

Recommendation Status Report



Report Title	Occupied wheelchair contacting a passing train at Twyford station
Report Number	01/2017
Date of Incident	07/04/2016

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
01/2017/01	Implemented	None	<p>The intent of this recommendation is that in advance of the implementation of Recommendations 2 to 5 below, members of the public are made aware, as quickly as possible, by the railway industry, of the potential hazard from train slipstreams at railway stations and the need to keep hold of wheelchairs and pushchairs.</p> <p>The Rail Delivery Group, in consultation with passenger groups, including those representing the interests of disabled persons, should seek to provide station users, in an expedient and appropriate way, with both advance information (such as published advice or leaflets) and real time information (such as announcements and customer information system displays) that:</p> <p>trains passing through platforms, particularly freight trains, can generate slipstreams which are strong enough to move wheelchairs and pushchairs, even if the brakes are on; and</p> <p>brakes should be applied to the maximum extent possible and carers should keep a firm hold on a wheelchair or pushchair when a train passes by (paragraph 74b).</p>	<p>ORR has reported that the Rail Delivery Group has reported that it has completed actions taken in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
01/2017/02	Implemented	None	<p>The intent of this recommendation is that operators of stations where trains pass through at speed have a consistent set of measures they can take to ensure the safety of wheelchairs and pushchairs from train slipstreams, following appropriate risk assessment in accordance with Railway Group standards.</p> <p>RSSB, in consultation with the railway industry, should investigate and identify mitigation measures which can be applied by station operators to inform station users about what they should do to prevent wheelchairs and pushchairs from being moved by trains passing through stations at speed. Suitable and specific guidance should then</p>	<p>ORR has reported that RSSB has reported that it has completed actions taken in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>

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			be issued to the railway industry to be used in conjunction with the revised standard for risk assessment (see Recommendation 3) (paragraphs 74b and 76b).	
01/2017/03	Implemented	None	<p>The intent of this recommendation is that RSSB review the current Railway Group standard requirement for station aerodynamic risk assessments.</p> <p>RSSB, in consultation with the railway industry, should review the minimum freight train passing speed for which station aerodynamic risk assessments are required. This review should be carried out with reference to previous research such as RSSB project T248 and the findings of this investigation. Following this review, the appropriate Railway Group standard should be updated to document the revised requirements (paragraphs 74b and 75).</p>	<p>ORR has reported that RSSB has reported that it has completed actions taken in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
01/2017/04	Implemented	None	<p>The intent of this recommendation is that Great Western Railway completes the station aerodynamic risk assessment work it has begun.</p> <p>Great Western Railway should complete its current project to undertake aerodynamic risk assessments for all station platforms for which it is responsible. Following completion of these risk assessments, the company should implement risk mitigation measures as appropriate to warn station users, including users of wheelchairs and pushchairs, about the potential risks from train slipstreams, and what users should do to remain safe on platforms (paragraph 74b).</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
01/2017/05	Implemented	None	<p>The intent of this recommendation is to ensure that Great Western Railway's station announcements to warn users of passing trains are timely and effective.</p> <p>Great Western Railway, in conjunction with Network Rail, should review how it warns station users of the approach of passing trains so that such warnings are timely and as effective as possible. This review should also address the issue of potential distractions and desensitisation of station users by unnecessary or inappropriate warnings from other platforms (for example, warning of approaching trains on platforms not accessible to the public). Great Western Railway should then implement practicable improvements identified by the review (paragraphs 74b and 76a).</p> <p>This recommendation may also apply to other station operators.</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>