

Level Crossings

**A challenge to
improve safety**

Tina Hughes MBE

Note

- Dear viewer, this presentation is very personal and strong. Just sharing the presentation without the words does not give the real impact and value, and we have removed some of the personal pictures.
- However you are welcome to invite me to speak at your organisations, I'll be pleased to give the full presentation if possible.

Kind regards,

Tina Hughes

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Charlie and Olivia



Died 3 December 2005 at Elsenham level crossing





Red STOP
Green Go
IF NO LIGHT-
BEWARE

INSTRUCTIONS
1. Cross only when green
light shows
2. Cross quickly

CCTV
IN OPERATION



NOTICE: ALL AREAS MONITORED BY
CCTV. THE CAMERA IS ALWAYS ON AND
RECORDING ALL ACTIVITY. ALL
ACTIVITIES ARE MONITORED AND
RECORDED BY THE POLICE.

**“It’s a perfectly
safe crossing
when used
correctly”**

“The two girls did not react to the red miniature warning light and yodel alarm, which visually and audibly indicated that it was not safe to open the wicket gate and use the station footpath crossing.”

RSSB accident report June 2006

“the girls’ focus of attention on a train to Cambridge and the failure to perceive the risk from trains in the opposite direction”

“an erroneous belief that the audible alarm related only to the train that was passing ahead of them”

RAIB - Rail Accident Report Dec 2006

But Elsenham was not safe

- Poorly risk assessed
- No ticket machine on the other platform
- No second train coming or 'hurry' alarm
- High numbers of children who used it
- Inaccurate numbers and speed of trains



...and now

Subsequently...?

- Independent report into Elsenham and level crossing risk
- Discussion of risk not allowed at Inquest
- Civil Case to prove negligence

6 years later

- Discovery of risk assessments and other documents not previously disclosed
- Media attention
- New CEO
- 'Level Crossing User Champion'
- ORR re-opened investigation

“What makes the whole set up **undesirably risky** is the large number of users, including a lot of **schoolchildren.**”

“There is a lot of to-ing and fro-ing. The car park on the down side and papershop on the up side mean that many

commuters cross twice.

Similarly those travelling up have to cross from the village side to buy a ticket and back again.”

“A **ticket machine** on the up platform would have a considerable impact on the reduction of risk”.

“The Platforms are staggered, so if you need to catch a train from the far platform when one has just run over the crossing, then the temptation to cross behind the train (even though the lights may still be red for another train approaching) are, to many, irresistible.”

May 2001



Office of
Rail Regulation
prosecution

The Judge's remarks...

“**systemic** as opposed to operational **failure**, falling substantially below the standard expected”

“**culpable corporate blindness**”

“complacency going beyond the merely inefficient, sub optimal or even occasionally incompetent but **entering the realm of criminal failure** as the guilty pleas concede”

It's about the

impact

on people

- Train driver
- Railway staff
- Emergency services
- Everyone involved in risk assessing
- School/ community
- Friends and family

Education

Communication

Enforcement

New technology

Show video

Network Rail - Crossing Over
5 minutes

Available on You Tube

**Stop
Look
Listen**

Beware
of trains

Warning

**Do not trespass
on the Railway
Penalty £1000**

6,000+

So what can you do to improve

level crossing

safety?

Please do
what you can
to improve safety
on level crossings

Thank you

