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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: Fatality at Johnson's footpath crossing near Bishop's Stortford, Hertfordshire**

I write to provide an update<sup>1</sup> on the action taken in respect of recommendation 3 addressed to ORR in the above report, published on 13 December 2012.

The annex to this letter provides details of the action taken. The status of this recommendation is now '**Implemented**'. We do not propose to take any further action in respect of this recommendation unless we become aware that any of the information provided becomes inaccurate, in which case I will write to you again.

We will publish this response on the ORR website on 16 October 2015.

Yours sincerely,

**Andrew Eyles**

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

### Recommendation 3

*The intent of this recommendation is to make a comprehensive set of risk reduction measures available to level crossing managers.*

Network Rail, in consultation with RSSB, should review the thirteen level crossing risk reduction options identified in RSSB's research report T730 [Understanding human factors and developing risk reduction solutions for pedestrian crossings at railway stations – June 2009], to determine whether or not each option should be included as a mitigation available to those responsible for managing the risk at level crossings (paragraph 75b). Network Rail should embed the findings of this review in its management of level crossing risks, and communicate these changes to all relevant staff. Guidance should be provided to the relevant staff on potential costs and benefits, as well as the specific circumstances in which each measure might be effective.

### Brief Summary on what has been previously reported to RAIB

1. On 2 April 2013 ORR reported to RAIB that the National Level Crossing Team, in conjunction with RSSB, will review the thirteen level crossing risk reduction options identified in the RSSB report T730 and determine whether or not each option should be included as a mitigation available to Level Crossing Managers (LCMs). The findings of this review were to be communicated and embedded into the management of level crossing risks. On 9 June 2014 ORR reported the Level Crossings Risk Management Toolkit (LXRMTK) was due to be updated in February 2015 to reflect the findings of the completed review and that the proposed changes had been communicated out. ORR undertook to advise RAIB when the next upgrade of the LXRMTK was available.

### Update

2. ORR has reviewed the content of the publicly available version of the LXRMTK (<http://www.lxrmtk.com>) and the associated Risk Mitigation Measure (RMM) ID number is given below to provide assurance that the relevant T730 item has been addressed:

- Automatic-locking gates (very specific cases only for example where closure of high risk crossings cannot be achieved) **LXRMTK RMM ID 30;**
- Fencing: platform ramp edges **LXRMTK RMM ID 10;**
- Fencing: channel user to the decision point **LXRMTK RMM ID 10;**
- Fencing: chicanes **LXRMTK RMM ID10;**
- Back-to-back lights **LXRMTK RMM ID34;**
- Side-to-back lights (the same as back-to-back lights with different orientation) **LXRMTK RMM ID34;**

- Providing MSLs **LXRMTK RMM ID89**;
- Additional audible warnings at MSLs triggered by user presence at the decision point **LXRMTK RMM ID92**;  
*Note: No technology currently available to deliver audible warning triggered by user presence – currently triggered by approach of each train.*
- Station announcements giving warnings about crossing **LXRMTK RMM ID70**;
- Platform announcements giving warnings about crossing **LXRMTK RMM ID70**;
- ‘Another train coming’ combined active visual and audible warning **LXRMTK RMM ID98**;
- Providing audible warning at existing MSLs where there is currently none **LXRMTK RMM ID 92**; and
- Provide crossing surface as a single block of distinctive colour to mark the decision points and more clearly distinguish the crossing from platform areas **LXRMTK ID13**.

3. As an example of the content including guidance on potential costs and benefits, as well as the specific circumstances in which each measure might be effective, please see below the following printout of LXRMTK Back To Back MSLs LXRMTK Risk Mitigation Measure ID 34. Also below is a copy of the briefing presentation provided to level crossing managers on the new LXRMTK content.



Back To Back  
MSLs.pdf



Johnsons 3 mapping  
LCM brief and team br

## **ORR Decision**

4. After reviewing all the 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
- taken action to implement it.

***Status: Implemented.***