

## Recommendation(s) Status: Accident at Leatherhead

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

<b>Implemented:</b>	All actions to deliver the recommendation have been completed.
<b>Implemented by alternative means:</b>	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
<b>Implementation ongoing:</b>	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
<b>In-progress:</b>	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.
<b>Non-implementation:</b>	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
<b>Awaiting response:</b>	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)
1 29/08/2007 19/2008 Accident at Leatherhead Status: Implemented	Network Rail should prohibit red zone working at Leatherhead Junction (paragraphs 110, 119) (reported by Network Rail as already complete).	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.
2 29/08/2007 19/2008 Accident at Leatherhead Status: Implemented	Network Rail should review the inspection arrangements for S&C throughout its network, especially at junctions where sighting is restricted by curvature or train speeds are high, so that the staff carrying out the inspection are adequately protected, considering for example: S&C inspection in non traffic hours, or other green zone arrangements; provision of suitable lighting to enable inspection in green zone in darkness; and train operated warning systems. (paragraph 112, Appendix F).	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.
3 29/08/2007 19/2008 Accident at Leatherhead Status: Implemented	Network Rail should review the arrangements for protection of patrolling staff and others whose work involves moving along the line, throughout its network so that adequate warning time to move to a position of safety is always available (paragraph 111d, Appendix F)).	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.
4 29/08/2007 19/2008 Accident at Leatherhead Status: Implemented	Network Rail should review its arrangements for the assessment and monitoring of staff who have to set up safe systems of work, so that there is regular confirmation that they are making appropriate arrangements, particularly for work which moves along the line (paragraph 111c, Appendix F).	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.
5 29/08/2007 19/2008 Accident at Leatherhead Status: Implemented	Network Rail should review the implementation of mechanised inspection techniques for plain line, on routes laid with continuous welded rail with the objective of ending the practice of foot patrolling under traffic (paragraph 118).	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.
6 29/08/2007 19/2008 Accident at Leatherhead Status: Implemented	Network Rail should revise the standards and procedures for the inspection of S&C on the routes referred to in Recommendation 5, so that: S&C inspections are carried out by specialist staff who are appropriately trained; and S&C inspection takes place in green zone conditions.	Network Rail has reported revising and reissuing its standards and reviewed track patrol across the network to ensure a safe system of work for each patrol. NR also report that it is trialling video inspection of S&C. ORR considers that the intent of the recommendation has been met. The RAIB observes that the need for specialist staff to carry out S&C inspection has yet to be fully addressed.

**Number/ Date/ Report No/  
Inv Title / Current Status**

**Safety Recommendation**

(paragraph 118).

**Summary of current status (based on latest report  
from the relevant safety authority or public body)**