




Recommendation(s) Status: Collision between train and car at Beech Hill LC

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 ORR's report to RAIB)
<p>1 04/12/2012 17/2013</p> <p>Collision between a train and a car at Beech Hill LC, near Finningley</p> <p>Status: Implemented</p>	<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>
<p>2 04/12/2012 17/2013</p> <p>Collision between a train and a car at Beech Hill LC, near Finningley</p> <p>Status: Implemented</p>	<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, 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.</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>
<p>3 04/12/2012 17/2013</p> <p>Collision between a train and a car at Beech Hill LC, near Finningley</p> <p>Status: In-progress</p>	<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 Infrastructure managers have outlined the actions to be taken in response to the recommendation. ORR will continue to monitor implementation of this recommendation.</p>

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

4 04/12/2012 17/2013

Collision between a train and a car at Beech Hill LC, near Finningley

Status: In-progress

Safety Recommendation

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.

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.

Summary of current status (based on ORR's report to RAIB)

ORR has reported that Infrastructure managers have outlined the actions to be taken in response to the recommendation. ORR will continue to monitor implementation of this recommendation.