

Recommendation(s) Status: Passenger train struck by object at Washwood Heath

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 06/03/2010 01/2011</p> <p>Passenger train struck by object at Washwood Heath</p> <p>Status: Implemented </p>	<p>The purpose of this recommendation is to put in place a clear requirement to have safe system of work documentation for staff and OTP checked by a competent person other than its author.</p> <p>Network Rail should put in place a system that requires that all safe systems of work documents, including any subsequent changes, are independently checked by a competent person, and audit compliance with it.</p>	<p>ORR has reported that Network Rail now require that all Safe Systems of Work (SSoW) should be checked by a Controller of Site Safety (COSS). Whilst recognising the value of this, the RAIB is concerned that there is a risk that a SSoW developed by a Manager may not be challenged by the COSS. The issue raised in the investigation report, the absence of an independent check of SSoW developed by Track Section Managers and Assistant Track Section Managers has not been fully addressed. The RAIB has written to the ORR to express its concern.\$</p>
<p>2 06/03/2010 01/2011</p> <p>Passenger train struck by object at Washwood Heath</p> <p>Status: Implemented</p>	<p>The purpose of this recommendation is to improve management surveillance and supervision at Sattley IMDU to detect instances of individual supervisors implementing unsafe systems of work and to reinforce the worksafe procedure.</p> <p>Network Rail should determine why its management systems did not prevent the unsafe system of work being used for the relaying and make the necessary changes to prevent recurrence. The investigation should also consider why staff did not attempt to invoke the worksafe procedure and how the worksafe procedure can be made more effective.</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>3 06/03/2010 01/2011</p> <p>Passenger train struck by object at Washwood Heath</p> <p>Status: Implemented</p>	<p>The purpose of this recommendation is to extend the work that Network Rail is currently undertaking on behavioural issues associated with track worker safety to improve the training and assessment of existing staff (linked to recommendation 9 from the RAIB's Trafford Park investigation).</p> <p>Network Rail should extend the work it is undertaking to improve the methods and criteria used when selecting staff to undertake safety leadership roles to include consideration of the training and assessment of those staff who are already qualified in those roles.</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>4 06/03/2010 01/2011</p> <p>Passenger train struck by object at Washwood Heath</p> <p>Status: Implemented</p>	<p>The purpose of this recommendation is to ensure the adequacy of checks with the requirements of the rule book within possessions (including protection of adjacent open lines).</p> <p>Network Rail should review the adequacy of its arrangements for the routine checking of compliance with the rule book within possessions, including checks on compliance with rule book module OTP in respect of adjacent lines open to traffic. The review should consider the frequency of such checks and the competency of those involved. Any improvements identified as part of this review should be implemented.</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation. Office of Rail Regulation (ORR) proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>