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11 April 2018



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

Dear Andrew,

**RAIB Report: Derailment at Knaresborough, 7 November 2015**

I write to provide an update<sup>1</sup> on the action taken in respect of recommendation 1 addressed to ORR in the above report, published on 4 August 2016.

The annex to this letter provides details of the action taken regarding this recommendation, the status of which is now '**Implemented**'. We do not propose to take any further action in respect of the recommendations, unless we become aware that any of the information provided becomes inaccurate, in which case I will write to you again.

We will publish this response on the ORR website on 11 April 2018.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Oliver Stewart', written over a horizontal line.

Oliver Stewart

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

## Recommendation 1

*The intent of this recommendation is that signal boxes should always be operated by members of staff who have the necessary knowledge and familiarity with the signal box and its operation.*

This recommendation relates to the signaller competence action plan which was initiated by Network Rail in April 2016.

When carrying out its review of the effectiveness of the recently revised procedure 4-20 of the Operations Manual NR/L3/OPS/041, Network Rail should review whether the changes to the requirements on non-signallers have resulted in them maintaining the required level of knowledge and experience needed to operate the signalling locations for which they are authorised, including where it has not been practicable for them to operate those locations, and implement any further necessary changes.

### ORR decision

1. Network Rail have carried out a review of the relevant sections of the Operations Manual NR/L3/OPS/041 and identified a number of necessary changes around on the management of non signaller competency. The standard has now been updated and reissued.

2. 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
- taken action to implement it.

**Status: Implemented.**

### Previously reported to RAIB

3. On 3 August 2017 ORR reported that Network Rail had carried out a review of the relevant procedure in the operations manual and had a time-bound plan in place to make the changes identified. They were due to implement the recommendation by 30 September 2017.

### Update

4. On 2 October 2017 Network Rail provided a closure statement and supporting documents. The closure statement summarised the actions taken to address the recommendation:

*The recommendation has been satisfied after a review of the standard at a working group in January 2017 which covered this and other recommendations. The result of the review was a refined standard which provided additional information on the management of non signaller competency. The review resulted in the standard for the competence to operate signalling equipment being updated and issued in June 2017 onto the*

*Standards website. The standard has now been issued and is live on the system.*