Recommendation Status Report: Collision between passenger trains at Salisbury Tunnel Junction

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

Open	Actions to address the recommendation are ongoing.
(replaces Progressing and Implementation On-going)	
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Closed	ORR consider the recommendation to have been taken into consideration by an end implementer and
(replaces Implemented, Implemented by alternative means, and Non- implementation)	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Superseded:	The recommendation has been superseded either by a newer recommendation or actions have		
	subsequently been taken by the end implementer that have superseded the recommendation.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 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.



Report Title	Collision between passenger trains at Salisbury Tunnel Junction
Report Number	12/2023
Date of Incident	31/10/2021

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
12/2023/01	Open	None	The intent of this recommendation is for Network Rail to have autumn	ORR has reported that Network
			working arrangements that more effectively manage the low adhesion	Rail has a proposed action plan
			risk, as a result of leaf fall.	and timescale for delivery to be
				taken in response to the
			Network Rail should consider the findings from this report to inform a	recommendation. ORR will advise
			review of the processes, standards and guidance documents and	when the status of this
			supporting management arrangements relating to the management of	recommendation changes.
			leaf fall low adhesion risk. The review should result, where appropriate, in	
			the creation or revision of documents suitable to support Network Rail	
			staff in having an appropriate understanding of the risks when creating	
			autumn working arrangements. It should also identify the necessary	
			resource and competence required for their effective implementation.	
			The review should examine both the roles of operations and	
			maintenance (track and off track) and specifically include consideration of:	
			a. leaf fall risk assessments, including consistency in their	
			Implementation	
			b. capture, sharing and tracking of data and planned mitigations,	
			especially those related to vegetation management	
			c. definition of responsibilities and necessary competences, including	
			knowledge of the factors affecting leaf fail fisk and low adhesion from	
			contamination build-up and the effectiveness of mitigation measures	
			a. required resource to effectively undertake the main roles	
			e. alignment of the requirements and processes across all related	
			updorstanding of the risks and mitigations	
			Understanding of the fisks and mitigations.	
			Network Rail should ensure that any revised processes, standards	



			and guidance are produced to a timebound plan, and supported by appropriate training and briefing and that this includes any contracting staff involved in the process (paragraphs 322a (i) and (ii), and 323a (ii) to (vi)).	
12/2023/02	Open	None	The intent of this recommendation is for Network Rail to have seasons delivery specialists that are more effective in managing Network Rail's seasonal risk.	ORR has reported that Network Rail has a proposed action plan and timescale for delivery to be taken in response to the
			Network Rail, building on the work that has already started in this area, should develop an appropriate competency framework for the role of the seasons delivery specialist. This framework should include: a. a job description that accurately reflects the responsibilities of the role b. the necessary technical skills required to undertake the role effectively	recommendation. ORR will advise when the status of this recommendation changes.
			 c. the necessary non-technical and management skills needed to undertake the communication and co-ordination required of this role d. appropriate training material e. arrangements to confirm that staff have achieved, and continue to 	
			have, the required level of competence. Network Rail is to arrange for provision of the necessary staff to fulfil the roles and develop a time-bound programme for implementation of the associated training, supported by suitably qualified assessment staff (paragraphs 322a (i) and (ii) and 323a (i) (ii) (v) and (vii))	
12/2023/03	Open	None	The intent of this recommendation is that Network Rail off track staff are sufficiently competent and confident to undertake the tasks assigned to them by Network Rail standards.	ORR has reported that Network Rail has a proposed action plan and timescale for delivery to be taken in response to the
			Network Rail should produce a time-bound programme to train and assess the competence of off track maintenance staff in the requirements of standard NR/L2/CIV/1000/01 Module 01, 'Competence Management for Drainage and Lineside' (paragraphs 322a (i) and 323a (i), (ii) and (vii)).	recommendation. ORR will advise when the status of this recommendation changes.
12/2023/04	Open	None	The intent of this recommendation is for Network Rail to be able to make more effective decisions regarding the management of emerging and potential low wheel/rail adhesion conditions.	ORR has reported that Network Rail has a proposed action plan and timescale for delivery to be



			Network Rail, working in co-operation with train operators, Rail Safety and Standards Board and other relevant stakeholders, should undertake research into real-time data that could be used to give an indication of the wheel/rail adhesion conditions on its network and how this could be used to support operational decisions to implement mitigation measures. This review should include consideration of the following: a. monitoring data, including that drawn from on-train data recorders, wheel slide protection activity, and records of wrong side track circuit	taken in response to the recommendation. ORR will advise when the status of this recommendation changes.
			Tallures	
			b. reports of low adhesion from train drivers and staff	
			c. weather and low adhesion forecasts.	
			This review should take account of good practice in other parts of the rail	
			sector both in the UK and abroad (paragraphs 322a (ii) and 323a (vi).	
12/2023/05	Open	None	The intent of this recommendation is for Network Rail to improve	ORR has reported that Network
			wheel/rail adhesion conditions through the application of improved	Rail has a proposed action plan
			understanding of the effectiveness of railhead treatment regimes	and timescale for delivery to be
			and istanting of the encetiveness of funnear treatment regimes.	taken in response to the
			Notwork Bail should undertake research to better understand:	recommendation OPR will advise
			a the factors that affect the rate of build up of loof fall contamination for	when the status of this
			a. the factors that affect the rate of build-up of leaf fair contamination, for	when the status of this
			instance, the environment, meteorological conditions, topography, tree	recommendation changes.
			b the relationship between different types of contamination and low	
			railhead adhesion	
			c. the effectiveness and longevity of currently available alternative	
			railhead treatment regimes.	
			The findings from this research are to be used to support the seasons	
			delivery specialist in decision-making relating to the necessary frequency	



			of railboad troatmont and understanding the impact of missed or delayed	
			treatment (naragraphs 322a (ii) and 323a (vi)	
12/2023/06	Open	None	The intent of this recommendation is to enable the effective assessment by Network Rail of the risk of overrun at signals which have HRLA sites on their approach.	ORR has reported that Network Rail has a proposed action plan and timescale for delivery to be taken in response to the
			Network Rail should review its signalling standard NR/L2/SIG/14201/Mod04, 'Signalling Risk Assessment Handbook' to ensure that signal overrun risk assessments appropriately consider the impact of any high risk of low adhesion sites on approach to the signal. Network Rail should also consider if the reassessment of signal overrun risk is required when a new high risk of low adhesion site is identified on approach to any signal capable of displaying a red aspect. Any revised standard or process should be suitably briefed to all relevant parties and consideration should be given to whether a revised overrun risk assessment against the new standard should be required where existing signals capable of displaying a red aspect have a high risk of low adhesion site on their approach (paragraph 324a).	recommendation. ORR will advise when the status of this recommendation changes.
12/2023/07	Open	None	The intent of this recommendation is to reduce the risk of overrunning signals at danger where there is a line speed change on the approach after the preliminary caution signal. Network Rail should review the decision not to retrospectively apply technical instruction TI022 'Provision of TPWS at signals' issue 4 to existing signals. Should retrospective application of TI022 be found appropriate, Network Rail should implement the required changes to existing Train Protection and Warning System equipment (paragraph 324b).	ORR has reported that Network Rail has a proposed action plan and timescale for delivery to be taken in response to the recommendation. ORR will advise when the status of this recommendation changes.
12/2023/08	Closed - I	None	The intent of this recommendation is that South Western Railway drivers are able to identify areas of low adhesion and report them, if appropriate.	ORR has reported that South Western Railway has reported that it has completed actions taken in response to this recommendation. ORR proposes

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			South Western Railway should review its arrangements for training and briefing drivers to ensure that they are able to effectively identify areas of low adhesion and that they report them if appropriate. This review should specifically understand the effectiveness of the relevant provisions of the railway Rule Book in informing drivers as to the requirements for reporting low adhesion, as well as other methods. South Western Railway should evaluate its processes for monitoring and reviewing the reporting of low adhesion by drivers to ensure that these arrangements remain effective (paragraphs 322b and 323b).	to take no further action unless they become aware that the information provided becomes inaccurate.
			This recommendation may apply to other transport undertakings.	
12/2023/09	Open	None	The intent of this recommendation is for industry to realise the potential benefits of future technologies to enable trains to better cope with low wheel/rail adhesion when braking.	ORR has reported that The Rail Delivery Group has a proposed action plan and timescale for delivery to be taken in response
			The Rail Delivery Group working with the train operating companies and Rail Safety and Standards Board should create a framework and mechanism for the assessment of future technologies to enable trains to better cope with low adhesion when braking. The framework should set out criteria and establish the process for cost benefit analysis to apply to the assessment of future technologies as they arise (paragraph 322c).	to the recommendation. ORR will advise when the status of this recommendation changes.
12/2023/10	Open	None	The intent of this recommendation is to minimise the risk that passengers are unable to evacuate from class 158 and 159 carriage.	ORR has reported that Porterbrook, Angel Trains and Eversholt Rail has a proposed
			Porterbrook, Angel Trains and Eversholt Rail, working in conjunction with the operators of class 158 and class 159 trains, should review the design of the internal sliding doors on these carriages and determine if there is a practicable means to prevent these doors becoming jammed in the event of a collision	action plan and timescale for delivery to be taken in response to the recommendation. ORR will advise when the status of this recommendation changes
			They should develop a time-bound plan to implement measures identified by this review (paragraph 325b).	recommendation changes.