

Recommendation(s) Status: Minor collision engineering unit & 2 manual trolleys near St. John's Wood

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

The status of implementation of the recommendations, as reported to us, has been divided into six categories:

Key to Recommendation Status

Implemented:	All actions to deliver the recommendation have been completed.
Implemented by alternative means:	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
Implementation ongoing:	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
In-progress:	The relevant safety authority has yet to be satisfied that an appropriate plan, with timescales, is in place to implement the recommendation; and work is in progress to provide this.
Non-implementation:	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
Awaiting response:	Awaiting initial report from the relevant safety authority or public body on the status of the recommendation.

RAIB concerns on actions taken by organisations in response to recommendations are reflected in this report and are indicated by one of the following:

-  The red triangle shows recommendations where the RAIB has concerns that no actions have been taken in response to a recommendation.
-  The blue triangle shows recommendations where the RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.
-  The white triangle shows recommendations where the RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Note: The tables which follow, report the status of recommendations on 31 December 2015. In some other cases the end implementer has already sent information to the relevant safety authority about the actions it has taken, or proposes to take and the safety authority is considering whether it is satisfied that those actions and the associated timescales are accepted.

Number/ Date/ Report No/ Inv Title / Current Status	Safety Recommendation	Summary of current status (based on latest report from the relevant safety authority or public body)
<p>1 25/10/2007 24/2008</p> <p>Mnr collision engineering unit & 2 manual trolleys nr St. John's Wood</p> <p>Status: Implemented</p>	<p>Consillia Ltd should undertake a review of the design of the braking system on its MTRL-1 trailers. The purpose of the review shall be:</p> <p>to determine sensitivity to the initial set-up, adjustment, lubrication and subsequent mechanical damage; and</p> <p>to identify design modifications to improve the robustness of the design and to restore reliability in service.</p> <p>Any necessary improvements identified should be implemented (paragraphs 192 and 199).</p>	<p>Consilla Ltd has reported that it has reviewed and adjusted the design and setup of its MTRL-1 trailer braking systems. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>2 25/10/2007 24/2008</p> <p>Mnr collision engineering unit & 2 manual trolleys nr St. John's Wood</p> <p>Status: Implemented</p>	<p>London Underground Ltd, in consultation with Tube Lines should amend its Track Trolley Operators training to include a pre-work brake test on all wheels of trailers before they are placed on the track and that this is recorded. Once the electric track trolley and trailer(s) have been electrically and mechanically connected, a functional test of the emergency brake should be carried out at that time (this is linked to recommendation 1 in the Notting Hill report, ref: 12/2007) (paragraphs 192 and 198).</p>	<p>Tube Lines on behalf of LUL has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>3 25/10/2007 24/2008</p> <p>Mnr collision engineering unit & 2 manual trolleys nr St. John's Wood</p> <p>Status: Implemented</p>	<p>Tube Lines should restrict the operation of the Consillia Ltd MEC-4 electric track trolley and MTRL-1 trailers to a maximum speed of 5 mph (8 km/h) until both recommendations 1 and 2 have been completed (paragraph 193).</p>	<p>Tube Lines has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>4 25/10/2007 24/2008</p> <p>Mnr collision engineering unit & 2 manual trolleys nr St. John's Wood</p> <p>Status: Implemented</p>	<p>London Underground Ltd, in consultation with Tube Lines, should investigate the safe operation of brakes on all existing types of trolleys when contaminated by grease and review their relevant design, engineering and operational specifications (paragraph 193).</p>	<p>Tube Lines on behalf of LUL has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>

Number/ Date/ Report No/ Inv Title / Current Status	Safety Recommendation	Summary of current status (based on latest report from the relevant safety authority or public body)
<p>5 25/10/2007 24/2008</p> <p>Mnr collision engineering unit & 2 manual trolleys nr St. John's Wood</p> <p>Status: Implemented</p>	<p>Consillia Ltd should prepare a maintenance document detailing the maintenance procedures and testing arrangements for MEC-4 electric track trolleys and MTRL-1 trailers and schedules to be carried out by either Consillia Ltd or Tube Lines (paragraph 193).</p>	<p>Consilla Ltd has reported that it has taken actions 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>
<p>6 25/10/2007 24/2008</p> <p>Mnr collision engineering unit & 2 manual trolleys nr St. John's Wood</p> <p>Status: Implemented</p>	<p>Tube Lines should ensure that:</p> <p>Track Trolley Operators are provided with the appropriate reference material during training; and</p> <p>Track Trolley Operators are trained to understand the information that they are required to carry on site (including information contained in method statements) (paragraph 193).</p>	<p>Tubel Lines has reported that it has taken actions 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>
<p>7 25/10/2007 24/2008</p> <p>Mnr collision engineering unit & 2 manual trolleys nr St. John's Wood</p> <p>Status: Implemented</p>	<p>Tube Lines should amend its Track Trolleys Operators training to include how pre-work brake tests should be carried out on motorised trolleys and trailers (linked to Recommendations 2 and 6) (paragraph 194).</p>	<p>Tubel Lines has reported that it has taken actions 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>
<p>8 25/10/2007 24/2008</p> <p>Mnr collision engineering unit & 2 manual trolleys nr St. John's Wood</p> <p>Status: Implemented</p>	<p>Tube Lines should put in place a process to ensure that gradient data (obtained from either a database or the relevant method statement) is made available to Track Trolley Operators for each site (paragraph 194).</p>	<p>Tubel Lines has reported that it has taken actions 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>
<p>9 25/10/2007 24/2008</p> <p>Mnr collision engineering unit & 2 manual trolleys nr St. John's Wood</p> <p>Status: Implemented</p>	<p>Tube Lines should review its process for the preparation of specifications for track plant equipment with the objective of ensuring that safety related performance requirements are correctly defined. Any necessary improvements identified should be implemented (paragraph 194).</p>	<p>Tubel Lines has reported that it has taken actions 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>
<p>10 25/10/2007 24/2008</p> <p>Mnr collision engineering unit & 2 manual trolleys nr St. John's Wood</p> <p>Status: Implemented</p>	<p>Consillia Ltd should review its design validation and testing process against current industry good practice (e.g. Engineering Safety Management: the 'Yellow Book', Issue 4.0). Any necessary improvements identified should be implemented (paragraph 194).</p>	<p>Consilia Ltd has reported that it has taken actions 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>

Number/ Date/ Report No/ Inv Title / Current Status	Safety Recommendation	Summary of current status (based on latest report from the relevant safety authority or public body)
<p>11 25/10/2007 24/2008</p> <p>Mnr collision engineering unit & 2 manual trolleys nr St. John's Wood</p> <p>Status: Implemented</p>	<p>London Underground Ltd should review the suitability of its process for the acceptance and approvals of trolleys, trailers and other items of on-track plant. Any necessary improvements identified should be implemented (paragraph 194).</p>	<p>LUL has reported that it has taken actions 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>
<p>12 25/10/2007 24/2008</p> <p>Mnr collision engineering unit & 2 manual trolleys nr St. John's Wood</p> <p>Status: Implemented</p>	<p>London Underground Ltd, in consultation with all the Infracos, should revise the Site Person in Charge training and reference material to ensure that the Site Person in Charge's responsibilities for accident and incident reporting are defined (paragraph 195).</p>	<p>LUL has reported that it has taken actions 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>
<p>13 25/10/2007 24/2008</p> <p>Mnr collision engineering unit & 2 manual trolleys nr St. John's Wood</p> <p>Status: Implemented</p>	<p>London Underground Ltd, in consultation with Tube Lines, should:</p> <p>re-brief all staff (including subcontractors) on their obligations to report accidents and incidents; and</p> <p>issue guidance on the circumstances in which they should do so (paragraph 195).</p>	<p>LUL has reported that it has taken actions 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>
<p>14 25/10/2007 24/2008</p> <p>Mnr collision engineering unit & 2 manual trolleys nr St. John's Wood</p> <p>Status: Implemented</p>	<p>Tube Lines, in consultation with Consillia Ltd, should clearly define the prehire checks that are required to confirm the correct operation of the equipment, the method for doing so and the pass/fail criteria to be applied (linked to the maintenance document to be written in response to recommendation 5) (paragraph 196).</p>	<p>Tube Lines has reported that it has taken actions 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>