

## Recommendation(s) Status: Passenger dragged a short distance by a train at Holborn station

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)**

1            03/02/2014    22/2014  
Passenger dragged a short distance by a train  
at Holborn station  
Status: Non-implementation

The intention of this recommendation is that staff performing the SATS role should be properly equipped to reduce risks at the platform/train interface by being able to take effective action to stop trains in an emergency . Consideration of how this can best be achieved should take into account the possibility that the waving of two hands in the 'emergency stop' signal is not sufficiently conspicuous on a crowded platform.

London Underground Ltd should provide staff acting as Station Assistant (Train Services) (SATS) with an effective means of alerting the train operator to a dangerous situation that arises after the SATS has given the signal to start the door closing sequence, and before the train has begun to move (paragraphs 85d and 86).

London Underground Ltd should also review how the role of the SATS is described in Rule Book 8 and other company documents, so that the duty of the SATS to rapidly respond to dangerous events that occur during the despatch process is given appropriate emphasis.

ORR has reported that London Underground Ltd has carried out a review in response to this recommendation and proposes no further action.  
ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.  
The RAIB is not convinced with the response to the first part of the recommendation but will follow up if necessary with the Clapham South investigation.