

Recommendation(s) Status: Derailment at Watford Junction Yard

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 28/10/2005 02/2006 Derailment at Watford Junction Yard Status: Implemented	The Silverlink management should take immediate steps to ensure that personnel managing and operating Watford Yard ground frame are fully aware of the presence, purpose and effect of the indicator light and track circuit ZA	Silverlink 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 28/10/2005 02/2006 Derailment at Watford Junction Yard Status: Implemented	Silverlink should issue instructions immediately that operators stand away from Watford Yard ground frame and observe the completion of a movement over the points before returning to the ground frame to move the points or give up the release.	Silverlink 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 28/10/2005 02/2006 Derailment at Watford Junction Yard Status: Implemented	As soon as practical Network Rail should issue written instructions for the operation of Watford Yard ground frame in conjunction with the appropriate TOCs, who should specify and implement competency assessment applicable to all staff involved with operation of the ground frame.	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.
4 28/10/2005 02/2006 Derailment at Watford Junction Yard Status: Implemented	In the longer term, consideration should be given by Network Rail to the provision of a locking arrangement on the Watford Yard ground frame points when any alterations are made to the yard or the signalling in the Watford area.	Network Rail has proposed an alternative approach to this recommendation which has been accepted by ORR. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.