

## Recommendation(s) Status: Derailment in Summit tunnel, near Todmorden, West Yorkshire

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

<b>Implemented:</b>	All actions to deliver the recommendation have been completed.
<b>Implemented by alternative means:</b>	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
<b>Implementation ongoing:</b>	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
<b>In-progress:</b>	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.
<b>Non-implementation:</b>	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
<b>Awaiting response:</b>	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            28/12/2010    16/2011</p> <p>Derailment in Summit tunnel, near Todmorden, West Yorkshire</p> <p>Status: Implementation ongoing</p>	<p>The intent of this recommendation is to reduce the amount of ice forming in Summit tunnel's ventilation shafts by improving the arrangements for managing the water seeping through the shaft's lining, eg by changing the drainage arrangements. These changes should also stop the water from falling directly onto the tracks below.</p> <p>Network Rail should review how the arrangements for managing water within Summit tunnel can be improved, decide what actions it is reasonably practicable to take, and implement them. The review should specifically consider what can be done to manage the water seeping through the ventilation shaft linings and reduce the amount of ice forming during periods of freezing temperatures (paragraphs 149a, 149b and 152a).</p>	<p>ORR has reported that Network Rail has outlined the actions to be taken in response to the recommendation. ORR will continue to monitor implementation of this recommendation.</p>
<p>2            28/12/2010    16/2011</p> <p>Derailment in Summit tunnel, near Todmorden, West Yorkshire</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to prevent the first train, after a cessation of traffic due to extreme weather, from passing at the line's maximum permitted speed through or over an unsafe structure. By identifying which structures on a route are at risk of becoming unsafe due to extreme weather, Network Rail can then check their state prior to reopening the route, eg by using the first service train to examine the route, a route proving train or staff on foot.</p> <p>Network Rail should identify the structures (as defined in NR/L3/CIV/006/1C) where passengers or staff might be put at risk when train services are resumed following an extended cessation of traffic during, or following, periods of extreme weather (as defined in NR/L2/OPS/021). Network Rail should then put in place procedures that result in checks that it is safe for trains to operate at the permitted line speed over or through these structures before resuming the train service (paragraphs 149e, 151c and 152c).</p>	<p>ORR has reported that 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            28/12/2010    16/2011</p> <p>Derailment in Summit tunnel, near Todmorden, West Yorkshire</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to ensure that the hazards of ice formation on structures and the subsequent hazards during thaw conditions (eg ice falls onto the track) are included throughout Network Rail's weather management processes, so that they can be risk assessed and mitigated. For example, extreme cold weather events are not specifically included within NR/L3/TRK/1010 and EWAT conferences do not consider the hazards that might be present when operating trains once extreme cold weather conditions end and a thaw sets in.</p> <p>Network Rail should review and implement changes to its weather management processes to take into account the</p>	<p>ORR has reported that 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>

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potential hazards created by extreme cold weather events and subsequent thaw conditions (paragraphs 150a and 151d).

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4            28/12/2010    16/2011  
Derailment in Summit tunnel, near  
Todmorden, West Yorkshire  
Status: Implemented

The intent of this recommendation is to give Network Rail staff the skills and knowledge to carry out additional inspections to look for ice on structures during periods of extreme cold weather, as Network Rail infrastructure maintenance's routine inspection regime may be too infrequent. Staff need to know what they need to do, where and when they should be doing it and the actions they should take once ice is found. This will support the implementation of NR/L3/TRK/1010 and the extreme weather plan, which require these additional inspections to take place. The staff undertaking these inspections should also know what potential hazards may be present and understand how to do the inspections while maintaining their own safety.

Network Rail should provide training and information to its staff on carrying out the inspections of those structures which are at risk from ice in extreme cold weather. The training and information should include guidance on managing the hazards to staff while carrying out these inspections (paragraphs 149c and 149d).

ORR has reported that 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.

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5            28/12/2010    16/2011  
Derailment in Summit tunnel, near  
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Status: Implemented

The intent of this recommendation is for safety actions and safety related information originating from Network Rail's buildings and civils – asset management function to be managed to an appropriate conclusion when it is passed to other parts of Network Rail's organisation.

Network Rail should put in place processes for the management and distribution of safety actions and safety related information originating from Network Rail's buildings and civils – asset management function. This should include a process for systematically reviewing the resolution of necessary safety actions and a process for passing safety related information to other parts of Network Rail's organisation, including confirmation that it has been received, understood and acted upon (paragraphs 151a and 151b).

ORR reports that the creation of a Director of Route Asset Management (DRAM), who is singularly accountable for all aspects of Asset Management, Maintenance and Operations. It expects there to be better communications between the civils asset management function and the maintenance and operations functions. ORR has accepted this and the recommendation is now reported by the ORR as implemented.