

Recommendation(s) Status: Fatal accident at Frampton level crossing

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 eight categories:

Key to Recommendation Status

Open (replaces Progressing and Implementation On-going)	Actions to address the recommendation are ongoing.
Closed (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.
Insufficient response:	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.
Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.
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:

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

Blue – 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.

White – The white triangle shows recommendations where the RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Recommendation Status Report



Report Title	Fatal accident at Frampton level crossing
Report Number	05/2015
Date of Incident	11/05/2014

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
05/2015/02	Closed - I	None	<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 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>
05/2015/03	Closed - IA	None		<p>ORR has reported that (Dutyholder name) has reported</p>

Recommendation Status Report



			<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 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).</p>	<p>that it has completed the actions taken (by alternative means) in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
05/2015/04	Open	None	<p>This recommendation is intended to provide any necessary legislative support for improving level crossing signage as sought by recommendations 2 and 3.</p> <p>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).</p>	<p>DFT has a proposed action plan and timescale for delivery to be taken in response to the recommendation. DFT will advise when the status of this recommendation changes.</p>
05/2015/05	Closed - I	None		<p>ORR has reported that Network Rail has reported that it has</p>

Recommendation Status Report



			<p>This recommendation is intended to ensure that level crossing risk is managed with an adequate understanding of actual crossing usage.</p> <p>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).</p>	<p>completed actions taken in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
05/2015/06	Closed - I	White	<p>The intent of this recommendation is to provide clear information about locations where public vehicular restrictions exist at level crossings that cross highways.</p> <p>Network Rail should identify level crossings where safety management depends on the general public being aware that 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:</p> <p>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;</p> <p>I share information about prohibitions with local and national organisations representing groups such as 4x4 vehicle drivers and trail bike riders; and</p> <p>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).</p>	<p>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>

Recommendation Status Report



05/2015/01	Closed - I	None	<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 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>
------------	------------	------	--	--