

Recommendation(s) Status: Collision near New Southgate




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)
1 27/07/2008 17/2009 Collision near New Southgate Status: Implemented	HST owners, National Express East Coast and other HST operators should re-examine the set-up and maintenance requirements for HST luggage van doors to promote safer operation. They should include consideration of previous incidents, original design drawings and maintenance experience. As a result they should amend their procedures as necessary, paying particular attention to: inspection of the centre trolleys, pins and rollers; set-up and attachment of cam blocks; checking main lock spring rates; and correct set-up of main lock engagement with the striker plate.	HST owners, National Express East Coast and other HST operators have reported that they have taken actions in response to this recommendation. Office of Rail Regulation (ORR) proposes to take no further action unless they become aware that the information provided becomes inaccurate.
2 27/07/2008 17/2009 Collision near New Southgate Status: Implemented	HST owners and operators should consider whether peened centre pins should be replaced by a more reliably fixed pin. If the use of peened pins is continued, consideration should be given to positioning the pins' heads towards the door and the peening towards the luggage van.	HST owners and operators have carried out reviews in response to this recommendation.
3 27/07/2008 17/2009 Collision near New Southgate Status: Implemented	National Express East Coast should put in place procedures mandating the monitoring of the frequency of luggage van doors being found open in traffic and the factors that may be causing this. The procedures should also require that corrective actions should be identified and put in place.	National Express East Coast have stated that they have arrangements in place to monitor luggage van doors open in traffic.
4 27/07/2008 17/2009 Collision near New Southgate Status: Implemented	National Express East Coast should modify their Defective On-Train Equipment Contingency Plan to define Bounds Green as a servicing depot for HSTs. They should consider in detail, what safety precautions should be put in place before a train can enter service from such a depot with unrepaired defective on-train equipment and generate procedures to enable staff to put such precautions in place. Such procedures should include a reliable method of securing HST luggage van doors out of service and clearly differentiate between passenger and non-passenger doors.	National Express East coast has reported that it has taken actions in response to this recommendation.
5 27/07/2008 17/2009 Collision near New Southgate Status: Implemented	HST owners and operators of rolling stock with similar designs of luggage van door (in particular Mk 3 and Mk 4 Driving Van Trailers) should consider the applicability of Recommendations 1, 2 and 3 to their operations and act upon them where applicable.	HST owners and operators has reported that it has taken actions in response to this recommendation.