

Recommendation Status Report: Collision between a train and a car at Beech Hill level crossing, near Finningley

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Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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	Collision between a train and a car at Beech Hill level crossing, near Finningley
Report Number	17/2013
Date of Incident	04/12/2012

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
17/2013/01	Closed - I	None	<p>The purpose of this recommendation is to replace, with LED units, all remaining 36 W wig-wags at level crossings, with those having 'Bliss' lenses a priority. Network Rail issued Special Inspection Notice SIN121 on 9 May 2013 to locate all such crossings on its infrastructure. This inspection is to be completed by 27 September 2013.</p> <p>Infrastructure managers should determine which level crossings are fitted with 36 W road traffic light signal (wig-wag) units or with 'Bliss' lenses and draw up a time bound plan so that their replacement with LED units is done as soon as possible, those with 'Bliss' lenses being dealt with first.</p>	<p>ORR has reported that Infrastructure managers have reported that they have 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>
17/2013/02	Closed - I	None	<p>The purpose of this recommendation is to devise a method of assessing the risk of a bright background and glare preventing wig-wags, and other crossing equipment, from being seen and propose means of mitigating this (eg higher powered LED wig-wags, barrier skirts or other means of improving barrier conspicuity).</p> <p>Infrastructure managers should put in place a method of identifying those locations where there is a significant risk from sunlight impairing the visibility of level crossing wig-wags and barriers, propose suitable mitigation measures where appropriate and implement these measures. The method should be based on suitable research and include specific consideration of the possibility of glare, and the wig-wags being seen against a bright background and the barriers against a dark background,</p>	<p>ORR has reported that infrastructure managers have reported that they have 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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			taking into account environmental factors and seasonal daytime variations. A programme of training and briefing of the staff carrying out the assessment should be implemented.	
17/2013/03	Closed - I	White	<p>The purpose of this recommendation is to introduce a new 'brighter' type of LED wig-wag for use at sites where sunlight glare has been identified as a factor.</p> <p>Infrastructure managers should, in conjunction with the other industry parties, develop a new type of wig-wag unit with higher luminous intensity than the existing LED units for use at crossings where high background luminance and sunlight glare is a particular problem, and install these units at the appropriate locations.</p>	<p>ORR has reported that Network Rail and Nexus have reported that they have 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>
17/2013/04	Closed - I	White	<p>The purpose of this recommendation is to ensure the inspection and maintenance process confirms that wig-wag light units continue to meet their specification (types other than 36 W, which will have been dealt with in Recommendation 1). This may be achieved by means of testing/inspection or by replacing lamps at the end of a defined service life.</p> <p>Infrastructure managers should enhance the inspection and maintenance process for wig-wag lamps to provide assurance that they continue to meet their specified performance standard.</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>