

Recommendation(s) Status: Collision between a train and tractor at Hockham Road user worked crossing, near Thetford

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

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.
Insufficient response:	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.
Progressing:	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.
Closed - carry forward:	ORR intends to take no further action as it has been superseded by another recommendation.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.

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Report Title	Collision between a train and tractor at Hockham Road user worked crossing, near Thetford
Report Number	04/2017
Date of Incident	10/04/2016

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
04/2017/01	Implemented	None	<p>Recognising Networks Rail's stated intention to reduce its reliance on telephone protection at user worked crossings (paragraph 136), the intent of this recommendation is to reduce the risk of signaller error at user worked crossings.</p> <p>Network Rail should undertake a review of its measures for the protection of user worked crossings with the objective of identifying means of reducing the likelihood that an accident will be caused by signaller error. Options for consideration should include: Improved information for signallers (including consideration of ways of better enabling signallers to judge the time needed for a movement over a crossing and the time available before a train arrives at a level crossing); increased use of automatic warning systems; and closure of UWCs or their replacement by automatic crossings.</p> <p>The review should also identify criteria for the prioritisation of improvements taking into account both risk and the opportunities presented by planned signalling upgrades. The findings of the review should be incorporated into Network Rail's level crossing strategy and the standards used to prepare specifications for new signalling schemes (paragraph 124a).</p>	<p>1. ORR considers this recommendation to have been implemented through Network Rail's level crossing strategy, which commits Network Rail to rolling out technology that provides active warnings to users at more level crossings.</p> <p>2. UWC-Ts in long signal sections and high workload, along with UWCs relying on sighting alone that are assessed as high-risk, are specifically highlighted in the strategy as being prioritised.</p> <p>3. Network Rail has also introduced the concept of 'Signaller's Decision Points' and a three minute rule, which is also part of the closure statement for Dock Lane recommendation 1. This sets out a process for signallers making a decision on if permission should be granted for</p>

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				<p>a user to cross. For Hockham, this addresses the first bullet point of the recommendation.</p> <p>4. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, Network Rail has:</p> <ul style="list-style-type: none"> • taken the recommendation into consideration; and • has taken action to implement it <p>ORR has reported that (Dutyholder name) 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>
04/2017/02	Implemented	None	<p>The intent of this recommendation is to improve the way in which new equipment is introduced to existing signalling locations, to reduce the risk of operating errors caused by inadequate competence.</p> <p>Network Rail should review and improve its processes for introducing signalling equipment where the user interface has significantly altered (eg</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</p>

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			the replacement of NX panels with VDU-based workstations). This review should include the selection, training and management of staff who operate the new equipment, so that they achieve and maintain an appropriate level of competence (paragraph 126).	information provided becomes inaccurate.
04/2017/03	Progressing	None	<p>The intent of this recommendation is to improve the competence of Signalling Shift Managers.</p> <p>Network Rail should review the competence management arrangements for Signalling Shift Managers, to provide assurance that they are competent to use all the equipment that they may be required to operate. This review should include consideration of the amount of time on shift and the frequency of operation required to maintain familiarity with the different types of equipment (paragraphs 124b and 125b).</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>