

Level Crossing Potential Incident

A Task Order utilising a temporary road closure to carry out 600 linear metres (1m) of re-surfacing work, was initially created and planned via *Walk, Talk & Build* on 29.04.20. The road carriageway for replacement was marked out and the start point was indicated close to the live level crossing.

The traffic management road diversion and closure were late being installed, and site work started after 09h00. Originally there was to be a small 0.35m planer working transversely at the level crossing, but to save time, the main 2.0m large planer was positioned to start working away from the level crossing, with site traffic management moved back to allow the planer to access the road carriageway at the level crossing.

The level crossing barrier then began to close, due to an oncoming train, the barrier made contact with the rear of the planer. The planer continued to move forward and then the barrier fully closed but was damaged – this incident was reported to *Network Rail*, who attended site to investigate and inspect.

A full investigation has been carried out into the incident which highlighted serious gaps in the planning and management process, with key holding points not being adhered to. Any adjacent infrastructure works within 200m of live railways, must be notified by the asset owner, with the contractors RAMS, to Network Rail Asset Protection & Optimisation (ASPRO) team.



This safety alert has been prepared by the RSTA. For further information regarding this safety alert please email rory@rsta.co.uk