

Recommendation(s) Status: Autumn Adhesion Investigation Pt1 Signals WK338 / WK336 at Esher

This report is based on information provided to the RAIB by the relevant safety authority or public body.

The status of implementation of the recommendations, as reported to us, has been divided into six categories:

Key to Recommendation Status

Implemented:	All actions to deliver the recommendation have been completed.
Implemented by alternative means:	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
Implementation ongoing:	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
In-progress:	The relevant safety authority has yet to be satisfied that an appropriate plan, with timescales, is in place to implement the recommendation; and work is in progress to provide this.
Non-implementation:	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
Awaiting response:	Awaiting initial report from the relevant safety authority or public body on the status of the recommendation.

RAIB concerns on actions taken by organisations in response to recommendations are reflected in this report and are indicated by one of the following.

-  The red triangle shows recommendations where the RAIB has concerns that no actions have been taken in response to a recommendation.
-  The blue triangle shows recommendations where the RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.
-  The white triangle shows recommendations where the RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Note: The tables which follow, report the status of recommendations on 31 December 2015. In some other cases the end implementer has already sent information to the relevant safety authority about the actions it has taken, or proposes to take and the safety authority is considering whether it is satisfied that those actions and the associated timescales are accepted.

Number/ Date/ Report No/ Inv Title / Current Status	Safety Recommendation	Summary of current status (based on latest report from the relevant safety authority or public body)
<p>1 25/11/2005 25/2006 pt1</p> <p>Autumn Adhesion Investigation Pt1 Signals WK338 / WK336 at Esher</p> <p>Status: Implemented</p>	<p>Network Rail to review the adequacy of their system for periodic briefing of signallers on Section 15.2.2 of the signalling general instructions and the procedures for dealing with a driver following the occurrence of a SPAD to ensure that they take account of the infrequency with which signallers have to deal with such incidents (paragraph 88). Depending on the outcome from the review, the procedures should be modified and changes implemented as necessary.</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>2 25/11/2005 25/2006 pt1</p> <p>Autumn Adhesion Investigation Pt1 Signals WK338 / WK336 at Esher</p> <p>Status: Implemented</p>	<p>Network Rail and South West Trains to review jointly the adequacy of their Control Room procedures for dealing with trains that have been involved in severe overrun incidents to ensure that it is explicitly established whether any allegation has been made about the involvement of the train braking system in the incident before a decision is made on whether to allow the train to remain in service (paragraph 88). Depending on the outcome from the review, the procedures should be modified and changes implemented as necessary.</p>	<p>Network Rail and South West Trains have reported that they have taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>3 25/11/2005 25/2006 pt1</p> <p>Autumn Adhesion Investigation Pt1 Signals WK338 / WK336 at Esher</p> <p>Status: Implemented</p>	<p>South West Trains to ensure that a brake test is undertaken on Class 444 and Class 450 units as a precondition for allowing a train to proceed after any SPAD and after any incident where the stopping performance of the train has fallen significantly below a driver's expectations (paragraph 88).</p>	<p>South West Trains has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>