

Recommendation(s) Status: Train collision with material washed out from a cutting slope at Corby, Northamptonshire

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

Open (replaces Progressing and Implementation On-going)	Actions to address the recommendation are ongoing.
Closed (replaces Implemented, Implemented by alternative means, and Non-implementation)	ORR consider the recommendation to have been taken into consideration by an end implementer and evidence provided to show action taken or justification for no action taken.
Insufficient response:	The end implementer has not provided sufficient evidence that the recommendation has been taken into consideration, or if it has, the action proposed does not address the recommendation, or there is insufficient evidence to support no action being taken.
Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.
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:

Red – RAIB has concerns that no actions have been taken in response to a recommendation.

Blue – 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.

White – The white triangle shows recommendations where the RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Recommendation Status Report



Report Title	Train collision with material washed out from a cutting slope at Corby, Northamptonshire
Report Number	04/2020
Date of Incident	13/06/2019

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
04/2020/01	Awaiting Response	None	<p>The intent of this recommendation is that the owners of the surface water drainage assets that form the flood management system at Pen Green Lane, Corby, cooperate to reduce the risk of flooding on the railway in that area, both in the short and long term.</p> <p>The Environment Agency should, in conjunction with Northamptonshire County Council, Anglian Water, Homes England, Corby Borough Council and Network Rail, lead the production of a timebound plan to implement and maintain an effective flood management system at Pen Green Lane, Corby. The plan should take into consideration short and long-term actions to address the system's susceptibility to blockages and the limitations of the ponds to store water (paragraphs 137a(i), 137a(ii), 137a(iii), 138a and 138b).</p>	
04/2020/02	Open	None	<p>The intent of this recommendation is to manage the risk of washouts or landslips on railway infrastructure at specific locations that could endanger trains due to the flooding of adjacent land, following rainfall which falls below the threshold of Network Rail's adverse/extreme weather plans.</p> <p>Network Rail should:</p> <p>a) compile a list of locations on or around its infrastructure where it is known that surface water flooding with the potential to affect railway</p>	<p>ORR has reported that (Dutyholder name) is taking suitable actions to address the recommendation although an accurate plan for full implementation has not been formulated. ORR will advise when the status of this recommendation changes.</p>

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			<p>safety occurs during normal levels of rainfall (that is, during rainfall events that are not classified by its weather management processes as adverse/extreme weather)</p> <p>b) review the adequacy of the flood management arrangements in place at the locations listed in (a)</p> <p>c) identify the organisations responsible for each of the assets that form part of a relevant flood management system or could affect flood related risk to the railway at the locations listed in (a)</p> <p>d) take steps to establish lines of communication with the organisations identified in (c) to set up joint studies to establish how the risk due to surface water flooding can be reduced at these locations (paragraph 137b).</p>	
04/2020/03	Closed - I	Blue	<p>The intent of this recommendation is to enable more effective management of the short-term risk to earthworks while waiting for planned work to take place in the longer term, when mitigations using geotechnical instrumentation are not viable options.</p> <p>Network Rail should review, and amend as necessary, its processes for the management of earthworks, so that its staff responsible for earthworks are trained and have clear guidance on when and how to trigger appropriate monitoring and/or other short-term mitigations. This is particularly relevant when mitigations using geotechnical instrumentation are not viable options and actions that involve other functions within Network Rail or external organisations are needed instead (paragraph 138c).</p>	<p>ORR has reported that NR 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>
04/2020/04	Closed - I	None		<p>ORR has reported that Network Rail has reported that it has completed actions taken in</p>

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			<p>The intent of this recommendation is to better enable the safe and effective detrainment of passengers by understanding what equipment needs to be available for train evacuations.</p> <p>As part of the ongoing industry-wide programme of work to improve the management of stranded passenger train incidents, Network Rail and the Rail Delivery Group should carry out a joint review of existing procedures and codes of practice for managing stranded trains and carrying out train evacuations, to identify what equipment is needed to deliver the requirements in these procedures for each method of train evacuation. They should then provide this information about what equipment is needed to those responsible for the implementation of recommendation 5 (paragraph 139).</p>	<p>response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
04/2020/05	Closed - I	None	<p>The intent of this recommendation is to better enable the safe and effective detrainment of passengers by making equipment available for train evacuations.</p> <p>Upon completion of recommendation 4, as part of the ongoing industry-wide programme of work to improve the management of stranded passenger train incidents, Network Rail should:</p> <p>a) take steps, in cooperation with the train operating companies, so that the equipment identified as required for managing stranded trains and train evacuations is available for use when needed (such as on specific types of train or placed at strategic locations along each route)</p> <p>b) brief and/or train its staff involved in managing or responding to stranded trains and train detrainments on how to get the equipment made available in (a) to the site of a stranded train and how to use it correctly once it is there</p>	<p>ORR has reported that NR 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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			c) work with each train operating company to prepare rolling stock specific guidance so that each train operating company can brief and/or train its staff involved in managing or responding to stranded trains and train detrainments on what to expect when this equipment is to be used to evacuate passengers from its trains (paragraph 139).	
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