

Recommendation(s) Status: Detrainment of pax onto electrically live track nr Peckham Rye station, 07 November 2017




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)
<p>1 07/11/2017 16/2018</p> <p>Detrainment of pax onto electrically live track nr Peckham Rye station</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is for ARL to review and improve the ability of its train drivers, and control room, to effectively deal with out-of-course scenarios which may result in a task overload of the train driver.</p> <p>Arriva Rail London should review and improve, as necessary, its training, procedures, control room environment and equipment to enable controllers and train drivers to deal effectively with out-of-course scenarios involving stranded trains. This should include consideration of the use of simulators, whether full task or part task, and table-top exercises (paragraphs 136(a), 136(b), 136(c), and 136(d)).</p> <p>This recommendation may also be applicable to other train operators.</p>	<p>ORR has reported that Arriva Rail London 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>
<p>2 07/11/2017 16/2018</p> <p>Detrainment of pax onto electrically live track nr Peckham Rye station</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to ensure that there are local management arrangements in place to effectively manage the controlled evacuation of stranded trains.</p> <p>Network Rail (South East route), in consultation with train operating companies as appropriate, should review the adequacy of its existing arrangements for implementing national policy and guidance for the safe evacuation of passengers from stranded trains. As a minimum the review should cover how all parties ensure that:</p> <p>I all parties quickly gain a common understanding and shared situational awareness of the circumstances;</p> <p>I effective incident control arrangements are established and formalised before important decisions are made, particularly those which affect the safety of passengers and staff;</p> <p>I suitable protection is in place before authorising the start of any controlled evacuation;</p> <p>I staff on the ground, such as train crew, are provided with appropriate support in circumstances which are difficult and / or unfamiliar; and</p> <p>I the effectiveness and use of procedures is understood and tested to ensure that all such arrangements are capable of being implemented by competent staff without undue delay.</p> <p>All necessary changes or additions to existing management</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>

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Safety Recommendation

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

arrangements identified from the review should then be suitably documented, validated, implemented, and briefed (paragraphs 136(b), 137(b) and 137(c)).

3 07/11/2017 16/2018
Detrainment of pax onto electrically live track
nr Peckham Rye station
Status: Implemented

The intent of this recommendation is that the arrangements for dealing with stranded trains should be regularly exercised and tested.

Network Rail (South East Route) should, in consultation with train operating companies as appropriate, establish and implement processes for regularly exercising and testing its local arrangements for implementing national policy and guidance on managing incidents involving stranded trains, including the safe evacuation of passengers, are regularly exercised and tested (paragraphs 136(c), 137(a), 137(b) and 137(c)).

This recommendation may also apply to other Network Rail routes.

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.