

Recommendation Status Report: Runaway hand trolley at Ramsbottom, East Lancashire Railway

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Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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	Runaway hand trolley at Ramsbottom, East Lancashire Railway
Report Number	18/2018
Date of Incident	16/03/2018

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
18/2018/01	Closed - I	None	<p>The intent of this recommendation is to ensure that trolleys without fail-safe braking are only used on heritage railways when the risks of doing so have been fully considered and it has been demonstrated safe to do so.</p> <p>HRA should issue clear guidance to its members that the use of trolleys without fail-safe braking should be prohibited on running lines and restricted to yard or workshop work on level track; unless the use of such trolleys is supported by a robust risk assessment and suitable operating procedures (paragraph 75a.i).</p>	<p>ORR has reported that Heritage Railway Association 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>
18/2018/02	Closed - I	None	<p>The intent of this recommendation is to ensure that ELR has in place suitable and sufficient working practices in its Permanent Way department to meet the requirements of the Safety Management System.</p> <p>The East Lancashire Railway Permanent Way department should develop and implement local procedures in accordance with the principles of the railway's Safety Management System, including, but not limited to:</p> <ul style="list-style-type: none"> - risk assessing work activities; - managing and controlling the acquisition (including donation), <p>maintenance and operation of Permanent Way department equipment;</p>	<p>ORR has reported that the ELR 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>

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			<p>I staff competence management; and</p> <p>I planning of work activities.</p> <p>(paragraphs 75a.i, 75a.ii, 75b.i, 75b.ii and 76)</p>	
18/2018/03	Closed - I	None	<p>The intent of this recommendation is to ensure that ELR is aware of the extent to which its Safety Management System is being effectively implemented.</p> <p>The East Lancashire Railway should implement a process of thorough regular audits, which are capable of detecting non-compliances with its Safety Management System and identifying corrective actions needed to improve the management of safety (paragraphs 76 and 77).</p>	<p>ORR has reported that the ELR 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>