

## Recommendation(s) Status: Fatal accident at Grimston Lane footpath crossing, Suffolk, 23 February 2016




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

<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>Insufficient response:</b>	The end implementer has failed to provide a response; or has provided a response that does not adequately satisfy ORR that sufficient action is being taken to properly consider and address a recommendation.
<b>Progressing:</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>Other Public Body or Authority</b>	The recommendation is also addressed to another public body or authority.
<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            23/02/2016    23/2016</p> <p>Fatal accident at Grimston Lane footpath crossing, Suffolk</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is that the effect of skewed alignment on the safe use of passive crossings is fully understood and managed.</p> <p>Network Rail should (paragraphs 94a.i and 95):</p> <p>i. identify the effects of skewed alignment at passive level crossings on user behaviour, including the sighting of approaching trains;</p> <p>ii. review its processes and guidance for level crossing risk management, including the 'all level crossings risk management' tool (ALCRM), to determine whether the impact of skewed alignment is sufficiently taken into account; and</p> <p>iii. make any necessary changes to its processes and the guidance and training given to its level crossing managers.</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>
<p>2            23/02/2016    23/2016</p> <p>Fatal accident at Grimston Lane footpath crossing, Suffolk</p> <p>Status: Implementation ongoing</p>	<p>Recognising Network Rail's commitment in its 'Transforming Level Crossings' document, to equip all existing passive crossings with automatic warnings by 2039, the intent of this recommendation is that the risk to vulnerable users at passive level crossings is reduced in an expedient manner during the interim.</p> <p>Network Rail should (paragraph 96a):</p> <p>i. review its criteria for determining when it is appropriate to include an allowance for vulnerable users when calculating the required warning time at level crossings that are used by pedestrians; this review should take into account forecast demographic changes, in particular the ageing population;</p> <p>ii. review the allowances made for vulnerable users to take into account good practice and research; and</p> <p>iii. use the above to review levels of risk at existing passive level crossings to inform decisions to prioritise the crossings that are to be upgraded with the addition of automatic warning systems, or otherwise improved.</p>	<p>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.</p>