

Submission No. LC/3
Received
Road Safety Committee

To the Executive Officer
Road Safety Committee
Parliament House
East Melbourne

RECEIVED
27 AUG 2007

BY:.....

Subject: Improving Safety At Level Crossings.

The following suggestions are directed to the situation of avoiding rail and traffic vehicular road traffic coming into collision in railway level crossings.

1. **It** is essential that rail traffic has by law, the right of way over level crossings at all times and at all rail vehicle speeds.
This may be achieved by road vehicle driver awareness, education and enforcement of the law.
2. The drivers'of the road traffic vehicles must be made aware of the train approaching the level crossing.
3. The driver of the train approaching the level crossing must be aware that signals alerting the road traffic are operational and active.

A rotating two colours flashing light should be mounted above the level crossing so that the same signal is visible to both the drivers, of road and rail, from a suitable distance and at the same time.

The colours chosen **and** the **optimal** frequency of flashing by means of rotation which would arouse maximum visual attraction and attention in daylight and at night, can and should be determined.

To deal with the possibility of the signal's breakdown the rotating lights should be duplicated. Each of the duplicate light sets should have an independent power supply with **backup**.

The placement of the warning light should be above the middle of the crossing. This would avoid the obstruction of view by roadside tree branches or parked high vehicles in the vicinity of the approach to the crossing.

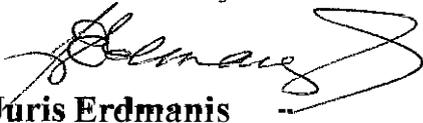
4. The driver of the train must be made aware if the level crossing is obstructed by **stationary** road traffic due to breakdown or collision.

A suitable imbedded sensor loop or light beam sensor, which can signal the train driver of the obstruction should be installed on the crossing. The train driver should be alerted of the obstruction at a distance before the crossing, from which the train can be brought to a safe stop from its maximum speed.

Ideally grade separation would be the answer but practicality and cost would not suit in all instances. I believe that my suggestions may be cost effective in the prevention of level crossing collisions.

I am available for discussion and clarification of my ideas.

Yours faithfully



Juris Erdmanis

August 23,2007