

Recommendation Status Report



Report Title	Train dispatch accident at Elstree & Borehamwood station
Report Number	03/2019
Date of Incident	07/09/2018

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
03/2019/01	Progressing	None	<p>The intent of this recommendation is to reduce the risk of a passenger trap and drag accident by enhancing driver management processes to include checks that drivers spend sufficient time observing the platform-train interface during the train dispatch process.</p> <p>Govia Thameslink Railway (GTR) should:</p> <p>a) Develop suitable guidance to drivers on the time needed to safely observe the platform-train interface, both before closing the train doors and for the final train safety check after the doors have closed (this time is expected to vary with train length, platform passenger density etc.</p> <p>b) Enhance its driver competence management system by implementing a procedure to routinely monitor the safety of train dispatch, and take appropriate remedial action where necessary. The monitoring procedure should include (but not be limited to) consideration of:</p> <p>direct observation of the train dispatch process and the time taken before and after closing the doors;</p> <p>analysis of data from on-train data recorders to check sufficient time is spent in the final train safety check; and</p> <p>analysis of station and on-train CCTV.</p> <p>This recommendation may be applicable to other train operating companies.</p>	<p>ORR has reported that Govia Thameslink Railway (GTR) is taking suitable actions to address the recommendation although an accurate plan for full implementation has not been formulated.</p> <p>ORR will advise when the status of this recommendation changes.</p>

Recommendation Status Report



03/2019/02	Progressing	None	<p>The intent of this recommendation is to reduce the risk of trap and drag accidents at stations by identifying and assessing technology to support train dispatch staff in deciding when it is safe to dispatch the train and using this research to derive future design guidance and/or requirements.</p> <p>The Rail Delivery Group (RDG), in conjunction with RSSB, should:</p> <p>a) Commission research into practicable ways of enhancing the detection of passengers and belongings that are trapped, or at risk of becoming trapped, in train doors during the dispatch process. A key objective of this research should be to assess the potential for new and emerging technology to support dispatch staff (such as drivers, guards and platform staff) in their decisions about when it is safe to dispatch trains. This should include consideration of:</p> <p>current requirements in standards and specifications;</p> <p>recent research undertaken on the subject;</p> <p>improvements to existing door control systems, such as door portal light beams and obstacle detection systems; and</p> <p>the potential use of image recognition systems to spot hazards during train dispatch.</p> <p>b) If suitable design improvements or solutions are identified by the above research, RDG and RSSB should record and then disseminate the findings to relevant Standards Committees and industry groups with a view to their incorporation into future standards and specifications.</p>	<p>ORR has reported that the Rail Delivery Group (RDG) is taking suitable actions to address the recommendation although an accurate plan for full implementation has not been formulated.</p> <p>ORR will advise when the status of this recommendation changes.</p>
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