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Infrastructure Group Safety Bulletin

Category 'A' SPAD's at signals protecting CCTV level crossings within T3 possessions

Since September 2007, there have been a number of incidents of engineers trains, OTM or OTP passing the signal protecting a Closed Circuit Television (CCTV) level crossing (LC) at danger, without the correct authority.

There appears to be several common themes in both immediate and underlying causes:

- Miscommunication and / or poor briefing between Driver / PICOP / ES / Signaller
- Failure to reach a clear understanding / poor safety critical communications
- Assumptions made on the operation of the crossing involved
- Misunderstanding of the rules contained within T11

So therefore all staff that undertake any movement within T3's are to be reminded of Module T11 Section 8.3:

PICOP/Engineering Supervisor:

RC or CCTV crossing that is being locally operated

You must instruct the driver or machine controller NOT to pass over the crossing until authorised by the attendant.

RC or CCTV crossing that is NOT being locally operated

You must NOT allow any train movement to pass the signal protecting the crossing in the NORMAL direction of travel unless YOU have obtained an assurance from the signaller that the barriers have been lowered for the safety of the movement and the crossing is clear.

You must NOT allow ANY movement in the WRONG direction to pass over the crossing UNLESS it is being locally operated.

You are also reminded of the correct protocols when undertaking any safety critical communications and the importance of coming to a complete understanding of what is required before undertaking any movements within T3 possessions.

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