




## Recommendation(s) Status: Road vehicle incursion onto the railway at Aspatria, Cumbria, 26 October 13

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 ORR's report to RAIB)
<p>1            26/10/2013    14/2014</p> <p>Road vehicle incursion onto the railway at Aspatria, Cumbria</p> <p>Status: Implemented</p>	<p>The intent of the recommendation is to reduce road vehicle incursion risk by ensuring that the risk of vehicles from side roads, including running downhill onto the railway, is properly taken into account when sites are risk ranked.</p> <p>The Department for Transport, in liaison with highway authorities and railway infrastructure managers, should review and amend the current guidance 'Managing the accidental obstruction of the railway by road vehicles' published in 2003 so that it adequately takes into account in the risk ranking process for neighbouring sites the risk of road vehicles on side roads, including those that are unattended, running downhill onto a railway. The guidance, when amended, should clearly describe how this risk should be derived and included in the overall risk ranking score (paragraph 62).</p>	<p>The Department for Transport has reported that it has, in conjunction with Network Rail, completed actions taken in response to this recommendation. The Department for Transport proposes to take no further action unless they become aware that the information provided becomes</p>
<p>2            26/10/2013    14/2014</p> <p>Road vehicle incursion onto the railway at Aspatria, Cumbria</p> <p>Status: In-progress</p>	<p>The intent of the recommendation is to provide additional mitigation against road vehicle incursions from side roads, including where vehicles may run downhill onto the railway.</p> <p>Following the completion of Recommendation 1 above, railway infrastructure managers, with highway authorities, should use the new guidance to implement a time-bound plan to review the risk ranking scores for sites where there is a significant risk from side roads, in particular with respect to road vehicles running downhill onto a railway. Additional risk mitigation measures justified by increased risk ranking scores should be considered and implemented (paragraph 62).</p>	<p>DfT has reported that it has outlined the actions to be taken in response to the recommendation. RAIB is seeking further information.</p>