

Recommendation(s) Status: Passenger trapped in train doors and dragged at Clapham South station, 12 March 2015




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

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.
Insufficient response:	The end implementer has failed to provide a response; or has provided a response that does not adequately satisfy ORR that sufficient action is being taken to properly consider and address a recommendation.
Progressing:	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.
Other Public Body or Authority	The recommendation is also addressed to another public body or authority.
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.

1 12/03/2015 04/2016
Passenger trapped in train doors and dragged
at Clapham South station
Status: Awaiting response

The intent of this recommendation is to ensure that London Underground continues to improve management of PTI risks by building on work already started by a group established after the Clapham South accident. The time-bound, funded programme provides a means for London Underground to demonstrate its long-term commitment to reducing these risks where reasonably practical.

London Underground should review the feasibility and effectiveness of measures to reduce risks associated with passengers being trapped in train doors and then dragged at the platform-train interface (PTI). The review should include measures already considered for all or part of the London Underground network, techniques already used by other railway operators, measures already considered by RSSB and measures made possible by the latest technology available when the review is undertaken. The review should include, but not be restricted to, consideration of:

I improving detection of objects trapped in train doors;

I improving the ability of passengers to pull out objects trapped in doors (including by improving door seal arrangements);

I improving train operator views of the PTI at despatch (eg increasing the number of CCTV cameras, repositioning cameras and providing larger monitors);

I enhancing the methods available to staff performing SATS duties when they need to alert train operators, or stop trains, in an emergency;

I using gap fillers or alternative means to reduce the gap between platforms and both moving and stationary trains;

I adapting platform markings to reduce passenger crowding close to trains/doors; and

I raising passenger awareness of the safety risks associated with objects, fingers and hands becoming trapped in doors.

The review should conclude with a time-bound, funded plan for progressing development of potentially viable measures. This should, if appropriate, include solutions which are only applicable to some parts of the London Underground network.