

Recommendation Status Report: Serious injury to a passenger alighting from a train at Loughborough Central station

This report is based on information provided to the RAIB by the relevant safety authority or public body.

The status of the recommendation(s), as reported to us, are described by the following categories:

Key to Recommendation Status

Open (replaces Progressing and Implementation On-going)	Actions to address the recommendation are ongoing.
Closed (replaces Implemented, Implemented by alternative means, and Non-implementation)	ORR consider the recommendation to have been taken into consideration by an end implementer and evidence provided to show action taken or justification for no action taken.
Insufficient response:	The end implementer has not provided sufficient evidence that the recommendation has been taken into consideration, or if it has, the action proposed does not address the recommendation, or there is insufficient evidence to support no action being taken.
Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.
Awaiting response:	Awaiting initial report from the relevant safety authority or public body on the status of the recommendation.

RAIB concern over the way that an organisation has responded to a recommendation are indicated by one of the following:

Red – RAIB has concerns that no actions have been taken in response to a recommendation.

Blue – RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.

White – RAIB notes substantive actions have been reported, but the RAIB still has concerns.

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Report Title	Serious injury to a passenger alighting from a train at Loughborough Central station
Report Number	13/2023
Date of Incident	14/01/2023

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
13/2023/01	Open	None	<p>The intent of this recommendation is to ensure that the safety management system at Great Central Railway adequately controls the risks arising from its activities, so that it incorporates industry best practice, complies with legal requirements and is updated at appropriate intervals.</p> <p>Great Central Railway should continue with the review of its safety management system with a focus on:</p> <ul style="list-style-type: none"> developing a robust process for assessing and controlling the risks arising from its activities, and ensuring this process is well understood by the staff responsible for creating and reviewing risk assessments ensuring that it has a well-defined process for investigating and reporting accidents and near misses that enhances its understanding of the risks arising from its activities ensuring that the needs of disabled passengers and staff are reflected in their assessment of risk (paragraphs 117a, 117a.i, 117a.ii, 117b.i, 117b.ii, 117c and 118a). <p>Once complete, Great Central Railway should develop a timebound plan to implement any changes identified in a sustainable and consistent manner.</p>	<p>ORR has reported that GCR has a proposed action plan and timescale for delivery to be taken in response to the recommendation. ORR will advise when the status of this recommendation changes.</p>
13/2023/02	Closed - I	None	<p>The intent of this recommendation is to ensure that Great Central Railway has an organisational structure and process that provides effective oversight of how the various departments manage risk and ensures they operate in a co-ordinated, mutually beneficial manner.</p>	<p>ORR has reported that Great Central Railway has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless</p>

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			<p>Great Central Railway should continue to review its organisational structure and processes to give senior managers and the board a comprehensive understanding of what activities are being undertaken to manage risks, and that learning from accidents, incidents and near misses is shared. It should implement a programme of thorough regular audits, which are capable of identifying corrective actions needed to improve the management of risk (paragraphs 117a, 117c, 118b).</p> <p>This recommendation may apply to other heritage railways.</p>	they become aware that the information provided becomes inaccurate.
13/2023/03	Open	None	<p>The intent of this recommendation is to ensure that Heritage Railway Association members have access to guidance on managing the risks around the platform-train interface, in particular how those risks can be influenced by the demographic of heritage railway visitors.</p> <p>The Heritage Railway Association, in consultation with its members, should produce guidance on identifying and assessing the risks associated with the platform-train interface. This guidance should reflect where relevant any applicable law, guidance and good practice, including from other railways (including mainline). It should also consider how heritage railways should control the risks which arise from the use of heritage rolling stock and infrastructure, the use of heritage railways by persons with disabilities and the demographic of visitors and passengers to such railways (paragraphs 117b, 117b.i, 117b.ii. 117c and 118b).</p>	ORR has reported that the Heritage Railway Association has a proposed action plan and timescale for delivery to be taken in response to the recommendation. ORR will advise when the status of this recommendation changes.