

Recommendation(s) Status: Penetration and obstruction of a tunnel between Old Street and Essex Road stations, London

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 eight categories:

Key to Recommendation Status

Open (replaces Progressing and Implementation On-going)	Actions to address the recommendation are ongoing.
Closed (replaces Implemented, Implemented by alternative means, and Non-implementation)	ORR consider the recommendation to have been taken into consideration by an end implementer and evidence provided to show action taken or justification for no action taken.
Insufficient response:	The end implementer has not provided sufficient evidence that the recommendation has been taken into consideration, or if it has, the action proposed does not address the recommendation, or there is insufficient evidence to support no action being taken.
Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.
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:

Red – RAIB has concerns that no actions have been taken in response to a recommendation.

Blue – 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.

White – The white triangle shows recommendations where the RAIB notes substantive actions have been reported, but the RAIB still has concerns.

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Report Title	Penetration and obstruction of a tunnel between Old Street and Essex Road stations, London
Report Number	03/2014
Date of Incident	08/03/2013

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
03/2014/01	Closed - I	None	<p>The intent of this recommendation is to include Railway Infrastructure Managers in property-related searches, and to provide information for developers to reduce the risk presented to existing railway infrastructure where widely available mapping does not show tunnel alignments, or shows them incorrectly. Publication of accurate alignments is not required if implementers prefer alternative approaches (eg publishing maps showing bands of land encompassing tunnel alignments together with advice that the railway company should be contacted in respect of all proposed developments in these bands).</p> <p>Railway Infrastructure Managers with tunnels and associated subterranean structures which are under urban areas and not shown on Ordnance Survey mapping should implement a process to publish information concerning those areas of land that are in reasonable proximity to this infrastructure. They should then take all reasonable steps to publicise this information, and to ensure that it is available to those providing the legal and ground engineering professions with significant numbers of searches relating to property in Great Britain (paragraphs 97b and 99).</p>	<p>ORR has reported that Railway Infrastructure Managers have reported that they have taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
03/2014/02	Closed - I	None	<p>The intent of this recommendation is to inform Local Planning Authorities so that the planning approval process can reduce the risk to railway</p>	<p>ORR has reported that Railway Infrastructure Managers have reported that they have taken actions in response to this</p>

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			<p>tunnels due to construction activities in close proximity.</p> <p>Railway Infrastructure Managers with tunnels and associated subterranean structures which are under urban areas and not shown on Ordnance Survey mapping should provide Local Planning Authorities with the information needed for these authorities to identify when a planning application has the potential to affect this infrastructure (paragraphs 97e and 97f).</p>	<p>recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
03/2014/03	Closed - I	None	<p>The intent of this recommendation is to encourage Railway Infrastructure Managers to undertake pro-active measures to identify works which could affect the railway.</p> <p>Railway Infrastructure Managers should review, and where appropriate, revise existing arrangements for identifying infrastructure development which could affect tunnels and associated subterranean structures in urban areas. Where not already done, this should include pro-actively searching for planning applications and undertaking visual inspections of the ground surface above tunnels (paragraph 98).</p>	<p>A. ORR has reported that Railway Infrastructure Managers have reported that they have taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
03/2014/04	Closed - I	None	<p>The intent of this recommendation is for the British Standards Institution to amend British Standard 5930:1999+A2:2010 to clarify that some railway tunnels are not shown on Ordnance Survey mapping.</p> <p>The British Standards Institution should amend British Standard 5930:1999+A2:2010 'Code of practice for site investigations' to make clear (paragraph 100):</p> <p>a. that tunnels used by underground railways and associated subterranean structures may not be shown on Ordnance Survey mapping; and</p>	<p>ORR has reported that BSI has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>

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			b. that rail infrastructure owners should be contacted during desk studies and utility searches where appropriate.	
03/2014/05	Closed - I	None	<p>The intent of this recommendation is to ensure that the planning approval process reduces the risk to railway infrastructure due to adjacent developments.</p> <p>The Department for Communities and Local Government should introduce a process to ensure that Railway Infrastructure Managers are made aware of all planning applications in the vicinity of railway infrastructure. This process should at least meet the intent of the statutory consultation process (paragraphs 97f and 101).</p>	DLHUC has reported that it has completed actions taken in response to this recommendation. DLHUC proposes to take no further action unless they become aware that the information provided becomes inaccurate.