



*Rosarie is the last AOCR (Automatic Open Crossing, Remotely Monitored) in Scotland. The crossing has signage for the road user, but no other way to safely segregate drivers from oncoming trains for instance there are no barriers. Currently the train driver controls the speed of the train on the approach to the crossing to ensure that any vehicle or pedestrians are in a safe position prior to traversing. This type of crossing is no longer permitted for new works. An ORR instruction has required Network Rail to remove any existing crossings to reduce the risk to road and rail users. This also limits the speed of trains in the area and can impact journey time and timetable performance.*

*Rosarie LX was first proposed as a closure scheme in April 2012. The project proposed to build a diversionary road. This was supported by Moray Council. Public consultation deemed both of the proposed diversionary routes unsuitable. At this time, Moray Council requested that Network Rail progress with the retention and upgrade of the level crossing. Network Rail then investigated the replacement with an Automatic Half Barrier (AHB), which was deemed most appropriate given low traffic volumes (36 vehicles per day average from 9-day census). The proposed AHB design was reviewed by Moray Council in late 2017. The design cannot adequately address the concerns regarding visibility of the crossing for road vehicles due to the road configuration on approach. As such, the crossing remains unsafe for road and rail users. Moray Council therefore recommended the commencement of the statutory Stopping Up order in April 2018. This is the subject of this refreshed stopping up order along with design for improvements to the existing road alignment which will improve public road and rail safety in the long term.*