

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 eight categories:

Key to Recommendation Status

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| 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| Superseded: | The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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 concerns on actions taken by organisations in response to recommendations are reflected in this report and are indicated by one of the following:

Red – RAIB has concerns that no actions have been taken in response to a recommendation.

Blue – 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.

White – The white triangle shows recommendations where the RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Recommendation Status Report



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| Report Title | Fatal accident at Athelney level crossing, near Taunton, Somerset |
| Report Number | 04/2014 |
| Date of Incident | 21/03/2013 |

| Rec No. | Status | RAIB Concern | Recommendation | RAIB Summary of current status |
|------------|-------------|--------------|--|---|
| 04/2014/02 | Closed - I | Blue | <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> |
| 04/2014/03 | Closed - NI | None | <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</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</p> |

Recommendation Status Report



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| | | | can be made, the Office of Rail Regulation should incorporate these into the level crossing guidance it publishes. | under discussion between RAIB and ORR. |
| 04/2014/04 | Closed - I | None | <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> |
| 04/2014/01 | Closed - I | None | <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>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> |