

Central Government Review of the Safety of UK Level Crossings

Central Government examined safety at Level Crossings in 2013

Ordered by the House of Commons –16 reports issued to date.

Written evidence & interviews etc. were provided by Network Rail and other organisations

Evidence was heard from the families of people killed and severely injured at level crossings

The 11th report was Safety at Level Crossings, published on 7th March 2014 with 26 recommendations



Report Structure



Introduction

Acknowledges that the number of fatalities at level crossings has fallen from 2008/09 – 2012/13

LCs account for ½ of accidental fatalities on the railway over that same period

LCs: an overview

Provides a high level description of level crossings

Applicable legislation; LC Act 1983, HASAW etc Act 1974, the Equalities Act 2010

Comparison of UK level crossing safety with other European railways.

Making LCs safer

Criticises the ALCRM risk scores as not being readily understandable

Acknowledges that NR are developing more complete 'narrative' risk assessments

Concern expressed about data and assumptions in risk assessment methodology

Helping people use LCs safely

Pedestrians unclear about Decision Points or where to stand at public road crossings

Explains that warnings given by train horn at whistle boards are particularly unreliable

Driver education – DVLA should incorporate LCs into the highway code perception test

The aftermath of accidents

The report calls on the CEO to apologise to families NR have let down

The government should be subject to a statutory duty of openness and transparency

NR to consider an appropriate level of legal considering impact on bereaved families

Conclusions

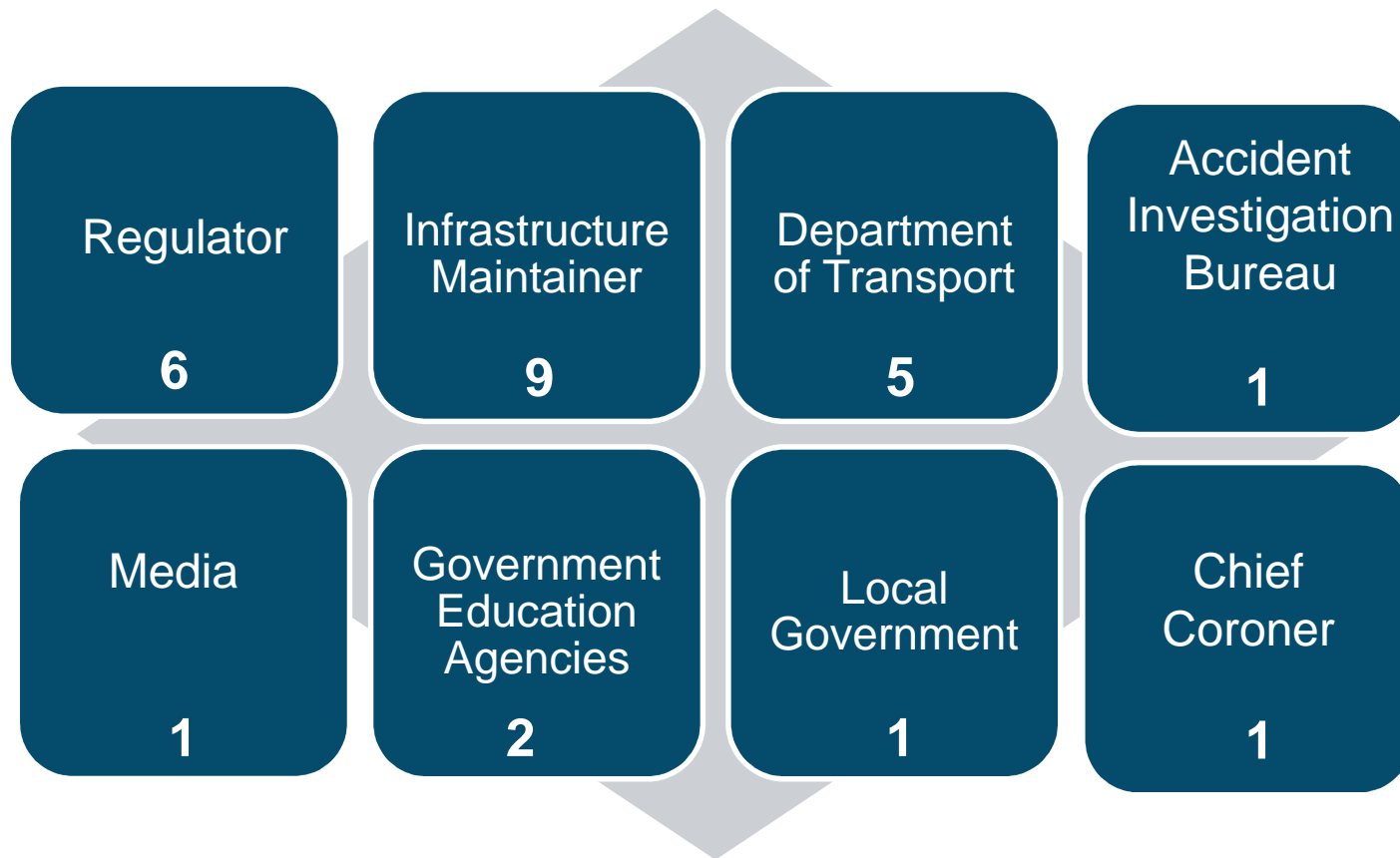


- Safety has greatly improved in the last 5 years.
 - * Calls on government & industry to adopt 'target zero' by 2020

Welcomes the duty of co-operation on railway operators traffic authorities and highways authorities

- Network Rail must be transparent about how it identifies high risk crossings for improvement. The regulator should also improve it's grip on overseeing how NR identifies the highest risk crossings and focuses improvements
- Use of language, specifically, "misuse" is no longer used and is replaced by "deliberate misuse" for wilful violations and "accident" for error based incidents
- Network Rail (through the British Transport Police) must do more to improve communication with bereaved families

26 Recommendations



Copy of full report:

<http://www.parliament.uk/business/committees/committees-a-z/commons-select/transport-committee/news/level-crossings---network-rail-apology/>

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Safety of Level Crossings Committee

DURATION: 1 HOUR, 45 MINUTES
Recorded coverage of the Transport select committee session on safety at level crossings with evidence from the Rail Safety and Standards Board, the Office of Rail Regulation, Network Rail and Transport Minister Stephen Hammond, from Monday 4 November.

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Network Rail 'must apologise' to bereaved families over level crossing deaths

Network Rail must apologise for treating families of level crossing accident victims with "callous disregard", MPs say

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Families at crossing inquiry

The families of young people killed and seriously injured on the region's level crossings gave personal evidence at a parliamentary inquiry on Monday 21 October.

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Still a "massive amount" to do on level-crossing safety, says mother



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Network Rail had 'callous disregard' for level crossing deaths, say MPs

Track operator sharply criticised in report with particular attention placed on deaths

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Publication date: 7 March 2014

Author: Network Rail

Network Rail apologises for past failings on level crossing safety