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Ms Carolyn Griffiths
Chief Inspector of Rail Accidents
Rail Accident Investigation Branch
Block A, 2nd Floor
Dukes Court
Dukes Street
Woking GU21 5BH

Dear Carolyn

Investigation into the Safety of Automatic Open Level Crossings, Class Report

I write to provide an update¹ on the consideration given and action taken in respect of recommendation 4 addressed to ORR in the above report, published on 28 July 2011.

The annex to this letter provides details of the consideration given/action taken and reports that Network Rail is taking action to implement the recommendation.

ORR will continue to monitor the Network Rail plan; however, we will only provide further information to RAIB if we become aware that anything we have reported becomes inaccurate, in which case I will write to you again².

We expect to publish this response on the ORR website on 31 January 2013.

Yours Sincerely

Chris O'Doherty

¹ In accordance with Regulation 12(2)(b) of the Railways (Accident Investigation and Reporting) Regulations 2005

² In accordance with Regulation 12(2)(c)

Recommendation 4

The intention of this recommendation is to make sure that the development of digital red light enforcement equipment is not delayed unnecessarily and that it is installed at selected AOCLs with a high incidence of violations:

In collaboration with the police, Network Rail should, without unnecessary delay, complete the development of digital red light enforcement equipment and install it at selected AOCLs which have high levels of violations.

Brief Summary on what was previously reported to RAIB on 22 February 2012

1. Network Rail in its response on 5 October 2011 advised that:

Network Rail has included the development and roll out of Red Light Enforcement Equipment (RLEE) within its level crossing risk reduction plans for CP4 [Control Period 4: 2009-2014]. Funding is being sought at the September 2011 Investment Panel for a roll out programme.

Network Rail is working with the Association of Chief Police Officers (ACPO) to help source a Home Office approved RLEE camera and a client specification has been produced. The plan is to go to the 'market' in order to source a suitable camera system with 'back office' offence processing support and roll out cameras at high risk locations.

Timescale: by 31 May 2012.

Update

2. Network Rail provided further information on 4 September 2012 advising that:

This recommendation was due to close 31st May 2012; however, unfortunately it is not now anticipated to close until 31st March 2014 (see Progress Summary/Action Plan below).

As an interim mitigation measure, mobile enforcement vehicles are already on line and have been allocated to Level Crossings with a high incidence of violations.

Progress Summary:

- In December 2011 funding was approved at Investment Panel for development of a red light enforcement camera project*
- 150 priority locations identified for Phase 1 rollout*
- A strategy and remit was developed in collaboration with ACPO, BTP and the Home Office in early 2012*
- April 2012 an OJEU notice was issued for development of a red light enforcement camera*
- May 2012 provisional agreement was reached with the DVLA to progress further a joint project using existing technologies*
- July 2012 The Home Office agreed in principle to the use of a dual purpose device and project between Network Rail and DVLA*
- August 2012 A procurement strategy was agreed internally within Network Rail and a framework contractor identified*

- *August 2012 Type approval process commenced*

Action Plan:

- *November 2012 contracts to be in place with the framework contractor*
- *January 2013 Civils commence installation and the development of the back office function begins*
- *February 2013 operational trials commence at selected level crossings*
- *August 2013 indicative date for completion of type approval process and switch on of live system*
- *March 2014 National rollout and completion of recommendation.*

ORR Decision

3. After reviewing all the information received from Network Rail, ORR concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, Network Rail has:

- taken the recommendation into consideration; and
- is taking action to implement it.

ORR meet with the Head of NR level crossing team bi- monthly and with the Operations Director quarterly when progress with this recommendation is discussed. ORR will continue to monitor the Network Rail plan; however, we will only provide further information to RAIB if we become aware that anything we have reported becomes inaccurate.

Status: *Network Rail is taking action to implement the recommendation*