

Recommendation Status Report: Near miss at Coltishall Lane User Worked Level Crossing, 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Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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 at Coltishall Lane User Worked Level Crossing, Norfolk
Report Number	03/2022
Date of Incident	21/01/2021

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
03/2022/01	Closed - I	Red	<p>The intent of this recommendation is that Network Rail reduces the risk of accidents at vehicular user worked crossings which may see significant use by road vehicle users who are unfamiliar with the crossing.</p> <p>Network Rail should assess the risk at vehicular user worked crossings on public roads and on private through roads, which may see significant usage by road vehicle users unfamiliar with the crossing, or where several road vehicle users may intend to use the crossing simultaneously. This assessment should be conducted in line with current industry good practice and should consider factors not captured by its current risk assessment processes. Network Rail should develop a programme to implement the closure, replacement and safety improvement of such crossings based on the results of these assessments.</p> <p>As part of this process, Network Rail should consider what actions should be adopted to control the risks identified during the period in which longer term actions are being implemented (paragraphs 117a.i and iii, 117b and 118a and c).</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>
03/2022/02	Closed - I	None	<p>The intent of this recommendation is that Network Rail, the Office of Rail and Road and the Department for Transport improve signage at vehicular user worked crossings which may share features identified in this investigation.</p> <p>Network Rail, the Office of Rail and Road and the Department for Transport, as part of the current initiatives on improving signage at vehicular user worked crossings on private roads, should consider the</p>	<p>ORR has reported that NR 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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			<p>suitability of these signs for vehicular user worked crossings on public roads, or on crossings that share features similar to those identified in this investigation, taking into account the findings of Recommendation 1 (paragraph 117a,ii).</p>	
03/2022/03	Closed - I	None	<p>The intent of this recommendation is to evaluate the extent to which recent guidance on the drafting and making of level crossing orders will better enable the implementation of improved safety measures (such as the adoption of non-prescribed signage) by level crossing operators, and to identify the scope for any further improvement.</p> <p>The Department for Transport, in consultation with the Office of Rail and Road and Network Rail, should review the current mechanisms for improving safety measures at level crossings. This should evaluate the extent to which new ORR guidance on the application of the level crossing order process (and new level crossing order templates) will facilitate the effective management of risk by level crossing operators and consider if there is a need for further changes to the process. The findings of the review should be used to inform future policy relating to level crossing safety (paragraph 118d).</p>	<p>The Department for Transport has reported that it has completed actions taken in response to this recommendation. The Department for Transport proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>