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10 October 2019

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

Dear Andrew,

RAIB Report: Fatal accident at Trenos footpath crossing near Llanharan, Rhondda Cynon Taf, South Wales on 1 June 2017

I write to provide an update[1] on the action taken in respect of recommendation 1 addressed to ORR in the above report, published on 21 May 2018.

The annex to this letter provides details of the action taken regarding the recommendation. The status of recommendation 1 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 11 October 2019.

Yours sincerely,

Oliver Stewart

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

Recommendation 1

The intent of this recommendation is to ensure that accurate information is displayed to signallers.

Network Rail Wales Route should check that signallers' displays for level crossings accurately reflect changes to level crossing arrangements made since the displays were designed. It should take suitable risk mitigation measures where this is not the case, and inform other Routes of the extent of inconsistencies found

ORR decision

1.   Network Rail have compiled a list of affected crossings in Wales Route and the mitigations in place and provided evidence of this information being communicated with other routes.

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

- has taken action to implement it.

Status: Implemented.

Previously reported to RAIB

3.   On 8 April 2019 ORR reported that Network Rail had identified locations in the Wales route where the information displayed to signallers did'nt accurately reflect the arrangements at a level crossing and were preparing an action plan to permanently rectify those discrepancies. The action plan would be shared with other Network Rail routes.

Update

4.   On 23 April 2019 Network Rail provided a closure statement that stated the following:

Network Rail (Wales Route} has dealt with this recommendation in two stages.

Stage 1 - *Network Rail has compared the list of level crossings against the signalling locations, overseen by the LOM team's. A review of all signalling locations has been completed and a summary of locations where we deem discrepancies to exist has been completed. For each, we have identified, with support from the Route Asset Manager (Signalling) a reasonable proposed solution to the problem. This has indicative timescales associated for each and we are working through completion of these, including patches for displays and software upgrades. Suitable risk mitigation measures where reasonable and practicable have been completed. This has been documented in the full plan that has been sent to the ORR inspector.*

Stage 2 - *A summary of our findings and our plans have been shared with the other Head of Operations Delivery across the routes for learning purposes.*

Previously reported to RAIB

Initial consideration by ORR

1.   The recommendation in the report was addressed to ORR when the report was published on 21 May 2018.

2.   After considering the recommendations ORR passed recommendation 1 to Network Rail asking them to consider and where appropriate act upon it and advise ORR of its conclusions.

3.   This annex identifies the correspondence with end implementers on which ORR's decision has been based.

Recommendation 1

The intent of this recommendation is to ensure that accurate information is displayed to signallers.

Network Rail Wales Route should check that signallers' displays for level crossings accurately reflect changes to level crossing arrangements made since the displays were designed. It should take suitable risk mitigation measures where this is not the case, and inform other Routes of the extent of inconsistencies found

ORR decision

4.   Network Rail have identified locations in the Wales route where the information displayed to signallers doesn't accurately reflect the arrangements at a level crossing and are preparing an action plan to permanently rectify those discrepancies. The action plan will be shared with other Network Rail routes.

5.   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

   - is taking action to implement it, but ORR has yet to be provided with a timebound plan for stage 2 of the project.

***Status: Progressing.* ORR will advise RAIB when further information is available regarding actions being taken to address this recommendation. Information in support of ORR decision**

6.   On 6 February 2019, Network Rail provided the following initial response:

Action Plan

Stage 1 - *Network Rail has compared the list of level crossings against the signalling locations, overseen by the LOM team's. We have collated information on the discrepancies and are currently investigating and putting in place a mitigation plan for each crossing.*

Once a plan is in place for each crossing, it will be confirmed with the Signalling RAM and then timescales will be agreed for any actions/mitigations that are required. The plans will be agreed by March 2019.

Stage 2 - *The level of discrepancies will be shared with the other routes, via the Heads of Operations Delivery at the national peer meeting.*

Timescales: Stage 1 – March 2019, Stage 2 – TBC

7.   On 6 March 2019, Network Rail provided the following update:

Stage 1 – we have confirmed all locations that have a discrepancy and, where necessary put short term mitigation in place.

I am meeting with the Signalling RAM and Project Interface Specialist on 18 March to confirm all actions to permanently rectify discrepancies (I believe the timescale meant to say 31 March vice 'by March' for closing out of this). Some of these actions are already underway but the output of the 18th will confirm for all sites.

Stage 2 – I have already shared the issue at the National Head of Operations Delivery meeting (my counterparts) – outlining the scale of the problem and the likely issues that led to inconsistencies. I will share with them the action plan to rectify once agreed at the meeting on the 18th. Therefore I anticipate this further detail to be shared by no later than end of May (to tie in with Heads of Operations Delivery meetings).

8.   On 5 April 2019, Network Rail provided the following update:

A review of all signalling locations has been completed and a summary of locations where we deem discrepancies to exist has been completed. For each, we have identified, with support from the Route Asset Manager (Signalling) a reasonable proposed solution to the problem. This has indicative timescales associated for each and we are working through completion of these, including patches for displays and software upgrades.

A list of these discrepancies and our plans to correct each has been shared with the ORR.

Further, a summary of our findings and our plans have been shared with the other Head of Operations Delivery across the routes for learning purposes.