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29 August 2014

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

Dear Carolyn,

RAIB Report: Incident at Llanbadarn Automatic Barrier Crossing (Locally Monitored), near Aberystwyth

I write to provide an update¹ on the action being taken in respect of recommendations 1 addressed to ORR in the above report, published on 18 July 2012.

The annex to this letter provides details of the action being:

- Recommendation 1 is 'Implementation on-going'. We expect to confirm the actions to address this recommendation have been completed by 19 December 2014.

We will publish this response on the ORR website on 12 September 2014.

Yours Sincerely,

Paul Appleton

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 30 January 2014

1. ORR was receiving regular updates from the Wales Route Asset Manager (S&T) which showed that implementation of the engineering solution was in progress. Final commissioning was planned for June 2014, although it was noted that this was reliant upon the equipment supplier, Ansaldo, delivering the Lineside Encoder Unit in May 2014.

Update

2. On 24 June 2014 Network Rail provided an update stating that:

The design and the subsequent deployment of [the engineering solution at] Llanbadarn is more complex than originally understood. The idea is simple but to ensure it is designed to provide what is wanted at this site and potentially other sites some guidance had to be written. In particular consideration of how the train would react and when, had to be thought through to prevent unnecessary braking demands.

There has also been a delay issuing a contract to the Contractor Ansaldo for the works. An annual fee of £150k/annum is being sought from Ansaldo to maintain resources, tools and tests benches in operational condition and for the exclusive use of Network Rail requirements under the Framework contract. The danger in not agreeing to this is that the tools and tests benches in particular, may be unavailable for Network Rail requirements in the timescales required for each commission as they may be in use by other Ansaldo clients. To negate any further delay the Project are going to vary an existing contract with Ansaldo to expedite matters.

Due to this, and the longer than expected investigation with Ansaldo, the Commissioning has now moved back from June 2014 to October 2014.

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. To be commissioned in October 2014.*

Status: *Implementation on-going.*