

Recommendation(s) Status: Road vehicle incursion and collision with train at Stowmarket Road




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.

<p>1 30/11/2011 25/2012</p> <p>Road vehicle incursion and collision with train at Stowmarket Road</p> <p>Status: Implemented</p>	<p>The purpose of this recommendation is for Suffolk County Council to validate, and where necessary improve, the way it manages all risk from road vehicle incursions. Suffolk County Council (SCC) should commission an independent review of the actions it has taken following the accident in order to assess their completeness and effectiveness. In particular this should address the following areas (paragraph 141c):</p> <ul style="list-style-type: none"> • The processes that are in place to ensure all road vehicle incursion locations are identified, assessed (possibly making use of recent internet tools (such as Google Earth / Street View)), acted upon (including consideration of low-cost mitigation measures as well as more expensive options), monitored and periodically reviewed. If actions are identified, SCC should develop and implement a time-bound programme that will be shared with DfT and Network Rail and progress reported to those bodies. This process should be documented and supervised by senior SCC management. • Staff are trained and procedures in place for undertaking and reviewing risk assessments of road vehicle incursion locations. • Data management systems (Accsmap and SCC Indexing system) and associated documents are in place to ensure that all data relating to injury and non-injury accidents at road vehicle incursion locations can be captured and identified for analysis and review. • Processes are in place to ensure that information about road vehicle incursion incidents is shared between all interested parties. • Processes are in place to ensure that staff are aware of the Department for Transport guidance on the road vehicle incursion and risk assessment process. <p>Any areas for further improvement should be implemented. Progress with the implementation of identified risk mitigation measures should be reported to DfT and notified to Network Rail.</p>	<p>Suffolk County Council has reported taking actions in response to this recommendation and have provided RAIB with a copy of its Audit Report. The report included a 13-point prioritised action plan to address identified deficiencies. Suffolk County Council proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>2 30/11/2011 25/2012</p> <p>Road vehicle incursion and collision with train at Stowmarket Road</p> <p>Status: Implemented</p>	<p>The purpose of this recommendation is for Network Rail to improve the way in which it manages the risk from road vehicle incursions. Network Rail should review, and take actions to improve, the effectiveness of its processes for managing the risk from road vehicle incursions. Factors for consideration should include:</p> <ul style="list-style-type: none"> • the exchange and management of information between different departments within Network Rail; • the profile of RVI within relevant working groups including those involving external parties; • the effectiveness of communications with bodies outside of Network Rail including arrangements for the reporting of all 	<p>ORR reports that Network Rail has issued instructions to clarify the process for managing the risks from vehicle incursions. These include the requirements for internal and external liaison and an escalation process for where highway authorities do not agree to improvement works. NR has reported that it has taken actions in response to this recommendation. Office of Rail Regulation (ORR) proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>

**Number/ Date/ Report No/
Inv Title / Current Status**

Safety Recommendation

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

incursion incidents to local highway authorities and police forces;
and
• arrangements for managing the relationship with local highway
authorities and the monitoring of actions taken following
assessments of road vehicle incursion risk (paragraphs 139,
141d, 142a, 144 and 145).

3 30/11/2011 25/2012
Road vehicle incursion and collision with train
at Stowmarket Road
Status: Implemented

The purpose of this recommendation is for Network Rail to
validate its existing list of locations with significant RVI risk.

Network Rail should review its current data on road vehicle
incursion sites, possibly making use of recent internet tools (eg
Google Earth / Street View), to determine whether its knowledge
of all current road vehicle incursion locations is complete and to
assess any that had not previously been considered (paragraph
142a and 144).

Network Rail has provided evidence that it has carried out a risk
assessment of over 10,000 sites and these are now being
considered by Network Rail routes and Local Highways
Authorities. The GAIST report has also provided evidence that
progress has been made, however mitigation on the outstanding
sites should be continued to be monitored to ensure effective
mitigation is completed.

4 30/11/2011 25/2012
Road vehicle incursion and collision with train
at Stowmarket Road
Status: Implemented

The purpose of this recommendation is to improve the flow of
information to key parties in the county of Suffolk.

Suffolk County Council should brief parish and district councils,
and Suffolk Constabulary on possible vehicle incursion locations
to encourage the reporting of road traffic concerns at or near
such places. The way in which this information is managed
should be captured within a SCC procedure (paragraph 141c).

Suffolk County Council have reported taking actions in response
to this recommendation and has provided RAIB with a copy of its
Audit Report dated 18/1/13.

5 30/11/2011 25/2012
Road vehicle incursion and collision with train
at Stowmarket Road
Status: Implemented

The purpose of this recommendation is to clarify which body has
regulatory and enforcement responsibility concerning highway
authorities' implementation of measures to reduce road vehicle
incursion risk. Any changes to the existing arrangements will
need to be reflected in amendments to the Memorandum of
Understanding and will take into account relevant findings in the
final report of the Law Commissions on level crossings and any
subsequent changes to legislation.
The Office of Rail Regulation and the Health and Safety
Executive should jointly review their current Memorandum of
Understanding and amend it as necessary to define clearly the
responsibilities of each party in relation to enforcing actions to
mitigate the risk arising from road vehicle incursions onto the
railway. The revised Memorandum of Understanding should take
into account the findings of the Law Commissions on level
crossings, when published, and include:
• a clear definition of the circumstances under which each party
takes responsibility for enforcement; and
• a mechanism for resolving disputes over enforcement
responsibility.

ORR has reported that HSE and ORR have reported that they
have completed actions taken in response to this
recommendation. ORR proposes to take no further action unless
they become aware that the information provided becomes
inaccurate.

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Safety Recommendation

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

The Health and Safety Executive and the Office of Rail Regulation should jointly define a time-bound programme for the development and implementation of the review and consider actions that should be taken in the interim period if an amendment to current legislation is required to achieve the desired outcome (paragraph 142d).

6 30/11/2011 25/2012
Road vehicle incursion and collision with train
at Stowmarket Road
Status: Implemented

The purpose of this recommendation is for the DfT to improve its intelligence on the number and status of road vehicle incursion sites.

DfT should undertake a review of all outstanding road vehicle incursion sites and establish a regime to continuously monitor progress with the implementation of the required risk mitigation measures (paragraphs 142b and 142c).

ORR has reported that DfT has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.

7 30/11/2011 25/2012
Road vehicle incursion and collision with train
at Stowmarket Road
Status: Implemented

The purpose of this recommendation is for the lessons learnt from this investigation to be disseminated to local highway authorities.
DfT should implement a programme and forum to disseminate the key findings of this report to all local highway authorities. In particular, highway authorities should be reminded of the need to:

- Ensure that time-bound programmes of action are taken to mitigate risk at known high risk road vehicle incursion locations;
- Reliably capture all data on all road accidents that have occurred near the railway boundary;
- Engage with Network Rail, British Transport Police and local police road safety units to ensure that there are processes in place to share intelligence relating to known or new road vehicle incursion locations; and
- Ensure that all current and new staff are aware of the procedures relating to the risk from road vehicle incursion sites (paragraphs 142b and 142c).

ORR has reported that DfT has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.

8 30/11/2011 25/2012
Road vehicle incursion and collision with train
at Stowmarket Road
Status: In-progress

The purpose of this recommendation is to achieve better co-ordination between databases so that relevant intelligence is shared.

DfT should, in consultation with ACPO, undertake a review of existing data systems (eg Accsmap/Crash system/National Resilience Extranet) to improve the ways in which data relevant to the risk of vehicle incursions can be exchanged and shared with interested parties such as Network Rail, highways authorities and the police (paragraphs 142b,142c and 144).

ORR has reported that DfT is taking suitable actions to address the recommendation although an accurate plan for full implementation has not been formulated. ORR will advise when the status of this recommendation changes.

**Number/ Date/ Report No/
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9 30/11/2011 25/2012

Road vehicle incursion and collision with train
at Stowmarket Road

Status: Implementation ongoing

Safety Recommendation

The purpose of this recommendation is to achieve better exchange of data between Local Resilience forum 'responders' so that relevant intelligence on outstanding high risk locations is shared.

The DfT should, in consultation with the Civil Contingencies Secretariat (Resilience, Capabilities and Risks) and Local Resilience Forums incorporate into the local risk assessment guidance the need to consider the potential for serious accidents at high-risk road vehicle incursion locations (particularly those where mitigation measures have yet to be implemented) (paragraph 143).

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

ORR has reported that DfT has a proposed action plan and timescale for delivery to be taken in response to the recommendation. ORR will advise when the status of this recommendation changes.