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Mr Andrew Hall
Deputy Chief Inspector of Rail Accidents
Cullen House
Berkshire Copse Rd
Aldershot
Hampshire GU11 2HP

Dear Andrew,

RAIB Report: Self-detrainment of passengers onto lines that were still open to traffic and electrically live at Lewisham, south-east London on 2 March 2018

I write to provide an update¹ on the action taken in respect of recommendation 2 addressed to ORR in the above report, published on 25 March 2019.

The annex to this letter provides details of actions taken in response to the recommendation and the status decided by ORR. The status of recommendation 2 is **'Implemented'**.

We do not propose to take any further action in respect of the recommendation, unless we become aware that any of the information provided has become inaccurate, in which case I will write to you again.

We will publish this response on the ORR website on 7 December 2020.

Yours sincerely,



Oliver Stewart

¹ In accordance with Regulation 12(2)(b) of the Railways (Accident Investigation and Reporting) Regulations 2005

Recommendation 2

The intent of this recommendation is to ensure that signallers and drivers respond in a timely manner to events that have the potential to result in a train being stranded or held at a signal for an extended period of time.

Network Rail (South East route) and Southeastern should work in conjunction with RSSB to provide suitable instructions and guidance to operations staff to help them determine when a train should be considered as stranded (as a result of it being unable to move, or make adequate progress), the timeframe within which this needs to be declared and the actions that then need to be taken. They should develop and publish suitable instructions, and where appropriate update the Rule Book.

ORR decision

1. Network Rail (South East route) and Southeastern had set out in its joint initial response the actions taken to help signallers, drivers and controllers respond to weather-related train stranding incidents. Those arrangements have been formalised with a change to the Rule Book (GERT8000-TW1) in September 2020, setting out the actions expected of a driver and signaller if a train becomes stranded.
2. The Rule Book change should facilitate communication between a driver and a signaller earlier in the process of a train becoming stranded, allowing mitigation action to be taken more promptly and reducing the risk of passenger detrainment.
3. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, Network Rail has:
 - taken the recommendation into consideration; and
 - have taken action to implement it

Status: Implemented.

Previously reported to RAIB

4. On 25 March 2020 ORR reported the following:

Network Rail (South East route) and Southeastern have implemented processes designed to help signallers, drivers and controllers identify when a train is struggling to make progress because of the weather and communications to identify mitigation. The plan initially submitted was due for completion in November 2019, but has since been extended to July 2020.

Update

5. On 7 October 2020 Network Rail provided the following closure statement:

Closure Statement

Network Rail (South East route), in conjunction with Southeastern, had previously completed the following actions:

- An “ice call” process was implemented and briefed to signallers, drivers and controllers to enable heightened reporting and awareness of the criticality of urgent response when a train is struggling to make progress.
- A stranded passengers “pitstop” process and updated control instructions have been created and briefed. These provide clear accountabilities/ responsibilities to drive appropriate and timely actions.

Subsequent actions which have been completed:

- A change to the Rule Book has been made (GERT8000-TW1) and was published in September 2020. The objective of the change in module TW1 is to allow a driver to communicate with the signaller earlier than was previously the case if a train has become or could become stranded. This will, in turn, allow quicker implementation of mitigation measures (e.g. re-routing strategies, emergency permissive working, conductor rail heating etc) and reduce the risk of train stranding incidents which lead to passenger detrainment, or passengers being detained for lengthy periods in unpleasant conditions.

Attached are the Periodic Operating Notice – Aug 2020



[N179-04] Closure statement Lewisham

RSSB “Approval to Publish” Paper is attached for information.



[N179-04] Closure statement Lewisham

The rule is now published on the RSSB website, an extract is shown below:

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Train stopped out of course or unable to make normal progress

The people responsible: driver, signaller

driver

41.1 Driver's instructions

If your train stops out of course for any reason, you must tell the signaller as soon as possible, including the reason for your train stopping.

If your train is only making slow progress and may be brought to a standstill, if you can, you must tell the signaller what is happening as soon as possible.

Examples of reasons a train cannot make normal progress would include:

- conductor rail icing
- rail-head adhesion
- insufficient traction power.

Whether you told the signaller because your train had stopped or was only making slow progress, you must carry out any instructions you are given by the signaller.

signaller

41.2 Signaller's instructions

If a driver tells you that a train has stopped out of course for any reason, or is only making slow progress and may be brought to a standstill, you must take any action that will prevent other trains being stopped as a result, and tell any other signaller who may be able to take similar action.

You must tell Operations Control.

Previously reported to RAIB

Recommendation 2

The intent of this recommendation is to ensure that signallers and drivers respond in a timely manner to events that have the potential to result in a train being stranded or held at a signal for an extended period of time.

Network Rail (South East route) and Southeastern should work in conjunction with RSSB to provide suitable instructions and guidance to operations staff to help them determine when a train should be considered as stranded (as a result of it being unable to move, or make adequate progress), the timeframe within which this needs to be declared and the actions that then need to be taken. They should develop and publish suitable instructions, and where appropriate update the Rule Book.

ORR decision

1. Network Rail (South East route) and Southeastern have implemented processes designed to help signallers, drivers and controllers identify when a train is struggling to make progress because of the weather and communications to identify mitigation. The plan initially submitted was due for completion in November 2019, but has since been extended to July 2020.

2. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, Network Rail (SE route) and Southeastern have:

- taken the recommendation into consideration; and
- is taking action to implement it by 30 September 2020.

Status: Implementation ongoing. ORR will advise RAIB when actions to address this recommendation have been completed.

Information in support of ORR decision

3. On 29 May 2019 Network Rail and Southeastern provided the following joint initial response:

Action Plan

This point was considered in the review undertaken by Network Rail (South East route) and Southeastern. The following actions were undertaken in time for winter 2018/9:

- *An “ice call” process was implemented and briefed to signallers, drivers and controllers to enable heightened reporting and awareness of the criticality of urgent response when a train is struggling to make progress*
- *A stranded passengers “pitstop” process and updated control instructions have been created and briefed. These provide clear accountabilities/responsibilities to drive appropriate, timely actions.*

Actions to be completed:

Network Rail (South East route), and Southeastern, will work with the RSSB to identify how existing instructions and local processes (such as ice call) can be formalised and if necessary rolled out nationally. Through this work it will be identified whether national rules change would be beneficial.

An initial meeting has been set up in May 2019 to establish a small working group. Currently the intention is to publish changes in September 2019 ready for winter 19/20 with subsequent Rule Book change, if necessary, in line with the March or September 2020 publication dates.

Southeastern have also reviewed their instructions and will finalise and publish a revised company policy on Meeting the needs of Stranded Passengers.

Both planned and completed actions will be shared at the Head of Operations Delivery meeting and with train operating companies through the joint NR/RSSB/RDG on stranded trains workstream

Completion Date: 30th November 2019 (further extension required if a Rule Book change is required).

4. On 5 November 2019 Network Rail advised of a timescale extension until 30 September 2020. The reason for the extension is as follows:

For the Rule Book amendment - wording has been prepared by RSSB – to be reviewed and finalised at a meeting on 8th November. If acceptable, the change will be proposed to TOMSC with the aim of publishing in the Rule Book for June 2020.

Southeastern's stranded trains document: This went back to Se CSRG two weeks ago for approval, containing amendments following Dan Matthews' observations and some changes regarding additional equipment ie toilets! The document was accepted and will be published in December. The document is just being appropriately formatted following these changes and I'll share a copy when I have it.