

Recommendation(s) Status: Signal T172 passed at danger at Purley station, Surrey

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 six categories:

Key to Recommendation Status

Implemented:	All actions to deliver the recommendation have been completed.
Implemented by alternative means:	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
Implementation ongoing:	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
In-progress:	The relevant safety authority has yet to be satisfied that an appropriate plan, with timescales, is in place to implement the recommendation; and work is in progress to provide this.
Non-implementation:	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
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.

-  The red triangle shows recommendations where the RAIB has concerns that no actions have been taken in response to a recommendation.
-  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.
-  The white triangle shows recommendations where the RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Note: The tables which follow, report the status of recommendations on 31 December 2015. In some other cases the end implementer has already sent information to the relevant safety authority about the actions it has taken, or proposes to take and the safety authority is considering whether it is satisfied that those actions and the associated timescales are accepted.

Number/ Date/ Report No/ Inv Title / Current Status	Safety Recommendation	Summary of current status (based on latest report from the relevant safety authority or public body)
<p>1 18/08/2006 27/2007</p> <p>Signal T172 passed at danger at Purley station, Surrey</p> <p>Status: Implemented</p>	<p>EWS should install a specific stop marker 26 m (28.43 yards) on the approach to signal T172 on platform 4 at Purley station to mark the point at which the driver of a freight train should stop his front cab when propelling from Purley yard; or in consultation with Network Rail, EWS should prohibit the use of platform 4 by freight trains exiting from the yard (paragraphs 174, 176 and 181). In both cases above, a revised MOW for drivers, ground staff and signallers should be produced by EWS, in conjunction with Network Rail, for all train shunting movements at Purley. EWS should also ensure that the route knowledge of all relevant drivers includes an awareness of the signalling arrangements and any associated stop markers at Purley (paragraphs 180 and 185).</p>	<p>EWS has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>2 18/08/2006 27/2007</p> <p>Signal T172 passed at danger at Purley station, Surrey</p> <p>Status: Implemented</p>	<p>EWS should deliver a specific TPWS training module for all drivers and assessors; new and experienced. This should include the correct procedures in the case of TPWS intervention (paragraphs 175 and 181).</p>	<p>EWS has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>3 18/08/2006 27/2007</p> <p>Signal T172 passed at danger at Purley station, Surrey</p> <p>Status: Implemented</p>	<p>EWS should put in place a company process for the initiating, checking, authorising, issuing and briefing of local method of work instructions (paragraph 178).</p>	<p>EWS has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>4 18/08/2006 27/2007</p> <p>Signal T172 passed at danger at Purley station, Surrey</p> <p>Status: Implemented</p>	<p>RSSB should make a Proposal, in accordance with the Railway Group Standards Code, to amend Railway Group Standards as appropriate to: Mandate that in-cab TPWS should specifically identify a TPWS activation associated with a SPAD, (if reasonably practicable)(paragraph 133); and prevent the use of the driver's reverser key to reset TPWS once activated (Appendix E).</p>	<p>RSSB has carried out a review and concluded that no change to the RGSs can be supported. However, RSSB is supporting train operators' consideration of fitment on-board TPWS equipment. ORR has closed the recommendation.</p>
<p>5 18/08/2006 27/2007</p> <p>Signal T172 passed at danger at Purley station, Surrey</p> <p>Status: Implemented</p>	<p>Subject to the retention of arrangements for shunting into platforms 4 and 5, EWS should review the method of working instructions for ground staff in order to eliminate the requirement for staff to cross over a live conductor rail (paragraph 184).</p>	<p>EWS has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>