




Recommendation(s) Status: Fatal accident at Frampton level crossing, 11 May 2014

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 11/05/2014 05/2015</p> <p>Fatal accident at Frampton level crossing</p> <p>Status: In-progress</p>	<p>The intent of this recommendation is to provide short-term action at level crossings where deviations from existing signage requirements are so great that remedial action is required before any implementation of improvements triggered by recent research.</p> <p>Network Rail should identify locations where level crossing sign positions differ significantly from the requirements of guidance and standards, and then install signs at the appropriate location, unless the proposed position of the signs is contrary to recent research (paragraph 119c).</p>	<p>ORR has reported that Network Rail is taking suitable actions to address the recommendation although an accurate plan for full implementation has not been formulated.</p> <p>ORR will advise when the status of this recommendation changes.</p>
<p>2 11/05/2014 05/2015</p> <p>Fatal accident at Frampton level crossing</p> <p>Status: In-progress</p>	<p>The intent of this recommendation is to improve level crossing signs, with regard to their conspicuity, message, content and clarity of information (the RAIB has already made a similar recommendation for user worked crossings (paragraph 124).</p> <p>Network Rail should utilise the findings from this investigation, and all available research (including the forthcoming RSSB research report T983), to update its guidance for signage, and other user guidance, provided at bridleway and footpath crossings. The updated guidance should take account of circumstances where another type of level crossing (eg a user worked crossing) is located at, or close to, the bridleway or footpath crossing. It should also take account of prohibitions (eg use of bridleway and footpath crossings by motorcycles) and circumstances when it is appropriate for pedestrians to use a telephone. Network Rail should also:</p> <p>I liaise with the Office of Rail and Road to ensure that its updated guidance is compatible with the ORR's own version of good practice; and</p> <p>I seek the assistance of the Department for Transport to enable any necessary legislative changes needed to implement the updated guidance (paragraphs 119a, b, c & d and 120a).</p>	<p>ORR has reported that Network Rail is taking suitable actions to address the recommendation although an accurate plan for full implementation has not been formulated.</p> <p>ORR will advise when the status of this recommendation changes.</p>
<p>3 11/05/2014 05/2015</p> <p>Fatal accident at Frampton level crossing</p> <p>Status: In-progress</p>	<p>The intent of this recommendation is to provide the ORR input needed for effective implementation of recommendation 2 by Network Rail. The two recommendations are intended to improve level crossing signs, with regard to their conspicuity, message, content and clarity of information. The RAIB has already made a related recommendation to the ORR for user worked crossings (paragraph 125).</p> <p>The Office of Rail and Road should utilise the findings from this</p>	<p>ORR has reported that it is taking suitable actions to address the recommendation although an accurate plan for full implementation has not been formulated.</p> <p>ORR will advise when the status of this recommendation changes.</p>

investigation, and all available research (including the forthcoming RSSB research report T983), to update its guidance for signage, and other user guidance, provided at bridleway and footpath crossings. The updated guidance should take account of circumstances where another type of level crossing (eg a user worked crossing) is located at, or close to, the bridleway or footpath crossing. It should also take account of prohibitions (eg use of bridleway and footpath crossings by motorcycles) and circumstances when it is appropriate for pedestrians to use a telephone. The Office of Rail and Road should seek the assistance of the Department for Transport to enable the necessary legislative changes needed to implement the updated guidance (paragraphs 119a, b, c & d and 120a).

4 11/05/2014 05/2015
Fatal accident at Frampton level crossing

This recommendation is intended to provide any necessary legislative support for improving level crossing signage as sought by recommendations 2 and 3.

Status: Awaiting response

The Department for Transport should work with Network Rail and the Office of Rail and Road, to identify any appropriate legislative changes needed to allow implementation of the improved level crossing signage sought by Recommendations 2 and 3. If required, the Department for Transport should help make the necessary legislative changes (paragraphs 119a, b, c & d and 120a).

5 11/05/2014 05/2015
Fatal accident at Frampton level crossing

This recommendation is intended to ensure that level crossing risk is managed with an adequate understanding of actual crossing usage.

Status: Implementation ongoing

Network Rail should modify its procedures, guidance and/or training in order to obtain, where reasonably practicable, an improved understanding of actual crossing use (eg use of bridleway crossings by motorcyclists), and take action to ensure it adequately controls the associated risks. This should include considering use of social media (eg videos uploaded to internet sites), evening and/or weekend site visits to identify recreational use of the crossing, and the use of surveillance equipment (paragraphs 48 and 119d).

ORR has reported that Network Rail has a proposed action plan and timescale for delivery to be taken in response to the recommendation.
ORR will advise RAIB when actions to address this recommendation have been completed.

6 11/05/2014 05/2015
Fatal accident at Frampton level crossing

The intent of this recommendation is to provide clear information about locations where public vehicular restrictions exist at level crossings that cross highways.

Status: In-progress

Network Rail should identify level crossings where safety management depends on the general public being aware that

ORR has reported that Network Rail 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.

Safety Recommendation

they are not allowed to use the level crossing with vehicles, including cars, motorcycles and trail bikes (paragraph 78). For these crossings, Network Rail should:

I liaise with the relevant highway authorities to ensure their highway records, and any related documents and publications, clearly show the absence of a public vehicle route at the level crossing;

I share information about prohibitions with local and national organisations representing groups such as 4x4 vehicle drivers and trail bike riders; and

I arrange for signs to be provided on the highway approaches to the level crossing, and at or near the crossing itself, to show the prohibition that applies (taking into account recommendations 2 and 3).