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

Dear Carolyn,

RAIB Report: Road vehicle incursion and subsequent collision with a train at Stowmarket Road, 30 November 2011

I write to provide an update¹ on the action being taken in respect of recommendation 3 addressed to ORR in the above report, published on 21 November 2012.

On 3 October 2014, Network Rail provided ORR with an update, which can be found in the annex to this letter.

The status of recommendation 3 remains as 'Implementation on-going' (Completion date: 31 December 2016) and ORR will continue to monitor Network Rail's actions to address this recommendation.

We will publish this response on the ORR website on 14 November 2014.

Yours Sincerely,

Chris O'Doherty

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

Recommendation 3

The purpose of this recommendation is for Network Rail to validate its existing list of locations with significant RVI [Road Vehicle Incursion] risk.

Network Rail should review its current data on road vehicle incursion sites, possibly making use of recent internet tools (e.g. Google Earth / Street View); to determine whether its knowledge of all current road vehicle incursion locations is complete and to assess any that had not previously been considered.

Update

1. On 18 August 2014 ORR asked Network Rail to provide a time bound plan for the further scoring of the 739 potential high risk sites, which the Routes were managing through 'business as usual'. On 3 October 2014, Network Rail stated that:

The project completed by Network Rail in response to Recommendation 3 from the Stowmarket Road Vehicle Incursion Incident used internet based tools and IT systems to identify additional sites previously not included in our register. Following identification, each site meeting the criteria for scoring (6700No.) has been individually assessed using the established methodology for RVI risk scoring. It is the completion of this exercise which has led to the identification of 739 No. sites assessed as high risk (i.e. scoring >90 in accordance with the established RVI scoring method).

It is on this basis of completion of the above that Network Rail advocated the closure of recommendation No. 3.

The further works to be undertaken as business as usual, noted in the original closure statement and expanded below, provide details of Network Rail's intention for on-going management of the identified sites.

The 6,700 No. sites identified and scored through work undertaken in response to Stowmarket RAIB recommendation 3 are split between public and private sites.

For Public Sites

It is Network Rail's proposal to include the management of these sites within its current programme to mitigate the risk of high risk sites by the end of CP5 (March 2019). Individual routes will need to have verified the adequacy of the initial scoring and carry out individual site specific risk assessments to identify suitable mitigation measures by March 2016 which allows 3 financial years to engage local authorities, agree mitigation schemes, and undertake the agreed physical works.

For Private Sites

Network Rail is currently updating its requirements for the management of the risk of road vehicle incursion in an update to Letter of Instruction NR/BS/LI/306 which now includes specific management requirements for RVI risk at private sites. The updated document stipulates that the management of private sites be undertaken in accordance with following dates for the initial identification and phased risk assessment of sites: -

28 February 2015: Check adequacy of the initial identification of sites undertaken by Network Rail centre and route teams.

- 30 June 2015: Complete Phase 1 of risk assessments based on readily available electronic data where additional sites are identified.
- 31 March 2016: Complete Phase 2 site specific risk assessments for those locations scoring > 95 or with a line speed >90mph.
- 31 December 2016: Complete Phase 2 site specific risk assessments for all other sites scoring >90.

All 6,700 No. sites assessed through the Stowmarket RAIB recommendation 3 exercise, including the 739 high risk sites (scoring >90), will be validated by Route Teams and prioritised appropriately for further site specific risk assessment within this larger overall programmes detailed above.

We hold regular meetings with the ORR for Road Vehicle Incursion and will report on progress at this forum.

ORR Decision

2. After reviewing all the information received 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. (*Completion date: 31 December 2016*)

Status: Implementation on-going. ORR will continue to monitor Network Rail's actions to address this recommendation.