

Signal passed at danger near Loughborough, 26 March 2020

On publication of RAIB's report into the signal passed at danger near Loughborough, on 26 March 2020, Simon French, Chief Inspector of Rail Accidents, said:

“Good safety management is all about making sure that the systems you have set up, and what you have said you will do, are actually happening on the ground. Our investigation of this signal passed at danger found some significant deficiencies in the way that the train operator was managing safety. This led to a train being driven faster than was permitted on the route, and therefore unable to stop before passing a red signal by a significant distance.

“Our investigation revealed a gap between documented safety processes, and what was actually happening. Drivers were supposed to be issued with train documents, giving basic information about loads, available brake force and permitted speeds; but this was not happening. There also appeared to be no management awareness of how well, if at all, the company was following its own safety processes, including those related to competence management.

“What went wrong is a reminder of how any train operating company, no matter how small, needs to live its safety management system, not just have one ‘sitting on the shelf’. It needs to make a difference to the people who actually plan the work and drive the trains.”