

Recommendation(s) Status: Runaway of 'ironmen' trolleys and subsequent near miss at Raven Level Crossing

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)
1 01/11/2014 13/2015 Runaway of 'ironmen' trolleys and subsequent near miss at Raven LC	<p>The intent of this recommendation is for Network Rail to make sure that it takes relevant rules into account and includes appropriate risk mitigations when it plans maintenance work.</p> <p>Network Rail should review its arrangements for planning work using manually propelled plant. It should implement any changes necessary so that planners are provided with clear and concise information enabling them to assess the risks associated with the use of such plant on the intended gradients. Safe systems of work should include appropriate mitigation for these risks (paragraph 118a).</p>	Awaiting response
2 01/11/2014 13/2015 Runaway of 'ironmen' trolleys and subsequent near miss at Raven LC	<p>The intent of this recommendation is for Network Rail to clarify the accountability for compliance with the requirements of the Rule Book.</p> <p>Network Rail should review its arrangements for compliance with the requirements of Handbook 10 of the Rule Book, GE/RT8000, specifically the responsibilities assigned to the person in charge of the trolley (paragraphs 118b, 120a and 120b). It should implement any changes necessary to its procedures and competence management processes so that staff on site are always clearly aware of who is accountable for such compliance.</p>	Awaiting response
3 01/11/2014 13/2015 Runaway of 'ironmen' trolleys and subsequent near miss at Raven LC	<p>The intent of this recommendation is for Permaquip to improve the design and maintenance of the ironman braking system, taking account of how it is used.</p> <p>Permaquip should carry out a risk assessment of the braking system on the ironman. Starting with a definition of the function of the brake, this should take account of operational experience from end users, the suitability of the brake for use in controlling the speed of loaded ironmen on gradients and possible degradation of the braking performance through the life of the equipment (paragraphs 118d.i to 118d.iv and 119). Additional measures should be integrated into the design of future ironmen by Permaquip. Permaquip should also advise existing owners and operators of ironmen of any need for equipment modifications, changes in operational rules, changes in maintenance instructions and/or additional training.</p>	Awaiting response

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4 01/11/2014 13/2015 Runaway of 'ironmen' trolleys and subsequent near miss at Raven LC	<p>The intent of this recommendation is to ensure that the design and testing of the brakes of trolleys and ironmen is appropriate for their intended use.</p> <p>Network Rail, in conjunction with RSSB and the M&E Engineers Networking Group, should define the required functionality of the braking systems fitted to manually propelled plant used on its infrastructure. They should then carry out a generic risk assessment of such braking systems, taking account of all foreseeable failure modes and possible misuse. Based on the findings of this assessment, they should revise the requirements and guidance for design, testing and use of the braking systems, and determine what retrospective action is required with respect to existing equipment (paragraphs 118d and 119).</p>	Awaiting response
5 01/11/2014 13/2015 Runaway of 'ironmen' trolleys and subsequent near miss at Raven LC	<p>The intent of this recommendation is for Network Rail to implement any measures required to mitigate the risk from runaway of items of manually propelled plant.</p> <p>Network Rail should develop a prioritised and time bound plan to implement any mitigation measures necessary to reduce the risk from runaway of existing manually propelled plant to be as low as reasonably practicable (paragraph 118d).</p>	Awaiting response
6 01/11/2014 13/2015 Runaway of 'ironmen' trolleys and subsequent near miss at Raven LC	<p>The intent of this recommendation is for Torrent Trackside to ensure that its processes for maintaining the braking systems of manually propelled plant, including ironmen, adequately take account of manufacturers' requirements and the differences between types of equipment.</p> <p>Torrent Trackside should review its arrangements for ensuring that the braking systems of all types of manually propelled plant are correctly maintained (paragraphs 118d.ii, 118d.iii and 120c). This should include consideration of the required skills and knowledge of its mobile fitters, the maintenance documentation they use, its quality assurance processes and the extent of management oversight. Appropriate action should be taken to address any deficiencies that it identifies.</p>	Awaiting response