



IN ASSOCIATION WITH THE KENT & EAST SUSSEX RAILWAY
ROBERTSBRIDGE (RVR) STATION, STATION ROAD,
ROBERTSBRIDGE, EAST SUSSEX. TN32 5DG

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Two Pages total

A21 LEVEL CROSSING – HIGHWAYS ENGLAND: MAINTENANCE

Highways England has asked: 'Who will be responsible for the ongoing maintenance of the Level Crossing including precast concrete slabs, reinforced earth retaining wall, barriers and lights?'

We are pleased to respond as below:

A railway company retains responsibility for (and hence will maintain) its own (railway) infrastructure whilst covering any additional maintenance costs to the highway authority over and above those that the highway authority would expect to incur were there no interface. In our experience (and as in this case with HE by way of the agreed Protective Provisions), this is done by upfront payment of a commuted sum for future maintenance.

Thus, in answer to your question we would expect RVR to maintain the rail infrastructure element of the Level Crossing including railway embankments and reinforced retaining wall, rails, pre-cast concrete railway track slabs and crossing apparatus such as barriers, fencing and lights. HE would be responsible for the remaining highway elements.

In respect of maintenance works the Protective Provisions provide for the following:

- A commuted sum calculated as provided for in paragraph 13 of the protective provisions to fund future maintenance obligations of HE
- A maintenance and repair strategy will be required prior to commencing the works in accordance with GD 304 (Revision 2) Designing health and safety into maintenance (formerly IAN 69/15) (or any replacement or modification of it)
- HE retains comprehensive step in rights in the event of an emergency or to prevent danger to road users and can recover its expenditure in so doing from RVR
- RVR indemnifies HE against all liabilities etc. arising from or in connection with any claim etc. resulting from the construction, maintenance and use of the HE Works
- RVR must give a minimum 28 days' notice to HE before carrying out any maintenance works save where otherwise agreed and must comply with all HE's reasonable requirements.

It should be noted that following the making of a Transport & Works Act Order the Office of Road & Rail (ORR) will not grant a Level Crossing Order to allow the A21 level crossing into operational service without a maintenance regime that has been accepted by both the railway operator and Highways England. That subsequent RVR/HE

maintenance agreement will cover responsibility for each aspect of the crossing infrastructure and, in detail, which of each of those elements RVR or HE will be responsible for maintaining. This will deal with everything, including, for example, RVR's responsibility to maintain the reinforced railway embankment in the vicinity of the A21. The ORR will consult with both parties to ensure agreement of the content of the Level Crossing Order that will prescribe both the highway and railway protective arrangements and the split of responsibilities for maintenance. Furthermore, ORR will ensure that the railway operator's Safety Management System has fully taken account of the management of the level crossing including systems for inspection, maintenance, and repair, taking into account the rail/highway interface.

Expected RVR Level Crossing Maintenance Regime

The rails and encapsulation together with the concrete surface of the crossing will be inspected every week by a competent railway track technician who patrol the permanent way ensuring the integrity of all safety critical components of the permanent way. In addition, the crossing rails and surface will be inspected by an independent engineer once a year who will report the findings of inspection to the railway operator. The engineer will be competent in the design and maintenance of Edilon type crossings and their performance.

The barrier equipment and its control system will be installed using the latest proven and reliable technology. The equipment has 24 hour remote application fault reporting that will send fault messages to a competent technician who has been accredited by the level crossing manufacturer to maintain, fault find and repair. All the equipment is positioned well away from the carriageway allowing safe access for maintenance.

Should there be a failure of the barrier machines the barriers will remain in the upright position with the railway closed to trains until repair is effected, unlike Network Rail barriers that generally fall across the highway on loss of power. The crossing amber and red flashing lights are high performance, long life LED units that will only require lens and backboard cleaning at a periodicity recommended by the manufacturer. The level crossing equipment will be inspected once a year by a representative of the manufacturer and a report of the findings of inspection will be given to the railway operator and acted upon in accordance with Safety Management System.

In addition, the train crew will always observe correct operation of the crossing and any issues will be reported immediately to the Responsible Railway Officer using the lineside telephones adjacent to the crossing.

Mike Hart O.B.E
Director
Rother Valley Railway