



OFFICE OF RAIL AND ROAD

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

Dear Andrew,

RAIB Report: Train passed over Lydney level crossing with crossing barriers raised

1. I am writing to provide an update¹ on the action taken in respect of recommendation 3 addressed to ORR in the above report, published on 15 December 2011.

The intent of this recommendation is that, for both normal and degraded operating modes, signals protecting new and upgraded MCB crossings should return to danger if the crossing barriers are raised significantly above the fully lowered position.

Network Rail should modify its standards and design practice so that signals protecting new MCB level crossings, and signals protecting MCB crossings upgraded in future, always show a stop aspect when the barriers are raised significantly above the fully lowered position.

2. On 27 November 2012 we reported to RAIB that Network Rail had proposed the non-implementation of this recommendation and that ORR was considering this position. At that time the status of recommendation 3 was 'In progress'.

3. On 1 December 2015 ORR was informed by Network Rail that after an internal review it had re-opened recommendation 3. The following action plan has been provided, with a target completion date of 31 December 2017:

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

Network Rail will be amending the required controls for signals protecting all MCB type design requirements. The following is the intended control for normal working:

When the "Crossing Clear" function is positively confirmed, or the level crossing is in degraded working and interlocking controls are disabled, and the level crossing barriers are raised above 42 degrees from horizontal, all protecting signals shall be replaced to red.

It will be necessary to carry out further assessment on the requirements for degraded working, though it is likely that the main principles will not be altered since existing requirements for these all ensure that the protecting signals do not clear under these circumstances. While barriers are in a position between 0 and 42 degrees from horizontal, this is in conjunction with the operation of flashing red road lights.

The detailed work required to assess all the requirements to change the controls will be added to the workbank for change to the relevant Network Rail Standard documents, currently NR/L2/SIG/11201/ModX02, NR/L2/SIG/11201/ModX21 and NR/L2/SIG/11201/ModX22. However, it is envisaged that Network Rail will be incorporating the requirement into revised requirements arising from a revised suite of documents that set requirements in documents for level crossing principles and design requirements that will supersede the current Standards.

4. In the light of this information ORR considers that Network Rail is taking action to implement recommendation 3, and that the status of this recommendation is now **'Implementation ongoing'**. ORR will advise RAIB when further information is available regarding actions being taken to address these recommendations.
5. We will publish this response on the ORR website on 31 March 2016.

Yours sincerely,



Andrew Eyles