

## 1981 No. 242

## ROAD AND RAIL TRANSPORT

## Level Crossing (Glebe Road, Dunmurry) Order (Northern Ireland) 1981

<i>Made</i>	16th July 1981
<i>Coming into operation</i>	24th August 1981
<i>To be laid before Parliament under paragraph 3(3) of Schedule 1 to the Northern Ireland Act 1974</i>	

WHEREAS the railway undertaking has made application pursuant to section 66 of the Transport Act (Northern Ireland) 1967(a) for an order under that section:

NOW THEREFORE the Department of the Environment in exercise of the powers conferred by section 66 of the Transport Act (Northern Ireland) 1967 and now vested in it(b) and of every other power enabling it in that behalf hereby makes the following Order:—

*Citation, commencement and interpretation*

1.—(1) This Order may be cited as the Level Crossing (Glebe Road, Dunmurry) Order (Northern Ireland) 1981 and shall come into operation on 24th August 1981.

(2) In this Order—

“Department” means the Department of the Environment;

“nearside” means the left-hand side of the road or carriageway in relation to a person approaching the level crossing along the road or carriageway;

“offside” means the right-hand side of the road or carriageway in relation to any such person;

“the Regulations of 1979” means the Traffic Signs Regulations (Northern Ireland) 1979(c);

“stop line” has the meaning assigned by paragraph 12 of Schedule 2.

*Suspension of Railway Acts*

2. While this Order remains in force—

(a) section 47 of the Railways Clauses Consolidation Act 1845(d) (provision in cases where roads are crossed on a level);

(b) section 6 of the Railways Clauses Act 1863(e) (company to erect lodge at point of crossing);

(c) any other transferred provision incorporating requirements to the same or similar effect as those contained in the enactments mentioned in paragraphs (a) and (b), shall cease to apply to the level crossing referred to in Schedule 1.

(a) 1967 c. 37 (N.I.)

(b) By S.R. & O. (N.I.) 1973 No. 504 Article 4 and Schedule 1

(c) S.R. 1979 No. 386

(d) 1845 c. 20

(e) 1863 c. 92

*Provision of barriers*

3. The railway undertaking shall at the said level crossing—

- (a) provide, maintain and operate the barriers, lights and other devices, excluding traffic signs, specified in Schedule 2 and shall give notice in writing to the Department as soon as the provision thereof is complete;
- (b) secure the provision and the maintenance and operation by the Department of the traffic signs specified in Schedule 2;
- (c) comply with the conditions and requirements specified in Schedule 3.

Sealed with the Official Seal of the Department of the Environment for Northern Ireland on 16th July 1981.

(L.S.)

*J. M. Irvine*

Assistant Secretary

## SCHEDULE 1

The level crossing known as Glebe Road Level Crossing in the townland of Dunmurry and County of Antrim whereby the road known as Glebe Road (between the A3 Kingsway and the C3 Upper Dunmurry Lane) is crossed by the railway between Dunmurry and Derriaghy stations.

Irish Grid Reference 291/689.

## SCHEDULE 2

*Particulars of barriers, lights, traffic signs and other devices and appliances*

(1) A barrier extending as near to the centre of the carriageway as possible when lowered shall be pivoted as close to the railway as practicable on both sides of the road on each side of the railway.

(2) 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.

(3) The barriers shall be of light construction but shall also be of sufficient strength to prevent distortion or fracture likely to be caused by wind pressure.

(4) The barriers shall be fitted with skirts of a pale colour and light construction so arranged that when the barriers are lowered they fence in the space between the barriers and the ground.

(5) Three electric lamps of not less than five watts nominal rating each with lenses of not less than 50 mm diameter shall be fitted to each barrier and when illuminated shall show a red light in each direction along the carriageway.

(6) The barriers shall be capable of being lowered and raised across the carriageway and the adjacent footways.

(7) When lowered, the uppermost surface of the barriers shall be not less than 920 mm and not more than 1060 mm above the centre of the carriageway.

(8) The barriers shall display on both front and rear faces alternate red and white bands each approximately 600 mm long. The red bands shall be of a reflecting material.

(9) When in the fully raised position the barriers shall be inclined towards the carriageway at an angle of between five and ten 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. No part of any barrier or of any attachment thereto which is less than 2 metres above the level of either footway shall be horizontally displaced from that edge of the footway further from the carriageway by less than 150 mm.

(10) A primary road traffic light signal consisting of a single steady amber and two flashing red lamps together with a backing board as described in regulation 13(4) of the Regulations of 1979 shall be provided adjacent to each nearside barrier pivot post not more than 1 metre before the barrier. There shall be a duplicate primary road traffic light signal of the same type on the offside of the 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). The aforesaid 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 nearside barrier pivot post to warn pedestrians that the barriers are about to be lowered.

(12) A white reflectorised stop line of a size, and type shown in diagram 1001 in the Regulations of 1979 shall be provided at right angles across the nearside of the carriageway on each side of the railway not less than 1 metre before the nearside traffic light signal.

(13) The carriageway shall be approximately 5.5 metres wide at the crossing.

(14) A footway shall be retained adjacent to both edges of the carriageway.

(15) The ground at the two edges of the carriageway over the crossing shall be made up to the level of the carriageway for a distance of approximately 2 metres beyond each edge.

(16) Where the road passes over the crossing, white reflectorised edge of carriageway road markings of the size and type shown in diagram 1011 in the Regulations of 1979 shall be provided along each edge of each footway.

(17) The centre line of the carriageway shall be marked on the crossing between the stop lines mentioned above with a white reflectorised double continuous line road marking of a size and type shown in diagram 1013.1 in the Regulations of 1979. Two white reflectorised warning arrows of a size and type shown in diagram 1014 in the Regulations of 1979 shall be provided on each approach to the double lines. Bi-directional reflecting road studs spaced at 4 metre intervals shall be provided between the double lines of the centre of carriageway markings. Any stud laid within 2 metres of a running rail shall be of plastic material.

## SCHEDULE 3

*Conditions and requirements to be observed by the railway undertaking*

(1) The surface of the carriageway and footways over the crossing shall be maintained in good and even condition.

(2) The crossing shall be protected by signals on the railway being part of the signalling operated from Belfast signalbox. The barriers shall be interlocked with the protecting railway signals and the arrangements shall be such that it shall not be possible to raise the barriers from their positions across the carriageway unless the protecting railway signals are set at danger and that while the barriers are raised it shall not be possible to clear those signals.

(3) The barriers shall be kept in the fully-raised position except during the time when engines, carriages, or other vehicles passing along the railway have occasion to cross the road.

(4) The red electric lamps on each barrier mentioned in Schedule 2 shall be illuminated at all times except when the barriers are in the fully raised position.

(5) The crossing shall be illuminated during the hours of darkness to such a standard that the operator can ascertain in conditions of normal visibility that the crossing is clear before the barriers are fully lowered.

(6) The barriers and the audible warning devices and the traffic light signals mentioned in Schedule 2 shall be operated from a control point in Dunmurry gate box but means shall also be provided at the crossing for their manual operation. The control panel shall include three indications, i.e.:—

(a) An indication that all the barriers are fully lowered.

(b) An indication that all the barriers are fully raised.

(c) An indication that at least one of the flashing red lamps on each side of the railway mentioned in Schedule 2 is showing along the carriageway.

(7) The traffic light signals and the audible warning devices shall be operated and the barriers shall be lowered to close the road by the operation of one push-button at the control point. The sequence of events shall then be as follows:—

(a) The amber lamps shall immediately be illuminated and the audible warning devices shall commence to sound. The lamps shall remain illuminated for approximately five seconds.

(b) Immediately the amber lamps are extinguished the red lamps shall start to flash.

(c) Six to eight seconds later the nearside barriers shall start to descend taking six to eight seconds to reach the lowered position.

(d) The offside barriers shall then start to descend taking six to eight seconds to reach the lowered position whereupon the audible warning devices shall cease to sound.

(e) The red lamps shall continue to flash and the amber lamps shall remain illuminated until the barriers have begun to rise and shall be extinguished before the barriers have risen to an angle of ten degrees above the horizontal. If any barrier fails to rise from the lowered position the lamps shall continue to flash or to remain illuminated as the case may be.

(8) There shall be a second push-button at the control point which will be pressed to raise the barriers simultaneously.

(9) Facilities shall be provided at the control point to enable the barriers to be stopped during the lowering or raising sequence.

(10) Facilities shall be provided to reduce the sound output of the audible warning devices mentioned in paragraph (11) of Schedule 2. The reduced sound output shall operate between 23.30 hours and 07.00 hours approximately.

EXPLANATORY NOTE

*(This note is not part of the Order.)*

This Order provides for the provision and maintenance of manually controlled barriers in lieu of gates at the railway level crossing at Glebe Road, Dunmurry.