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Issue:	03
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Level 2

Temporary vehicular level crossings and temporary increased use of existing level crossings

Endorsement and Authorisation

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Issue record

Issue	Date	Comments
1	October 2001	Original issue
2	June 2008	Phase 2A / Engineering reorganisation responsibility change
3	March 2010	Reference to ERTMS

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 06 March 2010.

When this standard is implemented, it is permissible for all projects that have formally completed GRIP Stage 4 to continue to comply with the Issue of any relevant Network Rail Standards current when GRIP Stage 4 was reached and not to comply with requirements contained herein, unless the designated Standard Owner has stipulated otherwise in the accompanying Briefing Note.

Reference documentation

NR/L2/OPS/100	Provision, risk assessment and review of level crossings
NR/L2/RVE/0007	Specification for on and off tracking of Road-Rail vehicles

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1 Purpose

This standard sets out the protection requirements and safety precautions applicable to the provision of temporary vehicular level crossings and temporary special use of existing private vehicular level crossings. It sets out the process for authorisation of the temporary use and of the protection arrangements.

2 Scope

This standard applies to existing private vehicular level crossings and new level crossings required on a temporary basis on Network Rail Managed Infrastructure. This standard does not apply to dedicated Road Rail Vehicle (RRV) access points that do not fall within the definition in this standard for a temporary vehicular level crossing (requirements for on and off tracking of RRV are mandated in [NR/L2/RVE/0007](#)).

3 Roles and responsibilities

N/A.

4 Definitions

Attendant

A person appointed at a temporary vehicular level crossing to carry out the approved protection arrangements.

Crossing

Used in level crossing documentation to mean 'level crossing', where the continued use of 'level crossing' becomes repetitive and laboured.

ERTMS

European Rail Traffic Management System

Level crossing

A means of providing access at track level from one side of the railway to the other, which may include intersection with a road, footpath or bridleway.

Permissible speed

The maximum permitted speed of trains over a section of line, as detailed in table A of the Sectional Appendix. For the purposes of this document, the term 'permissible speed' includes enhanced permissible speeds applicable to tilting trains.

Proposer

A Network Rail employee responsible for planning works or activities that may require a TVLC. This will normally be a person acting on behalf of the relevant Project Manager, Principal Maintenance Support Engineer or, for Outside Party (OP) works, the Territory Outside Party Engineer.

Temporary Vehicular Level Crossing (TVLC)

For the purposes of this document, a temporary vehicular level crossing is:

- a) A new level crossing required for a limited period, or

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- b) An existing level crossing of which temporary special use is required for a limited period

5 Process

5.1 Identification of requirement

The Proposer shall identify occasions where there will be a requirement for a TVLC and shall confirm that no other reasonable means of crossing the line exists for the purposes required.

The Proposer shall inform the relevant Level Crossing Risk Control Co-ordinator (LCRCC) of the proposed requirement using Part 1 ("Identification of Requirement") of the application form (reference **Appendix A**).

The LCRCC shall review the rationale as to why no other reasonable means of crossing the line exists and shall confirm to the Proposer whether or not the requirement is supported for development. Confirmation shall be given using Part 2 ("Support for Requirement") of the application form, countersigned by the Route/Area Operations Manager. The LCRCC shall allocate a unique TVLC Reference Number, which shall be quoted on this and all subsequent parts of the application form.

5.2 Development of proposal

The Proposer shall develop the detailed arrangements for installing the TVLC and bringing it into use. These arrangements shall comply with the following requirements:

5.2.1 When a TVLC is required to be used only within a T3 possession

- a) The TVLC shall normally be constructed after the T3 possession is taken and removed before the T3 possession is given up
- b) If, however, the TVLC is required to be used in a series of T3 possessions, it shall be rendered physically unusable by any road vehicle and safe for trains to pass during the time the line is open to rail traffic
- c) If there are train movements within the T3 possession, arrangements shall be made to protect the crossing. These arrangements shall be authorised in accordance with this standard, and agreed at the pre-planning meeting. They shall include the method of advising crossing users about movements within the T3 possession, and of advising drivers of such movements of the arrangements for their safe passage over the crossing

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