

Recommendation Status Report: Passenger train collision with a road vehicle at Redcar 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Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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	Passenger train collision with a road vehicle at Redcar level crossing
Report Number	05/2025
Date of Incident	01/05/2024

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
05/2025/01	Awaiting Response	None	<p>The intent of this recommendation is to reduce the risk of signallers at Redcar, and other signal boxes with similar ergonomic issues, making errors.</p> <p>Network Rail should undertake an ergonomics and human factors assessment of the signal box at Redcar, with a particular focus on how information about the status of Redcar level crossing is made available to the signaller. This assessment should take into account relevant standards and good practice and should specifically consider the equipment layout of the signal box and how this impacts the signaller's interaction with signalling equipment and their safe control of level crossings. It should also consider any changes in signaller workload and practice which are likely to be associated with changing volumes of rail and road traffic passing over the crossings.</p> <p>This assessment should be used to inform an assessment of the practicability of potential future improvements to the layout of the signal box, and to consider if changes are required to operational processes. Network Rail should develop a timebound plan to implement any necessary improvements or changes identified.</p> <p>Network Rail should also consider undertaking such studies at other signal boxes where information that is essential for the signalling of trains comes from multiple locations in the box (paragraphs 128a.ii and 129b).</p>	