

## **Recommendation(s) Status: Tube Train driven in wrong direction, Camden Town, Northern Line**

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:

<b>Key to Recommendation Status</b>	
<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)
1	10/06/2007	06/2008	LUL should arrange for the installation of suitable signs at Camden Town northbound platforms to warn train operators if they are approaching a south end cab (paragraph 125).	LUL has reported that it has taken actions (by alternative means) in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.
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2	10/06/2007	06/2008	LUL should investigate the possibility of either instructing train operators that when they leave a cab to which another train operator will return imminently and from which the train must be driven, the Traction Brake Controller is not to be placed in the 'stow' position, or the provision of some other method of being assured that they have entered the correct cab (paragraphs 125 and 126).	LUL has reported that it has taken actions (by alternative means) in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.
3	10/06/2007	06/2008	LUL should introduce a process to ensure service operators are given written notification, and an entry made in the service controller's log book, if a particular mode of operation is required or prohibited during a technical intervention (paragraph 125).	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	10/06/2007	06/2008	LUL should incorporate a familiarity induction to stations where train operators may be required to change platforms between trains in service into training procedures and ensure that this familiarity is maintained by train operators (paragraphs 125 and 127).	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.
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