




Recommendation(s) Status: Fatal accident at Bayles and Wylies crossing

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 28/11/2012 19/2013</p> <p>Fatal accident at Bayles and Wylies FPC, Bestwood, Nottingham</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is that a review is carried out to determine the most effective means of warning persons who may be in the path of a tram.</p> <p>Where not currently the case, tram operators should review whether it is practicable and appropriate for a series of short, urgent, danger warnings, or other audible warning, to be sounded when there is a person on or close to the line who does not appear to be responding to a tram's approach. The review should take account of the human factors implications such as the method of operating the warning. Instructions to drivers should be updated accordingly and briefed as necessary (paragraph 95).</p>	<p>ORR has reported that tram operators have reported that they have completed actions taken 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 28/11/2012 19/2013</p> <p>Fatal accident at Bayles and Wylies FPC, Bestwood, Nottingham</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to improve the safety of pedestrian crossings crossed by tramways on segregated lines and where trams run at relatively high speed.</p> <p>Tram operators should review the marking of the boundary of pedestrian crossings crossed by segregated tramways where trams run at relatively high speeds. The review should assess the effectiveness of the means of demarcation in the following respects:</p> <ul style="list-style-type: none"> • indicating that a pedestrian is entering into a higher risk area; and • prompting pedestrians to look for approaching trams. <p>Where appropriate, the review, which should also take account of the emerging findings of RSSB's research project T984, should include identification of proposals to improve the effectiveness of the means of demarcation. Improvements that are appropriate and practicable should be implemented (paragraph 96).</p>	<p>Generally, tramway operators have carried out reviews to demonstrate that their existing arrangements are sufficient. Some operators have made some improvements. In reality, any additional changes that will be made will depend on the outcome of UK Tram's review of RSP 2 and Working Group 3A - Crossings. We have no timescale to check. \$w</p>
<p>3 28/11/2012 19/2013</p> <p>Fatal accident at Bayles and Wylies FPC, Bestwood, Nottingham</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is that the ORR's guidance on tramways be amended so that it gives guidance to tramway operators on the design of pedestrian crossings crossed by segregated tramways where trams run at relatively high speeds. The Office of Rail Regulation should, in conjunction with the UK tramway industry, ensure that its current guidance to tram operators on pedestrian crossings crossed by segregated tramways where trams run at relatively high speeds is reviewed and amended as necessary. The review should include consideration of the following factors:</p> <ul style="list-style-type: none"> • the means of indicating that a pedestrian is entering into an area of higher risk; and • the means of prompting pedestrians to look for approaching trams (paragraph 96). 	<p>ORR reports that it has reviewed existing guidance and concluded that the existing text along with the separate supporting guidance note on 'Pedestrian Safety' does already provide adequate guidance. ORR also reports that it has tentative agreement to transfer the management of RSP2 and the related guidance notes the industry body UK Tram. We currently await the restructuring of that body before handing over the documents. Once this occurs we expect there to be a review of the content to update it and bring it in line with current best practice, which will include reviewing RAIB findings. The RAIB disagrees that there is no scope to improve the existing guidance on design of level crossings it is clear that there is potential to improve safety by more clearly indicating the area of higher risk. The RAIB is urging that the ORR review its</p>

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

Safety Recommendation

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

conclusions in light of the recently published research (RSSB
T984). \$b

4 28/11/2012 19/2013

Fatal accident at Bayles and Wylies FPC,
Bestwood, Nottingham

Status: In-progress

The intent of this recommendation is for Network Rail and tram operators to issue guidance to their staff and contractors on the best way to illuminate pedestrian crossings while minimising any visual impairment of pedestrians when looking out for approaching trains/trams.

Network Rail and tram operators should provide guidance to their staff or other third party on the best means to illuminate pedestrian crossings, when necessary, taking into account the following factors:

- sufficient illumination of the crossing surface to enable pedestrians to see it;
- the possible impact on the visual capabilities of pedestrians using the crossing, in particular with respect to glare affecting their ability to detect approaching trains/trams; and
- relevant findings from RSSB research project T984 (paragraph 98).

ORR has reported that Network Rail and tram operators is taking suitable actions to address the recommendation although an accurate plan for full implementation has not been formulated.

ORR will advise when the status of this recommendation changes.