

**Oliver Stewart**  
**RAIB Recommendation Handling Manager**



30 January 2023

Mr Andy Lewis  
Deputy Chief Inspector of Rail Accidents

Dear Andy,

**RAIB Report: Passenger train collision with trolley at Bridgeway User Worked Crossing, near Shrewsbury on 16 January 2014**

I write to provide an update<sup>1</sup> on the action taken in respect of recommendation 1 addressed to ORR in the above report, published on 20 November 2014.

The annex to this letter provides details of actions taken in response to the recommendation and the status decided by ORR. The status of recommendation 1 is '**Closed**'.

We do not propose to take any further action in respect of the recommendation, unless we become aware that any of the information provided has become inaccurate, in which case I will write to you again.

We will publish this response on the ORR website on 31 January 2023.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Oliver Stewart', written in a cursive style.

Oliver Stewart

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<sup>1</sup> In accordance with Regulation 12(2)(b) of the Railways (Accident Investigation and Reporting) Regulations 2005

## Recommendation 1

*The intent of this recommendation is to minimise the potential for the SSOWP paperwork to mislead its users into blocking the wrong line when opting to take only one of two parallel line blockages.*

Network Rail should, as part of its planning and delivering safe work project, take account of the arrangements and associated wording for parallel line blockages in the new permit packs to ensure that:

- a. presentation of the SSOWP documentation is simple and clear with regard to parallel line blockages, particularly in terms of allowing users to identify which line the work is to take place on; and
- b. designations of 'working' and 'parallel' blockages are verified during production of the SSOWP as referring respectively to the line on which the work is to take place and the adjacent line(s).

## ORR decision

1. Parallel working is not an officially defined term used by Network Rail and a review in response to Margam rec 3 found it was understood to have different meanings in different regions and functions. As such, Network Rail have decided the term will not be used in planning going forward. This removes much of the problem that this recommendation sought to address.
2. One widely used definition of parallel working was having multiple safe system of work packs (SSOWP) for the same task, as happened at Margam. This has been replaced by component working in Network Rail's planning system, Rail Hub, which allows more flexibility in planning and avoids the need for multiple safe work packs. The changes have been captured in v11 of 019 standard and are currently being briefed to Network Rail staff.
3. These changes should improve the clarity of SSOWPs and improved flexibility in the planning process should eliminate the need for 'back up' SSOWPs if a line block is not available.
4. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, Network Rail has:
  - taken the recommendation into consideration; and
  - has taken action to implement it

**Status: Closed.**

## Previously reported to RAIB

5. On 4 November 2015 ORR reported the following:

*The current Programme Plan for the implementation of Planning and Delivering Safe Work extends to March 2016, linked primarily to software availability but also the detailed preparations required for a successful go-live including the lessons learnt from the implementation in East Midlands.*

## **Update**

6. On 12 July 2022 Network Rail provided the following closure statement:



[N202-05]

Bridgeway UWC Rec

7. On 30 January 2023 Network Rail provided the following information:

*December 2022 Network Rail Railhub has been deployed to all routes and regions. This solution has had a significant impact towards becoming compliant to the 019 standard.*

## Previously reported to RAIB

### Recommendation 1

*The intent of this recommendation is to minimise the potential for the SSOWP paperwork to mislead its users into blocking the wrong line when opting to take only one of two parallel line blockages.*

Network Rail should, as part of its planning and delivering safe work project, take account of the arrangements and associated wording for parallel line blockages in the new permit packs to ensure that:

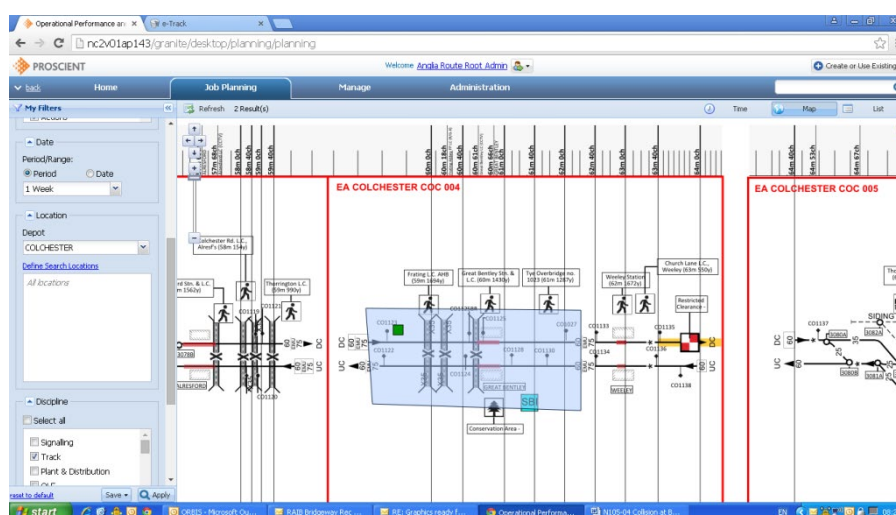
- presentation of the SSOWP documentation is simple and clear with regard to parallel line blockages, particularly in terms of allowing users to identify which line the work is to take place on; and
- designations of 'working' and 'parallel' blockages are verified during production of the SSOWP as referring respectively to the line on which the work is to take place and the adjacent line(s).

### Steps taken or being taken to address the recommendation

- In its response of 27 April 2015 Network Rail provided the following information:

*Network Rail will introduce a new permit to work system. The new permit will contain a schematic map of the railway infrastructure. This map details important information such as signal numbers and point numbers. The map will assist Safe Work Leaders in identifying their location and in identifying which line is UP and which is DOWN, for instance.*

*Worksites will be identified and drawn as a polygon on the permit map during the work planning stage. See below screenshot:*



*The Safe Work Leader will also be involved in the planning of work so that they will be able to make sure they are familiar with risks associated with both the location and the task. All permits are independently authorised before they can be taken live.*

The final authorised permit will include the map showing the worksite location, and the permit itself will contain details of any line blockage arrangements that are required, including the details of the protecting signals. The line blockage information allows for all line blockage information, including situations where parallel line blockages are required, to be clearly listed and shown on the permit. The text entry is freeform, so specific reference to parallel line blockages can be recorded as such. See below screen shot example:

ON OR NEAR THE LINE NON-INTRUSIVE PERMIT		36	DRAFT INCOMPLETE	
<b>TITLE:</b> Track Patrol 321 - Down Main Chelmsford				
<b>DESCRIPTION:</b> 1. Inspect as shown on the patrolling diagram where available, starting at the marker plate where fitted 2. Carry out the inspection from the four foot unless shown in the patrolling diagram 3. Identify defects that require action within 4 weeks (M1 or more urgent). 4. Protect safety of the line if it is unsafe for traffic to pass 5. Report defects and repairs as stated in the Track Inspection Handbook-Patroller 6. Mark up all defects and repair on the nearest yellow sleeper to the defect with an 'X' in yellow 7. Repair defects where possible 8. Record all defects and repairs on Basic Visual Inspection Form, NR/L3/TRK/003/TEF 3015 (TEF 3015) during the inspection 9. mark an 'X' every time you report a defect or repair even if there is already an 'X' on the sleeper 10. record repeat defects and repairs on TEF3015 11. Sign TEF3015 and confirm if the inspection has been completed 12. If the inspection is not completed report to Control and SMT(T). Record the fault number on TEF3015				
<b>STEPS:</b> No Steps Specified				
<b>Primary Location</b>		COLCHESTER - EA COLCHESTER CDY 001	<b>ELR:</b>	COG
<b>Start Date &amp; Time:</b>		11-Feb-2015 07:00	<b>End Date &amp; Time:</b>	11-Feb-2015 15:00
<b>Principal Contractor/Work Deliverer:</b>		Network Rail		
<b>Access Point Name:</b>		Frating Level Crossing (59m1694y)	<b>Access OS Grid Ref &amp; Post Code:</b>	1234.1234 CCL38RH
<b>Emergency Contact:</b>		Route Control	<b>Emergency Phone No:</b>	01958 1274698
<b>Signal Box:</b>		Colchester 01983 128473		
<b>ECRO:</b>		Romford 01785 127482		
<b>Item Number:</b>		<b>From and To Mileage:</b>	59m40ch/62m20ch	
<b>Additional Contact(s):</b>				
<b>Protection Type:</b>				
<b>Safeguarded</b>	<b>Fenced</b>	<b>Separated</b>	<b>Permanent w.s.</b>	<b>Portable w.s.</b>
Yes	No	No	No	No
<b>Human w.s.</b>	<b>Lookout/IWA</b>			
No	No			
<b>Electrical Protection:</b>		No	<b>Line Blockage:</b>	
<b>Possession:</b>		No	<b>Worksite Reference Number:</b>	
			12345	
<b>Line Description:</b>				
<b>Line</b>	<b>Speed (mph)</b>	<b>Open/Blocked</b>		
Up Colchester	60/EMU/75	Blocked 1000-1200		
Down Colchester	60/EMU/75	Blocked 1200-1300		
<b>Line Blockage Information:</b>				
<b>Line Description</b>	<b>Start and Finish Times (hh:mm / hh:mm)</b>	<b>Blocking Points</b>	<b>Protecting Signals</b>	
Up Colchester	10:00/12:00	CO1122/CO1130	CO1122/CO1130	
Down Colchester	12:00/13:00	CO1027/CO1123	CO1027/CO1123	

We have an aspiration to include GZAM functionality within the Proscient tool, and are currently undertaking early feasibility and design work. This will ultimately replace the GZAM system, integrating the planning and authorisation of line blockages and enhancing visibility of authorised line blockages on the permit.

2. On 21 August 2015 Network Rail provided the following update to timescales for completion:

*The current Programme Plan for the implementation of Planning and Delivering Safe Work extends to March 2016, linked primarily to software availability but also the detailed preparations required for a successful go-live including the lessons learnt from the implementation in East Midlands.*

## ORR decision

3. After reviewing all the information received from Network Rail, ORR concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, Network Rail has:

- taken the recommendation into consideration; and

- his taking action to implement it by 31 March 2016.

**Status: *Implementation ongoing*. ORR will advise RAIB when further information is available regarding actions being taken to address this recommendation.**