

From: **Nick Wellington**, Kent & East Sussex Railway Co. Ltd.
To: Chandrika Shah, Office of Rail Regulation
Subject: ORR level crossing consultation
Sent: Tue 13/07/2010 11:59

Chandrika;

Herewith some comment on the RSPG2E consultation
Firstly, taking the public booklet:

There is no mention of "bell" crossings – like MWL's but with a bell ringing when a train is approaching. There are two just in this area – at Aylesford (Mill Hall) and Maidstone West (Tovil) Should there not be at least some guidance on these????

Is there a form of words which would recommend that you remove headphone, earphones or anything else precluding hearing before reaching the crossing??? The temptation is to remove the headphones as you pass the sign, possibly thus missing the horn warning of a train's approach.

Page 24 I had to think this through a few times:

Note: Where automatic lowering is used, two barriers on each approach are required.

[Nick Wellington] I suggest adding " to avoid road users becoming trapped on the crossing. Single full width barriers are not suitable for automatic lowering"

Page 25 -

5A Barrier crossings operated by obstacle detector

[Nick Wellington] Not a particularly user friendly or descriptive title. No reference to Automatic or Semi-Automatic - why not call it something along the lines of "semi-automatic full barriered crossing with obstacle detection" ?????

page 41:

144. Additional protective equipment that may be provided includes:

(a) audible warnings from the trains - where train speeds are low and the service infrequent, whistle boards positioned not more than 400 m from the crossing may be acceptable;

Why is this "guidance" still being perpetuated????? The view expressed in both several RAIB accident reports, and informed sources within Network Rail, is that train horns / whistles are no longer a suitable warning device for

vehicular UWC's, as both vehicle soundproofing, engine noise and the radio in the vehicle renders the warning ineffective.

UWC signage:

The RAIB recommended in a previous accident report that UWC's should be provided with identification of their name/ location and the telephone no. of the signalbox controlling / supervising that area.

With the HMRI's agreement, we have delivered that, by the use of diagram 785.1 signs mounted below the diagram 103 sign. Why has this recommendation not made it into the Guidance, when it adds such safety value relatively cheaply???? As a charity with some twenty plus UWC's we have managed it - why should it not be a requirement on others????

Page 43 - typo - "at where barriers can be"

regards

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