

SCHEDULE 1

Article 3(a) and (b)

PARTICULARS OF THE BARRIERS, LIGHTS, TRAFFIC SIGNS AND OTHER DEVICES

1. Cattle-cum-trespass guards of standard railway design shall be provided adjacent to the ground which is made up to the level of the carriageway. The guards shall extend the full distance between the fence on each side of the railway.

2. A barrier shall be pivoted as close to the railway as practicable on both sides of the road on each approach to the crossing.

3. It shall be possible to raise and lower the barriers. When lowered, the barriers shall be as nearly horizontal as possible and shall extend across the full width of the carriageway and the footway.

4. When the barriers are fully lowered their uppermost surfaces shall be not less than 900mm above the road surface at the centre of the carriageway and the underclearance between the barriers and the road surface shall not exceed 1 metre.

5. 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 either 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 450mm. No part of any barrier or any attachment thereto which in either case is less than 2 metres above the level of the footway shall normally be horizontally displaced from that edge of the footway further from the carriageway by less than 150mm.

6. 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. It shall be possible to raise them by hand. The barriers shall be at least 125mm deep at their mid-point and at least 75mm deep at their tip.

7. The barriers shall be fitted with skirts so arranged that when the barriers are lowered the skirts fence in the space between the barriers and the ground.

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

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

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

11. A traffic light signal as prescribed by diagram 3014 of the Regulations shall be provided on the left hand side of the road on each approach to the crossing and as close as practicable to the barrier. There shall be an additional traffic signal of the same type on the right hand side of the road on each approach to the crossing so located as to be either in line with or on the railway side of the stop line mentioned in paragraph 13. The traffic light signals on each side of the railway shall be positioned so as to face outwards from the crossing towards approaching road traffic. All the signals shall be capable of directional adjustment.

12. An audible warning device shall be provided on or adjacent to each left hand side traffic light signal post on each approach to the crossing. Facilities shall be provided to reduce the sound output of these devices and any reduced sound output shall operate to suit local day and night conditions.

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13. A reflectorised stop line of the size and type shown in diagram 1001 in the Regulations shall be provided across the left hand side of the carriageway on each approach to the crossing approximately 1 metre before the left hand side traffic light signal.

14. Where the road passes over the crossing, reflectorised edge of carriageway road markings of the size and type shown in diagram 1012.1 in the Regulations shall be provided along each edge of any made-up ground along each edge of the carriageway.

15. The centre line of the carriageway shall be marked on the crossing between the stop lines mentioned above and for a distance of 18 metres on each side of the railway measured along the centre of the carriageway from the stop line with a reflectorised double continuous line carriageway marking of the size, colour and type shown in Diagram 1013.1A in the Regulations.

16. A traffic sign of the size, colour and type shown in diagram 770 in the Regulations shall be provided on the left hand side of each road approach to the crossing facing traffic approaching the crossing. Below this a traffic sign of the size, colour and type shown in diagram 773 in the Regulations shall be provided facing traffic approaching the crossing.

17. There shall be a signal box at Belfast Central. A closed circuit television camera shall be provided at the crossing and shall be connected to a viewing monitor adjacent to the crossing control point in the signal box.

18. The control point shall have push-buttons to –

- (a) lower the barriers – the ‘lower’ push-button;
- (b) raise the barriers – the ‘raise’ push-button;
- (c) release the protecting signals – the ‘crossing clear’ push-button;
- (d) stop the lowering or raising of the barriers – the ‘stop’ push-button.

19. Facilities shall be provided at the crossing to operate the barriers and other protective equipment.

20. Lighting shall be provided as necessary so that during the hours of darkness in conditions of normal visibility it can be seen from the control point that the crossing is clear whilst the barriers are being lowered, and until the ‘crossing clear’ push-button is pressed.

21. Protecting railway signals shall be provided and these shall be interlocked with the barriers so that it shall not be possible, other than by hand, to raise the barriers from their positions across the carriageway unless the protecting railway signals are set at Danger and whilst the barriers are raised it shall not be possible to clear those signals.

22. In this Schedule

“the Regulations” means the Traffic Signs Regulations (Northern Ireland) 1997(1).

(1) S.R. 1997 No. 386: relevant amending Regulations are S.R. 1999 No. 484