



RiSSB

RAIL INDUSTRY SAFETY AND STANDARDS BOARD

Consolidation of public level crossings

Guideline

Consolidation of public level crossings
Guideline
Preview

This Rail Industry Safety and Standards Board (RISSB) product has been developed using input from rail experts from across the Rail Industry. RISSB wishes to acknowledge the positive contribution of all subject matter experts and DG representatives who participated in the development of this product.

The RISSB Development Group for this Guideline consisted of representatives from the following organisations:

Arcadis	ARTC	Aurizon Network
Australasian Centre for Rail Innovation	Centre for Accident Research and Road Safety – Queensland	
Downer EDI Works	Kiwi Rail	Lycopodium
Metro Trains Melbourne	SMEC Holdings	VicTrack

Development of this Guideline was undertaken in accordance with RISSB's accredited processes. It was approved by the Development Group, endorsed by the Standing Committee, and approved for publication by the RISSB Board.

I commend this Standard to the Australasian rail industry as it represents industry good practice and has been developed through a rigorous process.



Deb Spring
Exec. Chair / CEO
Rail Industry Safety and Standards Board

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1 Introduction

1.1 Purpose

This Guideline on the Consolidation of public level crossings has been developed to provide a nationally consistent approach to the consolidation of public level crossings.

The purpose of the Guideline is to assist in reducing the level of risk for all users at public level crossings on the Australian rail network, in all jurisdictions.

A net reduction in risk through consolidation is achieved by eliminating road-rail-pedestrian interfaces and avoiding the construction of new level crossings where possible. This reduces the exposure and impact to level crossing users.

1.2 Scope

This Guideline is intended for rail infrastructure managers and road managers responsible for managing the risks to safety at public level crossings.

Although this Guideline focusses on public level crossings the principles may also be applied to private level crossings.

This Guideline does not apply to railway lines that are permanently out of service, with crossing related infrastructure completely removed.

1.3 Terms and definitions

For the purposes of this document, the terms and definitions given in RISSB Glossary: <https://www.rissb.com.au/products/glossary/> and the following apply:

- a) **consolidate**
reduce the overall number of level crossings in an area. See section 2.2 for further explanation.
- b) **desire line**
a well-worn track across an open space, made by pedestrians, cyclists, etc., following what they perceive to be the most direct route, sometimes in preference to an established path.
- c) **fatality and weighted injury**
one fatality or 10 serious injuries or 200 minor injuries
- d) **level crossing**
includes each of the following areas:
 - i. an area where a road and a railway (other than a tramway) meet at substantially the same level, whether or not there is a level crossing sign on the road at all or any of the entrances to the area;
 - ii. an area where a road and a tramway meet at substantially the same level and that has a level crossing sign on the road at each entrance to the area;
 - iii. a pedestrian crossing—
 1. being an area where a footpath or shared path crosses a railway (other than a tramway) at substantially the same level, whether or not there is a level crossing sign on the path at all or any of the entrances to the area; or