

Recommendation(s) Status: Near misses at Crofton Old station No.1 Level Crossing, near Wakefield West Yorks




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

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.
In-progress:	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.
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.

-  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 18/05/2006 16/2007</p> <p>Near misses at Crofton Old station No.1 LX, near Wakefield W Yorks</p> <p>Status: Implemented</p>	<p>Network Rail should provide interlocking between the gates and all protecting signals at Crofton Old Station No.1 level crossing. This should ensure that the protecting signals are not able to indicate a proceed aspect to trains when the gates are not fully closed and locked to the road (paragraph 170). A non-standard version of interlocking has already been implemented (paragraph 174). Risk assessment should be undertaken to ensure that any residual risk which remains following fitment, including from sources of human error, is mitigated so far as is reasonably practicable.</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>2 18/05/2006 16/2007</p> <p>Near misses at Crofton Old station No.1 LX, near Wakefield W Yorks</p> <p>Status: Implemented</p>	<p>Network Rail should undertake a risk assessment on all staffed level crossings that have no gate to signal interlocking safeguards to ensure that the risks from human errors are considered and are mitigated so far as is reasonably practicable (paragraph 171).</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>3 18/05/2006 16/2007</p> <p>Near misses at Crofton Old station No.1 LX, near Wakefield W Yorks</p> <p>Status: Implemented</p>	<p>Network Rail should review operational level crossing standards relating to staffed level crossings, or those which are UWC temporarily staffed, where the safe system of operation relies solely upon the correct following of procedures. Such standards should enforce assessment of the risk from errors in the following of correct procedures (paragraph 171).</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>4 18/05/2006 16/2007</p> <p>Near misses at Crofton Old station No.1 LX, near Wakefield W Yorks</p> <p>Status: Implemented</p>	<p>ORR (HMRI) should have processes in place to ensure that when issuing level crossing orders, any supporting risk assessments are suitable and sufficient (Paragraph 171).</p>	<p>ORR (HMRI) has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>5 18/05/2006 16/2007</p> <p>Near misses at Crofton Old station No.1 LX, near Wakefield W Yorks</p> <p>Status: Implemented</p>	<p>Recommendations to address other matters observed during the investigation: ORR (HMRI) should have processes in place to ensure that the requirements within level crossing orders have been implemented, and action when necessary is taken to ensure compliance (paragraph 173).</p>	<p>Office of Rail Regulation (ORR) has reported that it has taken actions 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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Inv Title / Current Status**

6 18/05/2006 16/2007

Near misses at Crofton Old station No.1 LX,
near Wakefield W Yorks

Status: Implemented

Safety Recommendation

Network Rail should assess the extent and review the practice of 'quick swings' on manually operated crossings where the crossing gates are not interlocked to the signalling to ensure either that the practice is banned or that risks are reasonably mitigated (paragraph 172).

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

Network Rail has reported that it has taken actions in response to this recommendation.
ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.