Title:	New Development at Former Siemens Site, Victoria Rd West, Hebburn. Risk assessment in regard to the DfT document; "Managing the accidental obstruction of the railway by road vehicles
Date of report:	Thursday 23rd February 2017

Purpose and Description

The DfT document "Managing the accidental obstruction of the railway by road vehicles" offers guidance on how highway authorities and rail authorities can demonstrate that they have ranked sites where roads cross or run alongside railways according to their relative risk and that they have considered how to manage that risk. It includes everything authorities should need to manage risk and it is a requirement of Nexus Metro and Network Rail that this is undertaken for any proposed works and, for NEXUS, that they achieve a maximum score of 70.

Current Status and previous use

The site in question the site of the former Siemens factory and testing lab at Victoria Rd West in Hebburn. The previous use of the site for commercial and industrial use required plant, machinery and delivery wagons to access the site and utilise the hardstanding areas to access different parts of the site.

A record of the comparative risk has been made using a consistent scoring sheet for Neighbourhood road vehicle incursion as per the Dft Document.

This demonstrates without any proposed measures the site in its currents state and of which it has been used for many years without accident or incident, achieving a score of only 76 (see appendix A ref; B1244-CAL-BRS0001).

Site Proposals

The site has been completely redesigned to suit that of a new housing development. This will involve removing all existing hardstandings and installing new infrastructure. The roads have been designed in such a way to limit the opportunities of vehicles coming into conflict with the site boundary adjacent to the railway lines.

The scoring sheet for Neighbourhood road vehicle incursion as per the Dft Document has been completed and shows a score of 63 (see appendix A ref; B1244-CAL-BRS0002) which is a marked improvement on the current situation.

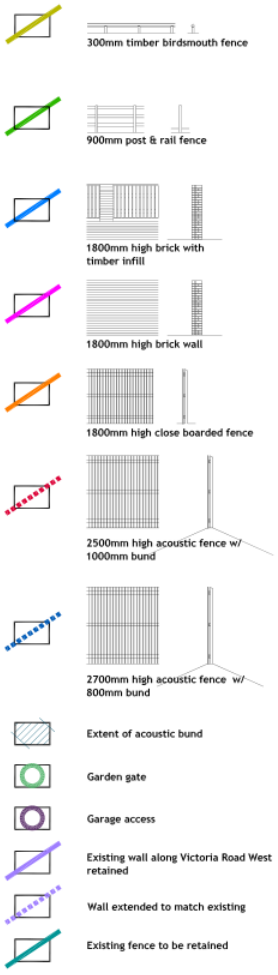
This shows the score is below the requirement of 70 and will therefore meet the criteria of the DfT Document for a partially acceptable containment.

The excerpts shown on this page are taken from the `Enclosures Plan` and show the existing and proposed enclosures at the possible points of vehicle incursion.

Please note this plan also shows the retained and proposed tree and landscaping locations along with the bund proposals.

Please note the 1m high bund is shown hatched.

This drawing will be provided in full size with this report.



Recommendation

Due to the low speed the proposed 100mm kerb face, proposed birds mouth fence, proposed 1m high mound (as per the attached drawing) along with the proposed 2.5m close boarded acoustic fence together with the existing locations of the well established trees and existing (and to be retained) palisade boundary fence, that these measures will be acceptable in restraining a vehicle and ensuring the risk to the railway is suitably and sufficiently controlled.

Signed;	*M. Bayliss*
Print and Position;	Mark Bayliss – Technical Director
Date;	23.02.2017