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Mr Andrew Hall  
Deputy Chief Inspector of Rail Accidents  
Cullen House  
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Hampshire GU11 2HP

Dear Andrew,

**RAIB Report: Collision at Buttington Hall user worked crossing, Welshpool**

I write to provide an update<sup>1</sup> on the action taken in respect of recommendation 1 addressed to ORR in the above report, published on 27 March 2014.

The annex to this letter provides details of the action taken. The status of this recommendation is now '**Implemented**'. We do not propose to take any further action in respect of this recommendation unless we become aware that any of the information provided becomes inaccurate, in which case I will write to you again.

We will publish this response on the ORR website on 16 October 2015.

Yours sincerely,

**Andrew Eyles**

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

## Recommendation 1

*The intent of this recommendation is that main line railway infrastructure managers understand the true risk at times of intensive use of user worked crossings.*

Network Rail and Northern Ireland Railways should review and improve their processes for assessing the risk at user worked crossings so that the increased risk during periods of intensive use (e.g. during harvest) is properly taken into account.

This recommendation may also be applicable to other infrastructure managers.

## Brief Summary on what was previously reported to RAIB

1. On 13 October 2014 ORR reported to RAIB that the status of recommendation 1 was 'Implementation on-going'. Network Rail had signified its intent to develop a methodology to identify level crossings that are likely to be subject to intensive use, the likely impact of that use and the identification of appropriate risk controls. The expected timescale for completion of this work was 30 April 2015.

## Update

2. On 30 April 2015 Network Rail provided the following information:

*Controlling the risk at user worked crossings relies on assessment by Level Crossing Managers (LCM) in the Routes. The National Level Crossing Team (NLCT) have engaged with Northern Ireland Railways, the National Farmers Union and Route colleagues to develop guidance for managing safety at user worked level crossings during periods of intensive use. During the development of the guidance the NLCT used examples of good practice already in use in some of the Routes.*

*The guidance includes good practice concerning:*

- *proactive stakeholder engagement,*
- *assessing if use is intensive,*
- *a question set for use in assessing the change in use,*
- *modelling the risk in ALCRM,*
- *selecting appropriate modified methods of working or risk controls,*
- *documenting additional controls,*
- *example template for modified method of working,*
- *examples of instructions for modified methods of working,*
- *briefing controls to Authorised User (s),*
- *withdrawing additional controls after intensive use has ceased.*

*The guidance has been made available to LCMs on the Level Crossings Hub and was also briefed at the Route Level Crossing Managers meeting on 30 April 2015 which was attended by the Route Level Crossing Managers and/or*

*the Operations Risk Advisors, to then cascade and brief the guidance to their teams.*

## **ORR decision**

3. ORR is content that Network Rail has introduced guidance for the Level Crossing Manager community, on both assessing and addressing the risk at user worked crossings of increased risk during periods of intensive use. The guidance is 'LCG12 Good Practice for Managing Safety at User Worked Crossings During Periods of Intensive Use.'



LCG 12 Intensive use  
at UWCs guidance - Is

4. The guidance has been subject to consultation within the level crossing community, and is considered to address the issue. The process requires risk assessors to be proactive and to consider sources of information as follows to identify the likelihood of periods of intensive use:

- engagement with Authorised Users;
- signallers/signal box records;
- surveillance Cameras;
- liaison with TOCs and train drivers; and
- Mobile Operations Managers, P-Way and other frontline staff.

5. The document includes information regarding cropping seasons for use in discussions with Authorised Users. Guidance is given and a question set provided on how to gauge whether use is or is not to be regarded as intensive. This incorporates engagement with LOMs or OMs to consider signaller workload.

6. At the conclusion of this process the assessor should be in a position to decide:

- whether the use is intensive; and
- if existing controls remain suitable or whether additional controls are required;

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

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

**Status: Implemented.**