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# ALERT CODE AMBER

## Work affecting level crossings

Derived from Network Rail: NRX19-04  
(NOT A BABCOCK SITE)

### Overview

It has recently been highlighted that the deck of a foot crossing had been removed and the surface partially replaced with ballast during High Output track renewal work (example image below).



This is not permitted by the relevant company standards, specifically NR/L2/TRK/2102 Design and construction of track, NR/L2/TRK/4040 Level Crossing Surface Systems and NR/L3/TRK/4041 Maintaining Track Assets at Level Crossings.

Changing any crossing surface can change the time anyone using the crossing is at risk from trains. The change in surface may also create tripping hazards, increasing risk.

We are obliged to maintain public rights of way that are safe. But if a level crossing surface cannot be re-instated to the necessary standard then the crossing shall be secured out of use and immediately escalated to the Level Crossing Manager.

### Remember

- If a Level Crossing cannot be installed to the necessary standard then the crossing shall be secured out of use until the crossing can be made safe for use.
- All level crossing surfaces must be maintained to the same or a lower level of risk until a new risk assessment has been completed. Consolidated/boxed in ballast is not as safe as a solid, level deck.
- All level crossing surface types are to be installed in compliance with NR/L2/TRK/2102 *Design and construction of track*, NR/L2/TRK/4040 *Level crossing surface systems* and NR/L3/TRK/4041 *Maintaining track assets at level crossings*.
- Lineside rail should be managed to avoid impeding any level crossing.
- Never assume a latent defect is known – if any faults are identified with the level crossing asset on arrival on site then these shall be immediately escalated to the Route Control Manager and then close called.

### Find out more

For further information Reference Document speak to your line manager or local SHEQS Advisor or Trade Union Safety Representative