

# Safety Alert

A serious incident has taken place



## Working safely near level crossings

Scope: **All Network Rail line managers, safety professionals and RISQS registered contractors**

Ref: NRA19-07

Date: 07/05/2019

Location: National



## Overview

Recent incidents have highlighted the increased risk during work near to level crossings.

On 13 March 2019 a concrete lorry making a delivery to a construction site near to Mucking Automatic Half Barrier (AHB) level crossing in Essex was involved in a near miss with a passenger train. Site staff beckoned the lorry onto the crossing after the sequence started. It stopped on the crossing, trapped by the lowered barrier, before reversing into the construction site when construction staff manually lifted the barrier just before the train passed. RAIB are investigating the incident.

In February 2019 while installing red light cameras at Richborough AHB in Kent, site staff parked a vehicle close to the crossing, restricting the partially closed road across the level crossing. This risked road vehicles blocking back onto the crossing.

A further incident occurred on 2 May 2019 at West Bank Hall AHB level crossing in Yorkshire during road resurfacing. A tarmac lorry reversed onto the crossing and removed the downside barrier after the sequence started when a train approached. The freight train was able to stop just before the crossing.

## Points to Consider

In each case, construction work close to the automatic level crossing did not properly consider the railway risk as trains approached.

- Are all contractors fully aware of the railway risks associated with the worksite?
- Are suitable traffic management plans put in place for deliveries to sites and work near automatic level crossings?
- Any outside party works near level crossings should be notified to Network Rail Asset Protection teams who will provide guidance to project teams.
- Where works are within 200m of a level crossing, or where access to a construction site is over a level crossing, Level Crossing Managers and Local Operations Managers should be consulted to validate that the proposed risk mitigation measures are adequate.
- Has adequate information about the site, including site access/egress instructions, been provided to all delivery drivers?