

Oliver Stewart
Senior Executive, RAIB Relationship and
Recommendation Handling

Telephone 020 7282 3864
E-mail oliver.stewart@orr.gsi.gov.uk

10 December 2019



Mr Andrew Hall
Deputy Chief Inspector of Rail Accidents
Cullen House
Berkshire Copse Rd
Aldershot
Hampshire GU11 2HP

Dear Andrew,

RAIB Report: Collision at Plymouth station on 3 April 2016

I write to provide an update¹ on the action taken in respect of recommendation 3 addressed to ORR in the above report, published on 13 February 2017.

The annex to this letter provides details of the action taken regarding the recommendation. The status of recommendation 3 is '**implemented**'.

We do not propose to take any further action in respect of the recommendation, unless we become aware that any of the information provided has become inaccurate, in which case I will write to you again.

We will publish this response on the ORR website on 11 December 2019.

Yours sincerely,

Oliver Stewart

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

Recommendation 3

The intent of this recommendation is to reduce the risk of injury when operating emergency door release handles.

Great Western Railway should modify the emergency door release arrangements on class 150 trains so that passengers are not put at risk of injury when using them. It should also review emergency door release arrangements on other trains it operates to determine whether, and when, a similar modification is required.

ORR decision

1. GWR has completed the work to replace the glass covering the emergency door release on the remaining Class 150s they operate, as well as those that are now leased by Transport for Wales.
2. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, GWR has:
 - taken the recommendation into consideration; and
 - has taken action to implement it.

Status: Implemented.

Previously reported to RAIB

3. On 12 February 2018 ORR reported that Great Western Railway had reviewed the glass used on emergency door releases on Class 150 and 153 fleets. GWR had concluded that new glass should be fitted and a plan was in place to carry out the necessary work.

Update

4. On 31 May 2019 Great Western Railway provided the following update:

All the class 150's that GWR have on lease have been completed (The 5 units which we have recently handed to TFW had all been modified), we no longer operate the class 153's. (March 19). The class 319/769 have a similar design but the ones received so far have a different solution, which will be modified as part of the introduction via Safety Validation and Engineering change.

Previously reported to RAIB

Recommendation 3

The intent of this recommendation is to reduce the risk of injury when operating emergency door release handles.

Great Western Railway should modify the emergency door release arrangements on class 150 trains so that passengers are not put at risk of injury when using them. It should also review emergency door release arrangements on other trains it operates to determine whether, and when, a similar modification is required.

ORR decision

1. Great Western Railway has reviewed the glass used on emergency door releases on Class 150 and 153 fleets. GWR has concluded that new glass should be fitted and a plan is in place to carry out the necessary work.
2. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, Great Western Railway has:
 - taken the recommendation into consideration; and
 - is taking action to implement it

Status: Implementation ongoing. ORR will advise RAIB when actions to address this recommendation have been completed.

Information in support of ORR decision

3. On 9 August 2017 Great Western Railway provided the following initial response:

'Great Western Railway should modify the emergency door release arrangements on class 150 trains so that passengers are not put at risk of injury when using them. It should also review emergency door release arrangements on other trains it operates to determine whether, and when, a similar modification is required.'

GWR have reviewed the design of the fleets emergency glass and have identified a common issue on the 150 and 153 fleets. The frequency with which the arrangement is disturbed is low.

For the 153 fleet replacement materials are already on depot and these will be changed out during planned exams. This will be completed by the end of December 2017.

For the 150 fleet the replacement material is on order and once received by depots will be changed out during planned exams. This will be completed by the end of March 2018'