

**Andrew Eyles**  
**RAIB Relationship and Recommendation Handling  
Manager**

Telephone 020 7282 2026

E-mail [andrew.eyles@orr.gsi.gov.uk](mailto:andrew.eyles@orr.gsi.gov.uk)

11 August 2015



Mr Andrew Hall  
Deputy Chief Inspector of Rail Accidents  
Cullen House  
Berkshire Copse Rd  
Aldershot  
Hampshire GU11 2HP

Dear Andrew,

**RAIB Report: Fatal accident at Gipsy Lane footpath crossing, Needham  
Market, Suffolk**

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 18 July 2012.

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 these recommendations 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 17 August 2015.

Yours sincerely,

**Andrew Eyles**

---

<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 for Network Rail to improve the safety of pedestrians at Gipsy Lane crossing.*

Network Rail should arrange for the closure of Gipsy Lane footpath crossing.

If Network Rail is not granted permission by the local council to close Gipsy Lane footpath crossing, it should take appropriate risk-reduction measures so that pedestrians have sufficient time to cross safely, and are adequately warned of approaching trains.

### Brief Summary on what was previously reported to RAIB

1. On 9 June 2014 ORR reported to RAIB that Network Rail anticipated that a ramped footbridge would be in place by 30 November 2014.
2. On 19 December 2014 ORR reported that this option had stalled as the footbridge faced opposition from almost every stakeholder. Suffolk County Council (SCC) would only support an underpass, and this was a solution favoured by all stakeholders. Although initially considered prohibitively expensive Network Rail was recosting the scheme with a possible financial contribution being made by SCC. Six months had been allowed for the completion of this financial review. Pending resolution of this situation a Temporary Speed Restriction (TSR) would remain in place.

### Update

3. On 9 June 2015 Network Rail provided an update that this work remains at the feasibility stage. Network Rail is now carrying out another feasibility study on a 1 in 15 and a 1 in 20 underpass, and is due to meet the local working group with these details before the end of 2015. Any long term solution is not likely to be in place until the end of 2017 at the earliest.
4. The current TSR of 50 mph will remain in place and Network Rail is currently in the process of implementing this as a Permanent Speed Restriction (PSR).

### ORR Decision

5. ORR is content that by implementing the current TSR and planning to make this permanent, thereby improving the sighting time at Gipsy Lane Level Crossing, Network Rail has taken appropriate action to mitigate the risk as required by the recommendation. ORR also notes that Network Rail is seeking a longer term solution to fully mitigate the risk.
6. 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
  - has taken action to implement it.

**Status: *Implemented.***