



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

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 on-road)?
 - - why LHA and other groups may object?