

Recommendation(s) Status: Passenger trapped and dragged by a train at Hayes & Harlington station, 25 July 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.

Number/ Date/ Report No/ Inv Title / Current Status	Safety Recommendation	Summary of current status (based on ORR's report to RAIB)
<p>1 25/07/2015 12/2016</p> <p>Trap and drag at Hayes and Harlington station</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to improve the rail industry's understanding of passenger behaviour when boarding and alighting from trains and to identify the best methods and technology to promote safe behaviour.</p> <p>RSSB, in consultation with the industry, and involving due industry process, should consider consolidating the findings from existing research and good industry practice, and undertaking new research as necessary to identify the optimum means for promoting safe behaviour by passengers when boarding and alighting from trains (paragraph 108a).</p>	<p>ORR has reported that RSSB has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>2 25/07/2015 12/2016</p> <p>Trap and drag at Hayes and Harlington station</p> <p>Status: In-progress</p>	<p>The intent of this recommendation is for train owners to continue to review whether sensitive door technology can be applied to all fleets in the Networker family.</p> <p>Angel Trains and Eversholt Rail should extend current research on fitting sensitive edge door technology on class 365 trains to include other units in the Networker family (classes 165, 166, 465 and 466), and develop a plan for the fitting of modified doors to those units if the case can be made to do so (paragraph 108b).</p>	<p>ORR has reported that Porterbrook, Eversholt Rail and Angel Trains are taking suitable actions to address the recommendation although an accurate plan for full implementation has not been formulated. ORR will advise when the status of this recommendation changes.</p>