Level Crossings in the Netherlands

- Passenger lines & mixed lines (1882)
- Harbour and Industrial lines (693)
Level Crossings in the Netherlands

Level Crossings on Passenger lines & mixed lines (1882)

- Public crossings (1635)
- Private crossings (247)
Level Crossings in the Netherlands

Level Crossings on Passenger lines & mixed lines (1882)

- Public active crossings (1517)
- Public passive crossings (118)
- Private active crossings (32)
- Public passive crossings (215)
Public active crossings (1517)

The Dutch standard: automatic protected level crossing with half barriers.
Public passive crossings (118)
Private active crossings (32)
Private passive crossings (215)
How are we improving safety.

- Measures that force safe behaviour.
- Measures that stimulates safe behaviour.
- Migration to higher standard configurations.
Measures that force to safe behaviour.

- Separated lanes for cyclists & pedestrians with full barriers
- Skirts under barriers
- Median kerbs.
- Prewarning signal to traffic lights that will stop other traffic, so motor vehicles can leave the crossing when it gets activated.
- Camera’s and special staff for enforcement.
Measures that force to safe behaviour.
Measures that stimulates safe behaviour.

- Short and predicable closure times.
- Removal of bus stops and other obstacles near a LC that obstruct traffic on the LC.
- Traffic jam warning system.
- Level Crossing Assistant.
- The use of colour and led’s on the LC floor to make the crossing more remarkable.
- Car navigation for extra warning.
- Conversion of LC’s with a sharp angle to a 90\(^0\) angle.
Measures that stimulate safe behaviour.
Migration to higher standard configurations

- Public Active (1517) → 30 years → NO LEVEL CROSSING
- Public Passive (118) → 5 years → NO LEVEL CROSSING
- Private Active (32) → AHB → 30 years → NO LEVEL CROSSING
- Private Passive (215) → Gate → 30 years → NO LEVEL CROSSING
Thank you!