

Recommendation Status Report: Near miss between a passenger train and cars at Norwich Road level crossing, New Rackheath, Norfolk

This report is based on information provided to the RAIB by the relevant safety authority or public body.

The status of the recommendation(s), as reported to us, are described by the following 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Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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 concern over the way that an organisation has responded to a recommendation are indicated by one of the following:

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

Blue – RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.

White – RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Recommendation Status Report



Report Title	Near miss between a passenger train and cars at Norwich Road level crossing, New Rackheath, Norfolk
Report Number	15/2020
Date of Incident	24/11/2019

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
15/2020/01	Open	None	<p>This recommendation recognises that experience from previous years' leaf-fall seasons is an important input to planning railhead treatment but will not take account of effects due to rolling stock changes since then.</p> <p>Network Rail should review and update its processes so that teams responsible for planning autumn railhead treatment are made aware of, and take account of, changes in rolling stock which have happened, or are expected to happen, since the start of the previous autumn and which may affect the wheel-rail interface (paragraph 133a i).</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. ORR will advise when the status of this recommendation changes.</p>
15/2020/02	Closed - I	None	<p>The intent of this recommendation is to mitigate risk from introducing new train types which will have significantly different wheel-rail interface characteristics from the trains which they replace.</p> <p>Network Rail should provide some additional guidance to accompany the standards governing the technical compatibility between vehicles and infrastructure concerning the need for proper consideration of the risk arising from a change of the predominant wheel-rail interface on a route following the introduction of new rolling stock over a short period of time. This consideration should include wheel-rail interface characteristics which are compliant with relevant standards but which differ from rolling stock used previously (paragraph 133a ii).</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>
15/2020/03	Closed - I	None	<p>The intent of this recommendation is to ensure that lessons learnt during successive installations of a signalling system are applied to earlier installations where necessary.</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation. ORR proposes</p>

Recommendation Status Report



			Network Rail should review and enhance its processes for managing the configuration of signalling equipment so that earlier installations are modified where necessary to reflect safety improvements implemented on later installations (paragraph 134).	to take no further action unless they become aware that the information provided becomes inaccurate.
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