

## Recommendation(s) Status: Serious injury sustained by a signal technician, Kennington Junction

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

<b>Implemented:</b>	All actions to deliver the recommendation have been completed.
<b>Implemented by alternative means:</b>	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
<b>Implementation ongoing:</b>	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
<b>In-progress:</b>	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.
<b>Non-implementation:</b>	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
<b>Awaiting response:</b>	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            23/05/2008    29/2009</p> <p>Serious injury sustained by a signal technician, Kennington Junction</p> <p>Status: Implemented</p>	<p>The intention of this recommendation is to develop and adopt suitable work methods to protect people from being struck by trains and which do not affect the safety of trains.</p> <p>Network Rail should investigate the development and subsequent adoption of practical alternative working methods that will provide protection of staff when undertaking regular specific maintenance activities such as work on switches and crossings, and that will provide for the safety of trains. If practicable it should introduce these alternative working methods.</p>	<p>Network Rail 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            23/05/2008    29/2009</p> <p>Serious injury sustained by a signal technician, Kennington Junction</p> <p>Status: Implemented</p>	<p>The intention of this recommendation is enable staff undertaking a specific maintenance activity to be clear about whether a particular form of protection that they wish to use provides for the safety of staff and trains. In particular it addresses the need to promote a better understanding of when T2 and T12 protection may be used and the restrictions imposed by the Rule Book and Network Rail instructions. It should encompass all forms of protection and regular maintenance activities including facing point lock tests and should clarify any issues relating to the 'safety of the track' and the 'safety of trains'.</p> <p>Network Rail should introduce a system whereby staff undertaking a specific maintenance activity can obtain clear guidance that a particular form of protection is suitable and provides for the safety of staff and trains. It should include clear guidance on when T2 and T12 protection may and may not be used and their applicability to specific types of work which may affect the 'safety of the track' and the 'safety of trains'.</p>	<p>ORR reports that recent changes to the rule book have clarified the issue identified in the investigation and that changes to Network Rails work planning system will assist the selection of the correct means of protection. Network Rail has reported that it has taken actions in response to this recommendation.</p>
<p>3            23/05/2008    29/2009</p> <p>Serious injury sustained by a signal technician, Kennington Junction</p> <p>Status: Implemented</p>	<p>The intention of this recommendation is to avoid doubt for those applying the requirements of the Rule Book.</p> <p>Network Rail, in conjunction with the RSSB, should clearly define, as a minimum, what is meant by: 'affect the safety of the line'; 'affect the safety of trains'; 'affect the safety of train working'; and 'affect the normal passage of trains'.</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>