

Recommendation(s) Status: Derailment in Hooley Cutting, near Merstham, Surrey

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 13/01/2007 05/2008</p> <p>Derailment in Hooley Cutting, near Merstham, Surrey</p> <p>Status: Implemented</p>	<p>Network Rail should review the content of the appropriate Company Standards including NR/SP/CIV/065 and NR/SP/TRK/05201 so that they are sufficiently comprehensive to manage the risks from root balls on, or adjacent to, their infrastructure (paragraph 129a).</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>2 13/01/2007 05/2008</p> <p>Derailment in Hooley Cutting, near Merstham, Surrey</p> <p>Status: Implemented</p>	<p>Network Rail should review the guidance it provides on felling of trees on embankments and cuttings. This guidance should include the criteria and actions to be taken on the retention of root balls and stumps (paragraph 127a).</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>3 13/01/2007 05/2008</p> <p>Derailment in Hooley Cutting, near Merstham, Surrey</p> <p>Status: Implemented</p>	<p>Network Rail should inspect or assess all cuttings of a depth where falling root balls or stumps could pose a risk to the operational infrastructure. Root balls or stumps posing high risk should be removed or otherwise stabilised within a defined time scale (paragraphs 127b and 127c).</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>4 13/01/2007 05/2008</p> <p>Derailment in Hooley Cutting, near Merstham, Surrey</p> <p>Status: Implemented</p>	<p>Network Rail should develop a list of civil engineering assets that may be susceptible to severe weather conditions or rapid natural deterioration and should develop plans for mitigating the effects on the operational railway (paragraphs 128a and 128b).</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>5 13/01/2007 05/2008</p> <p>Derailment in Hooley Cutting, near Merstham, Surrey</p> <p>Status: Implemented</p>	<p>Network Rail should periodically implement a process to assess Hooley Cutting for the risk posed to the operational infrastructure by any remaining tree roots and stumps. Such assessments should also include the stability of the cutting at the crest (paragraph 129a).</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>6 13/01/2007 05/2008</p> <p>Derailment in Hooley Cutting, near Merstham, Surrey</p> <p>Status: Implemented</p>	<p>Network Rail should assess the practicability of installing a system to warn of the displacement of material or collapse of the king post wall in Hooley Cutting. If reasonably practicable it should do so (paragraph 128c and 131).</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>

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<p>7 13/01/2007 05/2008</p> <p>Derailment in Hooley Cutting, near Merstham, Surrey</p> <p>Status: Implemented</p>	<p>Network Rail should issue the (credit card size) 'Special Inspections in Adverse Weather' to all track inspection personnel and widen its scope to cover any observation of earthworks (paragraph 130b).</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>8 13/01/2007 05/2008</p> <p>Derailment in Hooley Cutting, near Merstham, Surrey</p> <p>Status: Implemented</p>	<p>Network Rail, in connection with Southern, should ensure that access locations for relevant parts of the network are held at control rooms, and if appropriate, at signal boxes and manned stations. It should include street references, postcodes, grid references etc, as appropriate, along with information on any difficulties of use by emergency services and for passenger evacuation (paragraph 130c).</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>9 13/01/2007 05/2008</p> <p>Derailment in Hooley Cutting, near Merstham, Surrey</p> <p>Status: Implemented</p>	<p>In the light of the evacuation from Hooley cutting Network Rail, in conjunction with Southern should review the evacuation strategies from deep cuttings, high embankments, and other difficult areas across the network. In doing so they should consider the practicality of passenger evacuation by a train on the adjacent track (paragraph 130d).</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>