

NOTE ON SAFETY MANAGEMENT INFORMATION SYSTEM DATA

Transport and Works Act 1992

Transport and Works (Applications and Objections Procedure) (England and Wales)

Rules 2006

This paper sets out the response to questions posed by the Ramblers' Association and Oxford Fieldpaths Society on November 18th, 2010

- 1. Safety Management Information System data referenced in Aidan Nelson's proof of evidence (CRCL/P/7/A) and appendix (CRCL/P/7/B)**
 - 1.1 The data used to identify safety related incidents occurring at level crossings between Bicester and Oxford covers the period between 1995 and August 31st, 2010.
 - 1.2 It should be noted that reports of near misses contained within SMIS have increased in recent years. This reflects the greater priority accorded to safety at level crossings consequent upon a reduction in the levels of risk directly within the control of the railway (e.g. signals passed at danger and infrastructure integrity).
- 2. Amendment of Network Rail's website material pertaining to user worked crossings equipped with miniature stop / warning lights**
 - 2.1 Appendix 16 to the Oxford Fieldpaths Society's statement of case (OBJ055) reproduces Network Rail's web-page with a date of July 21st, 2010 <http://www.networkrail.co.uk/asp/5269.aspx>. This webpage has subsequently been updated and is now supported by a link which provides a diagram showing the configuration of a miniature warning light equipped user worked level crossing whereas the earlier version of the webpage provided a written description. The content of the two versions of the webpage are substantively the same.
 - 2.2 There is no reference to miniature warning lights being mandatory in respect of future railway upgrades. Miniature warning lights are an option

that would be considered where it would be unreasonable to close a user worked level crossing not presently equipped with miniature warning lights.