

## Recommendation Status Report: Road vehicle incursion and subsequent collision with a 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 the recommendation(s), as reported to us, are described by the following categories:

### Key to Recommendation Status

<b>Open</b> (replaces Progressing and Implementation On-going)	Actions to address the recommendation are ongoing.
<b>Closed</b> (replaces Implemented, Implemented by alternative means, and Non-implementation)	ORR consider the recommendation to have been taken into consideration by an end implementer and evidence provided to show action taken or justification for no action taken.
<b>Insufficient response:</b>	The end implementer has not provided sufficient evidence that the recommendation has been taken into consideration, or if it has, the action proposed does not address the recommendation, or there is insufficient evidence to support no action being taken.
<b>Superseded:</b>	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.
<b>Awaiting response:</b>	Awaiting initial report from the relevant safety authority or public body on the status of the recommendation.

RAIB concern over the way that an organisation has responded to a recommendation are indicated by one of the following:

**Red** – RAIB has concerns that no actions have been taken in response to a recommendation.

**Blue** – RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.

**White** – RAIB notes substantive actions have been reported, but the RAIB still has concerns.

# Recommendation Status Report



<b>Report Title</b>	Road vehicle incursion and subsequent collision with a train at Stowmarket Road
<b>Report Number</b>	25/2012
<b>Date of Incident</b>	30/11/2011

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
25/2012/07	Closed - I	None	<p>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:</p> <ul style="list-style-type: none"> <li>• ensure that time-bound programmes of action are taken to mitigate risk at known high risk road vehicle incursion locations;</li> <li>• reliably capture all data on all road accidents that have occurred near the railway boundary;</li> <li>• 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</li> <li>• 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).</li> </ul>	<p>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.</p>
25/2012/08	Open		<p>The purpose of this recommendation is to achieve better co-ordination between databases so that relevant intelligence is shared.</p> <p>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).</p>	

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25/2012/09	Open	None	<p>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.</p> <p>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).</p>	<p>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.</p>
25/2012/01	Closed - I	None	<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.</p> <p>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"> <li>• 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.</li> <li>• Staff are trained and procedures in place for undertaking and reviewing risk assessments of road vehicle incursion locations.</li> <li>• Data management systems (Accsmap and SCC Indexing system)</li> </ul>	<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.</p> <p>Suffolk County Council proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>

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			<p>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.</p> <ul style="list-style-type: none"> <li>Processes are in place to ensure that information about road vehicle incursion incidents is shared between all interested parties.</li> <li>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.</li> </ul> <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>	
25/2012/02	Closed - I	None	<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"> <li>the exchange and management of information between different departments within Network Rail;</li> <li>the profile of RVI within relevant working groups including those involving external parties;</li> <li>the effectiveness of communications with bodies outside of Network Rail including arrangements for the reporting of all incursion incidents to local highway authorities and police forces; and</li> <li>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).</li> </ul>	<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>
25/2012/03	Closed - I	None	<p>The purpose of this recommendation is for Network Rail to validate its existing list of locations with significant RVI risk.</p>	<p>We have monitored progress with this recommendation over the years, and noted the progress made with the assessment and mitigation of risk at RVI sites. This</p>

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			<p>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).</p>	<p>now appears to have reached a point where the rec can be considered closed.                      ORR has reported that Network Rail 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.</p>
25/2012/04	Closed - I	None	<p>The purpose of this recommendation is to improve the flow of information to key parties in the county of Suffolk.</p> <p>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).</p>	<p>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.</p>
25/2012/05	Closed - I	None	<p>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.</p> <p>The Office of Rail Regulation and the Health and Safety Executive should jointly review their current Memorandum of Understanding and amend it</p>	<p>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.</p>

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			<p>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:</p> <ul style="list-style-type: none"> <li>• a clear definition of the circumstances under which each party takes responsibility for enforcement; and</li> <li>• a mechanism for resolving disputes over enforcement responsibility.</li> </ul> <p>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).</p>	
25/2012/06	Closed - I	None	<p>The purpose of this recommendation is for the DfT to improve its intelligence on the number and status of road vehicle incursion sites.</p> <p>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).</p>	<p>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.</p>