

Recommendation(s) Status: Collision at Froggal Farm User Worked 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Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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	Collision at Frogнал Farm User Worked Crossing
Report Number	12/2018
Date of Incident	23/10/2017

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
12/2018/04	Closed - I	None	<p>The intent of this recommendation is to improve the safety of private level crossings by putting in place measures to give relevant Network Rail staff valid and up to date information about all those people who may regularly use the crossing.</p> <p>Network Rail should review the way in which it collects, records and maintains data relating to people and organisations with the need to regularly use private crossings, so that local staff have an effective and efficient means of contacting anyone who is resident or whose business requires them to regularly use a user worked crossing. This review should cover:</p> <p>a) effective communication with everyone who may be affected by decisions made about changes to a crossing, using means such as correspondence, signage and publicity campaigns;</p> <p>b) determination of the extent and nature of the actual use at crossings; and</p> <p>c) establishing processes to give all people who must use the crossing regularly up to date information about any changes to the crossing, or to any responsibilities they have regarding the safe use of the crossing.</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>

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			(paragraphs 129a.ii, 130, 131d)	
12/2018/01	Closed - I	None	<p>The intent of this recommendation is to enable crossing users who may be unfamiliar with user worked crossings to safely operate and traverse such crossings, in view of the increasing number of reasons that people may need to use user worked crossings without necessarily having been briefed on their use.</p> <p>Network Rail, with Office of Rail and Road and Department for Transport support, should review and revise the information offered to users of private level crossings, including consideration of signage wording and diagrams, the conspicuity and placement of signage, and the actions that the user needs to take, including operation of the gates or barriers, and communication with the signaller. The review should also consider, alongside the presentation of information, practicality and feasibility of the current arrangements by which authorised users are expected to brief and inform other potential users of the crossing, in view of the increased dependence of occupiers on delivered goods and services from a plethora of sources, and other factors which may increase the number of crossing users (paragraphs 129a.i, 129a.iii, 129a.iv).</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>
12/2018/02	Open	None	<p>The intent of this recommendation is to bring the law covering signs at private level crossings up to date and into line with good practice, to effectively convey the safe method of traversing the crossing to the user.</p> <p>This recommendation strengthens recommendation 8 of the RAIB's class investigation into safety at user worked level crossings, which was made in June 2009 and has not yet been implemented.</p> <p>As part of its support for the work identified in recommendation 1, the Department for Transport, in consultation with the Office of Rail and Road, should change the requirements for signs prescribed by law</p>	<p>Ongoing, but subject to availability of Parliamentary time ORR has reported that (Dutyholder name) 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>

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			for use at private crossings, taking into account the need to convey information and instructions clearly and unambiguously to diverse users (paragraph 131a).	
12/2018/03	Closed - I	White	<p>The intent of this recommendation is to improve the understanding that users of private level crossings equipped with power operated gates have of the process for using such crossings safely, so that the risks created by automating part of a user worked crossing are appropriately mitigated. This recommendation repeats recommendation 2 of the RAIB's report on the accident at Oakwood Farm level crossing on 14 May 2015 because there is evidence that the original recommendation was not being implemented as intended.</p> <p>Network Rail should develop and implement a programme for a timely review of the safety of other user worked crossings it has fitted with POGO equipment and those it intends to fit in the future. The review should be based on a proper understanding of the risks associated with POGO equipment and include particular consideration of the following:</p> <ul style="list-style-type: none"> a) the types of location where the installation of POGO equipment is likely to be unsuitable; b) the design standard for crossings fitted with POGO equipment; c) the ways in which users in different types of vehicles operate the crossing gates, including the function of the gate operating buttons; d) the clarity of instructions to enable unfamiliar users to use the crossings safely and to minimise reliance on the briefing of all visitors by authorised users (which is not always practicable); e) improving the conspicuity of the miniature stop lights (eg using two 	<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. Although this recommendation has been implemented, the safety benefits from it will not be fully realised until recommendations 1 and 2 of this investigation are also implemented, and the new signs referred to in Network Rail's closure statement are authorised for general use.</p>

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			<p>miniature stop lights on each side of the crossing, the use of larger 'road traffic light' style red and green lights, flashing red miniature stop lights, or wig wag lights) and the number and clarity of the signs, to minimise confusion and distraction; and</p> <p>f) whether the opening of the gates should be disabled unless the miniature stop lights are displaying green lights.</p> <p>This review should draw on the findings from recent relevant research (eg RSSB's research into signs at private level crossings (T983) and human factors advice). Any measures for safety improvements at such crossings should then be implemented at higher risk locations and incorporated into the standards for future designs.</p> <p>In addition the review should consider, where manual crossings are partly or fully automated, making the process by which the user is informed it is safe to cross simple and intuitive and as fail safe as possible, ensuring the user is guided to make contact with the signaller where required (paragraphs 129b, 129c i).</p>	
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