

Recommendation Status Report: Derailment of a passenger train at Grange-over-Sands

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Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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	Derailment of a passenger train at Grange-over-Sands
Report Number	02/2025
Date of Incident	22/03/2024

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
02/2025/01	Awaiting Response	None	<p>The intent of this recommendation is to manage the risk introduced when temporary pumping and drainage solutions are installed and remain in place for a protracted period.</p> <p>Building on the work already completed by its North West and Central region, Network Rail should undertake a review nationally to understand if there are other pumping or drainage assets that were originally installed as a temporary measure but that have stayed in operation for a period longer than originally anticipated.</p> <p>Following this review, Network Rail should put arrangements in place to ensure that the requirements of relevant standards and procedures are correctly applied to any assets identified, and that the associated risks are controlled (paragraphs 161a.i, 161a.ii, 162b).</p>	
02/2025/02	Awaiting Response	None	<p>The intent of this recommendation is to reduce the likelihood that buried services are struck during tamping operations.</p> <p>Network Rail should review how it can improve the ability of tamper operators to detect buried services. This review should include consideration of technological solutions that could inform tamper operators of approaching buried services and/or which could automatically detect and notify operators of their presence.</p> <p>Once this review is complete, Network Rail should develop a timebound programme to implement any improvements identified which will help to control the risk of buried services from being struck (paragraph 161a.ii).</p>	

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02/2025/03	Awaiting Response	None	<p>The intent of this recommendation is to reduce the likelihood of non-compliance associated with tamping operations at Carnforth maintenance delivery depot.</p> <p>Network Rail should review staffing levels within Carnforth maintenance delivery unit to ensure that it has sufficient resources to deliver its tamping operations in accordance with the requirements of its own standards and procedures. This review should specifically consider if staffing levels are sufficiently resilient to cope with absences, including when staff are unavailable at short notice (paragraph 162c).</p>	
02/2025/04	Awaiting Response	None	<p>The intent of this recommendation is to encourage timely decision-making in relation to the future of the Winster catchment area in order to protect the railway from risks arising from temporary mitigations.</p> <p>The Environment Agency, working in conjunction with Westmorland and Furness council, the Marine Management Organisation, Network Rail, and other identified local stakeholders (including those mentioned in this report), should lead the development of a timebound strategy to respond to the pervasive flooding adjacent to the railway at this location to avoid the need to rely on temporary solutions (paragraph 162a).</p>	
02/2025/05	Awaiting Response	None	<p>The intent of this recommendation is to reduce the risk of a derailed train being struck by a train on an adjacent line due to a failure of communication systems.</p> <p>Eversholt Rail Leasing Ltd, working in conjunction with Northern Trains and CAF, should undertake a review of the design of the battery isolation switch on class 195 trains to see if it can be better protected from an inadvertent operation during foreseeable accident and incident scenarios.</p> <p>This recommendation may apply to other trains operating in the UK with a similar battery isolation switch arrangement (paragraph 163).</p>	

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