

Recommendation(s) Status: (Collision btw train and tractor on LX nr Limavady Jnc, Northern Ireland)




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 ORR's report to RAIB)
<p>1 02/08/2007 10/2008</p> <p>Collision btw train and tractor on LX nr Limavady Jnc,Northern Ireland</p> <p>Status: Implemented</p>	<p>NIR should reissue its booklet, 'The Safe Use of User Worked Crossings' to enhance the section on special farm activities to include:</p> <ol style="list-style-type: none"> 1. a clearer description of the circumstances that should trigger a request from a landowner for additional assistance in managing movements at the crossing; 2. details of who, within NIR, a landowner should contact for assistance in these circumstances; and 3. guidance on how long before the event the request should be made. <p>NIR should use the reissuing of the guidance booklet and the accident at crossing XL202 as the basis for reminding users how to cross UWCs safely and how to consult with NIR regarding the provision of additional risk mitigation measures under the defined circumstances (paragraph 140).</p>	<p>Northern Ireland Railways has reported that it has taken actions in response to this recommendation. DRDNI proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>2 02/08/2007 10/2008</p> <p>Collision btw train and tractor on LX nr Limavady Jnc,Northern Ireland</p> <p>Status: Implemented</p>	<p>NIR should revise the risk assessment for crossing XL202 to ensure that it more accurately reflects usage of the crossing (paragraph 141).</p>	<p>Northern Ireland Railways has reported that it has taken actions in response to this recommendation. DRDNI proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>3 02/08/2007 10/2008</p> <p>Collision btw train and tractor on LX nr Limavady Jnc,Northern Ireland</p> <p>Status: Implemented</p>	<p>NIR should review its crossing risk assessment model in the light of this investigation report to establish whether the model's accuracy could be improved by reclassifying road crossing user types, giving greater significance to peak usage of the crossing, reconsidering how animal movements are treated in the model and considering the relative importance of factors affecting visibility and audibility of approaching trains for different types of crossing user. Consideration should also be given to the effectiveness of mitigation provided (e.g. sounding of train horns at whistle boards) (paragraph 142).</p>	<p>UWCs to be risk assessed using a national all level crossing risk model, this work is ongoing.</p>
<p>4 02/08/2007 10/2008</p> <p>Collision btw train and tractor on LX nr Limavady Jnc,Northern Ireland</p> <p>Status: Implemented</p>	<p>NIR should work with the owner of the land adjacent to crossing XL202 to establish a safe system of work for crossing cattle (paragraph 143).</p>	<p>Northern Ireland Railways has reported that it has taken actions in response to this recommendation. DRDNI proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>

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Safety Recommendation

**Summary of current status (based on ORR's report to
RAIB)**

5 02/08/2007 10/2008
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Limavady Jnc,Northern Ireland
Status: Implemented

NIR should work with DRDNI to add a template to the Private Crossings (Signs and Barriers) Regulations (Northern Ireland) 2007 that is appropriate to the circumstances at crossing XL202 and includes a permitted variant to allow the telephone number of the crossing operator to be added (paragraph 144).

DOI NI has reported that Northern Ireland Railway has reported that it has completed actions taken in response to this recommendation.
DOI NI proposes to take no further action unless they become aware that the information provided becomes inaccurate.

6 02/08/2007 10/2008
Collision btw train and tractor on LX nr
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Status: Implemented

NIR should review the design of evacuation ladders to determine whether an alternative design incorporating handrails could be adopted to provide a more robust means for passengers to descend from train to track (paragraph 145).

DOI NI has reported that Northern Ireland Railway has reported that it has completed actions taken in response to this recommendation.
DOI NI proposes to take no further action unless they become aware that the information provided becomes inaccurate.