

Recommendation Status Report



Report Title	Runaway and collision at Bryn station, Wigan
Report Number	09/2016
Date of Incident	27/11/2014

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
09/2016/01	Implemented	None	<p>The intent of this recommendation is for Balfour Beatty to better identify and mitigate the hazards associated with the introduction and operation of railborne plant.</p> <p>Balfour Beatty should undertake a review of its processes for risk assessment and implement any measures necessary to ensure the identification of reasonably foreseeable hazards relevant to the design (including modification), operation and maintenance of railborne plant, while always taking into account the consequences of human error. This may include consideration of methods and guidance in technical standards and related documents, relevant accident and near-miss data, information in established safety risk models, and the competence and expertise of those involved (paragraph 201d.i).</p>	<p>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.</p>
09/2016/02	Implemented	None	<p>The intent of this recommendation is for Balfour Beatty to properly assess and manage the risk implications of proposed changes to the design and use of products and equipment.</p> <p>Taking into account any changes that it has recently introduced, Balfour Beatty should review its processes for change management and how they are being implemented. It should make any necessary enhancements to align them with a system-based design approach so that when railborne plant is modified, or where changes are made to its operation or maintenance (paragraphs 201b, 201c.i, 201c.ii, 202a and 202b):</p> <p>I all changes to the design, operation and maintenance of the complete plant system are identified, irrespective of whether any vehicle or equipment has been used before in a different application;</p> <p>I the impact and significance of the identified changes are systematically and</p>	<p>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.</p>

Recommendation Status Report



			<p>objectively assessed using suitable expertise and criteria, such as those in the common safety method for risk evaluation and assessment (CSM RA);</p> <p>I all significant risks are robustly assessed, using suitable expertise, in accordance with a structured and systematic process, such as one that follows the risk management process in the CSM RA (or at least its essential elements);</p> <p>I safety requirements that are necessary to mitigate the significant risks to an acceptable level are determined, this may include adopting requirements in relevant technical standards;</p> <p>I the safety measures needed to comply with the safety requirements, such as any design and procedural enhancements, are implemented; and</p> <p>I supporting conclusions, justifications and evidence of compliance with safety requirements (including those in any adopted technical standards), are suitably recorded and documented.</p>	
09/2016/03	Implemented	None	<p>The intent of this recommendation is for RSSB to review and clarify the guidance it provides to the rail industry on management of changes relating to operation of vehicles and plant within engineering possessions.</p> <p>RSSB should, in accordance with due industry process, and in consultation with the Plant Standards Committee, review and enhance its guidance relating to the approval and management of change of railborne plant with the objective of emphasising the need to follow a sound and systematic risk management process (such as that in the common safety method for risk evaluation and assessment) when proposing a change to the design, operation or maintenance of vehicles and plant operating in an engineering possession (paragraphs 201b, 201c.i, 201c.ii, 201d.ii and 202a).</p>	<p>ORR has reported that RSSB 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.</p>
09/2016/04	Implemented	None	<p>The intent of this recommendation is for the risks associated with new or modified railborne plant to be properly managed before such plant is allowed to operate on the national network.</p> <p>Taking into account any changes that it has recently introduced, Network Rail should review its processes for product acceptance of new and modified plant, and how they</p>	<p>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</p>

Recommendation Status Report



			<p>are being implemented, and make any necessary enhancements so that they consistently confirm that (paragraphs 201c.iii and 201d.ii):</p> <p>I associated risks have been robustly assessed using a structured and systematic process, such as one that follows the risk management process of the common safety method on risk evaluation and assessment (or at least its essential elements);</p> <p>I the safety requirements necessary to mitigate risks to an acceptable level have been determined, this includes those in adopted technical standards;</p> <p>I there is evidence that all identified safety requirements have been complied with and that safety measures are in place; and</p> <p>I that supporting conclusions and justifications have been suitably recorded.</p>	<p>they become aware that the information provided becomes inaccurate.</p>
09/2016/05	Implemented	None	<p>The intent of this recommendation is for Balfour Beatty to improve the quality of alterations made to the electrical systems of its equipment.</p> <p>Balfour Beatty should undertake a review of its procedures for the modification of electrical equipment of railborne plant, and their implementation, and make any changes necessary in order to ensure that work is correctly documented and is carried out in accordance with recognised good practice (paragraph 203).</p>	<p>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.</p>