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Form Ref	NR/L2/INI/02009/F0044	Issue Date	05/09/2015	Issue	8.0	
<b>Project Number:</b>	148339	<b>Project Name:</b>	Anglia LC Reduction Strategy Phase 1 & 2			
<b>Project Manager:</b>	Natasha Davison	<b>Principal Contractor:</b>	Mott MacDonald Group Ltd			
<b>Engineering Deliverable Owner:</b>	Mott MacDonald Group Ltd	<b>CEM Name:</b>	Sue Tilbrook			
<b>Submission Discipline:</b>	Other	<b>CRE Name:</b>				
<b>Document Number:</b>	367516/RPT015 & 367516/RPT020		<b>Revision No:</b>	B		
<b>Document Title:</b>	Suffolk Stage 1 RSA Report & RSA Designers Response Report.		<b>GRIP:</b>	2		
<b>NR DPE Name:</b> Andy Kenning			<b>CSM Significant:</b>	No		
<b>Document Transmittal/Submission No:</b>		via email				
<b>Date Received:</b>	18-08-2016	<b>Date Return Required:</b>	01-09-2016			
<b>REVIEWERS:-</b>	<b>DRN No:</b> 148339 DRN027 ver2	<b>DRN Date:</b>	09-11-2016			
<b>Name</b>	<b>Position</b>	<b>Discipline</b>	<b>Signature</b>			
Andy Kenning	DPE	Signalling - (Lead)	<i>Andy Kenning</i>			
Natasha Davison	Project Manager	Level Crossings				
Isaac Adjei	Commercial Manager	Level Crossings				
<b>DISTRIBUTION LIST (of completed review):-</b>						
<b>Name</b>	<b>Position</b>		<b>Action Required</b>			
Jason Smith	Project Manager (Motts)		Manager response			
J Castle	Document approver (Motts)		Provide response			
<b>Document Details:</b>	<b>PDF</b> <input checked="" type="checkbox"/>	<b>Source Data</b> <input type="checkbox"/>	<b>Two Dimensional</b> <input type="checkbox"/>	<b>Model</b> <input type="checkbox"/>		
<b>Number:</b> 367516/Rpt015 & 367516/Rpt020	<b>Document Title:</b> Suffolk Stage 1 Rsa Report & Rsa Designers Response Report.					
<b>Document URL:</b>			<b>Revision:</b> B			
<b>DOCUMENT REVIEW:-</b>			<b>Risk Review Level:</b>	Detailed		
<b>Overall DRN Category</b>	<b>Rejected</b> Non-compliant to contract	<b>Accepted</b>	<b>Accepted</b> with Amendments	<b>Not Accepted</b> Revise & Resubmit		
<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>		
<ul style="list-style-type: none"> <li>➤ Acceptance of these documents by Network Rail is not be deemed as validation of the submission, nor does it infer fitness for purpose. Network Rail does not accept any liability for the submission.</li> <li>➤ Any changes to the documents should be undertaken in accordance with change control procedures adopted by individual contracting organisations. Such variations are required to be formally recorded and evidence should accompany any resubmission.</li> <li>➤ Without relieving the originating organisation of their contractual responsibilities my comments are as follows: <ul style="list-style-type: none"> <li>• Overall DRN Category 0 rejected and a category 3 non acceptance requires the whole document(s) to be revised and resubmitted to address the comments. Prior to any re-work a way forward shall be agreed between supplier and the Designated Project Engineer</li> <li>• Overall DRN Category 2 acceptance with amendments requires the appropriate responses with additional information to be submitted to address the comments</li> <li>• Comment type 0 is used to capture comments if the submission is an overall DRN Category 0</li> <li>• Comment types 2A, 2B, 3A and 3B require a written response &amp; Comment type 4 is for information only</li> <li>• Comment type 5 is used to identify an aspect of a submission which shows a 'Safe by Design' feature</li> </ul> </li> <li>➤ For comments types 2 or 3 a suffix is added to the comment type: <b>A</b>) Quality of Supplier's submission or <b>B</b>) Client preference/changes.</li> </ul>						
<b>**Issued By:</b>	Andy Kenning	<b>Signature:</b>	<i>Andy Kenning</i>	<b>Date:</b>	09-11-2016	
<b>DRN ACCEPTANCE AND/OR CLOSED OUT (including Supplier's responses):-</b>						
<b>**Closed By:</b>	Andy Kenning	<b>Signature:</b>	<i>Andy Kenning</i>	<b>Date:</b>	09-11-2016	

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\*\*Only to be signed by the Project Designated Project Engineer or person with such formally recorded delegated authority.  
Review comments to be returned to Supplier via control process agreed between the Project Manager and Supplier.

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Network Rail (NR)					Supplier				NR
No	Comments	By	Type	Integration Activity	Comment Accepted	Responses	By	Response Accepted	
1	It is a shame that the RSA reports do not build on the previous reports produced in GRIP1 and we now have 2 reports with different numbers both saying Suffolk RSA Stage1 report. I would have expected the GRIP1 reports to have been up versioned and that way there would have been a full audit history visible to readers. I believe NR will be receiving a 'Designers Response Report' that pulls both the GRIP1 & 2 reports?	AK	4		Yes	Our remit was to undertake the new round of RSAs which we have done and reported. It is normal for RSAs (including groupings) done at different times to be reported separately and contemporaneously. This is because different staff may have been involved and the discrete structure of the report lends itself to this. In the second report we were not revising the previous RSA but were looking at new sites and alternatives, albeit some may have been in proximity to the same level crossing. There is no need to consolidate old reports into new ones. However to help the reader we had provided a table upfront to explain which RSA were included in each of the two reports. The contract and amending CAF do not contain a requirement to consolidate into a single report. We consider our RSA reporting to be acceptable and fully in line with guidance and industry norms.  The Designer's Response will consolidate the GRIP1 and GRIP2 RSA into a single report for easy reference.	JAS	Yes	
2	The report references the previous RSA reports version B. Network Rail is only aware of version A on the reports and had no DRN comments on the report. What was the driver to up version the report to version B and why was Network Rail not provided with a copy?	AK	3A		Yes	This was an error in the document and arose as a second internal MM only revision was produced prior to issue to NR. Only 1 audit report (Rev A) for the previous Grip 1 RSAs has been produced for issue to Network Rail. Report ref 367516/RPT014 (RSA) has been amended (to Rev B) to reflect this. This has also been changed in the Designer's Response document	SJT	Yes	

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3	The report does not acknowledge that the project has moved on and some crossings have been removed from the project. The fact that they are still referenced in this report could confuse the reader. Other reports that have been up versioned have simply stated that the crossing has been removed from the project. The Designers Response Report must take this into account and make it clear which level crossings are being taken forward.	AK	3A		Yes	The RSA is intended to be a record of the options considered at the time and is not a live document to be updated as the project progresses. Having a record of alternative options considered provides a robust audit trail and helps demonstrate the design rationale.  All crossings in Suffolk that were audited remain in the project. Where a particular solution has been discounted due to a road safety issue, this has been noted in the Designer's Response document	ST/JS	Yes	
4	This DRN was planned to be issued at the same time as the one for the Designers Response DRN however due to the protracted delivery of the Designers Response Report, it was felt that this DRN should be issued separately.	AK	4		Yes	Noted. The Designer's response document will be issued at the same time as this response and the amended RSA report ref 367516/RPT015 Rev B	SJT	Yes	

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To Perform Spelling Check on the Protected Form Click Here: 

\* Click in the last Cell (Column) to add a new row after the selected cell or to delete the selected row

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