

Recommendation(s) Status: Near-miss on Victory level crossing, near Taunton, Somerset

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 19/12/2009 18/2010</p> <p>Near-miss on Victory level crossing, near Taunton, Somerset</p> <p>Status: Non-implementation</p>	<p>The purpose of this recommendation is to make it clear to those installing, replacing and inspecting level crossings the required physical arrangements at the interface between the crossing and the road.</p> <p>Network Rail should enhance its level crossing standards to include detail on the design of the interface between the crossing surface and the road. This should include a specification of the length of material relative to the crossing surface that is required to provide a consistent and safe crossing surface for all level crossing users. When developing a new standard, or amending an existing standard, account should be taken of other crossing features such as cattle guards (paragraphs 95a and 96a).</p>	<p>Network Rail have carried out a review in response to this recommendation. Network Rail propose no further action. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>2 19/12/2009 18/2010</p> <p>Near-miss on Victory level crossing, near Taunton, Somerset</p> <p>Status: Implemented</p>	<p>The purpose of this recommendation is to assist level crossing inspectors in the identification of hazards within the usable crossing surface that present hazards to small wheels and to better reflect the requirements of Network Rail Company Standard NR/L2/SIG/30017.</p> <p>Network Rail should enhance its level crossing inspection standards and checklist forms, and the data collection forms used in the level crossing risk assessment process, to highlight the potential hazards from inconsistent crossing surfaces to small wheels such as those on wheelchairs and children's pushchairs and arrange suitable training/briefing for staff using the forms (paragraphs 95b and 96b).</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 19/12/2009 18/2010</p> <p>Near-miss on Victory level crossing, near Taunton, Somerset</p> <p>Status: Implemented</p>	<p>The purpose of this recommendation is to evaluate the effectiveness and safety benefits of possible solutions for assisting users of level crossings who may have difficulty negotiating flangeway gaps.</p> <p>Network Rail should, taking account of research in this country and developments overseas (paragraph 83), review methods for minimising the hazards from the flangeway gap at level crossings, particularly those that are skewed relative to the roadway or path, to users with small-wheeled equipment, such as wheelchairs and pushchairs, with a view to evaluating the costs and benefits of options for improving the safety of users of level crossings (paragraph 95d).</p>	<p>Network Rail have carried out a detailed review urged by the recommendation and concluded that there is no suitable product available at present. However, Network Rail is committed to consider recent promising developments for use at skew crossings. 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**

4 19/12/2009 18/2010

Near-miss on Victory level crossing, near
Taunton, Somerset

Status: Implemented

Safety Recommendation

The purpose of this recommendation is for Network Rail to review and improve its arrangements for commissioning follow-up activities when safety-related work at level crossings has not been completed in accordance with an agreed specification.

Network Rail should conduct a review of the adequacy of its arrangements for addressing the timely correction of deficiencies when safety-related work at level crossings has not been completed in accordance with an agreed specification. Any reasonably practicable measures identified during this review should be implemented (paragraph 97).

**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.