

Recommendation(s) Status: Collision between passenger train & 2 grinding machines Acton West

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 ORR's report to RAIB)
<p>1 24/06/2008 15/2009</p> <p>Collision between passenger train & 2 grinding machines Acton West</p> <p>Status: Implemented</p>	<p>The intention of this recommendation is to reinforce existing arrangements within Network Rail for COSS packs to be prepared and implemented by staff with adequate geographical knowledge of the locality.</p> <p>Network Rail should:</p> <ul style="list-style-type: none"> a. re-brief the requirements (now in standard NR/L2/OHS/019) for the COSS pack to be prepared and checked by individuals who have geographical knowledge of the relevant area and for COSSs to have geographical knowledge of the area in which they are to work; b. take steps to achieve compliance with the requirements defined in 1a; and c. conduct a compliance audit after a suitable period of time to confirm that these requirements defined in 1a are being implemented satisfactorily (paragraphs 166a and 166b). 	<p>ORR has reported that Network Rail 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 24/06/2008 15/2009</p> <p>Collision between passenger train & 2 grinding machines Acton West</p> <p>Status: Implemented</p>	<p>The intention of this recommendation is to:</p> <ul style="list-style-type: none"> I promote the involvement of the 'end-user' in designing the paperwork that they use on site; I secure the COSS's involvement in the planning of the safe system of work that they will implement on site; and I achieve a consistent and user-friendly appearance for the COSS pack (including the RT9909 form). <p>Network Rail should, in its current project to overhaul the RIMINI planning process:</p> <ul style="list-style-type: none"> a. involve those who will use the information on site in developing a revised format for the COSS pack (and the RT9909 form); b. include a role for the COSS in the planning of their safe system of work; and c. improve the format of the COSS pack (and the RT9909 form), with particular emphasis on the clarity and consistency of information presented, including, but not limited to: <ul style="list-style-type: none"> o consistency in the method for identifying key locations such as the site of work, limits of possession and access points; o clarity over the information that is required in each section of the new forms; o the option of identifying in the COSS pack where access to site can be achieved by walking lineside as opposed to on or near the line; and o the use of diagrams and maps to show key locations and their relationship with each other (paragraphs 167a, 167b and 168a). 	<p>ORR has reported that Network Rail 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>

Number/ Date/ Report No/ Inv Title / Current Status	Safety Recommendation	Summary of current status (based on ORR's report to RAIB)
<p>3 24/06/2008 15/2009</p> <p>Collision between passenger train & 2 grinding machines Acton West</p> <p>Status: In-progress</p>	<p>The intention of this recommendation is to encourage Network Rail to expedite the provision of track layout signage at access points.</p> <p>Network Rail should develop and implement a programme for the provision of track layout information signage at all railway access points, showing mileages, line names and directions and other key items of local railway information, as appropriate.</p>	<p>ORR has reported that Network Rail is taking suitable actions to address the recommendation although an accurate plan for full implementation has not been formulated. ORR will advise RAIB when actions to address this recommendation have been completed.</p>
<p>4 24/06/2008 15/2009</p> <p>Collision between passenger train & 2 grinding machines Acton West</p> <p>Status: Implemented</p>	<p>The intention of this recommendation is to reinforce existing requirements on the content of PICOP's briefing meetings within the London delivery unit of Network Rail's Western route.</p> <p>Network Rail should modify the format and content of the PICOP's briefing meeting held in the London delivery unit of Western route to conform with the requirements of NR/L2/MTC/PL0056 and in particular, arrange for the PICOP, Engineering Supervisor and direct representatives of those who are to be involved in the following week's possessions to be present.</p>	<p>ORR has reported that Network Rail 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 24/06/2008 15/2009</p> <p>Collision between passenger train & 2 grinding machines Acton West</p> <p>Status: Implemented</p>	<p>The intention of this recommendation is for Network Rail to review the extent to which existing requirements on the contents of PICOP's briefing meetings are being respected nationally and take action to promote compliance with the contents of standard NR/L2/MTC/PL0056.</p> <p>Network Rail should:</p> <ul style="list-style-type: none"> a. investigate the extent to which PICOP's briefing meetings comply with the requirements of NR/L2/MTC/PL0056 nationally, taking steps to achieve wider compliance, as necessary; and b. consider the development of standard forms to assist those leading meetings referred to in NR/L2/MTC/PL0056 to cover all of the items on the agenda (paragraphs 106 and 167f). 	<p>ORR has reported that Network Rail 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 24/06/2008 15/2009</p> <p>Collision between passenger train & 2 grinding machines Acton West</p> <p>Status: In-progress</p>	<p>The intention of this recommendation is for Network Rail to review the adequacy of its audit arrangements in view of the longstanding non-compliance of the London area of Western territory with NR/PRC/MTC/PL0056, and make improvements as necessary.</p> <p>Network Rail should conduct a review of its audit arrangements as applied to possession planning to establish how it was possible for the PICOP's briefing meeting at Paddington to have been non-compliant with the requirements of NR/PRC/MTC/PL0056 for an extended period of time, making changes, as necessary, for adequate scrutiny of possession planning arrangements nationally.</p>	<p>ORR has reported that 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>

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

Safety Recommendation

**Summary of current status (based on ORR's report to
RAIB)**

7 24/06/2008 15/2009
Collision between passenger train & 2 grinding
machines Acton West
Status: Implemented

The intention of this recommendation is for Network Rail to promote an equitable balance of work between safety-critical staff in work sites and possessions including development of specific guidance on how to keep work sites as short as possible. Network Rail should issue guidance to routes on how to achieve an equitable balance of work between safety-critical staff within possessions and how to avoid the workload of any individual being excessive (including, but not limited to, complying with the rule book requirement to keep work sites as short as possible and briefing the guidance in Module 14 of standard NR/L3/MTC/PL0175).

ORR has reported that 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.

8 24/06/2008 15/2009
Collision between passenger train & 2 grinding
machines Acton West
Status: Implemented

The intention of this recommendation is for Network Rail to consider whether its current arrangements for assessment in the line are being properly implemented in Western route. Network Rail should conduct a review of arrangements within Western route for assuring that those employees undertaking assessments in the line are being monitored in accordance with the requirements identified in Network Rail's own procedures and take steps to rectify any deficiencies found.

ORR has reported that 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.