

Recommendation(s) Status: Cutting of rail still open to traffic, Thirsk station, East Coast Main Line




This report is based on information provided to the RAIB by the relevant safety authority or public body.

The status of implementation of the recommendations, as reported to us, has been divided into six categories:

Key to Recommendation Status

Implemented:	All actions to deliver the recommendation have been completed.
Implemented by alternative means:	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
Implementation ongoing:	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
In-progress:	The relevant safety authority has yet to be satisfied that an appropriate plan, with timescales, is in place to implement the recommendation; and work is in progress to provide this.
Non-implementation:	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
Awaiting response:	Awaiting initial report from the relevant safety authority or public body on the status of the recommendation.

RAIB concerns on actions taken by organisations in response to recommendations are reflected in this report and are indicated by one of the following.

-  The red triangle shows recommendations where the RAIB has concerns that no actions have been taken in response to a recommendation.
-  The blue triangle shows recommendations where the RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.
-  The white triangle shows recommendations where the RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Note: The tables which follow, report the status of recommendations on 31 December 2015. In some other cases the end implementer has already sent information to the relevant safety authority about the actions it has taken, or proposes to take and the safety authority is considering whether it is satisfied that those actions and the associated timescales are accepted.

Number/ Date/ Report No/ Inv Title / Current Status	Safety Recommendation	Summary of current status (based on latest report from the relevant safety authority or public body)
<p>1 11/01/2006 15/2006</p> <p>Cutting of rail still open to traffic, Thirsk station, East Coast ML</p> <p>Status: Implemented</p>	<p>The Railway Safety and Standards Board, in consultation with Network Rail and other Railway Group members, to modify forms RT 3198 and 3199 to include a record of the mileage of the possession limits (linked to Recommendation 5). This should be done in such a way that the PICOP and ES are able to easily identify any inconsistency between the location of the worksite and the extent of the possession.</p>	<p>RSSB and Network Rail reported that they have taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>2 11/01/2006 15/2006</p> <p>Cutting of rail still open to traffic, Thirsk station, East Coast ML</p> <p>Status: Implemented</p>	<p>Network Rail, in consultation with contractors, to rebrief track maintenance staff in the London North Eastern Area on their roles and responsibilities in the works planning process and the need for careful examination of the WON during the planning and execution of safety critical activities (see paragraphs 51 and 76). This briefing should include the process and documentation to support late notice changes to planned work activities.</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>3 11/01/2006 15/2006</p> <p>Cutting of rail still open to traffic, Thirsk station, East Coast ML</p> <p>Status: Non-implementation</p>	<p>Network Rail, in consultation with contractors, to develop and adopt a universal standard process, with associated documents, for use by PICOPs, when planning possession activities. In all cases it should be clear who is responsible for the preparation of documents, submission of forms and approvals of work activities. Documents developed for this purpose should be designed for the avoidance of errors when transposing data from the WON (see paragraphs 56 to 58, 95).</p>	<p>Network Rail considered the adoption of this recommendation to be unnecessary given other improvements that were planned. The RAIB notes that Network Rail is developing alternative proposals to simplify the process of possession management. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>4 11/01/2006 15/2006</p> <p>Cutting of rail still open to traffic, Thirsk station, East Coast ML</p> <p>Status: Implemented</p>	<p>Network Rail to take steps to ensure that all track maintenance staff make reference to the definitive line diagrams and signaling plans when planning engineering activities (currently available via the Network Rail intranet) and to ensure that such diagrams feature in possession planning documentation prepared by PICOPs. In consequence Network Rail should ensure that these diagrams are subject to regular validation and updates as appropriate (see paragraph 74).</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>5 11/01/2006 15/2006</p> <p>Cutting of rail still open to traffic, Thirsk station, East Coast ML</p> <p>Status: Implemented</p>	<p>Network Rail to implement a system to ensure that all relevant staff (including PICOPs and Engineering Supervisors) have easy access to accurate mileage information for all published possession limits and to ensure that the written descriptions of possession limits are sufficiently precise to enable staff to identify the actual geographical locations that are referred to (see paragraphs 52, 53, 54 and 97).</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>

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<p>6 11/01/2006 15/2006</p> <p>Cutting of rail still open to traffic, Thirsk station, East Coast ML</p> <p>Status: Implemented</p>	<p>Network Rail and PICOP service providers to implement formal management arrangements for PICOP Briefings. These should include the provision of a suitable venue, definition of required attendees, the specification of key documents to be available and a process for management checks to verify that PICOP Briefing meetings are being conducted in a correct and effective manner (see paragraph 29).</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>7 11/01/2006 15/2006</p> <p>Cutting of rail still open to traffic, Thirsk station, East Coast ML</p> <p>Status: Implemented</p>	<p>Network Rail procedure NR/PRC/MTC/PL0056 should be enhanced by a review of safety critical information at each meeting. These should include an explicit requirement to check that the mileage of each worksite is consistent with the published limits of the possession (see paragraph 105).</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>8 11/01/2006 15/2006</p> <p>Cutting of rail still open to traffic, Thirsk station, East Coast ML</p> <p>Status: Implemented</p>	<p>Network Rail procedure NR/PRC/MTC/PL0056 should be enhanced by providing clear guidance on who is responsible for processing the requests for any changes and additions to worksites that are agreed at each meeting (ie how to ensure that minuted agreements are correctly processed for inclusion in the WON) (see paragraph 105).</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>