

**Oliver Stewart**  
**RAIB Recommendation Handling Manager**



2 April 2025

Mr Andy Lewis  
Deputy Chief Inspector of Rail Accidents

Dear Andy,

**RAIB Report: Trailer runaway near Hope, Derbyshire on 28 May 2017**

I write to provide an update<sup>1</sup> on the action taken in respect of recommendation 3 addressed to ORR in the above report, published on 19 February 2018.

The annex to this letter provides details of actions taken in response to the recommendation and the status decided by ORR. The status of recommendation 3 is **'Closed'**.

We do not propose to take any further action in respect of the recommendation, unless we become aware that any of the information provided has become inaccurate, in which case I will write to you again.

We will publish this response on the ORR website.

Yours sincerely,

Oliver Stewart

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<sup>1</sup> In accordance with Regulation 12(2)(b) of the Railways (Accident Investigation and Reporting) Regulations 2005

### Recommendation 3

*The intent of this recommendation is for Network Rail to improve levels of compliance with standards and codes of practice.*

Network Rail should take steps to understand the factors at its Manchester Delivery Unit that led to the non-compliances identified in this report, and implement the measures required to improve compliance with the relevant standards and codes of practice. Network Rail should also consider whether the lessons learnt are relevant with respect to other activities at its Manchester Delivery Unit and elsewhere

### ORR decision

1. Although not causal to the incident, RAIB made a recommendation on the basis of non-compliances with procedures relating to use of the gator and trailer. Network Rail conducted an audit of management systems and compliance with track standards at Manchester Delivery Unit. The report was issued in May 2024.

The report concludes:

*There were some challenges at the time of audit within the DU, however, these risks had been identified and mitigations put in place to manage this risk. A follow up visit revealed that there had been overall significant improvements and these mitigations had a positive impact within the DU. The audit established that there is some positive work taking place within this DU...*

2. Although the audit doesn't specifically address the incident, the audit shows attempts to identify broader causal factors/management failures behind the incident and improve level of compliance with standards and codes of practice at Manchester DU and on that basis, we consider the recommendation closed.

3. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, Network Rail has:

- taken the recommendation into consideration; and
- has taken action to close it

**Status: Closed.**

### Previously reported to RAIB

4. On 8 February 2019 ORR reported the following:

We have asked Network Rail to provide more detail about the review they are undertaking to understand what led to the non-compliances with procedures related to the use of the gator and trailer.

### Update

5. On 11 February 2025 Network Rail provided the following Audit of: Manchester Delivery Unit (Guide Bridge):



Level 2 Functional  
Audit Report - NW&

## Previously reported to RAIB

### Recommendation 3

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Network Rail should take steps to understand the factors at its Manchester Delivery Unit that led to the non-compliances identified in this report, and implement the measures required to improve compliance with the relevant standards and codes of practice. Network Rail should also consider whether the lessons learnt are relevant with respect to other activities at its Manchester Delivery Unit and elsewhere

### ORR decision

1. We have asked Network Rail to provide more detail about the review they are undertaking to understand what led to the non-compliances with procedures related to the use of the gator and trailer.
2. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, Network Rail has:
  - taken the recommendation into consideration; and
  - is taking action to implement it, but ORR has yet to be provided with the conclusions of their review and a time-bound plan for any remedial actions.

**Status: Progressing. ORR will advise RAIB when further information is available regarding actions being taken to address this recommendation.**

### Information in support of ORR decision

3. On 6 November 2018 Network Rail provided the following initial response:
 

*Network Rail undertook a review led by the local team prior to publication of the RAIB report to understand the causes of the non-compliances with procedures related to the use of the gator and trailer.*

*This review will be independently assessed by the Corporate Investigation & Assurance and Professional Head of Plant teams to validate its completeness in identifying and understand the circumstances and causes of these non-compliances and the effectiveness of the actions taken in preventing the likelihood of recurrence.*

*The review will also consider whether the lessons learnt from the review are relevant with respect to other activities at the Manchester Delivery Unit and elsewhere.*

*Any actions resulting from the review will be managed in a time-bound plan.*

*Timescale: 14 April 2019*