

Recommendation Status Report



Report Title	Near-miss at Llandovery level crossing, Carmarthenshire
Report Number	11/2014
Date of Incident	06/06/2013

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
11/2014/01	Implemented	None	<p>The intent of this recommendation is to reduce the risk created by having no formal method of work where traincrew have duties to perform, such as token exchange, level crossing operation and train dispatch at unstaffed stations.</p> <p>Arriva Trains Wales should identify all locations where traincrew carry out operational activities such as token exchange and level crossing operation in addition to train dispatch, and develop risk assessed methods of work for each location. The methods of work should be briefed, and trained to all traincrew, incorporated in the performance monitoring systems and be subject to periodic review (paragraphs 106a, 106b and 108a).</p>	<p>ORR has reported that Arriva Trains Wales 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.</p>
11/2014/02	Implemented	None	<p>The intent of this recommendation is to improve the arrangements at stations in respect of the positioning of equipment and signage used by traincrew.</p> <p>Arriva Trains Wales should lead a review of the positioning of platform equipment and signage used by traincrew at unmanned stations and, where practicable, arrange with Network Rail for improvements to be made. This should include (paragraphs 106a and 106b):</p> <ul style="list-style-type: none"> a. identification of the optimum stopping position for trains to enable the best achievable view of signals, stop boards and indicators; and b. an assessment of the positioning of control equipment operated by traincrew (such as level crossing controls). 	<p>ORR has confirmed that ATW has completed the review of risk assessments and these have been verified by relevant senior managers. The methods of work are briefed, and trained to all train crew, incorporated in the performance monitoring systems, through ATW routine train crew briefing system. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
11/2014/03	Implemented	None	<p>The intent of this recommendation is for infrastructure upgrade and improvement projects to include explicit consideration of all reasonable opportunities to improve</p>	<p>ORR has reported that Network Rail has reported that it has</p>

Recommendation Status Report



			<p>safety at those locations where work is taking place.</p> <p>Network Rail should make improvements to its processes for the design of new and altered signalling, to require the active consideration of reasonable opportunities to make improvements (for example, the types of measures indicated in NB 130 (paragraph 75)) to the control of risk beyond the immediate scope of the proposed works, including identifying where operator errors, individual or collective, could lead to unsafe conditions (paragraph 106c).</p>	<p>completed actions taken 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>
11/2014/04	Implemented	None	<p>The intent of this recommendation is for ATW to review and improve its operational risk management arrangements.</p> <p>Arriva Trains Wales should conduct a review of its operational risk management arrangements in the light of the findings from this investigation, and make improvements in accordance with the findings of the review (paragraphs 106a, 106b, 108a and 108b). The scope of the review should include:</p> <ul style="list-style-type: none"> a. the process for assessing risk associated with station duties on all lines over which its traincrews operate (eg the application of route risk assessments); b. a prioritised plan for the assessment of dispatch risk at unmanned platforms; c. a prioritised plan to formulate, brief and train dispatch plans to traincrew; d. the effectiveness of its methods for checking compliance with its policies and procedures (eg the application of remote booking-on spot checks, out-of-hours checks, and remote monitoring of the use of safety-critical equipment (including the use of OTDR data)); e. the guidance issued by ORR and RSSB about fatigue management, in particular sleep risk assessments when booking-on duty, and a culture of trust and openness in fatigue management; and f. the need for a revision of its training practices and materials for drivers, conductors and controllers to explain the rationale that underpins the rules and to emphasise the 	<p>Although the research proposal from ATW to undertake some ground-breaking work into fatigue is not complete yet, the proposal appears to address the concerns expressed previously about what was to be done in response to the fatigue elements of recommendation 4, as it represents a thorough approach to fatigue assessment and the factors that drive a propensity to fatigue.</p>

Recommendation Status Report



			benefits of compliance (as well as describing the rules and the consequences of non-compliance).	
11/2014/05	Implemented by alternative means	None	<p>The intent of this recommendation is to reduce the risk of error at traincrew operated level crossings by providing positive indications of the status of those crossings.</p> <p>Network Rail should review the current arrangements for providing an indication to the train driver of the status of the crossing at Llandoverly. This should include consideration of the practicability of providing an active indication when the crossing is still open to road traffic (eg a flashing red light). This review should then be extended to other traincrew operated level crossings of a similar design (paragraphs 106a, 106b and 107).</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation by provision of TPWS at the crossing, rather than a flashing red light. This provides a higher level of protection. ORR notes that Network Rail will need to consider provision of TPWS at other traincrew-operated crossings. ORR has reported that Network Rail has reported that it has completed the actions taken (by alternative means) in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
11/2014/06	Implemented	None	<p>The intent of this recommendation is to control the risk created by traincrew continuing to operate trains in service where there is evidence that their actions contributed to a serious operational incident.</p> <p>Arriva Trains Wales should review and improve the training and guidance given to its duty control managers on the steps to be taken when traincrew are involved in a serious operating incident where their actions directly contributed to it (paragraph 109).</p>	<p>ORR has reported that Arriva Trains Wales 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.</p>
11/2014/01	Implemented	None	<p>The intent of this recommendation is to reduce the risk created by having no formal method of work where traincrew have duties to perform, such as token exchange,</p>	<p>ORR has reported that Arriva Trains Wales has reported that it</p>

Recommendation Status Report



			<p>level crossing operation and train dispatch at unstaffed stations.</p> <p>Arriva Trains Wales should identify all locations where traincrew carry out operational activities such as token exchange and level crossing operation in addition to train dispatch, and develop risk assessed methods of work for each location. The methods of work should be briefed, and trained to all traincrew, incorporated in the performance monitoring systems and be subject to periodic review (paragraphs 106a, 106b and 108a).</p>	<p>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.</p>
11/2014/02	Implemented	None	<p>The intent of this recommendation is to improve the arrangements at stations in respect of the positioning of equipment and signage used by traincrew.</p> <p>Arriva Trains Wales should lead a review of the positioning of platform equipment and signage used by traincrew at unmanned stations and, where practicable, arrange with Network Rail for improvements to be made. This should include (paragraphs 106a and 106b):</p> <ul style="list-style-type: none"> a. identification of the optimum stopping position for trains to enable the best achievable view of signals, stop boards and indicators; and b. an assessment of the positioning of control equipment operated by traincrew (such as level crossing controls). 	<p>ORR has confirmed that ATW has completed the review of risk assessments and these have been verified by relevant senior managers. The methods of work are briefed, and trained to all train crew, incorporated in the performance monitoring systems, through ATW routine train crew briefing system. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>