Recommendation(s) Status: Collision between road-rail vehicles near Ramsden Bellhouse, Essex

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Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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 between road-rail vehicles near Ramsden Bellhouse, Essex
Report Number	09/2022
Date of Incident	02/05/2021

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
09/2022/01	Awaiting Response	None	The intent of this recommendation is to clarify the roles and responsibilities of staff in circumstances where on-track plant is travelling. Network Rail, in consultation with RSSB, the Mechanical and Electrical Engineers networking group and the Machine Controller Competence Working Group should review and clarify the roles and responsibilities of staff when machines are undertaking travelling movements. This review should specifically consider the circumstances of this accident and: • the relevant rules and standards that apply to the control of on-track plant travelling movements • the role of the machine controller during such movement, including where they should be positioned to discharge their duties and ensure their own safety. Any changes resulting from this review should be considered for implementation in co-ordination with any other revised rules and working arrangements arising from other similar reviews (such as that undertaken in response to recommendation 1 of RAIB report 08/2020) (paragraph 72a and 73a).	
09/2022/02	Awaiting Response	None	The intent of this recommendation is to ensure that learning from previous accidents and incidents is applied to future planning and assurance processes.	

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Recommendation Status Report

			SPL Powerlines UK and Readypower Rail Services should review how recommendations and safety learning from previous accidents and incidents is incorporated into the planning of future work and site inspections, assurance and safety management processes. As part of this review, SPL Powerlines UK and Readypower Rail Services should also consider how they could incorporate safety learning from accidents and incidents from the wider rail sector (paragraph 73b).	
09/2022/03	Awaiting Response	None	The intent of this recommendation is to ensure that the provision of obstacle detection technology for on-track plant is subject to ongoing review as new technology becomes available and/or more cost-effective. Network Rail should establish a mechanism for periodically reviewing the availability of obstacle detection equipment suitable for fitting to all types on-track plant. This review mechanism should build on current research programmes and ensure that changes in the available technology and cost of equipment that may help to reduce the risk of future collisions are considered at appropriate intervals (paragraph 72a).	