

Recommendation(s) Status: Derailment at Phipps Bridge, Croydon Tramlink

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 21/10/2005 04/2006</p> <p>Derailment at Phipps Bridge, Croydon Tramlink</p> <p>Status: Implemented</p>	<p>The conspicuity of the PPI 'abnormal' indication should be assessed and improved by an appropriate means, such as display of a horizontal white bar when the points are not correctly set.</p>	<p>Tramtrack Croydon Ltd (TCL) accepted the recommendation, but after reviewing the position decided to take no action. ORR served an improvement notice on TCL on 2/10/06, and the work was completed by April 2007.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>2 21/10/2005 04/2006</p> <p>Derailment at Phipps Bridge, Croydon Tramlink</p> <p>Status: Implemented</p>	<p>As soon as practicable, the infrastructure manager and the maintenance contractor should review the inspection and maintenance regime for the points at Phipps Bridge to ensure that the risks associated with the use of facing spring points at speeds up to 40 km/h are being adequately controlled. Any applicable lessons from this review should be extended to the rest of the Tramlink system.</p>	<p>Tramtrack Croydon Ltd and Mowlem plc have 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>3 21/10/2005 04/2006</p> <p>Derailment at Phipps Bridge, Croydon Tramlink</p> <p>Status: Implemented</p>	<p>The infrastructure manager and operating company should jointly complete their review of the number and nature of the alarms received in the control room with a view to sorting them by risk and eliminating unnecessary information being presented to the controllers (this action is already in hand).</p>	<p>Tramtrack Croydon Ltd (TCL) accepted the recommendation, but after reviewing the position decided to take no action. ORR served an improvement notice on TCL on 2/10/06, and the work was completed by April 2007.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>4 21/10/2005 04/2006</p> <p>Derailment at Phipps Bridge, Croydon Tramlink</p> <p>Status: Implemented</p>	<p>As soon as practicable, the operating company should review the control room procedures, taking account of the controllers' workload, with particular reference to instructions relating to points which are not correctly set, to ensure that controllers respond promptly and appropriately to each incident (para. 34)</p>	<p>Tram Operations Ltd 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>