

LHA Safety Case

- Duty to 'assert & protect' s130 HA 1980
- Power (not duty) to process Public Path Orders
- How we reconcile our statutory duties with powers often depends on LA resources
- Applications must be scrutinised, to meet our duty to the public
- NRs safety case balanced with LHAs' need to assess the safety of alternative routes for all users

s118A & s119A Highways Act 1980

- s118A Stopping up – where will the users go?
- s119A Diversions – is the alternative route as convenient?
- NR be aware that while the LHA may not object – other stakeholders may
- Road Safety Audits needed to make the case

Cottonmill Lane, St Albans

- 50mph
- 60 passenger trains / day
- 8th highest risk crossing on the London North-Western Route.
- ALCRM risk score was D2 with a Fatality Weighted Injuries (FWI) score of 0.028043007
- Whistleboards in place

Before



Safety Issues

- Young people (under 11)
- Older people
- Distracted people – phones, headphones
- 381 in 9 days
- 15 ‘Incidents of note’ in 9 days
- Video footage



Safety Case



After - Revised layout & 30mph limit

