

Recommendation(s) Status: Pedestrian struck by a train at Lady Howard footpath and bridleway crossing, Surrey

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Closed - carry forward:	ORR intends to take no further action as it has been superseded by another recommendation.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

Recommendation Status Report



Report Title	Pedestrian struck by a train at Lady Howard footpath and bridleway crossing, Surrey
Report Number	01/2023
Date of Incident	21/04/2022

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
01/2023/01	Awaiting Response	None	<p>The intent of this recommendation is to reduce the risk at footpath and bridleway level crossings of a second train approaching being hidden from the view of crossing users by a previously passing train.</p> <p>Network Rail should:</p> <ul style="list-style-type: none"> •use its existing risk assessment data to identify those footpath and bridleway crossings that present the highest risk to users of a second train approaching being potentially hidden by another train •at those crossings identified as presenting the highest risk, implement appropriate measures to control the risk to users of a second train approaching •in deciding what measures to implement, specifically consider technological solutions, as well as user awareness campaigns. <p>It should also consider good practice elsewhere in the rail industry (including internationally) and the predictable limitations of human performance (paragraphs 81a, 81b and 82).</p>	
01/2023/02	Awaiting Response	None	<p>The intent of this recommendation is to ensure that appropriate interim shorter-term risk mitigations are identified and implemented in a timely manner at level crossings that are awaiting long-term solutions to reduce the risk.</p> <p>Network Rail should review its existing processes for level crossing risk management and include:</p>	

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			<ul style="list-style-type: none">• explicit provision for considering a wider range of short- and medium-term risk mitigation options than is currently the case• steps to ensure that those responsible for implementing risk controls are aware of all the options available, including those that might offer only incremental reductions in risk or interim mitigation pending implementation of preferred long-term solutions• documented details of short- and medium-term risk controls, including both technical and non-technical options (paragraph 82).	
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