

## Recommendation(s) Status: Fatal accident at Athelney 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

<b>Implemented:</b>	All actions to deliver the recommendation have been completed.
<b>Implemented by alternative means:</b>	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
<b>Implementation ongoing:</b>	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
<b>In-progress:</b>	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.
<b>Non-implementation:</b>	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
<b>Awaiting response:</b>	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            21/03/2013    04/2014</p> <p>Fatal accident at Athelney level crossing, near Taunton, Somerset</p> <p>Status: Implementation ongoing</p>	<p>The intent of this recommendation is to reduce the risk resulting from extended waiting times at automatic level crossings, due to delays caused by the controls being 'out of synchronisation', which may encourage motorists to violate warnings.</p> <p>Network Rail should introduce measures to reduce the risk from extended operating times of automatic crossings caused by operation of a strike-in treadle by a train travelling away from the level crossing. This might include issuing suitable operating instructions to signallers for those crossings that might be affected or the installation of directional treadles. An engineered solution should be installed where reasonably practicable (paragraph 85a).</p>	<p>Although the ORR has reported that implementation of this recommendation is ongoing the RAIB is still unclear as to how this recommendation will be addressed in the timescales for completion. However, the RAIB notes the proposal that a technical procedural solution be found at all relevant AHB crossings.</p>
<p>2            21/03/2013    04/2014</p> <p>Fatal accident at Athelney level crossing, near Taunton, Somerset</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to identify how to improve public awareness of the availability of telephones to contact the signaller in non-emergency situations.</p> <p>Network Rail in conjunction with RSSB should review past and current research into level crossing signage and emergency communication with signallers and consider means of improving the presentation of public emergency telephones for non-emergency use at automatic level crossings (paragraph 85c). This might include changes to signage or to the location of telephones, and should take account of Rule 34 of the Highway Code.</p>	<p>ORR reports that Network Rail have carried out the review but has concluded that the phones at AHB crossings are there for emergency purposes primarily, and to indicate alternative uses might lead to abuse or possibly create risk. The RAIB is concerned that the actions taken have not met the intent of giving motorists an obvious way of contacting the signaller if AHBs were down for what seemed to be an abnormally long time (rather than driving around the barrier). \$b</p>
<p>3            21/03/2013    04/2014</p> <p>Fatal accident at Athelney level crossing, near Taunton, Somerset</p> <p>Status: Non-implementation</p>	<p>The intent of this recommendation is to improve public awareness of the availability of level crossing telephones for contacting the signaller in non-emergency situations.</p> <p>If the RSSB research into improving the presentation of public emergency telephones for non-emergency use at automatic level crossings (Recommendation 2) identifies that reasonably practicable improvements can be made, the Office of Rail Regulation should incorporate these into the level crossing guidance it publishes.</p>	<p>ORR has reported that ORR has reported that it proposes to take no action in response to the recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate. Tied to outcome of recommendation 2 which is under discussion between RAIB and ORR.</p>
<p>4            21/03/2013    04/2014</p> <p>Fatal accident at Athelney level crossing, near Taunton, Somerset</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to improve public awareness of the availability of the level crossing telephones at Athelney level crossing.</p> <p>Network Rail Western Route should modify the location of the pedestrian stop lines at Athelney level crossing as required to make these conform to the current guidance published by the Office of Rail Regulation (paragraphs 85c and 86a).</p>	<p>ORR has reported that 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>

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Inv Title / Current Status**

**Safety Recommendation**

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