

Recommendation(s) Status: Train passed over Lydney level crossing with crossing barriers raised, 23 March 2011

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

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.
Insufficient response:	The end implementer has failed to provide a response; or has provided a response that does not adequately satisfy ORR that sufficient action is being taken to properly consider and address a recommendation.
Progressing:	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.
Other Public Body or Authority	The recommendation is also addressed to another public body or authority.
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 23/03/2011 20/2011</p> <p>Train passed over Lydney level crossing with crossing barriers raised</p> <p>Status: Implemented</p>	<p>This recommendation is intended to provide crossing and signal box instructions and training material which reflect equipment, routine operating practices and procedures required during degraded working.</p> <p>Network Rail should modify procedures so that:</p> <ul style="list-style-type: none"> a. routine reviews and updating of signal and crossing box instructions include verification, by engineering staff, that the instructions are compatible with the equipment provided; b. there is clear guidance on the information to be contained in all box instructions; c. training material is reviewed, and updated as necessary, concurrently with the associated box instructions; and d. reviews of box instructions and associated training material should be subject to checking, at least on a sample basis. (paragraphs 145d, 145e, 146, 147a, 149a and 150.) 	<p>Network Rail has reported that it has 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 23/03/2011 20/2011</p> <p>Train passed over Lydney level crossing with crossing barriers raised</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is that, when accepting documentary evidence that an individual (such as a crossing keeper) has dealt with particular situations in a competent manner, a sample of these situations should be reviewed to ensure that the individual actually acted appropriately.</p> <p>Network Rail should review and, if necessary, amend and/or augment existing processes so that, when documentary evidence is used to verify safety-critical competencies of operations staff, appropriate evidence (such as voice recordings) is examined for at least a proportion of the events covered by these documents (paragraphs 145d, 147a, and 147c).</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation.</p> <p>Office of Rail Regulation (ORR) proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>3 23/03/2011 20/2011</p> <p>Train passed over Lydney level crossing with crossing barriers raised</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is that, for both normal and degraded operating modes, signals protecting new and upgraded MCB crossings should return to danger if the crossing barriers are raised significantly above the fully lowered position.</p> <p>Network Rail should modify its standards and design practice so that signals protecting new MCB level crossings, and signals protecting MCB crossings upgraded in future, always show a stop aspect when the barriers are raised significantly above the fully lowered position (paragraph 145e).</p>	<p>ORR has reported that Network Rail has reported that it has 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>