



NOTE

Date 15-07-2025
Casenr. 2024-370

English translation of summary, conclusions and recommendation

Summary

Just before train 137165 passed level crossing 30 between Ruds Vedby and Skellebjerg on the Tølløse Line, a person stepped onto the level crossing and was hit by the train. The person died in the collision.

The level crossing was equipped with an audible signal and barriers - the investigation showed that the level crossing was activated and no fault was found with the system.

The crossing was equipped with an audible signal and barriers - the investigation showed that the crossing was activated and no faults were found.

There have been two almost identical serious accidents at the crossing within 10 years, and three additional safety incidents have been registered at the crossing. In the two serious accidents, it was found that the pedestrians were walking the same route and they crossed Sorøvej before the barrier.

Conclusions

The primary cause of the accident was that the person, on foot, attempted to pass the level crossing, even though the level crossing system was activated and the barriers were down.

It could not be ruled out that the following had an influence on the course of events:

- Limited sound time (warning sound stopped when the barriers came into the blocked position)
- Limited sound level for traffic from Birkevej
- Limited effect from the barriers for traffic from Birkevej over Sorøvej and the track towards Rosenvænget.

Recommendation

There had been two almost identical serious accidents on the level crossing within 10 years, and three safety incidents had also been registered on the level crossing.

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The Accident Investigation Board recommends that the Danish Transport Authority ensures that Banedanmark improves the physical, visual and auditory barriers at level crossing 30 in relation to users coming from the two side roads (Birkevej and Rosenvænget).