

019

Safety of people at work on or near the line

Revised Standard 019 - Managing Runaway Risk

Dear Colleagues,

As you will be aware the revised standard now requires that runaway risk be considered and mitigated for when planning a safe system of work as required within the 019 standard. Below is a piece of best practice from Wales and Wessex Route that provides a framework hierarchy and considerations for planning the management of runaway risk that enables compliance with the 019 standard.

Please note that this is initial guidance and more detailed information to support the control of runaway risk will be published shortly.

Risk of Runaways.

- a) When planning the deployment of Rail Mounted Plant (Note: the definition of Rail Mounted Plant is in 'NR/L2/RMVP/0200 - Infrastructure Plant Manual') the Responsible Manager (RM), Planner and person in charge **shall** inform any other Responsible Manager, Planner or person in charge of work groups likely to be working in a site and exposed to the potential risk of runaway.

This is normally through the submission of Appendix C SWP Task Risk Sheet for Adjacent Functions during the engineering access planning process for T3 possession arrangements.

- b) During work planning, the RM, Planner, and person in charge creating the risk **shall** apply the hierarchy of control below in order to mitigate the risk.

1. Eliminate the risk by re-planning the work to other access where the risk to others no longer exists *if not possible (e.g. due to the need to deliver work to maintain compliance) then;*
2. Reduce the risk by:
 - i. Compliance to the 'NR/L2/RMVP/0200 - Infrastructure Plant Manual'.
If assistance is required to determine compliance requirements to the Infrastructure Plant Manual then seek advice from the On Track Plant Specialist or organisation equivalent.
 - ii. Compliance to 'GE/RT 8000 Handbook 10 - Use of Hand trolley'.
 1. Use of competent operator
 2. Trolley that is 'in maintenance schedule' and in date
 3. Pre-use brake testing and brake test when on line
 4. Trolley constructed correctly – including brake handle and frame for pushing the trolley
 5. One hand trolley attendant when not in transition.
 6. Remove from the line when not in use or the use of 'scotching equipment' (e.g. slipper, chock, wedge) on all stationary hand trolleys.

- c) During the work planning the RM, Planners and person in charge of a workgroup at risk from a runaway **shall** follow this hierarchy of control to ascertain the most appropriate method of control;

1. Isolate the risk:
 - i. Identify that the work activity has created a barrier that prevents the runaway from entering the site of work (e.g. where a rail has been removed as part of the work activity).
 - ii. Set points to isolate the pathway of the equipment causing the risk and restrict its ability to enter the site uncontrolled. When using this as a control it shall be determined that it does not introduce risk to other work groups. Where the point setting cannot be maintained (e.g. where required for use by an ES); then
2. Implement a Secondary warning system.
 - i. Use of Vortok Rearguard warning system at the site of work of the potential at risk work groups.
 - ii. Where there are more than one potential 'at risk' work groups arrangements can be agreed between RM, Planners and persons in charge for one Vortok Rearguard secondary warning system to be deployed at the initial at risk site, and supplementary warning systems between workgroups can be agreed.
 - iii. Use of an appointed watchman who cannot be involved in the work activity. (This is not a competence)

Please make sure your people are briefed

If you have any questions about the revised Standard, please contact your Head of Safety & Sustainable Development (HoS&SD) for IP and other areas, and/or Head of Route Safety, Health and Environment (HoRSHE) for Route Businesses. They will then liaise with the Standard Owner if required.

Thank you

Kind regards,

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