

Recommendation Status Report: Serious operational irregularity at Bagillt user worked crossing, Flintshire, involving an abnormally heavy road vehicle

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Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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	Serious operational irregularity at Bagillt user worked crossing, Flintshire, involving an abnormally heavy road vehicle
Report Number	11/2019
Date of Incident	17/08/2018

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
11/2019/01	Closed - I	None	<p>The intent of this recommendation is to ensure that Network Rail has a coherent and consistent process for managing the risks associated with large, low or slow-moving vehicles at user worked crossings with telephones.</p> <p>Network Rail should, if necessary assisted by RSSB, carry out a review of the way that it manages the risk of large, low and/or slow-moving road vehicle movements across user worked crossings that are equipped with telephones (UWC-T). This review should include consideration of:</p> <ul style="list-style-type: none"> Information that should be collected at crossings, and from authorised users, as part of Network Rail's risk management process, including: <ul style="list-style-type: none"> the crossing layout and other features likely to affect user crossing times; and the types of vehicle likely to use the crossing and the frequency of this use; How information collected at crossings should be communicated to signallers; The types and characteristics of vehicles which necessitate signal protection; 	<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>

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		<p>I the means by which signallers can obtain sufficient detail of vehicle characteristics and likely crossing time to make an informed decision about whether it is safe for the vehicle to cross, and whether signal protection is required; and</p> <p>I the information and instructions provided to users to help them judge whether their vehicle is ‘large, low or slow-moving’, and to give them a clear method of communicating this to the signaller.</p> <p>The findings of this review should be used to prepare a coordinated and time bound plan to implement improvements, including any necessary changes to standards and the Rule Book, revised training and guidance for signallers, and revised information and instructions to users. These improvements should seek to increase safety at UWC-T crossings, whilst also recognising the need to minimise unnecessary delays to crossing users (paragraphs 144, 145 and 146).</p>	
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