

C04 – No 20

Visual Evidence

Roger James

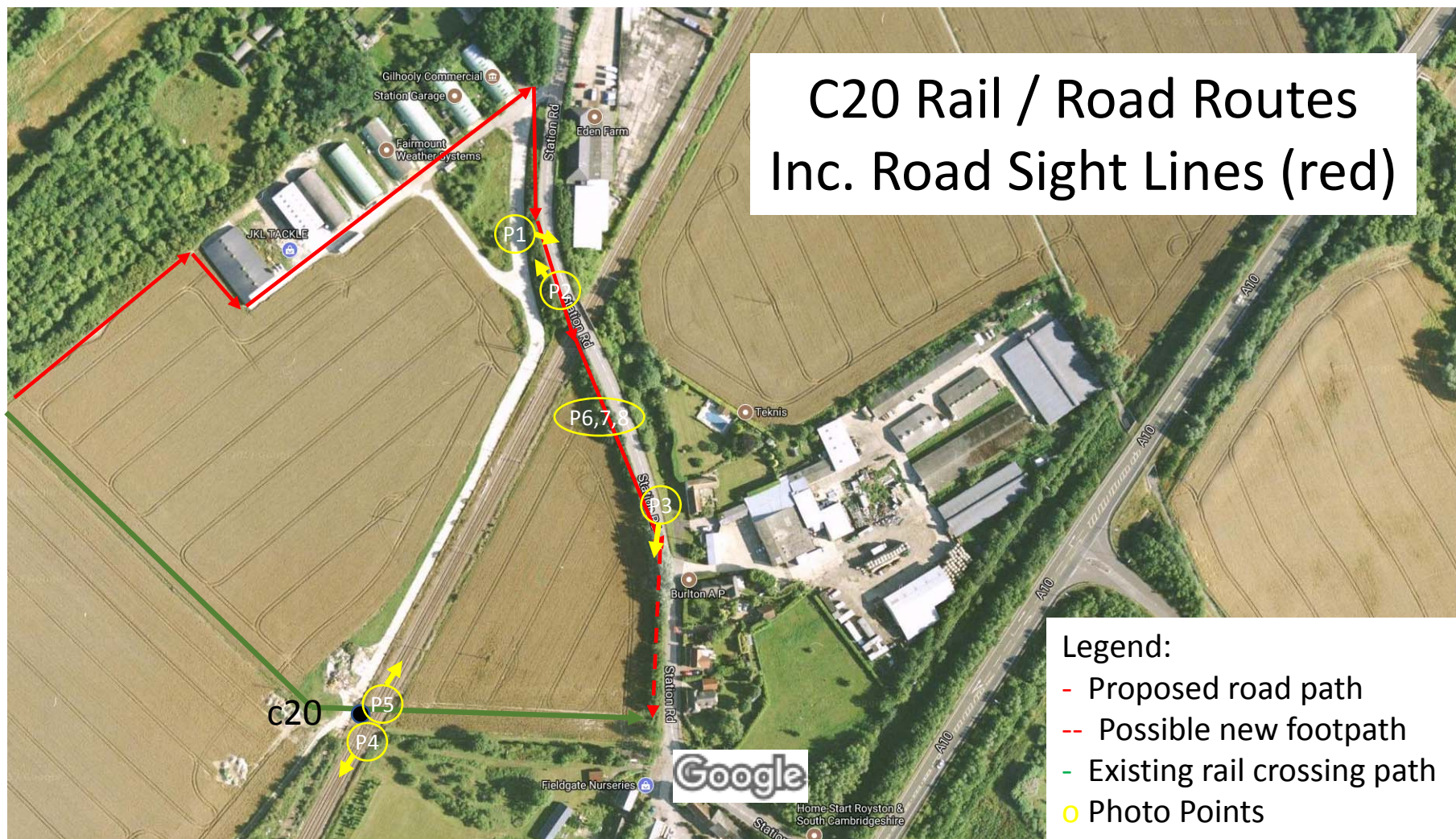


Photo - Google Ph Eliane Algaard NR: NR16.pdf

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2.2.1 Problem

Location: Station Road.

Summary: Lack of footway for pedestrians.

Diverted pedestrians will be required to continue along Station Road; it is the Audit Team's opinion that existing footway provisions are poor and traffic flow and vehicle speeds were observed to be high. Combined, this increases the risk of collisions between pedestrians and vehicles. The likely desire line along Station Road will be on the western side along an existing verge. This was observed to be undulating and difficult to walk on increasing the risk of trips and falls.

[Figure 2.2: Poor pedestrian facilities on Station Road.](#)



Source: Mott MacDonald

Recommendation

It is recommended that the existing footway on the western side of Station Road is extended for the length of the diversion.

5



Enhancing the accuracy

Secure | https://www.rssb.co.uk/pages/research-catalogue/t936.aspx

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Enhancing the accuracy and functionality of the All Level Crossing Risk Model (ALCRM) (T936)

Project number: T936Topic: Road-Rail InterfaceStatus: Underway

Project Summary

Updating and improving the All Level Crossing Risk Model by producing and validating new and revised algorithms covering identified areas for improvement and/or new functionality.

Project Abstract

Project Briefs are hosted on www.rssb.co.uk

Since 2007, the All Level Crossing Risk Model (ALCRM) has been used to assess the risk at level crossings. Reports and reviews have been undertaken by the Office of Road and Rail (ORR) and Network Rail into the system and its algorithms. The model, and its use as part of a suitable and sufficient risk management process, have also been referred to in a number of accident reports produced by the Rail Accident Investigation Branch. Proposals for change and comments from users produced a number of suggestions for enhancing the model and its outputs.

In the first part of the project, these suggestions were subjected to an objective and detailed scrutiny by subject matter experts from Network Rail and RSSB. ORR was also kept informed. Those suggestions considered worthy of inclusion in ALCRM were identified. The second part of the project has seen the ALCRM updated and improved by producing and validating new and revised algorithms covering identified areas for improvement and/or new functionality. An Excel tool has been produced which provides both an interface for entry of test level crossing data and a fully functional method of predicting the level of risk. The revised ALCRM improves the identification and quantification of risk at crossings so that mitigation measures can be more effectively targeted. This also allows the industry to explain and answer any questions on the rationale behind, and data used in, ALCRM in a timely and effective manner. Whilst Network Rail is the custodian of the model, detailed information from the model is being made available to industry practitioners.

Project Reports

Project Reports are hosted on SPARK

This project has no reports available

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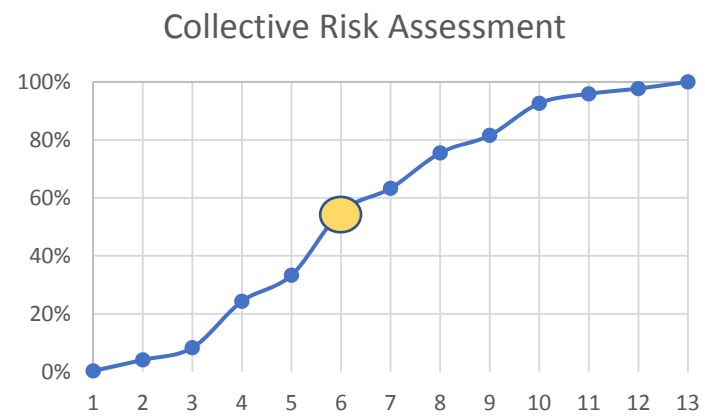
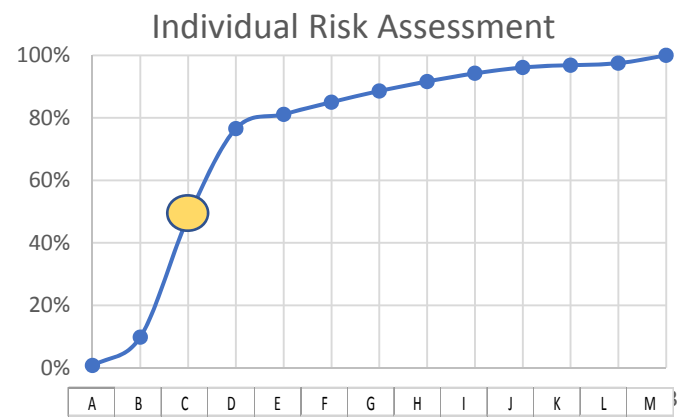
Contact Us

Address

The Helicon,
1 South Place,

P4:C20 View Towards Royston





P6:C20 Narrow Path & Pedestrian Encroachment



P7:C20 Motorists 'Pushed' to Crown of the Road





P2:C20 More Skid Marks
& Industrial Use

Image capture: Sep 2016 © 2017 Google United Kingdom

Meldreth, England



P1:C20 Blind Approach & Crash Site



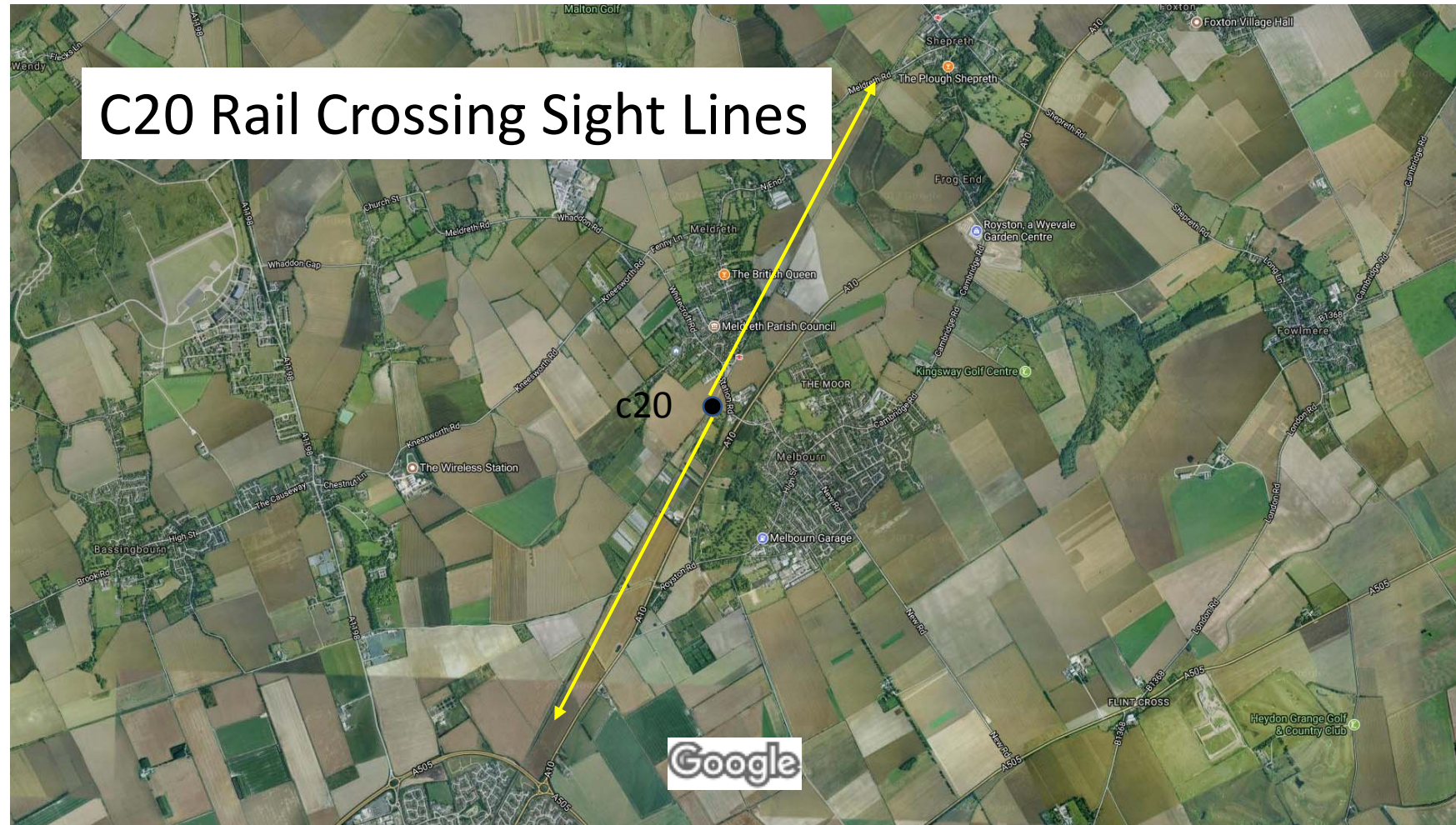
P8:C20 If there is space
and time to react!



*Many users have no
Options but the road*



*The van on the right came to
a complete halt on the brow*



125 m

P3:C20 Blind Corner & Footpath End





P5:C20 View Towards Cambridge

