Central Government Review of the Safety of UK Level Crossings
Ordered by the House of Commons – 16 reports issued to date.

Central Government examined safety at Level Crossings in 2013

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

Regulator 6
Infrastructure Maintainer 9
Department of Transport 5
Accident Investigation Bureau 1
Media 1
Government Education Agencies 2
Local Government 1
Chief Coroner 1

Copy of full report:
Leveraging Publicity

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.

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

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