

Recommendation(s) Status: Derailment at Knaresborough, 7 November 2015




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 eight 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.
Insufficient response:	The end implementer has failed to provide a response; or has provided a response that does not adequately satisfy ORR that sufficient action is being taken to properly consider and address a recommendation.
Progressing:	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.
Other Public Body or Authority	The recommendation is also addressed to another public body or authority.
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 ORR's report to
RAIB)**

1 07/11/2015 16/2016
Derailment of passenger train near
Knaresborough
Status: Implemented

The intent of this recommendation is that signal boxes should always be operated by members of staff who have the necessary knowledge and familiarity with the signal box and its operation.
This recommendation relates to the signaller competence action plan which was initiated by Network Rail in April 2016.

When carrying out its review of the effectiveness of the recently revised procedure 4-20 of the Operations Manual NR/L3/OPS/041, Network Rail should review whether the changes to the requirements on non- signallers have resulted in them maintaining the required level of knowledge and experience needed to operate the signalling locations for which they are authorised, including where it has not been practicable for them to operate those locations, and implement any further necessary changes.

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.