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20 April 2015



Ms Carolyn Griffiths  
Chief Inspector of Rail Accidents  
Cullen House  
Berkshire Copse Rd  
Aldershot  
Hampshire GU11 2HP

Dear Carolyn,

**RAIB Report: Fatal accident at James Street Station, Liverpool on 22 October 2011**

I write to provide an update<sup>1</sup> on the action taken in respect of recommendation 3 addressed to ORR in the above report, published on 27 November 2012.

The annex to this letter provides details of the action taken. The status of this recommendation is now 'Implemented'.

We will publish this response on the ORR website on 24 April 2015.

Yours sincerely,

**Andrew Eyles**

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<sup>1</sup> In accordance with Regulation 12(2)(b) of the Railways (Accident Investigation and Reporting) Regulations 2005

### **Recommendation 3**

*The objective of this recommendation is for the rail industry to be provided with guidance on reducing risk at the platform/train interface.*

The Office of Rail Regulation should, in conjunction with railway industry parties, ensure that the findings of this report are taken into account in published guidance on the types of measures that promote the safe movement of trains from platforms through the adequate control of risk.

The areas that should be the subject of particular consideration in such guidance are:

- a. equipment and methods which enable the person responsible for dispatch to observe the platform/train interface without interruption for as long as possible, ideally until the train has left the platform;
- b. equipment and methods which enable the person responsible for dispatch to stop a train quickly in an emergency; and
- c. adaptation of trains and infrastructure to reduce the size of the platform edge gap when this is possible and appropriate, for example in connection with investment in new trains and infrastructure.

#### **Brief Summary on what was previously reported to RAIB on ...**

1. At the joint 'Best practice in managing platform-train interface risk' ORR/RSSB workshop it was proposed that RSSB undertake research with a view to producing guidance into platform train interface activity.
2. On 5 September 2013, a paper was presented to the RSSB Board outlining a plan as to how the industry will come together to write such a strategy including the scope of the strategy itself.
3. On 6 March 2014, it was confirmed that the Platform-Train Interface (PTI) Strategy Group was established.

#### **Update**

4. On 19 February 2015, RSSB provided the following information:

*RSSB has facilitated the development of an industry-wide Platform-Train Interface (PTI) strategy. This was published on the RSSB website on 26 January 2015, and rolled out publicly on 3 February. Regarding guidance, RIS-3703-TOM (Rail Industry Standard for Passenger Train Dispatch and Platform Safety Measures) was revised to include relevant aspects of the strategy. In addition, consideration is being given to the feasibility of extending the scope of the RIS to include the duties of drivers, guards, other train crew and managers with reference to train dispatch.*

*Furthermore, R&D project T1029 (Designing a tool to support duty holders in the assessment of platform/train interface risk) is also linking with the RIS in the provision of a PTI risk tool to support duty holders in the assessment of platform-train interface risk. The web-based tool will enable assessment of individual platforms, to identify key risk information that should be incorporated into local instructions for the platform and also aspirations for improving arrangements at the PTI.*

*The tool will allow station staff to identify and assess by platform:*

- The types of hazardous events that commonly occur;*
- Risk control measures in place, relating to (for example) platform, station, and train design; train arrival and dispatch procedures; crowd management; way-finding; and passenger information, assistance, and support; and*
- Approaches to enhance risk controls, drawing on good practice approaches and examples provided by the toolkit*

*In addition, the data will help SFAIRP decisions to be made, so these short-, to long-term approaches are targeted and prioritised according to risk. The tool will be available in summer 2015 and further developed following the optimum step and gap research, and better defined relationship between gaps and injuries. Guidance is also available on the 'Opsweb' website.*

*As the PTI strategy has been published, there is a commitment to on-going implementation of the strategy and there are industry wide processes in place to use and share good practice.*

## **ORR Decision**

**Status: *Implemented***