Recommendation Status Report: Near miss at Farnborough North footpath level crossing

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Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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 Farnborough North footpath level crossing
Report Number	04/2023
Date of Incident	19/05/2022

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
04/2023/01	Closed - I	Blue	The intent of this recommendation is to improve the control of risk at footpath level crossings where there is known to be a history of safety incidents, and where timescales to implement long-term safety improvements are uncertain. Network Rail should review its processes associated with the risk assessment of footpath level crossings. Where mitigation measures have been implemented to control the risks associated with user behaviour (such as how groups of people behave), Network Rail should ensure that an effective method of identifying and managing any ongoing residual risk is provided and that this takes account of available operational experience and previous safety assessments. As part of this process, Network Rail should specifically consider what actions should be adopted to control risk during the period in which longer term mitigation measures are being implemented, and to review the situation if, and when timescales change (paragraph 113b).	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.
04/2023/02	Open	None	The intent of this recommendation is that temporary and interim crossing attendant roles are subject to suitable training and competency management. Network Rail should review the role of temporary and interim crossing attendants nationally, including that currently in use at Farnborough North. This review should consider the nature of the tasks undertaken by crossing attendants and whether these are safety-critical in nature. Based on this review, Network Rail should develop and implement appropriate requirements for developing and managing the competency of this role, in line with industry good practice and any applicable legislative	ORR has reported that Network Rail has a proposed action plan and timescale for delivery to be taken in response to the recommendation. ORR will advise when the status of this recommendation changes.

			requirements (paragraph 115). This recommendation may apply to other comparable roles on Network Rail managed infrastructure.	