



## Safety recommendation no. 173

<b>Date of the publication</b>	24.05.2022
<b>Number of the final report</b>	2021082401
<b>Safety deficit</b>	<p>On 24 August 2021 at around 7.25am., a pedestrian walking from Orbe towards Chavornay on the pavement running alongside the cantonal road at the Longeraie crossroads was hit by a shunting locomotive as he crossed the Nestlé connecting track. The pedestrian died from his injuries at the scene of the accident.</p> <p>The accident occurred because the pedestrian did not stop on the pavement when required to do so by the pedestrian light. He continued towards the bus stop on the other side of the connecting track and was hit by the locomotive on the level crossing, which crosses the pavement.</p> <p>The following contributed to the accident:</p> <ul style="list-style-type: none"><li>• The new pavement, crossing a connecting road and serving a new bus stop, had been built without all the necessary safety measures to prevent people from being put at risk having been put in place.</li><li>• The locomotive was being driven indirectly, with no shunter present in the direction of travel.</li><li>• Failure to comply with the maximum speed limit of 10km/h on the connecting track.</li></ul> <p>The following may have contributed to the accident:</p> <ul style="list-style-type: none"><li>• It was difficult to see the pedestrian light installed on the pavement.</li><li>• There was no line on the pavement in front of the pedestrian light coming from Orbe.</li></ul> <p>Given the layout of the site, comprising a cantonal road, a major industrial/commercial area, and access to two new public transport stops, there is a considerable amount of traffic on this level crossing, both vehicular and pedestrian. There is also a considerable amount of rail traffic on the connecting track to and from the Nestlé site. For pedestrians coming from the Longeraie road or the Granges railway stop towards the bus stop or the pedestrian crossing, there are no signs indicating the arrival of a train on the connecting track. Pedestrians are therefore put at considerable risk.</p> <p>Over the past few years, a large number of level crossings that were dangerous for users have been either refurbished or removed. It is difficult to explain why, when the complete redevelopment of the junction was put out to tender in autumn 2019, the risks inherent in creating new public transport stops that are accessible via a newly created pavement crossing a railway line were not taken into account, and why adequate safety measures were not put in place to prevent people or objects from being put at risk.</p>
<b>Safety recommendation</b>	<p>In view of the amount of traffic on the level crossing at the Longeraie crossroads, and following the creation of a new pavement crossing the railway line to serve two public transport stops, this crossing</p>

does not meet the criteria for ensuring operational safety and preventing people from being put at risk when using it.  
The STSB recommends that the FOT secure this crossing by installing road and pedestrian barriers.

<b>Addressees</b>	Bundesamt für Verkehr
<b>Stage of the implementation</b>	<p>Partially implemented. The FOT understands and supports what the content of the safety recommendation aims to achieve. The FOT is a supervisory authority and cannot set any deadlines in this capacity. The following steps are planned or have already been initiated by the commune/canton:</p> <ul style="list-style-type: none"><li>• The commune/canton will put temporary measures in place immediately.</li><li>• Plans to install a barrier system will subsequently be drawn up and submitted to the Canton of Vaud for approval. The Canton of Vaud shall obtain the agreement of the FOT before approving the plans.</li><li>• A barrier system will be installed and the temporary measures then lifted.</li></ul>
<b>Investigation report concerning the safety recommendation</b>	<p><a href="#"><u>Rapport de première information</u></a> <a href="#"><u>Rapport final</u></a></p>