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9 December 2013

Dear

Thank you for your request of 24 October 2013 and please accept my apologies for the delay in responding. You requested a copy of the latest risk assessment for the railway level crossing on the C32 at Bramley, Hampshire. You also requested the following information:

- a) What risk assessment score was given to the crossing?
- b) Please provide detail of how the risk assessment has informed the type of barrier and timings settings of the barrier operation.
- c) Please provide a copy of the specifications linked to the risk assessment outcomes.
- d) What are the timing setting requirements for level crossings in the UK, and who decides these.

Network Rail is not covered by the Freedom of Information Act, so we don't deal with requests in the same way as other bodies which are. Nevertheless, our focus is on proactively disclosing information as if we were bound by the Act hence we strive to adopt the same principles.

I can confirm that Network Rail holds the information you requested. Please find enclosed the latest risk assessment for the railway level crossing on the C32 at Bramley, Hampshire.

I will answer each question using the lettering above.

a) The risk assessment score is G3 whereby the letter refers to 'individual risk' and the number refers to 'collective risk'. Individual risk relates to the probability of a fatal accident to a single level crossing user and ranges from A (highest probability) to M (zero probability). Collective risk relates to the combined risk to all users that traverse the crossing; including pedestrians, road users, train staff and train passengers. Collective risk ranges from 1 (highest risk) to 13 (zero risk).

b and d) The crossing was upgraded from an automatic half barrier to a full barrier crossing in November 2002. The decision to upgrade to a fully controlled crossing with full barrier protection was based on the level of road usage, predicted road usage and incident history at the crossing. This decision was made jointly between Her Majesty's Railway Inspectorate (now the Office of Rail Regulation) and Network Rail (as the railway operator), with consultation undertaken with the responsible Highways Authority.

The initiation of the level crossing sequence, which includes lowering of barriers, is determined by Signalling design. Timings must therefore meet regulatory requirements and will be influenced by train speeds and stopping and non-stopping patterns. The barrier timings are monitored by Level Crossing Managers as part of their asset management duties.

During the Autumn, at some locations where leaf fall is a known issue, additional safety measures are put in place to guard against trains overrunning stations when the crossing is open to level crossing users.

At all times we try to maintain the right balance between safe train running and minimising delay to road and pedestrian users.

c) The output of the risk assessment is attached and explained in part a) above. It should be noted that a fully controlled crossing with full barrier protection is one of our safest crossing types; being appropriate for such a busy location as Bramley.

I hope that this information is suitable to your needs. Should you have any further queries in relation to this please do not hesitate to contact me on the details provided.

Yours sincerely

Hannah Draper
Transparency Advisor