

Chris O'Doherty
RAIB Relationship and Recommendation Handling
Manager

Telephone: 020 7282 3752
e-mail: chris.o'doherty@orr.gsi.gov.uk

30 January 2014

Ms Carolyn Griffiths
Chief Inspector of Rail Accidents
Cullen House
Berkshire Copse Rd
Aldershot
Hampshire GU11 2HP

Dear Carolyn,

Incident at Llanbadarn Automatic Barrier Crossing (Locally Monitored), near Aberystwyth, 19 June 2011

I write to provide an update¹ on the consideration given and action taken in respect of recommendation 1 addressed to ORR in the above report, published on 27 June 2012

The annex to this letter provides details of the consideration given/action taken in respect of recommendation 1 where the status of the recommendation is:

- *In Progress* - ORR to update RAIB by 30 September 2014

We will publish this response on the ORR website on 13 February 2014.

Yours Sincerely

Chris O'Doherty

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

Recommendation 1

The intention of this recommendation is that high risk locally monitored automatic crossings in areas signalled by ERTMS [European Rail Traffic Management System] should be provided with an engineered safeguard to reduce the risk of train driver error.

Network Rail should develop an engineered safeguard to reduce the risk of trains being operated under ERTMS passing over locally monitored automatic crossings (i.e. AOCL [Automatic Open level, locally monitored] and ABCLs [Automatic barrier crossings, locally monitored]) when the crossings have not operated.

This solution should then be applied at Llanbadarn ABCL crossing and, if appropriate, at higher risk crossings on the Cambrian lines and as part of future ERTMS installations.

Assessments of risk should include an evaluation of human factors, previous history, including recorded incidents and accidents.

Brief Summary on what was previously reported to RAIB on 17 October 2013

Network Rail advised that the Route Asset Manager's team has met with Ansaldo (the ERTMS supplier) to discuss details of the proposal for an engineering solution for the Llanbadarn level crossing; this included the standard and compatibility of the equipment to be designed and installation timescales. Ansaldo were informed that, should this be successful, this would be regarded as a trial installation for similar installations at other sites.

Update

1. ORR is receiving regular updates from the Wales Route Asset Manager (S&T) which shows that implementation of the engineering solution is in progress. Final commissioning is planned for June 2014, although it should be noted that this is reliant upon the equipment supplier, Ansaldo, delivering the Lineside Encoder Unit in May 2014.
2. The engineering solution was planned to be in place by the end of 2013. However it had to be delayed until May 2014 due to Ansaldo being unable to supply the equipment.

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.

Status: *In Progress* - ORR to update RAIB by 30 September 2014