











Level Crossing Strategy Group









Agenda

- Brief history of the MoU & s118A/s119A guidance
- Better communication and better applications
- How we reconcile the dual statutory duties of NR and LHAs
- Application process, documents needed & why
- NRs safety case & LHAs safety case
- Q&A

s118A & s119A Highways Act 1980

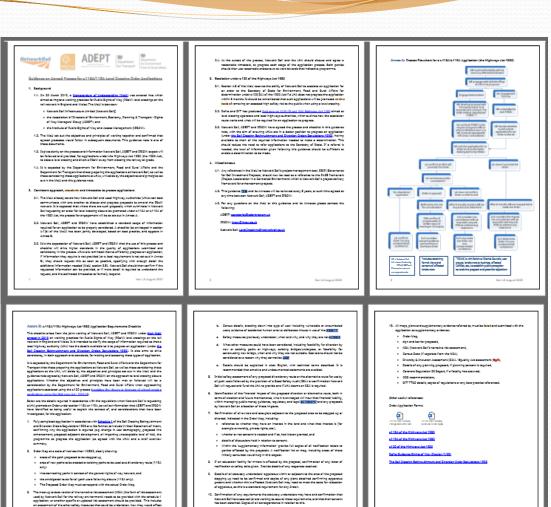
- s118A Stopping up of footpaths, bridleways and restricted byways crossing railways
- s119A Diversion of footpaths, bridleways and restricted byways crossing railways
- Improve awareness of process
- Encourage best practice

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The Guidance

- Produced by NR, IPROW
 & ADEPT.
- Endorsed by Defra & DfT
- Process flow-chart, checklist & links
- Includes escalation under s.120 to SoS



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The Safety Case

- Expectation moving forward
- NR looks at Rail safety / LHAs look at Highways
- Propensity of LHAs to take a view on NR safety case, which is a detailed, professional safety audit
- Respect each-others areas of professional expertise
- Collaborate and ask questions to achieve greater public safety

Q&A

- Not for specific cases but to ensure understanding of the main desire for better collaborative working from now on;
 - why NR close some higher risk crossings? and what is reasonable / 'expedient'?
 - - why LHAs need a safety audit for alternative routes (RSA if onroad)?
 - why LHA and other groups may object?