

# Recommendation Status Report



<b>Report Title</b>	Collision between a train and a car at Jetty Avenue level crossing, Woodbridge, Suffolk
<b>Report Number</b>	28/2014
<b>Date of Incident</b>	14/07/2013

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
28/2014/01	Progressing	None	<p>The intent of this recommendation is to reduce the short-term risk associated with inadequate sighting of approaching trains at user worked crossings by checking that sufficient allowance is made for the position of the driver in the types of vehicle likely to use the crossing. This recommendation should be implemented pending the completion of research referred to at Recommendation 2.</p> <p>Network Rail should implement a time-bound plan for the re-assessment of the sighting of approaching trains at all user worked crossings where safe use depends on vehicle drivers sighting approaching trains. The time-bound plan should also cover implementation of any mitigation needed to permit safe use of such crossings. The objective of the re- assessment process shall be to verify that drivers seated in the normal driving position of their vehicle have sufficient sighting of approaching trains when the front of their vehicle is stopped a safe distance clear of the line (paragraphs 103 and 105). In providing guidance to staff, Network Rail should consider:</p> <ul style="list-style-type: none"> <li>  the range of vehicle stopping positions;</li> <li>  the types of vehicles likely to use each crossing (particularly the distances of the driver's eyes from the front of the vehicle); and</li> <li>  any effects due to crossing gates being open, including obstruction of sighting by signs on the gate, when vehicle drivers are looking for trains.</li> </ul>	<p>ORR has reported that Network Rail has outlined the actions to be taken in response to the recommendation. ORR will continue to monitor implementation of this recommendation.</p>
28/2014/02	Implemented	None	<p>The intent of this recommendation is to identify measures which complement those achieved by Recommendation 1. It is intended to assist risk management until such time as all UWCs are equipped with technology capable of providing reliable advice to crossing users.</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in response to this</p>

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			<p>Network Rail should commission research into measures to improve the safety of UWCs where vehicular users are reliant on sight to detect the approach of trains (paragraph 103). This should utilise and, as necessary, extend existing research findings to include consideration of:</p> <ul style="list-style-type: none"> <li>I the ways in which the behaviour of vehicle drivers can be influenced by the design of the crossing to use the crossing as intended including stopping and looking for trains at an appropriate location;</li> <li>I use by different types of vehicle, including heavy commercial and agricultural vehicles;</li> <li>I use of the crossing by persons other than those briefed by the authorised user (eg unexpected visitors or delivery vehicles);</li> <li>I instructions and/or guidance given to users, including signs and road markings where appropriate; and</li> <li>I instructions and guidance provided to those assessing, maintaining and modifying UWCs.</li> </ul> <p>This research should take into account the safety of pedestrians (including vehicle occupants when opening gates), cyclists and equestrians who may use UWCs.</p> <p>The findings of this research should be used by Network Rail to improve/ clarify existing standards related to the design (including gates, signage and road markings), management of user worked crossings, guidance provided to users and training/briefing to relevant staff. Network Rail should also identify the need for any modification to the legal requirements relating to level crossing signage requirements, and make suitable representations to government that this be done.</p>	<p>recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
28/2014/03	Implemented	None	<p>The intent of this recommendation is for Network Rail to provide those responsible for checking level crossing signage with information in a user-friendly format needed to establish the signage required at each level crossing.</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in</p>

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			<p>Network Rail should review, and if found necessary, modify its processes so that staff checking level crossing signage have a practical and easily used means of establishing the signage required at each crossing they are inspecting (paragraph 107).</p>	<p>response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
28/2014/04	Implementation Ongoing	None	<p>The intent of this recommendation is for Network Rail to review and update its method of calculating crossing times.</p> <p>Network Rail should, in consultation with ORR, review and if necessary, amend the criteria used to calculate crossing times with reference to vehicle speed, the time taken to reach a decision when to start crossing and vehicle length (paragraph 107).</p>	<p>ORR has reported that Network Rail has outlined the actions to be taken in response to the recommendation. ORR will advise RAIB when actions to address this recommendation have been completed.</p>
28/2014/05	Progressing	None	<p>The intent of this recommendation is for the Office of Rail Regulation to provide enhanced guidance relating to user worked crossings, including guidance about how the decision point is determined in order that the sighting of approaching trains is measured from an appropriate location.</p> <p>The Office of Rail Regulation should provide duty holders with enhanced guidance which:</p> <p>It reminds duty holders that, when determining the position of decision points at user worked crossings, they must take due account of the characteristics of vehicles likely to use the crossing and recognise that a minimum dimension of 3 metres from the nearest rail is insufficient for most vehicles; and</p> <p>It takes account of outputs from the research and review undertaken in response to Recommendations 2 and 4.</p> <p>(paragraph 106)</p>	<p>ORR has reported that Network Rail has outlined the actions to be taken in response to the recommendation. ORR will continue to monitor implementation of this recommendation.</p>