

Recommendation Status Report: Collision between two road-rail vehicles at Cholmondeston, Cheshire 19 September 2018

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

The status of the recommendation(s), as reported to us, are described by the following categories:

Key to Recommendation Status

Open (replaces Progressing and Implementation On-going)	Actions to address the recommendation are ongoing.
Closed (replaces Implemented, Implemented by alternative means, and Non-implementation)	ORR consider the recommendation to have been taken into consideration by an end implementer and evidence provided to show action taken or justification for no action taken.
Insufficient response:	The end implementer has not provided sufficient evidence that the recommendation has been taken into consideration, or if it has, the action proposed does not address the recommendation, or there is insufficient evidence to support no action being taken.
Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.
Awaiting response:	Awaiting initial report from the relevant safety authority or public body on the status of the recommendation.

RAIB concern over the way that an organisation has responded to a recommendation are indicated by one of the following:

Red – RAIB has concerns that no actions have been taken in response to a recommendation.

Blue – RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.

White – RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Recommendation Status Report



Report Title	Collision between two road-rail vehicles at Cholmondeston, Cheshire 19 September 2018
Report Number	08/2019
Date of Incident	19/09/2018

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
08/2019/01	Closed - I	None	<p>The intent of this recommendation is to prevent those operating and controlling road-rail vehicles from adopting unofficial operating methods during travelling.</p> <p>RSSB, in consultation with the industry, and involving due industry process, should review the effectiveness and practicality of the engineering and procedural controls permitted by RIS-1530-PLT to manage the travelling of road-rail vehicles safely, taking into account reasonably foreseeable misuse by machine operators and machine controllers, and make changes to the standard, as necessary. This review should include consideration of the following:</p> <p>I requirements for visibility of the line ahead, taking into account that road-rail vehicles generally spend as much time travelling in reverse as they do forwards (this will be particularly applicable for conversions of unidirectional road vehicles); and</p> <p>I requirements for managing speed - in particular whether use of a speedometer is an acceptable means of managing speed where the machine's capability is much greater than its permitted maximum.</p>	<p>ORR has reported that RSSB 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.</p>
08/2019/02	Closed - I	None	<p>The intent of this recommendation is to prevent operational misuse of existing RRVs when travelling.</p> <p>Ahead of any changes resulting from recommendation 1, Network Rail should review all road-rail vehicles that are based on unidirectional road vehicles that it permits to operate on its infrastructure, to understand the potential for foreseeable operational misuse when travelling in the</p>	<p>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</p>

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			<p>reverse direction. It should introduce or amend any mitigations that this review identifies as being necessary to manage the risk of operational misuse. The review should include consideration of the following:</p> <ul style="list-style-type: none"> visibility of the line ahead, particularly in the reverse direction; and potential for operators to exceed prescribed speed limitations.	<p>information provided becomes inaccurate.</p>
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