

# Recommendation Status Report



<b>Report Title</b>	Passenger trapped and dragged at Notting Hill Gate station
<b>Report Number</b>	14/2018
<b>Date of Incident</b>	31/01/2018

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
14/2018/01	Implemented	None	<p>The intent of this recommendation is to reduce the risk of a train departing with something trapped in the doors, by improving the detection of small objects by the train's door systems.</p> <p>London Underground should ensure that the door systems on its future rolling stock possess an improved capability to detect small objects, by reviewing available technology to achieve this (such as those used on its more recent fleets) and developing a process to implement solutions as appropriate (paragraph 97b).</p>	<p>ORR has reported that London Underground 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>
14/2018/02	Implemented	None	<p>The intent of this recommendation is to reduce the risk of train operators losing attention and awareness while operating ATO trains, by designing their task to be more compatible with human capabilities and limitations.</p> <p>London Underground should support train operators of ATO trains in maintaining attention and awareness by considering and, as appropriate, implementing task-related strategies that are based on established human factors knowledge and a review of current good practice (with specific reference to RSSB's ongoing project T113323). Such strategies may include (but not be limited to) interspersing more regular periods of manual driving where feasible, introducing additional task-focused vigilance activities, or providing alerts if ATO start is attempted before the system is ready (paragraphs 97c.i and 99c).</p>	<p>ORR has reported that London Underground 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>
14/2018/03	Implemented	None	<p>The intent of this recommendation is to optimise the views presented on in-cab CCTV monitors in order to minimise the possibility of a train operator being unaware of problems at the platform-train interface.</p> <p>London Underground should supplement the work of its GAPS project with additional</p>	<p>ORR has reported that London Underground has reported that it has completed actions taken in response to this recommendation.</p>

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			objectives to review the presentation of images on platform monitors. The review should include consideration of the number and configuration of images displayed to the train operator, taking into account current standards and good practice (paragraphs 97c. ii and 99c).	ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.
14/2018/04	Implemented	None	<p>The intent of this recommendation is to improve the capabilities of train operators in making despatch decisions.</p> <p>London Underground should review its competence management programmes for all train operators in order to ensure consistency in training techniques for visual scanning of platform monitors, and awareness of the limitations of door interlock systems (paragraphs 97c.iii and 98a).</p>	<p>ORR has reported that London Underground 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>
14/2018/05	Implemented	None	<p>The intent of this recommendation is to mitigate the consequences of incidents at the platform-train interface by improving staff awareness of the available means to stop trains in an emergency.</p> <p>London Underground should review the information provided to its staff about Platform Emergency Stop Plungers (PESPs) and implement measures to promote amongst staff the appropriate use of PESPs where they are available (paragraph 99a).</p>	<p>ORR has reported that London Underground 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>