

[News story: Initial £3 million awarded for UK leadership of new space science mission SMILE](#)

The £3 million will support academics working on SMILE (the Solar wind Magnetosphere Ionosphere Link Explorer), a European Space Agency (ESA) science mission, being delivered jointly with the Chinese Academy of Sciences and due to launch in 2021. SMILE will address fundamental gaps in knowledge of the solar-terrestrial relationship by providing, for the first time ever, global imaging of the Earth's magnetosphere and its dynamic response to solar wind – charged particles streaming from the Sun.

The magnetosphere is a vast region around our planet that protects us from solar wind and cosmic particle radiation. The Earth's magnetosphere is the strongest of all the rocky planets in our solar system and its protective role is thought to have played a key role in the Earth's habitability. SMILE will provide a step change in understanding its behaviour, and will serve a broad range of research communities in which the UK is world leading, including solar, fundamental physics, heliophysics, and planetary sciences.

SMILE will also provide crucial improvements to the modelling of space weather, which is recognised in the Government's National Risk Register as a key disruptive threat to UK national technological infrastructure.

Science Minister, Jo Johnson, said:

“Satellites, power grids and communications networks are integral to our modern lives and through this funding, we are ensuring UK academics continue to lead international research in solar-terrestrial science and space weather. This will help us gain a greater understanding of its causes and behaviour – helping us to better prepare and protect our vital infrastructure from its effects.

“SMILE is a prime example of scientific innovation underpinning the broader economy with real-world applications, a key foundation of our Industrial Strategy.”

The UK Space Agency's £3 million investment package supports three UK academic groups for the next two years, and is planned to be extended to support the mission throughout its development. It will deliver the overall scientific leadership role with Prof Graziella Branduardi-Raymont, from the UCL Mullard Space Science Laboratory, overseeing the European consortium, and the design and build of the mission's most innovative science instrument, the SXI (Soft X-ray Imager), led by Dr Steven Sembay, from the University of Leicester.

Prof Andrew Holland, of the Open University, will also manage the development of the SXI detectors from Teledyne e2v Ltd, a world renowned UK-based

provider of cutting edge space technology, which has a separate ESA contract to provide the SXI detectors worth €1.5 million.

Thales Alenia Space UK (TAS UK) is also bidding for a major role in the provision of the spacecraft's Payload Module, and has been awarded one of three competitive studies funded by ESA to lead the design definition of this hardware.

The UK Space Agency funded academic roles maximise UK science return by combining privileged access to SMILE science data with intimate instrument knowledge. SMILE builds on a very productive legacy of academic collaboration between the UK and China, and will act as a further high profile pillar of cooperation. The UK roles demonstrate our ongoing international leadership and engagement with world-class science and research.

Prof Graziella Branduardi-Raymont, mission Co-Principal Investigator, said:

"SMILE is a most innovative space mission dedicated to study the impact of the solar wind on the Earth's magnetic environment. It will explore scientifically what drives space weather and return knowledge that will eventually lead to mitigating its effects."

[News story: Cliff rescue near Neist Point lighthouse](#)

Dramatic rescue of climber on Isle of Skye.

Dramatic rescue footage of an injured fallen rock climber has been released by the HM Coastguard search and rescue helicopter based at Stornoway.

The female rock climber, reported to be in her early 20s, was rescued Saturday 27 October, after falling about 2 metres directly underneath Neist Point lighthouse on the Isle of Skye.

The coastguard received a 999 call from a member of the public just after 1pm Saturday reporting that a climber had sustained a lower leg injury after falling and needed medical assistance.

Portree, Dunvegan and Kyle coastguard rescue teams, Leverburgh all weather lifeboat and the Stornoway coastguard helicopter were all sent to the scene.

The young climber was winched into the helicopter and taken to Stornoway airport where she was met by the Scottish ambulance service for onward transfer to the Western Isles hospital. We wish her a speedy recovery.

[Neist Point cliff rescue](#)

[Press release: Social housing regulator publishes Fees Statement](#)

The Regulator of Social Housing has published a Fees Statement today (30 October 2017) and held its first Fees and Resources Advisory Panel (FRAP) as part of its commitment to be open and transparent with the social housing sector.

The Fees Statement outlines the regulatory priorities for 2018 to 2019, the associated budget breakdown and the fee per social housing unit. It also sets out background information on the regulator's role, its approach to regulation and the measures it will apply to its work.

The Statement was discussed at the inaugural FRAP meeting on 24 October with representatives nominated by sector umbrella bodies and individual stakeholders. Attendees included representatives from Chartered Institute for Housing, g15, g320, Homes for the North, National Housing Federation, Placeshapers, Tenants Participation Advisory Service, and UK Finance.

Julian Ashby, Chair of the Homes and Communities Agency (HCA) Regulation Committee said:

While the regulator is accountable to Parliament for the delivery of its statutory objectives, it is important that we are transparent with stakeholders in relation to the fees we have started charging and the quality of the regulation that we deliver.

The annual Fees Statement supports our commitment to transparency. The twice yearly Panel meetings are alongside our extensive stakeholder engagement and will ensure an appropriate geographical, sectoral and stakeholder coverage of views. I hope these steps demonstrate our determination to deliver value for money regulation that supports our ability to retain investors' confidence in the sector.

The [Fees Statement](#); the [FRAP membership and Terms of Reference](#) and [fees guidance for registered providers](#) is available on the HCA regulation website.

1. The [consultation on fees](#) is available on the website.
2. Funding for some aspects of the regulation function, such as reactive regulation including consumer regulation, will be continued through government grant in aid.

3. The Homes and Communities Agency is the single, national housing and regeneration delivery agency for England, and is the regulator of social housing providers. As regulator, its purpose is to promote a viable, efficient and well-governed social housing sector able to deliver homes that meet a range of needs. It does this by undertaking robust economic regulation, focusing on governance, financial viability and value for money that maintains lender confidence and protects the taxpayer.

For more information visit the [HCA website](#) or follow us on [Twitter](#).

Our [media enquiries page](#) has contact details for journalists.

For general queries to the HCA, please email mail@homesandcommunities.co.uk or call 0300 1234 500.

[News story: Injured fisherman airlifted off Skomer island](#)

Injured fisherman airlifted by coastguard to Singleton hospital in Swansea.

The coastguard search and rescue helicopter based at St Athan has airlifted an injured fisherman to Singleton hospital in Swansea.

At 10.46am on 26 October UK coastguard received a call from the vessel for medical assistance after a fisherman onboard injured his arm.

The Anglesey RNLi all weather lifeboat and the coastguard helicopter were sent to the vessel which was positioned south off Skomer Island, Pembrokeshire.

The casualty was airlifted to Singleton hospital and we wish him a speedy recovery.

[Skomer island airlift](#)

[Press release: Report 15/2017: Serious](#)

irregularity at Cardiff East Junction

Summary

Over the Christmas and New Year period from 24 December 2016 to 2 January 2017, Network Rail carried out extensive resignalling and track remodelling work in and around Cardiff Central station. This was the final stage of the Cardiff area signalling renewal scheme, a project which has been in progress for several years. This stage involved the closure of the power signal box at Cardiff, with control of the signalling in the area moving to the Wales Railway Operating Centre (WROC), and changes to the track layout and signalling on the east side of Cardiff Central station.

Some of the new layout was brought into use on 29 December. At 08:37 hrs on that day, the driver of a train from Cardiff Central to Treherbert, which had just left platform 7, noticed that points in the route his train was about to take were not set in the correct position, and stopped the train just before reaching them.

The points at which the train stopped were redundant in the new layout, and should have been secured in readiness for their complete removal at a later date. The project works required eight sets of points in two separate locations to be secured. In the event only six of the eight points were secured, and the line was re-opened to traffic without the omission having been identified by the testing team through the normal checking processes which should take place as part of this type of work. The two sets of points which were missed were left in a condition in which they were unsecured and not detected by the signalling system, and the points at which the train stopped were set for the diverging route. If the driver had not noticed the position of these points and stopped, the train would have been diverted on to a line which was open to traffic, on which trains can run in either direction, and on which another train passed over about three minutes after the train involved in the incident came to a stop. The new signalling system uses axle counters for train detection, and in this situation the system would not have immediately identified that the train was in the wrong place.

The points had been left in this unsafe condition because they had not been identified as requiring securing by the team securing points during the works. Furthermore, no one had checked that all the points that needed to be secured during the works over the Christmas period had been. Route proving trains, a performance and reliability tool used to ensure the system was working correctly before running passenger services, had been cancelled.

The investigation also found that a work group culture had developed between long standing members of the project team that led to insular thinking about methods of work and operational risk. This meant that team members relied on verbal communications and assurances. An underlying factor was insufficiently thorough project governance and a possible underlying factor was ineffective fatigue management.

In this case, no-one was injured and no damage was caused by the event, and Network Rail acted quickly to secure both sets of points.

Recommendations

RAIB has identified four learning points and made three recommendations. The learning points relate to the need for testers in charge to be able to confirm that all redundant wiring and equipment has been checked; the need for each intermediate state in which the railway is to operate before completion of the scheme to have an up to date and correct signalling scheme plan reflecting the true state of the layout; the need to mitigate the effect of cancelling route proving trains at the end of commissioning works; and the need to carefully consider the value and purpose of team briefings relating to large scale works to avoid people being overloaded with superfluous information.

Three recommendations have been made, all directed to Network Rail. The first relates to the need for good project governance to ensure a project complies with guidance, procedures and processes to enable the railway to be handed back after works are completed in a safe state in order to resume operational service. The second is concerned with document management systems, and the third recommendation deals with fatigue management for people working on projects and commissioning, recognising that fatigue in the workplace needs to be managed and mitigated, not just the risk of workers suffering fatigue while travelling to and from their place of work.

Simon French, Chief Inspector of Rail Accidents said:

This alarming incident, in which a train came close to travelling down a track that would have put it on an unprotected collision course with other trains, serves as a timely reminder of how easily things can go wrong when railway infrastructure is being upgraded and renewed.

It happened very close to the end of a huge engineering project, to renew the track, signals and train control systems over a large area of south Wales. Thousands of people worked hard on that project, many of them over the Christmas and New Year period at the end of 2016, and they delivered the renewed railway on time – a great achievement. But over the years that the project had been in progress, some bad habits had crept in. Well-meaning people were taking each other's word that things had been done, instead of insisting on seeing the proof. The end result, in this case, was that no-one checked that redundant points, due to be removed altogether in a few days or weeks, had been locked in the correct position. Good project governance includes making sure that the right procedures are in place and that people follow them, at all levels, all the time. We have concluded that the project governance arrangements, and the processes that should provide Network Rail with assurance that these are being followed, need a thorough review in the light of what happened at Cardiff.

It is also important, when organising intensive periods of commissioning work, to properly manage the working hours of the people doing the job. Back in 1988, the disastrous collision at Clapham Junction happened in part because working for weeks on end without any days off was part of the culture in some areas of the railway. Rightly, things have changed a lot since then. However, the events at Cardiff showed how easy it is to forget the lessons of Clapham and slip back into those habits under the time pressures of a big commissioning.

RAIB is now investigating the collision at Waterloo on 15 August this year, which also took place during the commissioning stage of a large and high-profile project involving track and signalling changes. We will again be looking closely at how such projects are managed, and whether the lessons learned from the tragedies of the past are still being applied effectively on today's railway.

Notes to editors

1. The sole purpose of RAIB investigations is to prevent future accidents and incidents and improve railway safety. RAIB does not establish blame, liability or carry out prosecutions.
2. RAIB operates, as far as possible, in an open and transparent manner. While our investigations are completely independent of the railway industry, we do maintain close liaison with railway companies and if we discover matters that may affect the safety of the railway, we make sure that information about them is circulated to the right people as soon as possible, and certainly long before publication of our final report.
3. For media enquiries, please call 01932 440015.

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