

## **THE PROPOSED NETWORK RAIL (SUFFOLK LEVEL CROSSING REDUCTION) ORDER**

### **Identification of High Risk Level Crossing and the Frequency of Risk Assessments**

1. During the course of Mr Prest's cross examination, the inspector requested further details to clarify the Network Rail position on identifying high risk level crossings and the frequency of risk assessments.
2. The table in paragraph 3.4 of Mr Prest's Proof of Evidence (NR31-1) outlines that the frequency of risk assessments are based upon a hierarchy of calculated risk to the individual user or users of level crossings. It is therefore those crossings that demonstrate the highest levels of calculated risk which are assessed most frequently (under the Red category). This approach offers Network Rail a consistent risk based methodology in the undertaking of its level crossing safety assessments.
3. The assessment frequencies driven by calculated risk are minimum requirements; the process does not preclude the use of qualitative judgement which may lead to increased risk assessment frequencies at crossings which generate lower calculated risk outputs.
4. The move to a balanced qualitative and quantitative risk assessment, achieved through the introduction of level crossing managers and Narrative Risk Assessments, means that there has been a move away from the ALCRM score determining the frequency of crossing inspections. Factors such as the types and vulnerabilities of users, train service patterns, incident precursors and accident history and geographical layout/environment of the crossing, may be regarded as sufficient cause for concern to the responsible LCM that they will promote a crossing with a lower calculated risk score (or whose ALCRM score puts it into a lower risk category) into a 'high risk' category.
5. This approach is supported in the Network Rail Operations Manual 'Risk assessing level crossings' (NR\_L3\_OCS\_041\_5-16 ) at Tab 2 of Mr Prest's Appendices (NR31-2). The table which appears at para 3.4 of Mr Prest's proof is taken from this document. 'Note 1' at para 5.1 of the Operations Manual makes clear that minimum risk assessment frequencies are calculated by ALCRM using the live risk scores. However, para 5.2 makes clear that:

"The risk assessor shall review the risk assessment frequencies calculated by ALCRM. The frequency may be increased where structured expert judgement or limitations in ALCRM's ability to model crossing specific risks are present. The risk assessor shall record their decision when the frequency is increased."
6. Network Rail applies both quantitative analysis and structured expert qualitative judgement in its approach to achieving a balanced assessment of risk. In determining 'high risk' locations, these factors will be applied at all crossings, meaning that Anglia routes interpretation of its priorities will have sound foundations. Accordingly, there is no absolute defined measure of 'high risk' and Anglia Route has established the above approach to assessments.