

Recommendation(s) Status: Collision at Black Horse Drove Crossing, nr Littleport, Cambridgeshire

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)
<p>1 19/10/2005 12/2006</p> <p>Collision at Black Horse Drove Crossing, nr Littleport, Cambridgeshire</p> <p>Status: Non-implementation</p>	<p>Notwithstanding the fact that alternative means of warning of a train's approach may be provided, Infrastructure Owners should have a system to manage lineside vegetation as far as reasonably practicable such that visibility of the line from user worked crossings is not obscured (paragraph 144).</p>	<p>Network Rail has rejected this recommendation on the basis that drivers of road vehicles should rely on the miniature warning lights and not look for oncoming rail traffic. ORR has accepted Network Rail's position.</p> <p>Whilst recognising that crossing users should obey miniature warning lights, RAIB believes that visibility approaching trains will also influence the chance of an accident occurring. This is the subject of a recommendation in the report into a fatal accident at Johnsons footpath crossing in January 2012 (report 27/2012).</p>
<p>2 19/10/2005 12/2006</p> <p>Collision at Black Horse Drove Crossing, nr Littleport, Cambridgeshire</p> <p>Status: Implemented</p>	<p>ORR and the Department for Transport should evaluate whether highway signs at user worked crossing with miniature stop lights are appropriately designed and located to provide adequate information to unfamiliar or occasional users on how to operate the crossing safely. This evaluation should include consideration of the relative position of the signs that the road user must obey and remedial action should be taken as necessary. The introduction of new LED units should be progressed with this work (paragraphs 140 and 141)</p>	<p>ORR and the Department for Transport have reported that they have taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate. ORR has closed the recommendation.</p>
<p>3 19/10/2005 12/2006</p> <p>Collision at Black Horse Drove Crossing, nr Littleport, Cambridgeshire</p> <p>Status: Implemented</p>	<p>Network Rail should instigate a robust means of recording the features required at each user worked crossing and ensure that these features are maintained in the same way as that Level Crossing Order provisions are (paragraph 150)</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>4 19/10/2005 12/2006</p> <p>Collision at Black Horse Drove Crossing, nr Littleport, Cambridgeshire</p> <p>Status: Implemented</p>	<p>Infrastructure Owners where they do not already do so should implement a system to regularly write to all authorised users of user worked crossings, regardless of type, to draw their attention to the safe method of use of these crossings (paragraph 118).</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>