

Recommendation(s) Status: Station overrun at Stonegate, East Sussex

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 08/11/2010 18/2011</p> <p>Station overrun at Stonegate, East Sussex</p> <p>Status: Implemented</p>	<p>The purpose of this recommendation is to ensure that safety related maintenance activities are managed effectively.</p> <p>London & South Eastern Railway Ltd should carry out a management review to examine why the deficiencies in the processes for replenishment of sand had not been identified and rectified prior to the overrun at Stonegate. The lessons learnt from this review should be implemented by making suitable changes to management systems to provide confidence that such deficiencies will be identified in the future for all safety related maintenance activities (paragraph 222d).</p>	<p>London & South Eastern Railway Ltd 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>2 08/11/2010 18/2011</p> <p>Station overrun at Stonegate, East Sussex</p> <p>Status: Implemented</p>	<p>The purpose of this recommendation is to ensure that missed work activities do not affect the safe operation of trains.</p> <p>London & South Eastern Railway Ltd should introduce management systems to prevent trains that require safety related maintenance work from re-entering service until that work has been completed (paragraph 224b).</p>	<p>London & South Eastern Railway Ltd 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 08/11/2010 18/2011</p> <p>Station overrun at Stonegate, East Sussex</p> <p>Status: Implemented</p>	<p>The purpose of this recommendation is to ensure that trains that rely on sand for braking in low adhesion conditions always have that sand available.</p> <p>London & South Eastern Railway Ltd should review the arrangements and processes for train sand replenishment, so that they are compatible with known worst case rates of sand usage and take account of any inherent delays in actioning replenishment, and implement any revised arrangements arising from this review (paragraph 224a).</p>	<p>London & South Eastern Railway Ltd 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>