

Recommendation Status Report



Report Title	Trains passed over washed out track at Baildon, West Yorkshire
Report Number	03/2017
Date of Incident	07/06/2016

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
03/2017/01	Implemented	None	<p>The intent of this recommendation is minimise the risk of recurrence of another track washout at Baildon endangering trains.</p> <p>Network Rail should put measures in place to reduce the risk of a track washout at Baildon. Measures to be considered should include, but not be limited to, the following:</p> <p>a) following the inspection of the drain system that leads from culvert GUE/5, an assessment of whether there is any blockage that needs clearing, or a permanent restriction in the drain system (paragraph 100a.i);</p> <p>b) installation of a line-side flood water capture system to carry flood water away safely from the site to prevent further washouts (paragraph 100a.ii); and</p> <p>c) completion of the work already begun on providing alerts to trigger actions of incident responders following heavy rainfall events detected in the Baildon area by the Network Rail Weather Service system (paragraph 100b.iii).</p>	<p>ORR has reported that Network Rail has reported that it has 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>
03/2017/02	Implemented	None	<p>The intent of this recommendation is to improve Network Rail's emergency response to incidents on the track particularly in situations where emergencies are first identified by members of the public.</p> <p>Network Rail should develop and implement a system to enable its controllers to be able to rapidly translate geographic or post code information provided by others on locations adjacent to the railway, into track location information so enabling the effective direction of responders (paragraph 100b.ii).</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>

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03/2017/03	Implemented	None	<p>The intent of this recommendation is to improve the effectiveness of communicating safety critical information between incident controllers and signallers and drivers, in order to reduce the time taken to alert trains in emergency situations.</p> <p>Network Rail should review how its controllers respond to emergency phone calls about the safety of the line, to make sure that important information is captured and accurately transmitted to relevant railway responders, and implement any identified improvements. The scope of the review should include consideration of the following:</p> <ul style="list-style-type: none">a) controllers making direct contact with the initiator of the emergency call to clarify the nature of the emergency situation and its location (paragraph 69), andb) the most appropriate way for GSM-R emergency calls to be made to train drivers, whether from the control room directly, via the shift signalling manager, or via the signaller (paragraph 79).	<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>
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