




Recommendation(s) Status: Collision between a stoneblower and ballast regulator near Arley, 10 August 2012

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.

1 10/08/2012 12/2013
Collision between a stoneblower and ballast
regulator near Arley
Status: Implemented

The purpose of this recommendation is to point Network Rail to areas identified in this investigation for potential inclusion in its planned review of the management of engineering possessions and worksites and to encourage a fundamental assessment of the fitness for purpose of current arrangements. The recommendation is intended to achieve an improvement in the means for controlling the risk of collision between trains (and with plant) when travelling to and from their sites of work, and to gain assurance that arrangements for controlling the risks of collision are effectively planned and followed.

Network Rail should:

a. Review potential systems of work, and/or technical solutions, for reducing the risk of collision between trains when travelling to and from their sites of work. This review should include consideration of the following options:

i. greater use of the signalling system during engineering work for controlling the movement of trains (paragraph 163);

ii. means for detecting the position of trains when normal signalling is suspended; and

iii. planning arrangements for engineering work that address the issue of simultaneous movements of trains travelling to and from their sites of work and which minimise the potential for such moves to bring trains in close proximity (paragraphs 162a and 163).

b. Review (in consultation with RSSB as appropriate) permitted train speeds applying to movements in sections of line that are closed to normal traffic for engineering work, taking account of human factors affecting a driver's ability to judge the distance they can see to be clear, the stopping distance that can be achieved by their train's braking performance, the limitations of headlight illumination in darkness and a driver's route knowledge (paragraphs 162a and 164a).

c. Seek an understanding of the reasons for, and scale of, local unauthorised deviations from possession plans, the effectiveness of the planning process to avoid such changes, as well as the suitability of procedures and managerial arrangements for identifying, and subsequently reviewing, unauthorised changes (paragraph 162d).

ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.

The measures identified to further reduce the risk of collisions during engineering work should then be implemented in accordance with a timebound programme.

2 10/08/2012 12/2013
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The purpose of this recommendation is to achieve effective communications between those managing engineering possessions and train drivers (and others working in the possession) so that the potential for miscommunication is reduced to a minimum and that communications take place only when it is safe to do so.

Network Rail should:

a. Review the equipment and protocols used by those managing possessions for communicating with train drivers to ensure that:

i. Drivers are provided with all the information they need to carry out movements safely. The review should consider the use of a standardised format so that any missing information can be readily identified and queried by the driver. In addition to information such as the authorised maximum speed of travel and the driver's treatment of signal aspects, the format could also

include confirmation that there are no vehicles obstructing the line to the driver's authorised stopping point (paragraph 162b).

ii. Communications with drivers are made in a manner which does not risk distracting the driver from the driving task (paragraphs 162c and 164c).

b. Network Rail should define when it may be necessary and appropriate to use competent persons as intermediaries when communicating instructions on vehicle movements to drivers. It should then further consider the formal competencies and non-technical skills required of a competent person and the means by which their competency and non-technical skills may be assured. Consideration should also be given to the practicalities of relaying instructions to drivers in ways that do not risk distracting drivers from their driving task (paragraphs 162b, 162c and 164c).

Any resulting actions should be implemented as soon as possible.

ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.

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

3 10/08/2012 12/2013

Collision between a stoneblower and ballast
regulator near Arley

Status: Implemented

Safety Recommendation

The purpose of this recommendation is to gain assurance from Network Rail that it understands why the managerial arrangements in place at Saltley Infrastructure Maintenance Delivery Unit have not prevented a recurrence of non-compliant behaviour and to ensure that any measures put in place to address these issues will be effective in the long term.

Network Rail should review why the measures taken to implement Recommendation 2 from RAIB report 01/2011 to achieve improved management surveillance and supervision at Saltley Infrastructure Maintenance Delivery Unit, did not detect or prevent unauthorised changes being made to a plan of work and instances of non-compliance with its company standards for possession management. It should then implement any measures identified to bring about a sustained behavioural change (paragraphs 162d and 164b).

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

ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.