

~~APPENDIX B~~

TO THE RAIL CROSSING DIVERSION ORDER IN RESPECT OF:

FOOTPATH SR49;

IN THE PARISH OF OTFORD, SEVENOAKS;

AND WHICH PASSES OVER PILGRIMS WAY LEVEL CROSSING.

The information provided below is intended in addition to, and support of, the Diversion Application made on 13<sup>th</sup> July 2015.

#### Additional Information

Following submission of our Application in July 2015, we have provided further information below relating to Network Rail's safety case in pursuing the diversion of the public footpath at this location and diverting to the proposed stepped footbridge.

The latest Risk Assessment (RA) available at the time of submission had been carried out on 26<sup>th</sup> March 2014; a more recent RA has been carried out 12<sup>th</sup> October 2015.

The most recent RA has increased the risk score from a rating of C3 to C2; however it is Network Rail's view that this does not adequately represent the risk at this level crossing due to the presence of Temporary Speed Restriction (TSR) on the line.

The permitted line speed over Pilgrims Way Level Crossing is 60mph; due to the TSR trains are currently restricted to 45mph; this TSR was imposed solely due to the insufficient sighting available at the level crossing.

As stated in our application Network Rail had whistle boards installed in order to mitigate the insufficient sighting at this level crossing. However, following service of a Noise Abatement Notice, Network Rail were forced to remove them, thus making the level crossing non-compliant. The resulting impact was the implementation of the TSR.

In order to put the risk at Pilgrims Way Level Crossing into perspective we are able to rate level crossings against one another; at its current score (C2 with TSR) Pilgrims Way is ranked 29<sup>th</sup> of 561 level crossings on the South East Route. When only considering those level crossings which cater for public footpaths, Pilgrims Way ranks at 1<sup>st</sup> of 278. Nationally we have 2,867 footpath level crossings; Pilgrims Way ranks at 20<sup>th</sup> or within the top 1% in the country.

#### Sighting Distances & Level Crossing Timings

Due to known use by vulnerable users (elderly, children, encumbered users etc.) the crossing time allowed for users to pass over and clear the crossing for assessment purposes is 13.5 seconds.

The available sighting at the level crossing is insufficient in all directions.

When crossing from Eveley Road/Well Road to Tudor Drive, looking right (away from Otford Station) there is only 225 metres of available sighting of approaching trains to a user. This gives users roughly 5 seconds between first seeing an approaching train (at its furthest point) and that train passing over the level crossing (this is 8 seconds less than required to safely pass over the crossing). If trains were travelling at the correct linespeed (being 60mph) they would only have 3.75 seconds.

When looking left (towards Otford Station) at the same point, the available sighting is less at 222 metres; giving users a sighting time of 4.9 seconds with trains travelling at 45mph and only 3.7 seconds if trains were travelling at 60mph.

When crossing from to Tudor Drive towards Eveley Road/Well Road and looking left (away from Otford Station) the available sighting is 240 metres; providing 5.3 seconds of warning at 45mph and 4 seconds at 60mph. When looking right from the same point the available sighting is 292 metres; providing 6.4 seconds of sighting at 45mph and 4.9 seconds at 60mph.

Given that the crossing time is approximately 13.5 seconds for vulnerable users the sighting distances in all directions ranges between 5 – 7 seconds short of the time required to safely pass over the crossing when trains are travelling at 45mph (this shortfall is increased if trains were to be travelling at 60mph).

When crossing in both directions and looking towards Otford station, the sighting lines for users are obstructed by the station and station features; as these are permanent structures the sighting cannot be improved. The sighting is further reduced when trains are stopped at the station platforms.

Given the proximity to Otford station there are concerns that users become complacent when using the crossing with 'regular' users (which it is likely the majority of the users of this level crossing are) assuming they know which trains are stopping and non-stopping services; thus they might think it is safe to cross even when a train is approaching, incorrectly thinking it is due to stop at the platform.

It is also possible that the station itself creates a distraction to users; this can be by way of announcements and commuters on the platforms. There is potential for people standing on the platforms to obscure the available sighting further, encouraging users to cross over and take unnecessary risks. Announcements made at the station may also distract users and affect their concentration when looking and listening for approaching trains.

A further issue, given its proximity to the station, is users are seen to be lulled into a false sense of security when a train is stopped at the platforms. A situation can occur whereby a user will see a train stopped at the station and assume it is safe to cross, not anticipating the passage of a second train. Otford Station has both stopping and non-stopping services passing through it and thus it is possible for a second train to pass over the level crossing either at the same time or shortly after the first train. Users may also believe that an approaching train is due to stop at the station and thus cross, when in fact it is a non-stopping service.

Whilst some vegetation clearance could be carried out to assist sighting this would not be to any great extent and sighting would remain insufficient due to Otford Station in one direction and track curvature in the other.

#### Recorded Incidents of Misuse

The Council have requested further details in respect of the misuse, near misses and fatalities at this location.

For ease we have collated a table (Appendix B1) showing the date of the incident and all narrative recorded for that incident.

We are unable to provide any further information on incidents listed (e.g. witness statements, driver statements) due to Data Protection.

#### Incidents on Network Rail owned Footbridges

In order to understand the risk to pedestrians of moving them from the level crossing to a stepped footbridge we have requested details of incidents occurring on Network Rail bridges over the past 5 years.

There have been 10 recorded incidents nationally of slips/trips/falls in the past 5 years; there have been no recorded incidents in Kent or Sussex.

Of these 10 incidents 2 are reported to be persons under the influence of alcohol and a further 2 are reported to be due to bridge defects; this leaves 6 incidents of 'genuine' slips/trips over a 5 year period.

Please see Appendix B2 for full details.

Whilst slips and trips occur on footbridges, when these do occur the injuries sustained are far less serious than if a person were to trip on a level crossing; which could easily result in a fatality or life-threatening injury.

It should also be noted that roughly two years ago (unfortunately we do not have the exact dates) two members of the public fell whilst using the stiles at the level crossing; the removal of the level crossing would also result in removal of the stiles and thus prevent any future falls incurred on the stiles.

#### Closing Comments

The current level crossing has stiles on either side, together with steps on one side, which users will no longer have to climb over. The route will be available for use 24 hours a day, without the need to stop and wait for oncoming trains to pass.

The main concerns for Network Rail at this crossing are the insufficient sighting, high level of use and misuse, coupled with the high level of vulnerable users, in particular unaccompanied children and elderly. The proposed solution of a footbridge with steps would remove the risk of serious injury to users.

**Nicola Mee**

**Liability Negotiations Adviser**

**27<sup>th</sup> July 2016**

Event Date	Event Time	NR Route	Location	Event Narrative
15-Aug-2011	18:46:00	Scotland	Kirkconnel	<p>At 18:51 Dumfries &amp; Galloway Police reported that a person had fallen onto the line from the first bridge north of Kirkconnel and had injured themselves.</p> <p>At 18:54 a line blockage was imposed.</p> <p>At 19:11 the emergency services, escorted by P/Way staff, arrived on site. The injured member of public was lying in the Up Cess.</p> <p>At 19:33 it was reported that the injured party, a female, had been removed from the scene to an adjacent field.</p> <p>At 19:38 an air ambulance landed at the scene.</p> <p>At 19:40 the line blockage was relaxed to a caution as the casualty had been moved clear of the railway.</p> <p>At 19:58 the casualty was en route by helicopter to the hospital and at 20:00 it was confirmed that all emergency personnel were clear of the line, this the caution was lifted from both lines.</p> <p>No Further information available from police on the injuries sustained.</p> <p>16/01/2013 Injury degree set to minor from RSSB view on Data Quality.</p>
20-Aug-2011	12:41:00	Wales	Neath	<p>At 1242 a report was received stating that a step was broken on the footbridge opposite the Community Centre and that a child may have fallen through, sustaining a broken leg in the process. Off Track attended and fitted a new step at 2215. Off Track stated that there had been tape warning people of the defect, but the tape had appeared to have been ripped off by unknown persons.</p>
08-Sep-2011	08:15:00	Wessex	Earlsfield	<p>[AMCC 23/15737]</p> <p>At 0815 a member of the public fell down 16 steps at the lower section of the temporary bridge which had been passed off. She struck her left leg and went to St George's hospital. The exact injury is unknown. South West trains notified Birse as no work was being carried out at that time. An inspection was carried out. No further action was required, as the bridge was passed off again as safe.</p>

14-Sep-2011	05:20:00	London North Eastern	Grimsby Town	<p>At 05:26 advised by Humberside Police that they had received a report from a male who was lineside at the rear of Market Street, Grimsby (near the rear of Tescos). He stated that he had fallen from the footbridge, Police ref 51. Humberside ambulance attending and an emergency broadcast was made to 1B65 (05:18 Cleethorpes to Manchester Airport) but the driver did not respond, Pasture Signaller advised. At 05:27 Pasture Street Signaller advised and the Signaller aware of the incident as the driver of 1B65 had received emergency call and come to a stand and contacted the Signaller. 1B65 was stood in vicinity of the footbridge and the driver was assisting Humberside Police in the search for the individual. At 05:35 East Midlands Ambulance staff on site ref 3196606. Humberside Police reported that they had found the person involved, in rear of 1B65, but could not account for the whereabouts of all parties on the railway and required the line to remain stopped. At 05:50 the MOM was advised and en-route and BTP were advised ref 46. At 06:02 Humberside Police advised that staff and the individual were clear of track. At 06:05 East Midlands Ambulance advised staff clear of the track and 1B65 now forward to Grimsby Town. Humberside Police were walking with the injured individual to Grimsby Dock to fully clear the track. Pasture Street Signaller holding 2F81 until confirmed clear. At 06:13 Humberside Police all clear of the track and normal working resumed. Pasture Street Signaller advised.</p> <p>Cause: Person accident, male fell from footbridge.</p>
12-Nov-2011	02:35:00	London North West	Camden Jcn	<p>At 02:40 a report was received from the Met Police that there may have been a person who had fallen from a bridge in the Camden, Oval Road area. The Police reference number was CAD 1288/12.</p> <p>At 03:03 the Wembley MLSCC advise S&amp;T Staff who had reported something on the OLE North of Park Street had found a person on line.</p> <p>At 03:10 the Willesden MOM was on site at Park Street tunnel at the North end and was meeting up with the B.T. Police and Emergency services. The appointed RIO was on site.</p> <p>At 03:25 the Wembley MLSCC was advised and the RIO was on site and had authorised movement on and off the North London lines. ( Diesel traction only).</p> <p>At 03:30 the Willesden Mom advised that the Paramedics and a doctor were on site and were working on the person and trying to stabilise his condition before moving him to a waiting ambulance at Gloucester avenue. The person was reported as only receiving superficial burns.</p> <p>At 03:50 the Willesden MOM advised that the injured person had now been removed from site by the ambulance staff.</p> <p>At 04:00 the RIO advised that all emergency staff were clear of site and the emergency staff had all departed. Stood down as RIO Duties.</p> <p>At 04:02 the DC Emergency isolation was cancelled and at 04:04 the AC Emergency isolation was cancelled.</p> <p>At 05:37 Line C isolation was given up and normal working was resumed.</p> <p>The BTP reported that the male was climbing the bridge parapet whilst drunk. He lost his balance and skipped. His girlfriend caught him but could not keep hold of him and he fell onto the track and hit the overheads on his fall. They treated the incident as non-suspicious.</p>

15-Jan-2012	05:59:00	Wessex	Bournemouth	<p>At 0559 South Western Ambulance Service reported that they had been called by a member of the public who stated that he had fallen from a railway bridge in the Bournemouth area and had injured themselves to an extent where they could not move from the position in which they were lying.</p> <p>The Network Rail Mobile Operations Manager was advised and attended, who reported at 0625 that the person in question was lying in the 4-foot on No.2 road of the Middle sidings at Bournemouth.</p> <p>Paramedics attended to the person after an emergency switch-off of the traction current was carried out. The person was recovered from the line and conveyed to hospital. All Emergency Services Staff were confirmed clear of the lines at 0714, the traction current was restored at 0720 and normal working had resumed.</p>
15-May-2013	08:03:00	Wessex	Puiney	<p>MOP fell on temporary footbridge at Puiney felling head first down the staircase. MOP sustained bruising to left foot and right shin and leg.</p>
13-Jul-2013	19:40:00	London North Eastern	Mexborough	<p>At 1940 a seemingly inebriated person fell from the footbridge in the Ferryboat Lane user worked level crossing, falling onto the railway below and sustaining an ankle injury. Both lines were blocked and the ambulance service, British Transport Police (Ref:536) and South Yorkshire Police attended.</p> <p>It was reported that the injured person was in the company of approximately twenty other persons, all of whom were now trespassing on the lines. Normal working resumed at 2011, following removal of the injured person and all other persons cleared of the infrastructure.</p>
14-Dec-2013	12:56:00	Western	Oxford	<p>A young lady travelling with her family slipped and fell whilst crossing the footbridge from the long stay car park at Oxford. The girl sustained cuts and grazes to both hands and a deep gash to her forehead. First Aid provided by station staff, an ambulance was called which took the girl and her family to John Radcliffe infirmary.</p>
09-May-2014	14:03:00	Anglia	Ware Amwell End L	<p>At 14:03 Hours a member of the public was witnessed falling down part of the upside footbridge near Ware Level Crossing. The IP (Injured Person) was assisted by other members of the public.</p> <p>A Mobile Operations Manager was advised and asked to attend and reported the person was removed from the scene by ambulance with injuries unknown.</p> <p>The Mobile Operations Manager inspected the footbridge and found it in good condition.</p> <p>Cause: Not established.</p>
11-May-2016	16:10:00	Wessex	Fratton	<p>A male passenger slipped on the stairs to the footbridge at Fratton. He complained of pains in his back and an ambulance was called to take him to Queen Alexandra hospital.</p>

11-May-2016	14:00:00	Wessex	Hounslow	<p>At 1400 the British Transport Police (reference: 293) advised that a male had reported a hole in the footstep of footbridge over the railway at Hounslow. The London Ambulance service advised that paramedics were onsite at the footbridge with an injured person, the advised there was a hole in the bridge with a 15ft droop. The bridge was previously faulted on the 3rd of May after the Mobile Operations Manager inspected and found 8 out of 36 steps were defective.</p> <p>The ambulance service confirmed that the person who fell down the stairs had sustained a cut to their leg. The footbridge was taped off by the Mobile Operations Manager and structures were asked to attend. It was unknown whether the member of public was taken to hospital.</p> <p>Structures advised that they repaired the bridge and reopened the footbridge at 2155.</p> <p>Cause - Awaiting NR2072P</p>
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