

Recommendation(s) Status: Collision between an articulated tanker and a passenger train at Sewage Works Lane user worked crossing, near Sudbury, Suffolk

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Closed - carry forward:	ORR intends to take no further action as it has been superseded by another recommendation.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

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Report Title	Collision between an articulated tanker and a passenger train at Sewage Works Lane user worked crossing, near Sudbury, Suffolk
Report Number	14/2011
Date of Incident	17/08/2010

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
14/2011/01	Implemented	None	<p>The intent of Recommendation 1 is for Network Rail to remind authorised 'business' users at user worked crossings of their responsibility to brief their own employees and contractors who may not know how to use such crossings safely.</p> <p>Network Rail should use the circumstances of this accident to remind authorised users who are also businesses of their responsibilities to brief staff and contractors on the safe use of user worked crossings (paragraph 194b).</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
14/2011/02	Implemented	None	<p>The intent of Recommendation 2 is for Network Rail to consider ways of managing the predictable risk that arises at user worked crossing equipped with telephones where long waiting times are frequently experienced by road users.</p> <p>Network Rail should consider ways of managing the risk at user worked crossings equipped with telephones where long waiting times can arise as a result of the signaller having no means of knowing where trains are located, and implement any reasonably practicable measures identified (paragraph 195a).</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>

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14/2011/03	Implemented	None	<p>The intent of Recommendation 3 is for Network Rail to clarify, enhance and provide additional guidance on its requirements for information gathering and consultation with authorised users at user-worked crossings so that local factors can be properly dealt with in the risk assessment process.</p> <p>Network Rail should review the relevant procedures in its Operations Manual and make, as a minimum, the following requirements explicit:</p> <ul style="list-style-type: none"> a. correspondence should be sent to all authorised users when trigger risk assessments are to be undertaken inviting them to participate, as well as when routine risk assessments are planned; b. engagement with authorised users should be sought as part of the response to near-miss incidents; c. reference to information held within the controlling signal box such as requests to use the crossing and the occurrence book should be a mandatory element of data gathering for all risk assessments; and d. where businesses are authorised users and have a facility in close proximity to the crossing, independent sources (such as site logs) should be sought and used, where possible, to obtain intelligence on crossing usage for all risk assessments (paragraph 195b and 195c). 	<p>Network Rail has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
14/2011/04	Implemented	None	<p>The intent of Recommendation 4 is to ensure Network Rail reviews the safety of Sewage Works Lane UWC with Anglian Water to identify the measures that can be taken by one or both parties to address the safety risk.</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>

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			<p>Taking account of the accident on 17 August 2010 and intelligence in this report about the extent of misuse at the crossing, Network Rail should, in conjunction with Anglian Water, make a thorough and realistic assessment of the risk at Sewage Works Lane UWC, making allowance for local factors at the crossing that influence the risk to users, with a view to identifying and implementing measures to reduce the risk to all users at the crossing. This assessment must include consideration of options to manage the risk of misuse arising from long waiting times for road users (paragraphs 195e and 195f).</p>	
14/2011/05	Implemented	None	<p>The intent of Recommendation 5 is for Network Rail to review the costs and benefits of combining the data gathering, processing and assessment roles for level crossing risk assessment, taking account of the possible benefit of one person or a dedicated team having all the necessary knowledge to make an accurate assessment of the risk.</p> <p>Network Rail should review its level crossing management processes to establish the costs and benefits of making data gathering, processing and risk assessment of a level crossing the responsibility of a single person or a dedicated team with a comprehensive understanding of the operating environment at that crossing, and make changes to those processes as appropriate in the light of the outcome from the review (paragraphs 195e, 195f and 195g).</p>	<p>ORR reports that Network Rail has appointed more than 106 Level Crossing Managers. All have undertaken training on data gathering, ALCRM assessments and inspection of level crossings. Office of Rail Regulation (ORR) proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
14/2011/06	Implemented	None	<p>The intent of Recommendation 6 is for owners and operators of Class 156 units to cooperate on producing a review of the crashworthiness performance of the tables and determine whether the table design should be changed. This review may have relevance for other classes of rolling stock which share a similar design of table to the class 156.</p> <p>Owners of class 156 units should assess whether or not there is a case for</p>	<p>Porterbrook leasing co has advised ORR that it is to fit a new design of table as part of the heavy overhaul programme planned to start in 2012. Angel trains has concluded that it is not cost effective to implement the new design of tables but is to</p>

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			improving the crashworthiness performance of the tables on Class 156 units and implement any measures found to be reasonably practicable. When undertaking this assessment, the owners should seek the co-operation of operators of Class 156 units (paragraph 196).	consult with its customers and will consider its position.
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