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14 February 2017



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

Dear Andrew,

RAIB Report: Collision between a train and a car at Jetty Avenue level crossing, Woodbridge, Suffolk, 14 July 2013

I write to provide an update¹ on the action taken in respect of recommendation 3 addressed to ORR in the above report, published on 15 December 2014. The annex to this letter provides details of the action taken regarding this recommendation, the status of which 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 15 February 2017.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Oliver Stewart', written in a cursive style.

Oliver Stewart

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

Recommendation 3

The intent of this recommendation is for Network Rail to provide those responsible for checking level crossing signage with information in a user-friendly format needed to establish the signage required at each level crossing.

Network Rail should review, and if found necessary, modify its processes so that staff checking level crossing signage have a practical and easily used means of establishing the signage required at each crossing they are inspecting.

ORR decision

1. Network Rail have produced appropriate guidance for Level Crossings Manager and other competent persons responsible for the risk assessment, asset inspection or assurance of User Worked, Bridleway and Footpath level crossings. Arrangements have been made for the guidance to be briefed out to Level Crossing Managers and other competent persons as necessary.

The guidance should assist decision making to determine that:

- Mandatory signage is present in accordance with legislative requirements
- Non-mandatory signage is provided only where it is essential and relevant so as to minimise clutter, distraction or confusion
- Signage is positioned optimally so as to clearly convey information to users

2. After reviewing the information provided ORR has 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.

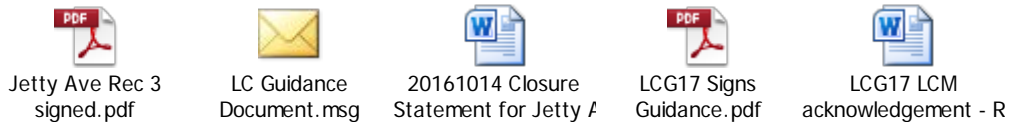
Status: Implemented.

Previously reported to RAIB

3. On 10 December 2015 we reported that draft guidance on establishing the required signage at level crossings, which includes guidance on bespoke signage, has been produced and will be issued to staff by 16 January 2016.

Update

4. Following timescale extensions, Network Rail provided the following closure statement and supporting documents on 23 November 2016:



5. Network Rail state in summary the following:

In response to this recommendation, Network Rail has compiled a LC Guidance document (LCG17) to:

- *Provide guidance on sign positioning;*
- *As a reference point for Level Crossing Manager's and other competent persons responsible for the risk assessment, asset inspection or assurance of User Worked, Bridleway and Footpath level crossings;*
- *Assist with the assessing of the effectiveness of current signage*

The Central LC Team have compiled this new Guidance document based on existing Standards, Guidance, ORR Guidelines and other Level Crossing Acts.

What guidance has been produced?

- a. *LCG17 Provision and Positioning of Signage at User Worked, Bridleway and Footpath level crossings*