

## Recommendation(s) Status: Train collision with Road Vehicle at Bratts Blackhouse User crossing Sizewell, Suffolk

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

<b>Implemented:</b>	All actions to deliver the recommendation have been completed.
<b>Implemented by alternative means:</b>	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
<b>Implementation ongoing:</b>	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
<b>In-progress:</b>	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.
<b>Non-implementation:</b>	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
<b>Awaiting response:</b>	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            22/05/2006    09/2007</p> <p>Train collision with RV at Bratts Blackhouse User X Sizewell, Suffolk</p> <p>Status: Implemented</p>	<p>Network Rail should explain to the authorised users about the method of safe operation of Bratts Blackhouse No 1 UWC and their responsibilities and confirm this in writing. In addition, a notice to comply with G1/RT7012 Part K3 should be sent to the authorised users and a copy displayed at the crossing. Network Rail should also take reasonably practicable steps to verify users' compliance with the method of safe operation (paragraphs 61 and 120).</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation. However, Network Rail is not proposing to take actions in respect of compliance with G1/RT/7012 since it considers this to add little value. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>2            22/05/2006    09/2007</p> <p>Train collision with RV at Bratts Blackhouse User X Sizewell, Suffolk</p> <p>Status: Implemented</p>	<p>Network Rail should audit the effectiveness and implementation of the maintenance and inspection measures mandated by Network Rail company standards for UWCs within the maintenance area that includes Bratts Blackhouse No 1 UWC and amend company practices to address deficiencies that come to light (paragraphs 69 and 122).</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>3            22/05/2006    09/2007</p> <p>Train collision with RV at Bratts Blackhouse User X Sizewell, Suffolk</p> <p>Status: Implemented</p>	<p>Network Rail should duplicate the stop sign on the north side to a position on the left hand side of the hinge gate post next to the 'Private' sign (paragraphs 106 and 124).</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            22/05/2006    09/2007</p> <p>Train collision with RV at Bratts Blackhouse User X Sizewell, Suffolk</p> <p>Status: Implemented</p>	<p>Network Rail should initiate a programme to apply the All Level Crossing Risk Assessment Model (ALCRM), to UWCs and to ensure that if there are any UWCs where the warning time is less than the crossing time then they are provided with appropriate risk mitigation measures. Risk mitigation measure to be considered should include the following: I clear marking of the point at which the final decision to cross should be made (if this is between the instruction sign and the track); I the reduction of line speed; I the provision of telephones, MSLs or alternative warning systems where shown to be reasonably practicable; or I restrictions on the use of the crossing by the authorised user (where these can be agreed) (paragraphs 99 and 123).</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>5            22/05/2006    09/2007</p> <p>Train collision with RV at Bratts Blackhouse User X Sizewell, Suffolk</p> <p>Status: Implemented</p>	<p>Network Rail should ensure that all track maintenance staff in the Anglia Area are briefed on the need to preserve evidence following an accident that has been notified to the RAIB (paragraphs 46 and 128).</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>

<b>Number/ Date/ Report No/ Inv Title / Current Status</b>	<b>Safety Recommendation</b>	<b>Summary of current status (based on latest report from the relevant safety authority or public body)</b>
<p>6            22/05/2006    09/2007</p> <p>Train collision with RV at Bratts Blackhouse User X Sizewell, Suffolk</p> <p>Status: Non-implementation</p>	<p>Network Rail should modify the relevant company standard(s) to require the provision of a telephone number of the signaller on all signs at UWC's and to implement a programme for ensuring compliance (paragraphs 109 and 125).</p>	<p>Network Rail have carried out a review in response to this recommendation. Network Rail propose no further action. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>7            22/05/2006    09/2007</p> <p>Train collision with RV at Bratts Blackhouse User X Sizewell, Suffolk</p> <p>Status: Implemented</p>	<p>Network Rail should ensure that the signaller at Saxmundham is made aware of power and UPS failures that will affect the operation of the voice recorder and other safety related equipment (paragraphs 43 and 127).</p>	<p>Network Rail have fitted a voice recorder with a back up auto fault to notify engineering Support Centre (ESC). RAIB is satisfied with the alternative solution. ORR has closed the recommendation.</p>
<p>8            22/05/2006    09/2007</p> <p>Train collision with RV at Bratts Blackhouse User X Sizewell, Suffolk</p> <p>Status: Non-implementation</p>	<p>Network Rail should install a sign at all UWCs indicating the name of the crossing to comply with Railway Safety Principles and Guidance, Section 2 part E, paragraph 287 (paragraphs 42 and 126).</p>	<p>Network Rail have carried out a review in response to this recommendation. Network Rail propose no further action. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>