

Recommendation(s) Status: Incident involving runaway track maintenance trolley near Haslemere, 10 September 2011




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 eight 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.
Insufficient response:	The end implementer has failed to provide a response; or has provided a response that does not adequately satisfy ORR that sufficient action is being taken to properly consider and address a recommendation.
Progressing:	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.
Other Public Body or Authority	The recommendation is also addressed to another public body or authority.
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 ORR's report to RAIB)
<p>1 10/09/2011 14/2012</p> <p>Incident involving runaway track maintenance trolley nr Haslemere</p> <p>Status: Implemented</p>	<p>The purpose of this recommendation is to improve the effectiveness of the pre-use checks on a trolley and to raise the awareness of hand trolley controllers of the importance of the automatic function of trolley brakes.</p> <p>Network Rail should review and revise the material used for training and assessing the competence of hand trolley controllers, such that the required pre-use checks for all trolleys are clearly and concisely stated in a form which is readily accessible to hand trolley controllers. These checks should be consistent with the requirements of Handbook 10 of the Rule Book, and should include a functional brake test using the brake handle to test automatic operation of the brake. The revised material should also incorporate suitable references to the risk arising from the use of trolleys on gradients (paragraphs 98 and 99).</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation.</p> <p>Office of Rail Regulation (ORR) proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>2 10/09/2011 14/2012</p> <p>Incident involving runaway track maintenance trolley nr Haslemere</p> <p>Status: Implemented</p>	<p>The purpose of this recommendation is to provide assurance that the risk associated with the design of a new product has been assessed and mitigated before it is approved for use by Network Rail.</p> <p>Network Rail should clarify the responsibilities for the specification, assessment, approval and introduction to use of each new item of plant that has the capability to import risk to the operational railway. These responsibilities should include confirming that:</p> <ul style="list-style-type: none"> a. a design risk assessment has been carried out, taking account of realistic and potential failure modes, the way the equipment is used and the effects of wear and tear (paragraph 101); b. the supplier has produced operational and maintenance instructions which provide appropriate mitigation for the risks (paragraph 103a); and c. Network Rail has incorporated the manufacturer's instructions into its own work instructions or assessed the risk of adopting an alternative approach (paragraph 103b). 	<p>Network Rail has reported that it has taken actions in response to this recommendation.</p> <p>Office of Rail Regulation (ORR) proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>

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<p>3 10/09/2011 14/2012</p> <p>Incident involving runaway track maintenance trolley nr Haslemere</p> <p>Status: Implemented</p>	<p>The purpose of this recommendation is for Torrent Trackside to improve the competence of its staff to maintain plant.</p> <p>Torrent Trackside should improve its processes for providing suitable maintenance information, documents and training to its personnel for all of the plant which they may be required to service. The information provided to its staff should be sufficient to enable them to discharge their responsibilities competently and safely (paragraph 102).</p>	<p>Torrent Trackside has reported that it has taken actions in response to this recommendation.</p> <p>Office of Rail Regulation (ORR) proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>4 10/09/2011 14/2012</p> <p>Incident involving runaway track maintenance trolley nr Haslemere</p> <p>Status: Implemented</p>	<p>The purpose of this recommendation is for Network Rail to enhance its process for taking action on RAIB recommendations applicable to other areas, or which are relevant to its own operations but have been addressed to other operators.</p> <p>Network Rail should review and, if necessary, revise its processes for taking action on RAIB recommendations, so that suitable actions can be identified, implemented and tracked through to closure. These may have been made for a different system, for example road-rail vehicles instead of trolleys, or may be relevant to its own operations but addressed to other operators (paragraph 103c).</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation.</p> <p>Office of Rail Regulation (ORR) proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>5 10/09/2011 14/2012</p> <p>Incident involving runaway track maintenance trolley nr Haslemere</p> <p>Status: Implemented</p>	<p>The purpose of this recommendation is for Network Rail to determine whether further action is required to improve the culture at Havant track maintenance depot, pending implementation of its national safety culture initiatives.</p> <p>Network Rail should review the actions it has taken at Havant depot since the incident, taking account of the issues identified in this report. If appropriate, it should prepare and implement an action plan for any additional actions necessary to provide an adequate level of safety (paragraph 104a). The review should include (but not necessarily be limited to):</p> <ul style="list-style-type: none"> a. compliance with rules and procedures; b. reporting of safety-related incidents; and c. management of defective equipment. 	<p>Network Rail has outlined the actions to be taken in response to the recommendation.</p> <p>Office of Rail Regulation (ORR) proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>

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6 10/09/2011 14/2012

Incident involving runaway track maintenance
trolley nr Haslemere

Status: Implemented

Safety Recommendation

The purpose of this recommendation is for Network Rail to take account of known areas of poor mobile phone reception when planning infrastructure work with the potential to affect the safety of the line.

Network Rail should collate information on known areas of poor mobile phone reception on its infrastructure and, where necessary, make arrangements for alternative means of communication between front-line staff with safety responsibilities (paragraph 104b).

Summary of current status (based on ORR's report to RAIB)

ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.