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8 October 2019



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

Dear Andrew,

RAIB Report: Collision at Buttington Hall user worked crossing, Welshpool on 16 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 27 March 2014.

The annex to this letter provides details of the action taken regarding the recommendation. The status of recommendation 3 is '**implemented**'.

We do not propose to take any further action in respect of the recommendation, unless we become aware that any of the information provided has become inaccurate, in which case I will write to you again.

We will publish this response on the ORR website on 9 October 2019.

Yours sincerely,

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 that the revised method of working devised in response to recommendation 2 is included in the level crossing risk management toolkit as a potential mitigation measure.

RSSB should review, and improve where appropriate, measures in the level crossing risk management toolkit that are designed to mitigate the risk at user worked crossings at times of intensive use.

ORR decision

1. In response to Buttington Hall recommendation 2 Network Rail produced a good practice guide for level crossing managers and authorized users of User Worked Crossings during intensive periods of use, such as harvest time. Network Rail have incorporated the guidance into their Level Crossing Manager training syllabus, but at the time chose not to include it in level crossing risk management toolkit (LXRMTK) as it was not considering the human factors of level crossing use.
2. RSSB has now incorporated the guidance into the Level Crossing Risk Management Toolkit, which addresses recommendation 3.
3. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, RSSB has:
 - taken the recommendation into consideration; and
 - has taken action to implement it.

Status: Implemented.

Previously reported to RAIB

4. ORR reported the following on 13 October 2014:

On 22 May 2014, RSSB provided the following information:

RSSB is planning to start work on its upgrade of the level crossing risk management toolkit (LXRMTK) in June 2014 and has made its supplier aware of recommendation 3.

RSSB will work closely with Network Rail and the supplier for the upgrade to ensure that any mitigation(s) are incorporated within a research project and introduce new mitigation(s), as appropriate, within the LXRMTK.

If, for some reason, further mitigation(s) is established after the timescale of the project, the mitigation(s) will be promptly introduced into the LXRMTK when received from Network Rail.

On 2 July 2014, RSSB provided a timescale to carry out the research project. *The project commenced on 2 July 2014 and RSSB expect to complete a review and have the updated LXRMTK on its website in the first (calendar) quarter of 2015.*

Update

5. ORR has verified that RSSB has incorporated appropriate guidance into the attached Level Crossing Risk Management Toolkit.



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Buttington Hall Rec

Previously reported to RAIB

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RSSB should review, and improve where appropriate, measures in the level crossing risk management toolkit that are designed to mitigate the risk at user worked crossings at times of intensive use.

Actions being taken to address the recommendation

1. On 22 May 2014, RSSB provided the following information:
RSSB is planning to start work on its upgrade of the level crossing risk management toolkit (LXRMTK) in June 2014 and has made its supplier aware of recommendation 3.

RSSB will work closely with Network Rail and the supplier for the upgrade to ensure that any mitigation(s) are incorporated within a research project and introduce new mitigation(s), as appropriate, within the LXRMTK.

If, for some reason, further mitigation(s) is established after the timescale of the project, the mitigation(s) will be promptly introduced into the LXRMTK when received from Network Rail.

On 2 July 2014, RSSB provided a timescale to carry out the research project. *The project commenced on 2 July 2014 and RSSB expect to complete a review and have the updated LXRMTK on its website in the first (calendar) quarter of 2015.*

Timescale: 31 March 2015

ORR decision

2. After reviewing information received ORR has 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 by 31 March 2015.

Status: Implementation on-going. *ORR will advise RAIB when actions to address this recommendation have been completed.*