

Note on use of whistle boards by KESR

1. This note describes how KESR currently uses whistle boards, their existing locations and how locations will be selected on the Missing Link.

Purpose of whistle boards

2. A whistle board is a rail-side sign. On KESR, whistle boards are used at footpath crossings as an instruction to the train crew to sound the whistle to alert users at or on a footpath that there is an approaching train, as part of a suite of risk mitigation measures.

Number and location of existing whistle boards on KESR

3. There are 8 whistle boards in place in each direction along the track route of the KESR between Tenterden and Bodiam. The whistle boards are generally located on the side of the track to give the best visibility to the approaching train crew and at distances that ensure the train's whistle can be heard by users and which offer sufficient warning for users.
4. A steam locomotive with a single whistle will sound a brief single tone and a diesel more generally fitted with two horns will sound a dual tone.
5. Whistle boards are not in place at every crossing of the public highway, as their use is safety-led, depending upon the circumstances at each crossing location.
6. Safety of crossings across the public highway generally is managed by operation of gates, which is based on risk-assessments, reviewed on a regular basis to ensure the safety of the crossing keeper and users.

Anticipated use of whistle boards

7. In common with other TWAO applications, the need for whistle boards on the approach to crossings on the Missing Link has not been assessed at this stage of the scheme development.
8. Their use and locations will depend on sighting, with locations fixed once the railway is built.
9. There are no safety reasons for whistle boards at the new highway crossings since they are protected by barriers.
10. In the case of a private accommodation crossing, the addition of a whistle board is one of a number of options for mitigation of risk. KESR will risk assess the crossing in consultation with the user to determine the best means of mitigating risk.

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