

Recommendation(s) Status: Near-miss at Hanger Lane 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

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 27/03/2009 05/2010 Near-miss at Hanger Lane junction Status: Implemented	LUL should formalise guidelines, or other safeguards, to assist signallers when a train passes a signal protecting a junction at danger (paragraph 134b). The purpose of this recommendation is to provide additional support to signallers after a train has passed a signal at danger and when the signalling system is unable to provide the normal level of protection to trains.	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.
2 27/03/2009 05/2010 Near-miss at Hanger Lane junction Status: Implemented	LUL should make use of simulation techniques (including simulators) to enable signallers to practise their response in degraded working conditions, including communication with train operators (paragraph 134c). The purpose of this recommendation is to enhance the ability of staff to deal with out-of-course events.	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.
3 27/03/2009 05/2010 Near-miss at Hanger Lane junction Status: Implemented	LUL should improve the arrangements for training, rehearsing and auditing the use of safety critical communication skills to reinforce compliance, particularly among occasional users (paragraph 135). This should establish the principle of a defined person having lead responsibility in all safety critical communications. The purpose of this recommendation is to embed the use of safety critical communications.	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.
4 27/03/2009 05/2010 Near-miss at Hanger Lane junction Status: Implemented	LUL's medical advisory service should reissue its guidance to managers to clarify the categories of staff to whom working restrictions apply for specific types of medication (paragraph 136). The purpose of this recommendation is to improve guidance issued to managers.	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.
5 27/03/2009 05/2010 Near-miss at Hanger Lane junction Status: Implemented	LUL's medical advisory service, when providing guidance to managers, should consider whether staff subject to medical working time restrictions should be permitted to work anything other than the standard roster for that individual (paragraph 137). The purpose of this recommendation is to improve the management of staff who are under the supervision of a doctor.	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**

6 27/03/2009 05/2010

Near-miss at Hanger Lane junction

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Safety Recommendation

LUL should re-brief staff on their procedures to require a post-incident report to be prepared by the person(s) directly involved, and provide staff with the opportunity to do this (paragraph 138).

The purpose of this recommendation is to improve the reporting of basic factual information following an incident.

**Summary of current status (based on latest report from
the relevant safety authority or public body)**

ORR has reported that LUL 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.