

Recommendation(s) Status: Collision between train 1C84 and a tree at Lavington, Wiltshire

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 10/07/2010 08/2011</p> <p>Collision between train 1C84 and a tree at Lavington, Wiltshire</p> <p>Status: Implemented</p>	<p>The purpose of this recommendation is for Network Rail to be able to identify third party land upon which trees present the greatest risk to the railway.</p> <p>Network Rail should review and enhance its processes for gathering intelligence about neighbouring land where there may be a higher risk of tree fall affecting the railway. This might be achieved by modifying the remit for the national tree survey, before this is repeated, and/or by providing suitable guidance to local off-track teams (paragraph 95).</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 10/07/2010 08/2011</p> <p>Collision between train 1C84 and a tree at Lavington, Wiltshire</p> <p>Status: Implemented</p>	<p>The purpose of this recommendation is for Network Rail to raise the awareness of its neighbours to the risk their trees may present to the operational railway.</p> <p>Network Rail should develop and implement a plan, or adapt and enhance existing plans, to communicate with those of its neighbours whose land is considered to present a high risk of tree fall affecting the railway. The objective should be to inform them about their responsibilities and the threat their trees may present to the railway (paragraph 94).</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 10/07/2010 08/2011</p> <p>Collision between train 1C84 and a tree at Lavington, Wiltshire</p> <p>Status: Implemented</p>	<p>The purpose of this recommendation is to reduce the potential for confusion about the location of an accident, incident or any event requiring safety-critical communication to take place.</p> <p>Network Rail should brief its signallers about the importance of reaching a clear understanding about the location of the incident/accident when taking any safety-critical call. Such understanding should make reference to signal numbers and/or mileposts unless it is impractical for this information to be provided (paragraph 96a).</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 10/07/2010 08/2011</p> <p>Collision between train 1C84 and a tree at Lavington, Wiltshire</p> <p>Status: Implemented</p>	<p>The purpose of this recommendation is for First Great Western to improve the effectiveness of the use of mobile telephones in an emergency situation.</p> <p>First Great Western should review its policy for the use of mobile telephones to take account of Rail Industry Standard on the Use of Mobile Telephonic Equipment in Driving Cabs, RIS-3776-TOM. This review should include consideration of how to make current emergency contact numbers available to traincrew (paragraph 96b).</p>	<p>First Great Western 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>