

# **NATIONAL RAILWAY LEVEL CROSSING SAFETY STRATEGY 2010-2020**

**DRAFT**

**ACTION PLAN  
2010 – 2013**

Version 1 - January 2010

## AIM

To outline the change in direction for national transport policy on improving railway level crossing safety a new National Railway Level Crossing Safety Strategy (2010-2020) has been developed on behalf of the Australian Transport Council. A copy of the Strategy along with a *community information fact sheet* of the significant steps forward to improve safety in railway level crossings through greater cooperation is available at [www.mainroads.wa.gov.au/UnderstandingRoads/Rail/Pages/Rail.aspx](http://www.mainroads.wa.gov.au/UnderstandingRoads/Rail/Pages/Rail.aspx).

## PURPOSE

This Action Plan has been developed by the Rail Level Crossing Group to identify specific planned initiatives to be carried out over the next three years as it works with other stakeholders and partners to achieve the objective sought in the new Strategic Plan:

*“To reduce the likelihood of crashes and near misses at Australian railway level crossings”*

The Rail Level Crossing Group comprises senior representatives nationally from Government and Industry to develop, deploy and monitor the National Railway Level Crossing Safety Strategy. The strategy has implications for the 8 900 public railway and pedestrian level crossings and the numerous private railway level crossings nationally.

To successfully achieve the strategic objective this Action Plan and the initiatives identified have been developed drawing on the Principles outlined in the Strategy. Actions will be implemented by road agencies, rail authorities, local governments and rail operators. This Plan will be updated and reported against annually including

- outlining progress
- communicating performance measures based on work done and the latest available rail level crossing data
- Outlining the direction and aspirations for the next reporting period.

The first report will be produced in December 2010 and will be made available on the Rail Level Crossing Group website at [www.mainroads.wa.gov.au/UnderstandingRoads/Rail/Pages/Rail.aspx](http://www.mainroads.wa.gov.au/UnderstandingRoads/Rail/Pages/Rail.aspx).

## KEY AREAS OF FOCUS

Six key areas of focus have been identified that must be addressed if any reduction in crashes and near misses at level crossings is to be achieved:

Key Area of Focus	Action to reduce crashes and near misses at level crossings
Safe System	To adapt and apply, in a railway level crossing context, internationally recognised road safety practices based on a Safe System approach.
Governance	To achieve nationally consistent and coordinated arrangements across jurisdictions including sharing of good practice and to identify opportunities to work together

Key Area of Focus	Action to reduce crashes and near misses at level crossings
	to achieve common aims and goals.
<b>Risk Management</b>	To understand and effectively manage risk at rail level crossings to evaluate, prioritise and inform the development of counter measures and investment strategies.
<b>Technology</b>	To examine and continue trialling new engineering and technological measures that alert or guide road users as safely as possible through railway level crossings and ultimately, identify cost-effective means to reduce incidents
<b>Education and Enforcement</b>	To use educational measures that generate awareness of level crossings, establish understanding of the required behaviour by road users at level crossings and ensure road users always comply with level crossing controls through ongoing enforcement.
<b>Data Improvement &amp; Knowledge Management</b>	To capture incidents at rail level crossings in a nationally consistent manner that enables better analysis and understanding of the characteristics surrounding incidents

## COLLABORATIVE APPROACH

An important element in ensuring the success of the Strategy will be the identification of, and strong engagement with, all stakeholders who have an interest in achieving the objective. This will be critical as the Rail Level Crossing Group seeks to progress each of the initiatives identified.

Given the large number of participants involved it is vital to bring together users, all levels of Government, rail operators, owners and managers and road managers. In addition ongoing investment by Commonwealth, State, Territory and Local Governments is essential.

## CONTACTS

The Rail Level Crossing Group is currently chaired by Menno Henneveld, Acting Director General of Department of Transport Western Australia. It is suggested that in the first instance any correspondence be made direct with the Secretariat by contacting:

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For the most up to date information on current activities visit the website at:  
[www.mainroads.wa.gov.au/UnderstandingRoads/Rail/Pages/Rail.aspx](http://www.mainroads.wa.gov.au/UnderstandingRoads/Rail/Pages/Rail.aspx).

## ACTION PLAN 2010-2013

Ref	Key Area of Focus	Outcome	Project	Project Leader	Initiative Starts		
					2010	2011	2012
S1	Safe System	A system that recognises human fallibility and limits to tolerance of forces on the human body	Develop safe system guidelines that reflect rail level crossing environment	NTC J Potter			
S2			Prepare a report which outlines the best ways to ensure engineering and other interventions best influence behaviours of all road users at level				
S3			Establish better linkages between behavioural science and engineering solutions				
S4			Undertake research into train conspicuity and recognition as input into the review of train conspicuity to be undertaken in 2 years				
S5			Standards and behaviours on approach to rail level crossings				
G1	Governance	Nationally consistent arrangements across jurisdictions	Implementing on sealed highways and major arterials, nationally consistent speed reductions in the lead up to railway crossings.	MRWA M Cammack			
G2			Seek consistent legal definitions for rail warning and operation of lights to enable enforcement through ARR Maintenance Group	NTC J Potter			
G3			Review national policy and its application relating to risk reduction focussing on restricted access vehicles the inclusion or otherwise of rail level crossings on these routes inc signage, speed, geometry and level of control	NTC J Potter			
R1	Risk Management	Well understood and effectively managed levels of risk	Develop agreed protocols for removal of unnecessary or rarely used rail level crossings	DoT – Vic T Spicer			
R2			Look to identify how work done by Rail CRC on prioritising upgrade strategies using risk reduction and value for money techniques can be adopted	Rail CRC K Taylor			
R3			Provide guidance and assistance to the ALCAM Group which promotes national consistency in level crossing risk assessment through promotion of the use ALCAM	ALCAM Group C Lees			
R4			Develop guideline for counter measure selection policy and process				

Ref	Key Area of Focus	Outcome	Project	Project Leader	Initiative Starts			
					2010	2011	2012	
R5	Risk Management (cont)	Well understood and effectively managed levels of risk	Apply design and planning guidelines to progress grade separation options especially for new roads					
R6			Process to maximise catastrophic risk reduction per dollars spent					
R7			Monitoring and reporting against Strategy	Secretariat				
R8			Review the role and scale of signage for behaviour impact from a human factors view					
R9			Regular updating of costing of level crossing crashes.	BITRE				
R10			Identify specific gaps for improved standards on safety at rail level crossings could include benchmarking against international standards and consistent identification of signage for level crossings					
R11			Updating of level crossing incident model	RISB K Taylor				
T1	Technology	Effective emerging technologies are rapidly adopted	Exploring low-cost active warning device to identify best practice (inc SA and Vic trial)	Rail CRC K Taylor				
T2			Carry out an assessment and appraisal of camera enforcement at selected railway level crossings to determine best practice	DTEI SA J Holmes				
T3			Carry out an assessment and appraisal of cameras being trialled on locomotives to collect data on crashes and near misses and determine best practice	Rail CRC K Taylor				
T4			Develop an ITS Strategy for rail level crossings that will coordinate and evaluate technology ITS trials	DoT NSW H Fitzgerald				
T5			Coordinate national register of rail level crossing R&D	Rail CRC K Taylor				
E1	Education and Enforcement	Improved compliance	Continue to support National Rail Safety Week through coordinator	K Taylor				
E2			In conjunction with Industry develop an education and awareness program aimed at addressing heavy vehicle over representation in rail level crossing incidents	DTEI SA J Holmes				
E3			Work with Heavy Vehicle regulator to ensure rail level crossing awareness included within licensing process	Cwlth				
E4			Review national education campaign, evaluate, refine and develop					

Ref	Key Area of Focus	Outcome	Project	Project Leader	Initiative Starts		
					2010	2011	2012
E5	Education and Enforcement (cont)	Improved compliance	Need to look at expanding road safety within school curriculum. to include rail level crossings	ARA K Taylor			
E6			Link in with National Road Safety Council to identify rail level crossing Champion/Ambassador	Chair			
E7			Develop primary school education resources on rail level crossing safety	RISSB K Taylor			
D1	Data and Knowledge Management	Information to support decision making is accessible, current and shared. National standards are adopted for investigating and recording data relating to rail crossing incidents	Investigate causes of train crashes with pedestrians, including those with disabilities, and consider safety treatments.	Rail CRC K Taylor			
D2			Establish data requirements to support group and availability of this data (eg what already exists?)	QTMR G Fill			
D3			Nationally agreed policy on ALCAM including home, funding and ongoing sustainability	ALCAM Group C Lees			
D4			Develop policy (and standard) on rail level crossing data consistency, national practice in collection and investigation, accuracy and reporting including Human Factors who, what and how	QTMR G Fill			
D5			Working out benefits of integration with road safety stats/data				
D5			Establish a rail level crossing data cube within national rail safety database following the above				
D7			Jurisdiction by jurisdiction analysis of rail level crossing performance and accidents including national benchmarking and knowledge sharing				

Key to acronyms used:

NTC	National Transport Commission	DTEI SA	Dept of Transport Energy & Infrastructure
MRWA	Main Roads Western Australia	Cwlth	Australian Government
DoT – xx	Department of Transport (State)	ARA	Australasian Railway Association
Rail CRC	Rail Cooperative Research Centre	QTMR	Queensland Dept of Transport and Main Roads
BITRE	Bureau of Infrastructure and Transport Research Economics		
RISSB	Rail Industry Safety and Standards Board		