

SCHEDULES

SCHEDULE 3

CONDITIONS AND REQUIREMENTS AS TO THE LEVEL CROSSINGS OF PUBLIC CARRIAGE ROADS

PART I—

LEVEL CROSSING OF A389 ROAD AT DUNMERE

A. Particulars of the Barriers and other Protective Equipment

1. A lifting barrier shall be pivoted as close to the railway as practicable on both sides of the specified road on each side of the railway.

2. When lowered the barriers shall be as nearly horizontal as possible and shall extend across the full width of the carriageway and the footway.

3. When the barriers are fully lowered their uppermost surfaces shall be not less than 900 millimetres (“mm”) above the road surface at the centre of the carriageway and the underclearance between the barriers and the carriageway shall not exceed 1000& mm.

4. When in the fully raised position the barriers shall be inclined towards the carriageway at an angle of between 5 and 10 degrees from the vertical. No part of any barrier or of any attachment thereto which is less than 5 metres above the level of the carriageway shall be horizontally displaced from the nearer edge of the carriageway by less than 450 mm and no part of any barrier or any attachment thereto which is less than 2 metres above the level of the footway shall be horizontally displaced from that edge of the footway further from the carriageway by less than 150 mm.

5. The barriers shall be as light as possible but shall also be strong enough to prevent distortion or fracture likely to be caused by wind pressure.

6. The barriers shall display on both front and rear faces alternate red and white bands each approximately 600 mm long and to the full depth of the barriers. A band of red retro-reflecting material not less than 50 mm deep shall be provided along the full length of each red band.

7. Suitable screening shall be provided for each barrier machine to guard against danger to persons from the operating mechanism and moving parts of the machine.

8. Two electric lamps, each of not less than 5 watts nominal rating and with lenses of not less than 50 mm diameter, shall be fitted to each barrier, one within 150 mm of its tip and the other near its centre. When illuminated the lamps shall show a red light in each direction along the carriageway.

9. There shall be an additional swinging barrier on each side of the road. Each shall be operated by hand and so arranged and secured when in the normal position as to close off the railway line from the road. Each barrier shall be independent of the other and shall be capable of swinging clear of the railway and the road when it is required to move trains or road vehicles along the railway.

10. A traffic light signal of the size, colour and type shown in Diagram 3014 in the Regulations shall be provided on the left hand side of the carriageway on each approach to the crossing along the

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specified road and as close as practicable to the barrier. There shall be an additional traffic light signal of the same type on the right hand side of the specified road on each side of the railway so located as to be either in line with or on the railway side of the stop line mentioned in paragraph 12 below. The traffic light signals on each side of the railway shall be so positioned as to face outwards from the crossing towards approaching road traffic. All the signals shall be capable of directional adjustment.

11. An audible warning device shall be provided on or adjacent to each left hand side traffic light signal post. Facilities shall be provided to reduce the sound output of these devices and any reduced sound output shall operate between 2330 hours and 0700 hours.

12. A reflectorised stop line of the size, colour and type shown in Diagram 1001 in the Regulations shall be provided across the left hand side of the carriageway on each side of the railway not more than 2.5 metres before the left hand traffic light signal.

13. Where the specified road passes over the crossing, reflectorised edge of carriageway markings of the size, colour and type shown in Diagram 1012.1 in the Regulations shall be provided along each edge of each footway.

14. The centre line of the carriageway shall be marked on the crossing between the stop lines mentioned above and for a distance of 12 metres on each side of the railway measured along the centre of the carriageway from the stop lines with a reflectorised double continuous line carriageway marking of the size, colour and type shown in Diagram 1013.1A in the Regulations. The centre line shall be continued for a distance of 42 metres on each side of the railway measured along the centre of the carriageway from the ends of the double continuous line with a reflectorised double line of the size, colour and type shown in Diagram 1013.1D in the Regulations.

15. There shall be a control point on each railway approach to the crossing located so that there is a clear view of the crossing from it.

16. Each control point shall have a keyswitch to energise the system and push buttons to—

- (a) lower the lifting barriers—the ‘lower’ push button,
- (b) raise the lifting barriers—the ‘raise’ push button,
- (c) release the driver’s indicator—the ‘crossing clear’ push button,
- (d) stop the lowering or raising of the lifting barriers—the ‘stop’ push button.

17. Lighting shall be provided as necessary so that during the hours of darkness in conditions of normal visibility it can be seen by the train driver that the crossing is clear before the train proceeds over it.

18. A stop board of standard railway design displaying the words “Stop—await instructions” shall be provided on the western railway approach to the crossing 205 metres before the crossing and on the eastern railway approach to the crossing 187 metres before the crossing. The stop boards shall be provided with Class I retro-reflecting material or shall be illuminated.

19. A lamp shall be provided on the western railway approach to the crossing 142 metres before the crossing and on the eastern railway approach to the crossing 103 metres before the crossing and shall, when lit, show an intermittent yellow light. The yellow lights shall only show if one or other of the control points mentioned in paragraph 15 above has been energised and the power supply has not failed.

20. A stop board of standard railway design displaying the words “Stop—Wait for white light and whistle before proceeding” shall be provided on each railway approach 25 metres before the crossing. The stop boards shall be provided with Class I retro-reflecting material or shall be illuminated.

21. A driver’s indicator shall be provided on each railway approach to the crossing and shall, when lit, show an intermittent white light. The white light shall only show if on each side of the

railway at least one of the intermittent red lights in each of the traffic light signals mentioned in paragraph 10 above is lit and the power supply has not failed.

22. An advance warning board of standard railway design shall be provided on each railway approach to the crossing and shall be provided with Class I retro-reflecting material or shall be illuminated.

23. Two independent power supplies shall be provided at the crossing, one of which may consist of standby batteries of sufficient capacity to operate the whole installation for 12 hours.

24. Cattle-cum-trespass guards of standard railway design shall be provided adjacent to the edge of the made up area 200 metres west of the crossing.

B. Conditions and Requirements to be observed by the Operator.

25. The surface of the carriageway and footways over the crossing and the made up areas over which road vehicles may pass shall be maintained in a good and even condition. The carriageway shall be 8 metres wide and the footways 2 metres wide.

26. The lifting barriers shall be kept in the fully raised position and the swinging barriers shall be kept closed across the railway except during the time when any vehicle passing along the railway has occasion to cross the specified road or when any authorised road vehicle has occasion to pass along the made up area of the railway. The electric lamps on each lifting barrier shall be lit except when the barriers are fully raised.

27. Visual indicators shall be provided at each control point. The indicators shall show when—

- (a) the main power supply is available,
- (b) all the lifting barriers are fully raised,
- (c) all the lifting barriers are fully lowered, and
- (d) at least one of the intermittent red lights of each of the traffic lights on each side of the railway is showing along the carriageway.

28. When the keyswitch is operated to energise the control point the intermittent yellow lights mentioned in paragraph 19 above shall immediately show and shall continue to show until the sequence described in paragraphs 29 and 30 below has been completed and the control point has been de-energised.

29. When the 'lower' push-button of the control point is pressed the sequence of events to close the crossing to road traffic shall begin. The sequence shall be:—

- (a) The amber lights shall immediately show and the audible warning shall begin. The lights shall show for approximately 3 seconds.
- (b) Immediately the amber lights are extinguished the intermittent red lights shall show.
- (c) 4 to 6 seconds later the left hand side barriers shall begin to descend and shall take a further 6 to 10 seconds to reach the lowered position.
- (d) The right hand side barriers shall then begin to descend taking 6 to 10 seconds to reach the lowered position.
- (e) The audible warning shall stop when all the barriers are fully lowered.

30. The intermittent red lights shall continue to show until the lifting barriers have begun to rise. The intermittent red lights shall be extinguished before the barriers have risen to an angle of 45 degrees above the horizontal.

31. Drivers shall bring their trains to a halt at the stop boards mentioned in paragraph 18 above and shall not proceed until the intermittent yellow light mentioned in paragraph 19 above shows and

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they have been hand-signalled forward by the person in charge of the crossing. Drivers shall sound the train's whistle before proceeding.

32. Drivers shall bring their trains to a halt at the stop boards mentioned in paragraph 20 above. Trains travelling in either direction shall not proceed over the crossing until the intermittent white light of the driver's indicator mentioned in paragraph 21 above shows. If the white light fails to show, drivers shall proceed with caution when it is safe to do so after they have brought their trains to a stand short of the crossing.

33. If any lifting barrier fails to rise from the lowered position the intermittent red lights shall continue to show.

34. The operator shall give notice in writing to the Secretary of State as soon as the provisions of this Part of this Schedule have been met and the crossing shall be inspected by H M Railway Inspectorate as soon as possible thereafter.