

Recommendation(s) Status: Derailment of a DLR train near Deptford Bridge station, London

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)
1 04/04/2008 16/2009 Derailment of a DLR train near Deptford Bridge station, London Status: Implemented	Docklands Light Railway Ltd should implement arrangements to require that all organisations contracted to work on DLR infrastructure and stations should implement measures to improve the visibility of equipment representing a derailment risk when used at night.	DLR 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 04/04/2008 16/2009 Derailment of a DLR train near Deptford Bridge station, London Status: Implemented	Carillion JM Ltd should clarify the role of the senior PICOW to provide them with guidance on the method, nature and extent of the supervision of PICOWs that they are required to carry out.	Carillion JM Ltd 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 04/04/2008 16/2009 Derailment of a DLR train near Deptford Bridge station, London Status: Implemented	Docklands Light Railway Ltd, in consultation with Serco Docklands, should introduce modifications to the control system to remove the need for controllers to manually enter temporary speed restrictions after the rebooting of the system(s) and to simplify the checking of the correct speed restriction data.	DLR has outlined its proposal;s in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.
4 04/04/2008 16/2009 Derailment of a DLR train near Deptford Bridge station, London Status: Implemented	Serco Docklands should review its competency management system and the way in which it is currently delivering training to passenger service agents and control centre controllers. The objective of this review shall be to assess the adequacy of existing arrangements (including resources available for training and the methods of delivery) and to identify ways of improving the overall levels of competence. Serco Docklands should take suitable actions to implement the findings of the review.	Serco docklnads 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 04/04/2008 16/2009 Derailment of a DLR train near Deptford Bridge station, London Status: Implemented	Serco Docklands should undertake a review of its management arrangements for the monitoring, audit and review of activities at the level of operational and engineering staff. The findings of this review should be translated into effective corrective actions where appropriate.	Serco Docklands 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 04/04/2008 16/2009 Derailment of a DLR train near Deptford Bridge station, London Status: Implemented	Serco Docklands should undertake an in-depth assessment of the adequacy of the current rules and procedures and implement improvements as appropriate. This assessment should encompass: the level of compliance with existing rules and procedures; identification of activities currently being undertaken that are not addressed by existing procedures;	Serco Docklnds has reported initiating a review in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.

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the interface with concessionaires (linked to Recommendation 9); and
management systems to ensure compliance (e.g. audits).

7	04/04/2008	16/2009	Serco Docklands should thoroughly and comprehensively identify safety process indicators covering the entire scope of its operation and implement suitable management arrangements covering the collection of data, monitoring and subsequent review. The guidance contained in HSG 254 in relation to leading and lagging performance indicators should be taken into account.	Serco Docklands 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	04/04/2008	16/2009	Serco Docklands should review what risks a sweep train is intended to reduce, and in the light of this review should revise the adequacy of the mitigation measures linked to the operation of the first train of the day. This should include an assessment of the appropriateness of a range of possible measures including: operation of sweep trains with no passengers; better lighting around the trackside to enable sighting of obstructions (trainborne and/or trackside); and reduction of the speed of sweep trains.	Serco Docklands 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.
9	04/04/2008	16/2009	Carillion JM Ltd should review its process for maintaining method statements as the design and project evolves. The process should include a check that the method statement states the actual tools and plant being used.	Carillion 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.
10	04/04/2008	16/2009	Docklands Light Railway Ltd should review and amend the current contractual and working arrangements with the objective of ensuring that Serco Docklands and City Greenwich Lewisham Rail plc (and further DLR concessionaires) work to one common rule book and coherent operating procedures.	DLR 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.
11	04/04/2008	16/2009	Docklands Light Railway Ltd should undertake an assessment of the risk and possible mitigation measures associated with derailments and secondary collisions. This should assess the reasonable practicability of a range of measures including: additional derailment containment at high risk locations; and derailment detection (trainborne and/or trackside). This assessment should include consideration of the impact of increased train traffic, increased passenger loadings and the	DLR Ltd 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.

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operation of more and longer trains.

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