

Closure of Level Crossings

Diversions and Extinguishment

Local Area Forum

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Objectives

- How we have arrived at current policy
- How incidents still occur
- What has been done
- Consultation
- Solutions
- What we are going to do
- How to get a Network Rail contact for level crossings
- Discussion

Example Influencing Current Policy

- **Sudbury to Marks Tey, collided with a loaded 44 tonne articulated road tanker**
- This was a significantly misused crossing. Insufficient weight was given to the need to mitigate this risk.
- Network Rail did not comply with its own procedures for engaging with authorised users in the routine risk assessment
- Gathering of data as an input to the risk assessment was characterised by errors and omissions. Long waiting times for road vehicles was not taken into account. The amount of time devoted to analysing the results from the risk assessment and considering possible risk mitigation measures was limited
- **No single person or team in Network Rail had a complete understanding of the risk at Sewage Works Lane UWC**



How They Still Occur

- Miss-use.
- Deviation increasing risk.
- Carelessness.



What We Are Doing

- Where possible we are closing level crossings
- Where we cant currently close them we:
 - Have improved their management with dedicated staff
 - Enhanced with additional safety measures matched to the local need and infrastructure
 - Local engagement through schools
 - Highlighted LC hazard through national and local media
 - All supported with BTP red light enforcement cameras

Working in collaboration

Details of every level crossing can be found at:

<http://www.networkrail.co.uk/transparency/level-crossings/>

Each level crossing has a dedicated level crossing manager – use the helpdesk details on the website to locate the appropriate manager

NR will make reasonable and justifiable requests for changes when:

- All reasonable alternatives have been considered
- Proposal is sufficiently detailed
- Details of other parties involved

Public Rights of Way

A passive crossing is an 'unprotected' level crossing

They make up the greatest majority of crossing in the UK c4200
this is made up of :

- Public Footpath
- Public Bridleway
- Restricted Byway
- Byway Open to All Traffic (BOAT)

**The vast majority of public rights of way at level crossings
are either public footpaths or public bridleways**

Which Order is appropriate?

	Safety at a level crossing is NOT the primary test (but can be considered)	Safety at a level crossing IS the primary test (Rail Crossing Orders)
Extinguishment	Section 118 – the path is not needed for public use, impact on other land	Section 118A – is the ext. expedient in the interests of the safety of the public using the crossing?
Diversion	Section 119 – is it interests of the landowner/public?, convenience, public enjoyment, impact on other land	Section 119A – is the diversion expedient in the interests of the safety of the public using the crossing?

Importance of context

Every path is different.

Consider factors such as;

- Setting – urban/rural
- Land use – agricultural/domestic
- Likely path use – utility/recreation
- Likely path users – young/old/local/tourists
- Condition – surfaces (natural/manmade), structures (stiles/gates), obstructions, right line?
- Enjoyment – views, interesting features
- Distances

What makes a good proposal?

- **Carefully consider how well your proposal satisfies the tests of the legislation**
- Diversion preferable to extinguishment (unless additional creation)
- Like for like is good, benefits are better
- Minimise the number of structures (use gates instead of stiles)
- Is there scope to improve the local network?
- Are there possible benefits to the Highway Authority?

What is Next?

- Based on the highest risk UWC and FP LC on the network.
- National LC Closures programme.
 - Focussing on highest risk LC
 - In line with the Regulators consents
 - Its about benefit not volumes
 - £35m+ for closure through bridges initiated 2013
 - Regionally based programmes

IND RISK LETTER	COLLECTIVE RISK													Grand Total	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
A	1	2	4	10	1	18	5								41
B	6	33	34	168	70	90	79	189	29	2			1		701
C	4	79	108	301	166	576	194	335	355	511	10		2		2641
D	1	5	27	125	68	297	210	211	84	469	246	94			1837
E			2	8	4	12	2	12	9	7	20	29			105
F			1	2	1	9		18	7	7	1	28			74
G					1	2	1	2	1	2		9			18
H						1		2							3
I						1		1				1			3
J								1							1
K															
L					1	4	1	2	1			2			11
M				6	4	7	1	1	1	3		7	420		450
	12	119	176	620	316	1017	494	773	487	1001	277	170	423		5885

£100m for level crossing closures 2014-19