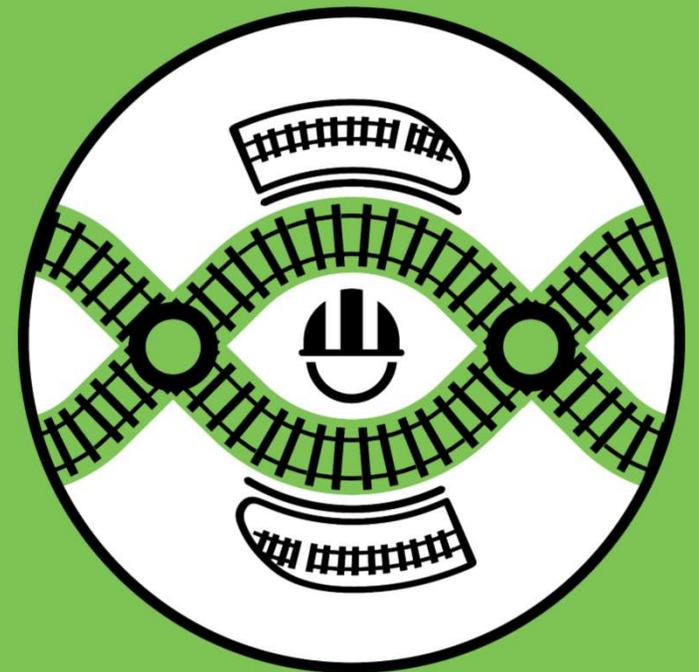


Railway staff safety – breaking a tradition of 150 years

March 2024



Providing technical leadership

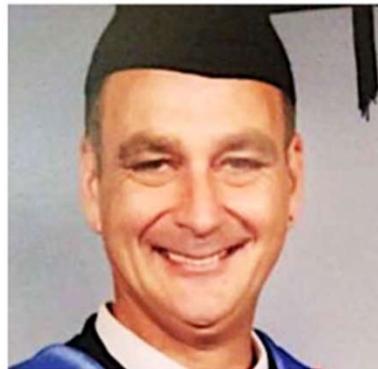
A reminder of some of our colleagues and why this is so important

On 3 July 2019, at 09:52 the driver of a Great Western Railway train reported that the train had struck three people working on the South Wales Main Line track.

Our colleagues **Gareth Delbridge** and **Michael 'Spike' Lewis** were fatally injured. Another colleague escaped by inches.



Aden Ashurst lost his life on 8 April 2020 at Roade Northamptonshire. An AmcoGriffen employee, Aden was fatally struck while on the track.



Tyler Byrne was killed on 9 February, 2021, at only 30 years of age. He was struck by a train on the tracks near Surbiton station, in Surrey.



Multiple recommendations

Rail Accident Report

Track workers struck by a train at Margam, Neath Port Talbot
3 July 2019

Rep
Nov

Rail Accident Report

Class investigation into accidents and near misses involving trains and track workers outside possessions

Report 07/2017
April 2017

Rail Accident Report

Class investigation into factors affecting safety-critical human performance in signalling operations on the national network

Report 03/2020
May 2020

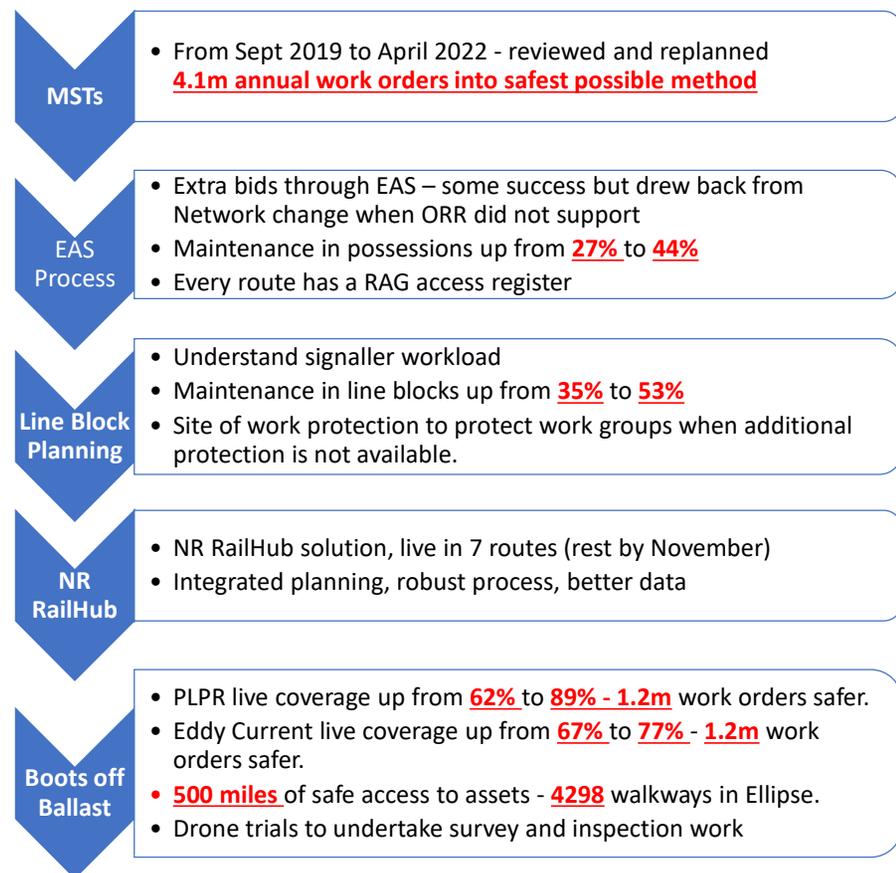


We needed a Plan

Compliance Criteria

1. Every delivery unit (DU) will have analysed ‘maintenance scheduled tasks (MSTs)’ and ‘routine work arising (WA)’ to align them with the available possessions and line blocks,;
2. Every route will have identified, analysed and allocated the available windows for undertaking maintenance work in possessions and line blocks for current and future timetables, for all lines;
3. Every route will maintain live register for each route-section that depicts, for routine maintenance tasks:
 - a. Green – Suitable access and resources are available;
 - b. Amber – Suitable access or resource has been applied for and assumed to be forthcoming to safely maintain the railway;
 - c. Red – Insufficient access or resource is available necessitating other protection or warning arrangements.
4. Every route will be able to demonstrate that the required level of available safe access has been secured via the engineering access statement (EAS) process for the December 2021 timetable,
5. Every route will be able to demonstrate management oversight and assurance to show maintenance tasks are planned into and delivered in the available possessions and line blocks.

Achieved



Planning Programme Outcomes

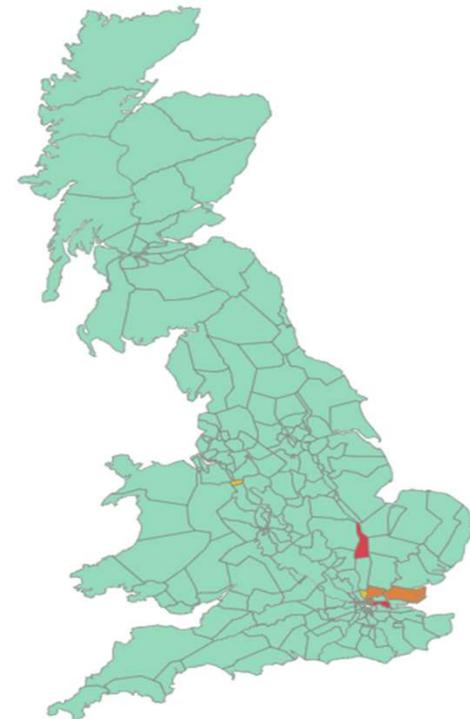
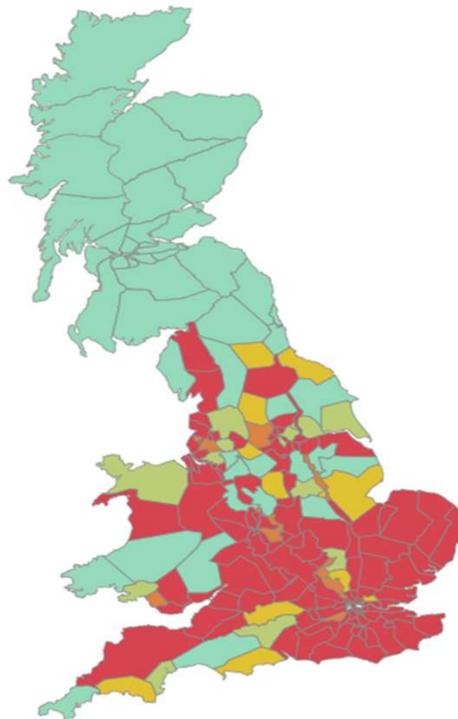
Unassisted Lookout Working Reduction – 98%



R8 - Red unassisted lookout Hours - National

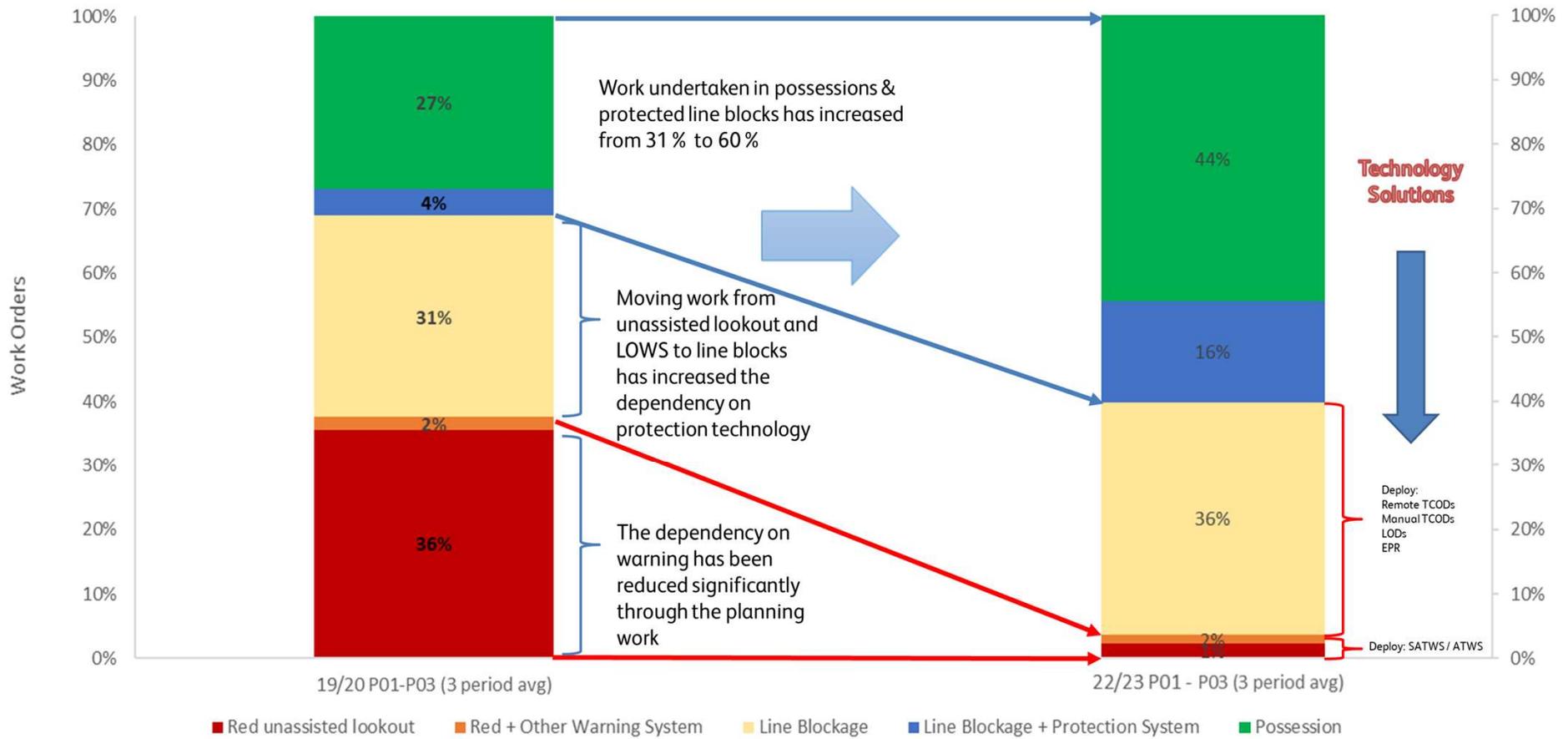
19/20 P01

22/23 P02



A New Working Profile.....

The planning notice has led to transfer of work from warning environment to safer access





We are sorting some basics.....



CASTLEFORD GREENWAY - IN PROGRESS





New technology helps keep boots off ballast and customers happy

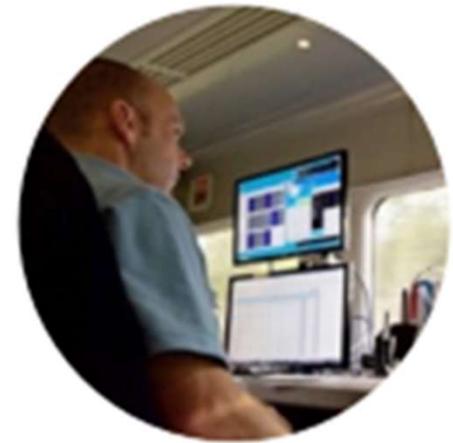
OFFICIAL



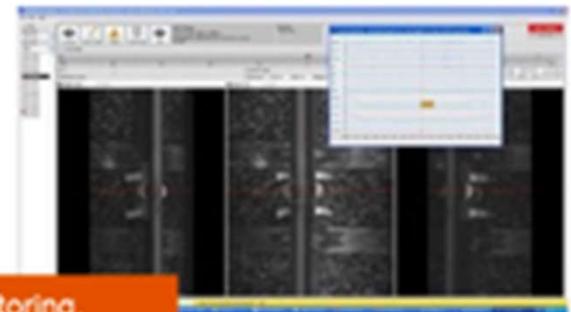
Eddy Current technology in use



Plain Line Pattern Recognition camera



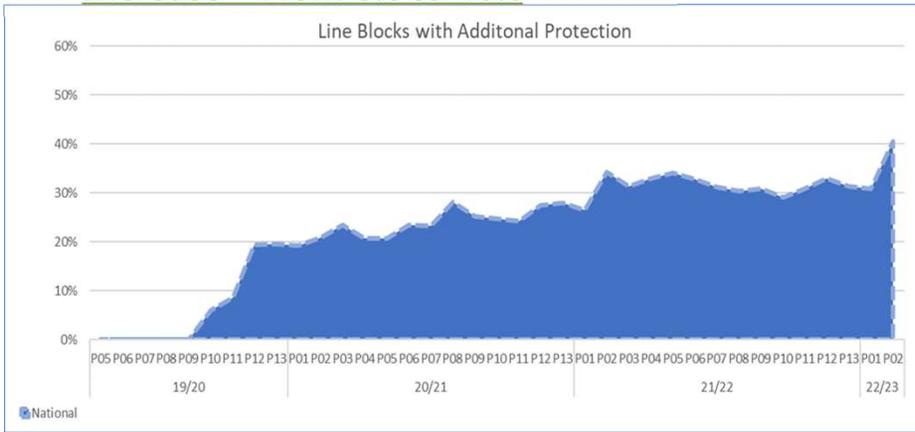
Remote condition monitoring,
without the need for track access



Technology Programme Outcomes

Additional Protection in Line Blocks

Increase – From 6% to 40%



PLPR Increase from 62% coverage to 89%
Eddy Current Increase from 67% coverage to 77%

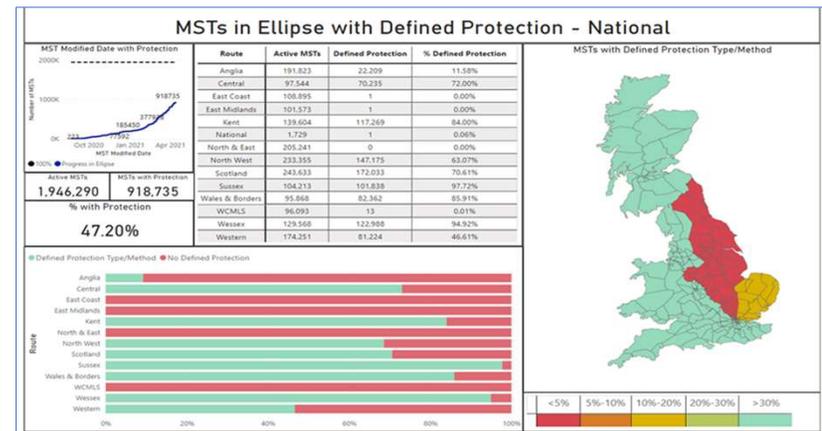


Oversight - Reporting

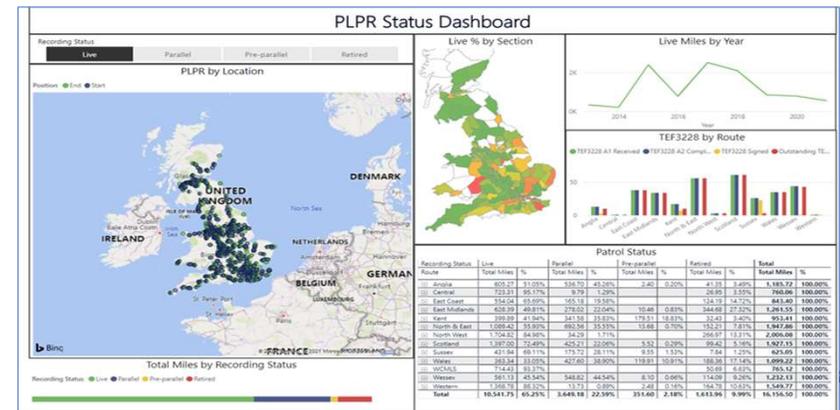
Leadership - SHEP



Management – Periodic Reporting



Route	Reporting Period	Reporting Period				Reporting Period				Reporting Period				Reporting Period
		Live	Parallel	Pre-parallel	Retired	Live	Parallel	Pre-parallel	Retired	Live	Parallel	Pre-parallel	Retired	
Anglia	2020-2021	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Central	2020-2021	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
East Coast	2020-2021	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
East Midlands	2020-2021	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Kent	2020-2021	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
National	2020-2021	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
North & East	2020-2021	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
North West	2020-2021	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Scotland	2020-2021	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Sussex	2020-2021	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Wales & Borders	2020-2021	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
WCHLS	2020-2021	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Wessex	2020-2021	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Western	2020-2021	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



Oversight - Assurance

Track Worker Safety Audits



Leadership – Track Worker Safety Expert Group

The 'Track Worker Safety Expert Group' (TWSEG) was formed in response to RAIB Margam recommendation five, to ensure that Network Rail's future work improving track worker safety is overseen and guided by an independent senior expert group over many years.

Post Implementation Reviews



Leadership – STF Programme Board



The STF 'Programme Board' will continued until at least June 2323. The board provided oversight and monitoring of route compliance with the sentiment of the two 'Improvement Notices' relating to track worker safety

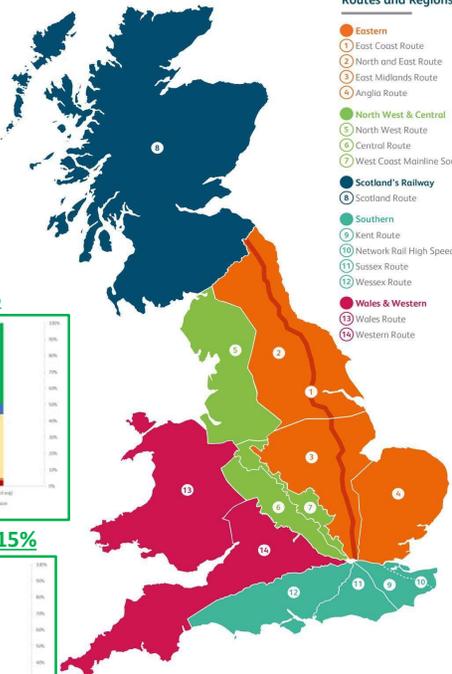




Increase Line Block Working – Focus on Line Block Safety

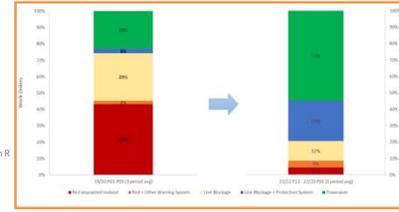


8 – Scotland from 52% to 55%

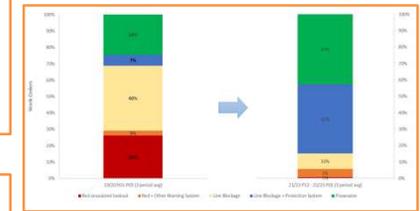


- Routes and Regions
- 1 East Coast Route
 - 2 North and East Route
 - 3 East Midlands Route
 - 4 Anglia Route
 - 5 North West & Central
 - 6 North West Route
 - 7 West Coast Mainline South R
 - 8 Scotland's Railway
 - 9 Scotland Route
 - 10 Kent Route
 - 11 Network Rail High Speed
 - 12 Wessex Route
 - 13 Wales Route
 - 14 Western Route
 - 15 Southern

1- East Coast from 32% to 37%



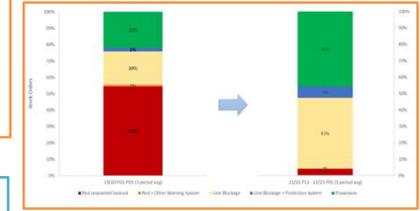
2- North & East from 47% to 52%



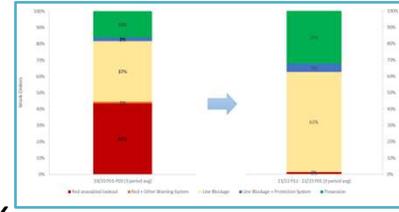
3- East Midlands from 41% to 67%



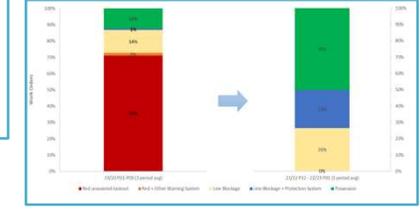
4 – Anglia from 22% to 50%



12 – Wessex from 39% to 66%



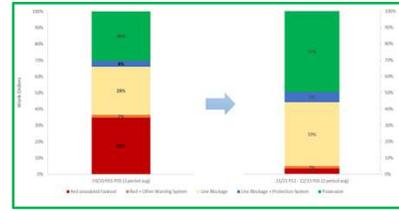
11 – Sussex from 15% to 49%



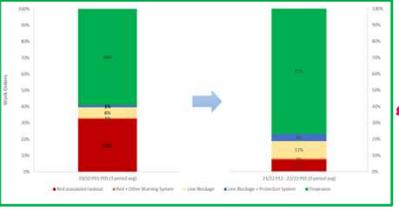
6 – Central from 30% to 64%



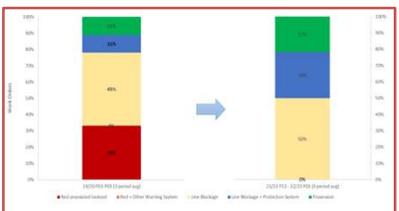
5 – North West from 33% to 45%



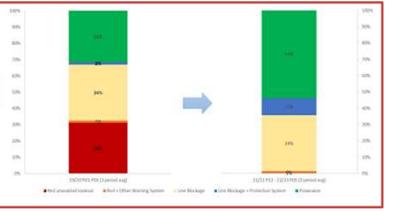
7 – West Coast South from 7% to 15%



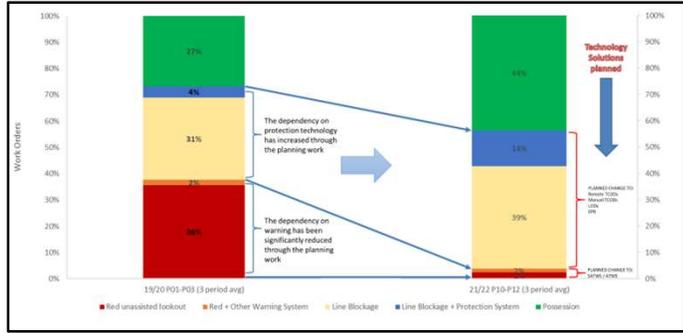
13 – Wales from 56% to 78%



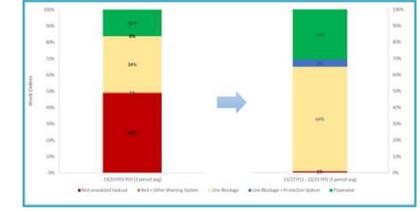
14 – Western from 36% to 45%



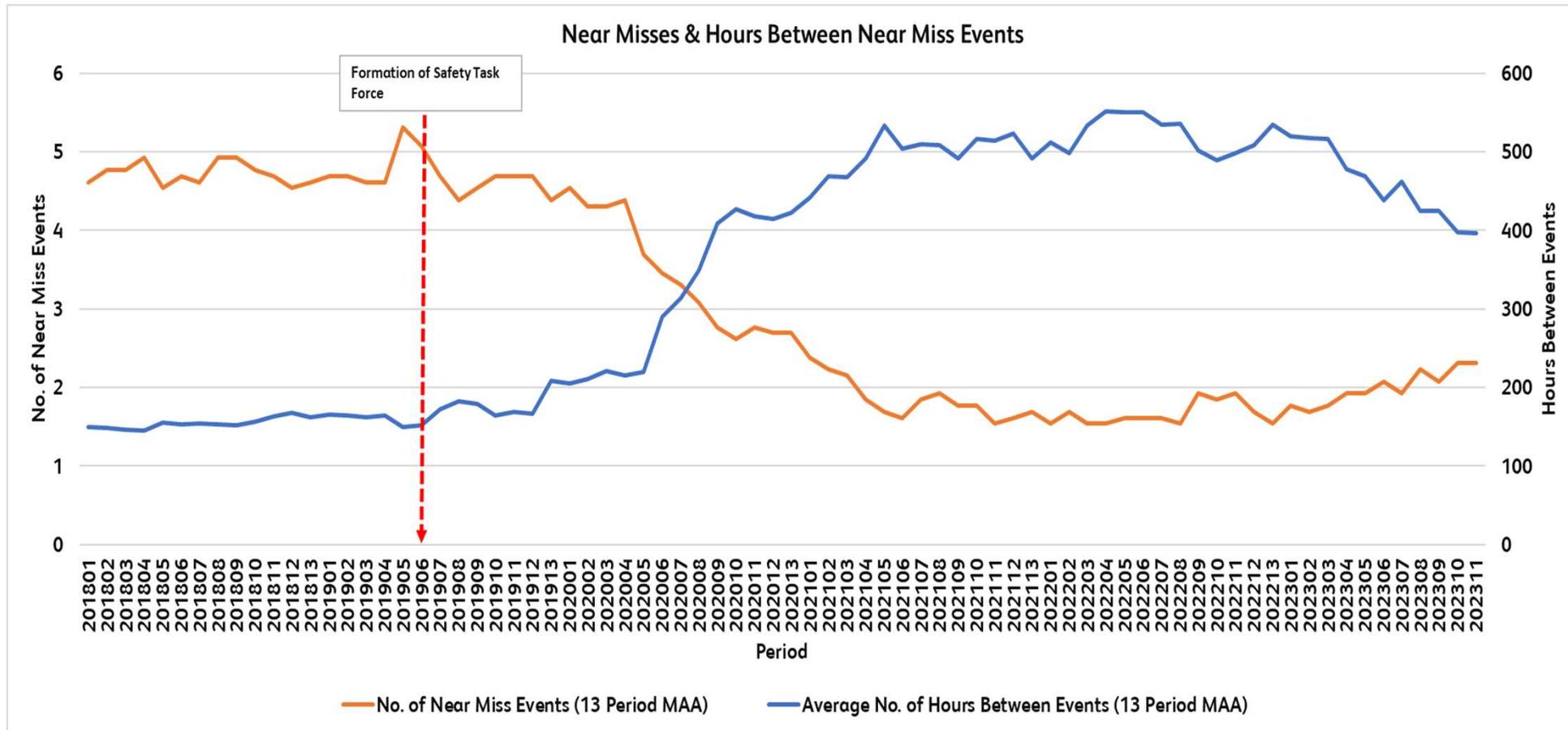
National from 35% to 53%



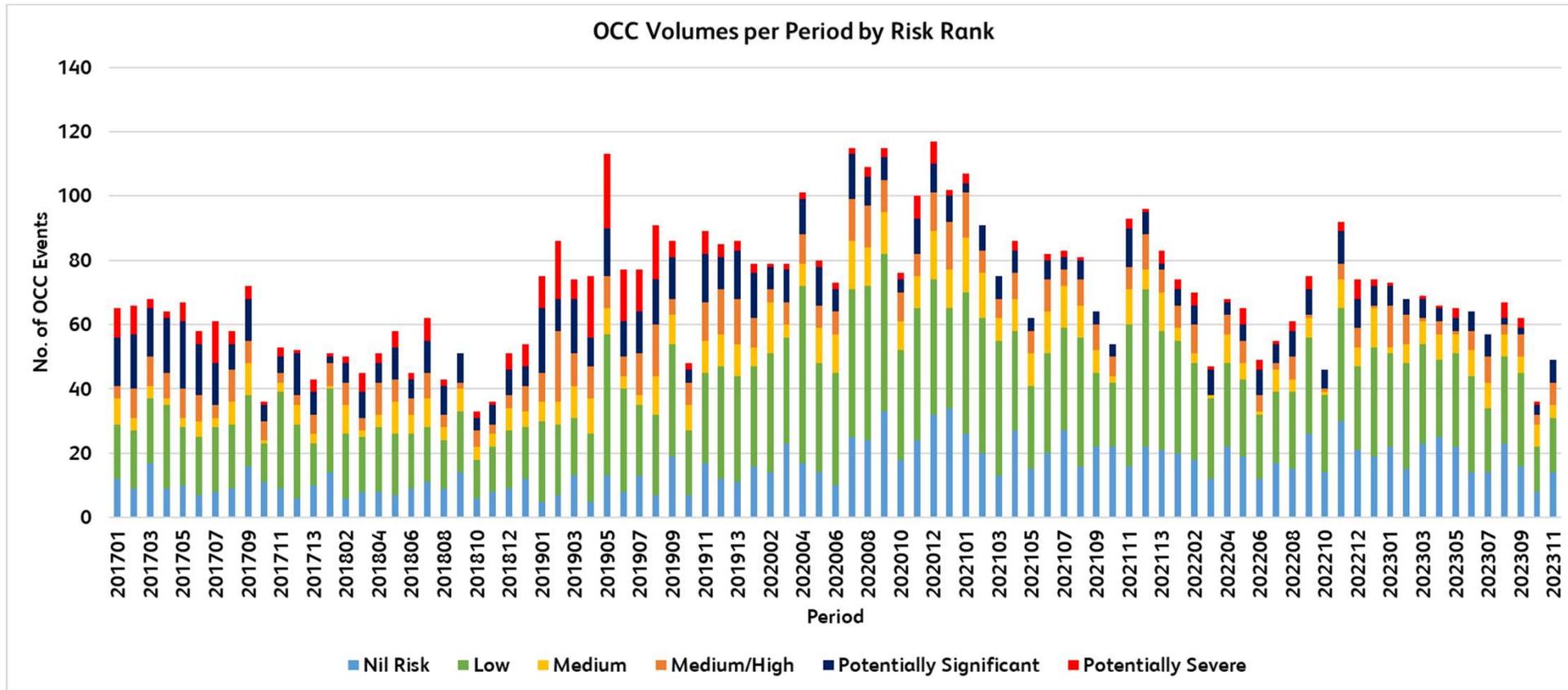
9 – Kent from 34% to 68%



Near Miss Analysis



Operational Close call analysis



Lessons learnt

- Focus on an outcome
- Have a plan
- Keep focus on the plan
- Deliver the plan
- Keep focus on the plan

