

◀ HEALTH & SAFETY ALERT ▶

Operational Railway Interface



What happened:

There have recently been several incidents that caused risk to either LU operational railway assets, or to the safety of members of the public. Some of these incidents have occurred from within Crossrail worksites which have an interface with the operational railway.

These incidents include: a divi bar and plate falling onto a train platform, brickwork from a wall under demolition falling into a station area, and flame cutting work on a metal structure burning into CMS containing operational cables.

Future Considerations:

All works which can impact the operational railway should have an additional level of control, bespoke to managing that risk. Some of these risks may not be apparent to operatives working solely within the construction site boundary, who may be unaware of how close they are to live train operations.



Some controls required may include:

- All staff should be made aware, via daily point of work briefings, of the risks to the railway and exactly where sites boundaries with operational assets are.
- Signage or alternative visual reminders should be placed on boundary walls and operations assets.
- During the planning stages of work, site walkthroughs and familiarisation should take place by those writing the safe systems of work, to ensure understanding of the risks and to ensure they are documented and briefed.
- Hold points should be added to documentation, to ensure a senior member of the management team approves any change to works where the operational railway may be affected.
- Regular review of railway interfaces should take place during both PC H&S inspections and CRL GREF/HOF site inspections.
- The interfaces with railway operational sites should be highlighted in the site induction process.

