

## Recommendation(s) Status: Fatality at Johnson's Footpath Crossing near Bishop's Stortford, Herts

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 six categories:

### Key to Recommendation Status

<b>Implemented:</b>	All actions to deliver the recommendation have been completed.
<b>Implemented by alternative means:</b>	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
<b>Implementation ongoing:</b>	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
<b>In-progress:</b>	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.
<b>Non-implementation:</b>	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
<b>Awaiting response:</b>	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:

-  The red triangle shows recommendations where the RAIB has concerns that no actions have been taken in response to a recommendation.
-  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.
-  The white triangle shows recommendations where the RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Note: The tables which follow, report the status of recommendations on 31 December 2015. In some other cases the end implementer has already sent information to the relevant safety authority about the actions it has taken, or proposes to take and the safety authority is considering whether it is satisfied that those actions and the associated timescales are accepted.

Number/ Date/ Report No/ Inv Title / Current Status	Safety Recommendation	Summary of current status (based on latest report from the relevant safety authority or public body)
<p>1            28/01/2012    27/2012</p> <p>Fatality at Johnson's Footpath Crossing near Bishop's Stortford, Herts</p> <p>Status: Implementation ongoing</p>	<p>The intent of this recommendation is to identify reasonably practicable ways of improving the conspicuity of miniature stop light indications at pedestrian crossings, in order to reduce the potential for a level crossing user to be unaware of a red light. This is increasingly important where pedestrians may be distracted by personal music devices and smartphones.</p> <p>Network Rail should investigate ways to make cost-effective improvements to the conspicuity of visual warnings of approaching trains, taking account of the findings of relevant RSSB research projects. Such improvements might include moving existing miniature stop light indications to the near side of the railway, or the provision of 'back-to-back' or 'side-to-back' indications. The results of this investigation should be used to determine the optimum configurations for new installations, as well as the situations in which it would be reasonably practicable to enhance existing installations. If appropriate, Network Rail should then arrange for the Level Crossing Risk Management Toolkit to be updated accordingly (paragraph 74a).</p>	<p>ORR has reported that Network Rail has identified reasonably practicable ways of improving the conspicuity of miniature stop light indications at pedestrian crossings, in order to reduce the potential for a level crossing user to be unaware of a red miniature stop light. As at 23 December 2014, the Level Crossing Risk Management Toolkit had been updated accordingly with additional mitigation measures.</p>
<p>2            28/01/2012    27/2012</p> <p>Fatality at Johnson's Footpath Crossing near Bishop's Stortford, Herts</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to prevent signage from obscuring approaching trains at crossings which are equipped with miniature stop lights, thus providing users with an additional warning of an approaching train.</p> <p>Network Rail should amend its guidance on risk mitigations to take account of possible improvements in the visibility of approaching trains at level crossings equipped with miniature stop lights, particularly where signage or other level crossing equipment may obscure the view of the line (paragraph 74a).</p>	<p>ORR reports that Network Rail carried out a case study based on Johnson's Footpath Crossing and subsequently have prepared briefing packs for Level Crossing Managers (LCM's) on how they should consider the users last opportunity to be aware of the approach of the train and the need to remove unnecessary obstructions to sighting. This will be incorporated into the level crossing risk management tool kit by February 2015.</p> <p>Office of Rail Regulation (ORR) proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>3            28/01/2012    27/2012</p> <p>Fatality at Johnson's Footpath Crossing near Bishop's Stortford, Herts</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to make a comprehensive set of risk reduction measures available to level crossing managers.</p> <p>Network Rail, in consultation with RSSB, should review the thirteen level crossing risk reduction options identified in RSSB research report T730, to determine whether or not each option should be included as a mitigation available to those responsible for managing the risk at level crossings (paragraph 75b).</p> <p>Network Rail should embed the findings of this review in its management of level crossing risks, and communicate these changes to all relevant staff. Guidance should be provided to the relevant staff on potential costs and benefits, as well as the specific circumstances in which each measure might be</p>	<p>ORR has reported that 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>

**Number/ Date/ Report No/  
Inv Title / Current Status**

**Safety Recommendation**

effective.

**Summary of current status (based on latest report  
from the relevant safety authority or public body)**