

## Recommendation(s) Status: Fatal accident at James Street station, Liverpool

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            22/10/2011    22/2012</p> <p>Fatal accident at James Street station, Liverpool</p> <p>Status: In-progress</p>	<p>The objective of this recommendation is to reduce train dispatch accident risk by improving the way in which trains are operated.</p> <p>Merseyrail should evaluate equipment and operational arrangements that allow the person responsible for train dispatch to:</p> <p>a. observe the platform and train without interruption for as long as possible, ideally until the train has left the platform; and</p> <p>b. stop the train directly and quickly in an emergency.</p> <p>Equipment and operational arrangements should be evaluated for existing trains and platforms, and for planned changes and upgrades. The outcome of the evaluation should be a plan to implement appropriate measures to improve safety at the platform/train interface.</p>	<p>ORR reports that Merseyrail have commissioned a study to use as a basis for addressing this recommendation. RAIB is awaiting further information.</p>
<p>2            22/10/2011    22/2012</p> <p>Fatal accident at James Street station, Liverpool</p> <p>Status: In-progress</p>	<p>The objective of this recommendation is to reduce the likelihood of falls through the platform edge gap.</p> <p>Merseyrail, in consultation with Merseytravel, Network Rail and other relevant industry bodies, should evaluate equipment and methods that reduce the likelihood of a person falling through the platform edge gap. Platform edge gap fillers and vehicle body side panels should be included in the evaluation, the outcome of which should be a plan to implement measures when appropriate to do so, for example when trains or the infrastructure are changed, improved or replaced.</p>	<p>ORR reports that Merseyrail intends to implement a number of quick win solutions identified as part of Merseyrail risk assessments of its stations. In addition Merseyrail intends to review the outcome of RSSB research to be undertaken in response to recommendation 3.</p>
<p>3            22/10/2011    22/2012</p> <p>Fatal accident at James Street station, Liverpool</p> <p>Status: Implemented</p>	<p>The objective of this recommendation is for the rail industry to be provided with guidance on reducing risk at the platform/train interface.</p> <p>The Office of Rail Regulation should, in conjunction with railway industry parties, ensure that the findings of this report are taken into account in published guidance on the types of measures that promote the safe movement of trains from platforms through the adequate control of risk. The areas that should be the subject of particular consideration in such guidance are:</p> <p>a. equipment and methods which enable the person responsible for dispatch to observe the platform/train interface without interruption for as long as possible, ideally until the train has left the platform;</p>	<p>ORR has reported that RSSB has facilitated the development of an industry-wide Platform-Train Interface (PTI) strategy. This was published on the RSSB website on 26 January 2015, and rolled out publicly on 3 February. Regarding guidance, RIS-3703-TOM (Rail Industry Standard for Passenger Train Dispatch and Platform Safety Measures) was revised to include relevant aspects of the strategy. In addition, consideration is being given to the feasibility of extending the scope of the RIS to include the duties of drivers, guards, other train crew and managers with reference to train dispatch. Furthermore, R&amp;D project T1029 (designing a tool to support duty holders in the assessment of platform/train interface risk) is also linking with the RIS in the provision of a web-based tool will enable assessment of individual platforms, to identify key risk information that should be incorporated into local instructions for the platform and also aspirations for improving arrangements at the PTI. In addition,</p>



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- b. equipment and methods which enable the person responsible for dispatch to stop a train quickly in an emergency; and
- c. adaptation of trains and infrastructure to reduce the size of the platform edge gap when this is possible and appropriate, for example in connection with investment in new trains and infrastructure.

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

the data will help risk based decisions to be made, so these short-, to long-term approaches are targeted and prioritised according to risk. The tool will be available in summer 2015 and further developed following the optimum step and gap research, and better defined relationship between gaps and injuries. Guidance is also available on the 'Opsweb' website. The ORR is of the view that since the PTI strategy has been published and there is a commitment to on-going implementation of the strategy that recommendations can now be seen to have been implemented. However, the RAIB believes that more evidence is needed that the PTI strategy , and associated research into engineering mitigation resources, will lead to substantive new guidance to operators and designers, before this recommendation can be considered as implemented. \$W