

Recommendation(s) Status: Unauthorised train movement at High Street Kensington

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 29/04/2006 19/2007</p> <p>Unauthorised train movement at High Street Kensington</p> <p>Status: Implemented</p>	<p>LUL should reassess the standards, and the associated training, familiarisation and necessary local knowledge for staff required to carry out specific duties for WDMs. Procedures should be amended and a delivery programme implemented to ensure that the necessary knowledge is imparted and retained and that staff only work within their skill and knowledge base.</p>	<p>LUL 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 29/04/2006 19/2007</p> <p>Unauthorised train movement at High Street Kensington</p> <p>Status: Implemented</p>	<p>LUL should reassess the training, familiarisation and necessary local knowledge for staff required to use SPTs. Procedures should be amended to ensure that the necessary knowledge is imparted and retained.</p>	<p>LUL 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>3 29/04/2006 19/2007</p> <p>Unauthorised train movement at High Street Kensington</p> <p>Status: Implemented</p>	<p>LUL should rebrief their staff on the duties & responsibilities for undertaking WDMs, including emphasis on the person-in-charge having overall responsibility to instruct movement or stopping of the train, and, if appropriate, of the need to appoint a WDM Protector.</p>	<p>LUL 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>4 29/04/2006 19/2007</p> <p>Unauthorised train movement at High Street Kensington</p> <p>Status: Implemented</p>	<p>LUL should rebrief control room staff on the necessity of clearly establishing the position of any train before any recovery moves are authorised.</p>	<p>LUL 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>5 29/04/2006 19/2007</p> <p>Unauthorised train movement at High Street Kensington</p> <p>Status: Implemented</p>	<p>LUL should review procedures for maintaining emergency equipment in a state of readiness and amend them as necessary.</p>	<p>LUL 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>6 29/04/2006 19/2007</p> <p>Unauthorised train movement at High Street Kensington</p> <p>Status: Implemented</p>	<p>LUL should introduce procedures to ensure that staff are advised where emergency equipment such as station train radio, station radio and portable phones may be expected to work and where not.</p>	<p>LUL 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>

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)
7 29/04/2006 19/2007 Unauthorised train movement at High Street Kensington Status: Implemented	LUL should consider the use of a common or standardised means of filing / locating WDM (and other operational) forms that may be needed at short notice at their stations and implement reasonably practical changes.	LUL 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.
8 29/04/2006 19/2007 Unauthorised train movement at High Street Kensington Status: Implemented	LUL should ensure the instructions necessary for undertaking safety critical communications detailed within the new Rule Book are supported by training, familiarisation and a system of regular monitoring to confirm compliance with the instructions.	LUL 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.
9 29/04/2006 19/2007 Unauthorised train movement at High Street Kensington Status: Implemented	LUL should review the instructions for undertaking WDMs to ensure that it contains no requirements capable of misinterpretation and that the WDM form contains information that will remind staff of key procedures when carrying out the move.	LUL 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.
10 29/04/2006 19/2007 Unauthorised train movement at High Street Kensington Status: Implemented	LUL should review the Connect Radio project to determine the feasibility of an accelerated implementation programme. If reasonably practical this should be implemented.	LUL 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.
11 29/04/2006 19/2007 Unauthorised train movement at High Street Kensington Status: Implemented	LUL should ensure that all operational staff are briefed about actions to be taken when a breakdown of safety critical communications occurs.	LUL 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.
12 29/04/2006 19/2007 Unauthorised train movement at High Street Kensington Status: Implemented	LUL should review the need to appoint a WDM Protector when route collaring or other suitable protection can be undertaken. The operating rules should be amended as necessary.	LUL 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.

**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)**

13 29/04/2006 19/2007
Unauthorised train movement at High Street
Kensington
Status: Implemented

LUL should introduce procedures so that serious incidents of radio equipment failure or poor communication links are fully investigated. This should include full functional testing of the equipment involved.

LUL 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.

14 29/04/2006 19/2007
Unauthorised train movement at High Street
Kensington
Status: Implemented

LUL should review the capability, disciplines and capacity of the Earls Court Control Room for the control of the District Line in times of normal and disrupted operations. The review should include the time necessary for a disciplined application of working procedures.

LUL has reported that it has taken actions in response to this recommendation.. The District Line Control Room is to be moved to a new location where it is anticipated that the issues will be addressed.
ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.