

## Recommendation Status Report: Two trains in the same signal section at South Wingfield

This report is based on information provided to the RAIB by the relevant safety authority or public body.

The status of the recommendation(s), as reported to us, are described by the following categories:

### Key to Recommendation Status

<b>Open</b> (replaces Progressing and Implementation On-going)	Actions to address the recommendation are ongoing.
<b>Closed</b> (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.
<b>Insufficient response:</b>	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.
<b>Superseded:</b>	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.
<b>Awaiting response:</b>	Awaiting initial report from the relevant safety authority or public body on the status of the recommendation.

RAIB concern over the way that an organisation has responded to a recommendation are indicated by one of the following:

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

**Blue** – RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.

**White** – RAIB notes substantive actions have been reported, but the RAIB still has concerns.

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<b>Report Title</b>	Two trains in the same signal section at South Wingfield
<b>Report Number</b>	11/2023
<b>Date of Incident</b>	26/10/2022

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
11/2023/01	Awaiting Response	None	<p>The intent of this recommendation is to ensure that the competence of all signal maintenance testing staff at Bridgeway Consulting Limited includes the attitudes and depth of understanding needed to effectively apply signal maintenance testing processes.</p> <p>Bridgeway Consulting Limited should take steps to enhance its existing processes for the assessment, development and ongoing monitoring of those staff who undertake signal maintenance testing on Network Rail infrastructure. These steps should:</p> <ul style="list-style-type: none"> <li>a. give signal maintenance testers the depth of understanding, attitudes and non-technical skills that are needed to deliver their work safely</li> <li>b. provide testers with the specific skills they need for effective communication, safe decision-making, and safe behaviours such as maintaining compliance with processes, particularly when placed under time or other pressures</li> <li>c. implement measures to monitor and promote compliance with relevant processes, procedures and rules (paragraphs 204b, 204b.i and 205a).</li> </ul>	
11/2023/02	Awaiting Response	None	<p>The intent of this recommendation is to ensure that the competence of all signal maintenance testing staff at Randstad Solutions Limited includes the attitudes and depth of understanding needed to effectively apply signal maintenance testing processes.</p> <p>Randstad Solutions Limited should take steps to enhance its existing processes for the assessment, development and ongoing monitoring of those staff who undertake signal maintenance testing on Network Rail infrastructure. These steps should:</p>	

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			<p>a. give signal maintenance testers the depth of understanding, attitudes and non-technical skills that are needed to deliver their work safely</p> <p>b. provide testers with the specific skills they need for effective communication, safe decision-making, and safe behaviours such as maintaining compliance with processes, particularly when placed under time or other pressures</p> <p>c. implement measures to monitor and promote compliance with relevant processes, procedures and rules (paragraphs 204b, 204b.i and 205a).</p> <p>Recommendations 1 and 2 may apply to other organisations with staff who carry out signal maintenance testing.</p>	
11/2023/03	Awaiting Response	None	<p>The intent of this recommendation is to reduce the risk of pre-planned maintenance testing activities not being executed correctly due to the workload of staff who have the overall responsibility for the testing.</p> <p>Network Rail should review the workload placed on signal maintenance testers who are given the lead tester role for pre-planned work under the signal maintenance testing handbook process. The review should consider suitable criteria to determine when a lead tester should focus solely on leading the testing, and not undertake other roles, by considering thresholds for workload factors such as:</p> <ul style="list-style-type: none"> <li>• how many testing teams the lead tester will be managing</li> <li>• how the tester and installer resources will be allocated to the work</li> <li>• how familiar the lead tester is with the signalling equipment and location where the work is taking place</li> <li>• how much time the lead tester will be given in advance to plan how the installation and testing work will be executed</li> <li>• the number of people or organisations the lead tester will need to communicate with while the work is taking place</li> <li>• what other non-testing duties the lead tester will be required to</li> </ul>	

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			<p>carry out, such as safety responsibilities for the team.</p> <p>The findings of this review should be used as required to produce appropriately updated rules, guidance and training for staff undertaking the lead tester role for pre-planned work under the signal maintenance testing handbook process (paragraphs 204b.ii and 204b.iii).</p>	
11/2023/04	Awaiting Response	None	<p>The intent of this recommendation is to reduce the risk of signalling assets being placed into service in an unsafe condition after high output track renewals work.</p> <p>Network Rail should implement measures to assure itself that signal maintenance testing carried out on its signalling assets, by the testers it contracts to do this work on its high output track renewals project, is being completed in accordance with the requirements of its signal maintenance testing handbook. These measures should encompass checks on the technical skills of the testers and the quality of their testing work, as well as criteria which will allow it to be established if testers are displaying the required attitudes and non-technical skills needed to deliver their work safely and effectively (paragraphs 205a and 205b). This recommendation may apply to other parts of Network Rail's organisation that carry out project-based renewals or maintenance activities which use the signal maintenance testing process to test any affected signalling assets as part of their work.</p>	
11/2023/05	Awaiting Response	None	<p>The intent of this recommendation is to reduce risk of a signal being placed into service when all steps in the defined maintenance test plan for testing signal aspects have not been carried out.</p> <p>Network Rail should provide signal maintenance testers with a means of recording progress when carrying out NR/SMTH/Part 03/Test B07 'Defined Test: Aspect Test' so that they can record that all aspect permutations have been tested and that all test steps have been completed (paragraph 207a).</p>	