

Recommendation Status Report: Unsafe movement of a train at Styal station

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 (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Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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 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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Report Title	Unsafe movement of a train at Styal station
Report Number	07/2024
Date of Incident	03/05/2023

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
07/2024/01	Awaiting Response	None	<p>The intent of this recommendation is to improve the management of risk resulting from the operation of trains in service with known faults.</p> <p>Northern Trains Ltd should establish a system to provide risk-based guidance regarding decisions to return trains into service with unresolved faults. This system should include specific criteria that will allow staff to differentiate between safety-critical and performance-critical defects and should also allow staff to record the basis on which trains have been released into traffic with known defects (paragraph 143a).</p>	
07/2024/02	Awaiting Response	None	<p>The intent of this recommendation is to manage the risk of safety isolations when applied to trains in passenger service.</p> <p>Northern Trains Ltd should undertake a risk-based review of the operating rules and procedures used to manage safety system isolations while trains are in passenger service. This review should consider how such isolations may affect dispatch as well as any related requirements for training, decision support aids and safety-critical communications.</p> <p>Northern Trains Ltd should develop a timebound programme to make any appropriate changes identified to operating rules, policies and procedures (paragraph 143b).</p>	
07/2024/03	Awaiting Response	None	<p>The intent of this recommendation is to provide train drivers and relevant operational staff with the necessary skills and strategies to effectively manage out-of-course situations.</p> <p>Northern Trains Ltd, building on the work that has already started in this area, should embed non-technical skills training into the ongoing</p>	

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		<p>competency monitoring of drivers. It should also review how it maintains and reinforces knowledge and confidence of its staff in dealing with out-of-course events and similar stressful situations. This review should consider the requirements of operational roles and look at methods such as simulations and exercises.</p> <p>Northern Trains Ltd should develop a timebound programme to make any appropriate changes to on-going training, competency management and briefing arrangements.</p> <p>This recommendation may apply to other transport undertakings (paragraph 143c).</p>	
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