

Road Manager Level Crossing Self-Assessment Form



The Code of Practice – Train Visibility at Level Crossings (the code) has been produced by the Office of the National Rail Safety Regulator (ONRSR). It has application to road managers, who are not duty holders under the Rail Safety National Law (RSNL) but have RSNL responsibilities as key level crossing management partners across Australia. Effective cooperative and coordinated management by rail transport operators and road managers is essential to underpin the shared responsibility to manage risks to safety at level crossings.

The code is intended to provide a common understanding of risks of the specific subject matter and provide a practical approach on how to achieve compliance with the law, including the general duty to manage, so far as is reasonably practicable, risk to safety.

This self-assessment form is designed to identify any areas for improvement in compliance and should be completed with reference to the code. If gaps are identified it will prompt you to determine an action plan to address the deficiencies. If unsure call ONRSR as we would be pleased to discuss any difficulties you are facing.

After considering each statement give yourself a rating. If you rate “No” or “Unknown”, describe what you will do to address the gap in your compliance. Remember to state who is responsible for the action and when it is to be completed by.

ONRSR will be checking Road Managers’ compliance to the Code of Practice and identify any areas for improvement. ONRSR may issue road managers with an enforceable Improvement Notice to address non-compliance to the RSNL or the code.

You can download a copy of the Code of Practice – Train visibility at Level Crossings here...[Code of Practice | ONRSR](#)

CoP Reference(s)	Indication of Evidence Sought		Action plan
6.1 Level Crossing Safety Management Responsibilities Under section 107 of the RSNL, rail infrastructure managers and road managers must for a public road: - identify and assess so far as is reasonably practicable, the safety risk arising from their operations and those of the interfacing rail infrastructure manager or road manager - determine the measures, so far as is reasonably practicable, to control the risk - seek to enter into an interface agreement with the interfacing party(s) (p.8).	- Can the road manager provide evidence that it has identified, assessed and determined controls for the risks of their operations at level crossings and those of the interfacing rail infrastructure manager (RIM)? - Has the road manager entered into or is seeking to enter into an interface agreement with RIMs?	☐ Yes ☐ No ☐ Unknown	
	Can the road manager reasonably demonstrate it has systems and procedures and corresponding evidence to demonstrate it is implementing its responsibilities in the interface agreement?		
		☐ Yes ☐ No ☐ Unknown ☐ Yes ☐ No ☐ Unknown ☐ Yes ☐ No ☐ Unknown	

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CoP Reference(s)	Indication of Evidence Sought		Action plan
7. Visibility Requirements – Level Crossing Protection Controls - To comply with the code, Table 3 sets out the additional controls such as line of sight and train conspicuity (make the train more visible or aware to road users) that must be in place at level crossing across Australia to ensure trains or installed traffic control devices at level crossings are seen or apparent to road users. (p.9) - To comply with the code, the controls and requirements in Table 3 of the CoP for improved visibility of installed traffic control devices including sight lines must be considered at a level crossing on a site-by site basis (p.17).	- Has the road manager assured itself the additional controls in CoP Table 3 are in place and are being maintained to ensure trains or installed traffic controls devices are seen or apparent to road users? (Refer to Table 3 of the CoP – page 16). - Can the road manager demonstrate it has considered the requirements in Table 3 on a site-by-site basis?	☐ Yes ☐ No ☐ Unknown	

CoP Reference(s)	Indication of Evidence Sought		Action plan
8. Visibility Requirements – Traffic Control Devices 8.2 Required Risk Controls (p.18)	Can the road manger demonstrate it has applied the following risk controls at a level crossing: - install the required traffic control devices at each level crossing in accordance with AS1742.7 (or higher, or as otherwise approved by the road manager or the rail infrastructure manager depending on state’s legislative requirements.), the responsibility for which being agreed and set out in the interface agreement; - establish agreed standards for the condition to which the traffic control devices must be maintained and operated, as appropriate - establish agreed responsibilities, processes, triggers and frequency for inspecting the condition, presence and operation of traffic control devices in both daylight and nighttime conditions - establish a program of work for the replacement of obsolete or superseded traffic control devices - document the above agreements and processes within the interface agreement between the parties that is anticipated under section 107 or 108 of the RSNL	☐ Yes ☐ No ☐ Unknown ☐ Yes ☐ No ☐ Unknown ☐ Yes ☐ No ☐ Unknown ☐ Yes ☐ No ☐ Unknown ☐ Yes ☐ No ☐ Unknown	

	include in the interface agreement a trigger to jointly review the agreements and processes following any amendment to AS1742.7	☐ Yes ☐ No ☐ Unknown
	implement the agreed processes and procedures	☐ Yes ☐ No ☐ Unknown
	maintain documented records of inspections, corrective actions, decisions or other matters relating to the installation, monitoring and management of traffic control devices.	☐ Yes ☐ No ☐ Unknown
9.3 Compromised Sight Lines To comply with the code, where locations exist on a railway where effective sight lines cannot be provided, road managers and/or rail infrastructure managers must have a program of work to establish the sight lines and/or amend the level crossing or road management treatment. This program of work must be coordinated with the interfacing manager (p.20).	- Where locations exist on a railway where effective sight lines cannot be provided, can the road manager demonstrate it has a program of work to establish the sight lines and/or amend the level crossing or road management treatment? - Have these locations been clearly identified and have the corrective actions been determined with due dates for completion?	☐ Yes ☐ No ☐ Unknown ☐ Yes ☐ No ☐ Unknown