

SCHEDULE 3

Article 9(5)

PART I

Particulars of the Gates, Traffic Signs and Other Protective Equipment at the Accommodation Work Stage

1. A gate shall be pivoted as close to the railway as practicable on each side of the accommodation road on both sides of the railway.
2. When closed to road vehicles the gates shall extend across the accommodation road. The tip of each gate shall extend to a point not more than 75 mm from the tip of the gate on the other side of the road on the same side of the railway.
3. The uppermost surfaces of the gates shall be not less than 1,450 mm above the road surface and the underclearance between the gates and the road surface shall not exceed 300 mm.
4. The gates shall open outwards away from the railway and, when open to road vehicles, each gate shall be parallel with the edge of the road and shall be secured to a latch post.
5. Each gate shall be provided with a suitable mechanism at its tip to secure the gate in either position. An additional mechanism shall provide facility to secure one gate to the other gate when the gates are closed to road traffic and this mechanism shall be so arranged that it can be locked in the closed position by either of two padlocks but can only be opened when both are unlocked.
6. The gates shall be as light as possible but shall also be strong enough to prevent distortion or fracture likely to be caused by wind pressure.
7. The framework of the gates shall be comprised of parallel horizontal members including not less than four rails in addition to the top and bottom members.
8. The gates shall each display a semi-circular plate of Red Class I retro-reflecting material so arranged that when the gates are closed to road traffic the plates together shall form a circular plate not less than 750 mm in diameter on the faces directed towards oncoming road traffic.
9. A sign shall be provided approximately 5 metres before the latchpost on the left hand side of the road on each side of the railway and shall display the words "Private Crossing. Access only to authorised vehicles. Stop and wait here if gates are closed".
10. A stop board of standard railway design displaying the words "Stop—Close crossing gates before proceeding" shall be provided on each railway approach to the crossing approximately 25 metres before the crossing. The stop boards shall be provided with Class I retro-reflecting material or shall be illuminated.
11. An advance warning board of standard railway design shall be provided on each railway approach to the crossing approximately 300 metres before the crossing and shall be provided with Class I retro-reflecting material or shall be illuminated.

PART II

Particulars of the Barriers and Other Protective Equipment when the Road is Open to the Public

12. A lifting barrier shall be pivoted as close to the railway as practicable on the left hand side of the specified road on each side of the railway.

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13. When lowered the barriers shall be as nearly horizontal as possible, be as nearly as possible at right angles to the centreline of the carriageway and shall extend across the left hand side of the carriageway and the footway. The tip of each barrier shall extend to a point not less than 450 mm beyond the left hand edge of the central reservation mentioned in paragraph 41 below.

14. When the barriers are fully lowered their uppermost surfaces shall be not less than 900 mm above the road surface at the centre of the carriageway and the underclearance between the barriers and the carriageway shall not exceed 1,000 mm.

15. 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.

16. 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 also be possible to raise them by hand.

17. 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.

18. 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.

19. Three 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, 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.

20. A traffic light signal as prescribed by regulation 31(4) of the Regulations shall be provided on the left hand side of the dual carriageway on each approach to the crossing along the specified road and as close as practicable to the barrier. There shall be an additional traffic light signal of the same type in the central reservation in 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 23 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 including the individual lanterns shall be capable of directional adjustment.

21. A lamp which when illuminated shows a symbol of the size, colour and type shown in the upper portion of Diagram No. 4002 in the Regulations shall be provided on the right hand side of each approach to the crossing along the specified road so located as to be approximately 4 metres before the railway. The lamps shall be directed towards pedestrians approaching the crossing on the right hand side of the specified road. It shall be possible to adjust the directional alignment of the lamps.

22. An audible warning device shall be provided on or adjacent to each left hand side traffic light signal post. A similar device shall also be provided on or adjacent to each of the pedestrian warning lamps mentioned in paragraph 21 above. 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 approximately.

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

24. A reflectorised pedestrian stop line of the size, colour and type shown in Diagram 1003.2 in the Regulations shall be provided across the right hand dual carriageway and footway on both

sides of the railway. The line shall be not less than 1 metre before the lamp mentioned in paragraph 21 above, not nearer than 2 metres to the running edge of the nearest rail, and shall be as nearly as possible at right angles to the centre line of the carriageway.

25. Where the specified road passes over the crossing, reflectorised edge of carriageway markings of the size, colour and type shown in Diagram 1011 in the Regulations shall be provided along each edge of each footway.

26. The right hand edge of each of the carriageways over the crossing shall be marked on the crossing and between the outermost ends of the central reservations on each approach to the crossing with a reflectorised continuous line carriageway marking of the size, colour and type shown in Diagram 1011 in the Regulations. These markings shall continue so far as is necessary for them to become part of the overall carriageway marking system.

27. A traffic sign of the size, colour and type shown in Diagram 649.2 in the Regulations shall be provided on each road approach to the crossing along the specified road. The signs shall face traffic approaching the crossing.

28. A traffic sign of the size, colour and type shown in Diagram 863 in the Regulations shall be provided on each side of the specified road on each side of the railway mounted below or adjacent to the traffic light signal and shall face outwards from the crossing towards approaching road traffic.

29. A telephone mounted in a cabinet and connected to the Norchard Control Office shall be provided on or adjacent to the right hand side traffic light signal post on each side of the railway. A traffic sign of the size, colour and type shown in Diagram 854 in the Regulations shall be provided on the door and at least two of the other faces of the cabinet. Suitable illuminated notices giving instructions to users shall be provided and maintained in each cabinet.

30. Any lighting which is provided shall be at least to the same standard as the lighting of the carriageway.

31. A train driver's flashing red or flashing white indicator shall be provided on each approach to the crossing. The flashing red indicator shall not be displayed when the flashing white indicator is showing. The white indicator 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 20 above is lit, both barriers have begun to descend and the main power supply has not failed. The flashing red indicator may operate continuously or be initiated automatically by the train as it approaches the crossing.

32. Facilities shall be provided at the crossing to operate the barriers and other protective equipment both locally and manually.

33. Two independent power supplies shall be provided at the crossing, one of which may consist of batteries. In the event of a mains power supply failure the capacity of the batteries shall be sufficient to operate the train driver's indicators mentioned in paragraph 31 above for a duration of not less than 48 hours and also to operate both barriers to the fully raised position.

34. A standard level crossing speed restriction board, which shall be provided with Class I retro-reflecting material or shall be illuminated, shall be provided on each railway approach to the crossing. The board on the approach from the Lydney Junction direction shall be placed approximately 90 metres before the crossing and the board from the Lydney Lakeside direction approximately 25 metres before the crossing on or adjacent to the post of the train driver's indicator applicable to that direction and mentioned in paragraph 31 above. The boards shall show a speed of 10 miles per hour.

35. 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. The board on the approach to the crossing from the Lydney Lakeside direction shall be located on or adjacent to the same post as a sign which shall require all trains to stop at Lydney Lakeside station.

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36. Cattle-cum-trespass guards of standard railway design shall be provided adjacent to the footways. The guards shall extend the full distance between the fence on each side of the railway.

PART III

Conditions and Requirements to be observed by the Company at the Accommodation Work Stage

37. The surface of the accommodation road over the crossing shall be maintained in a reasonably good and even condition. The accommodation road shall be approximately 7.3 metres wide on the approaches to the crossing and shall be approximately 13 metres wide over the railway.

38. The gates shall be kept constantly closed across the accommodation road except during the time when the security system mentioned in paragraph 39 below permits use of the accommodation road by any authorised vehicle.

39. The gates shall be secured in the closed position on both sides of the railway by either or both of two padlocks. If the railway is closed the railway padlocks will be removed and lodged with the Line Controller. If the railway is open trains will be brought to a stand before the crossing as mentioned in paragraph 40 below and the person in charge of the train shall close and secure the gates on both sides of the railway with the railway padlocks. If road access is not required the works padlocks will be applied to the gates on both side of the railway and the keys thereof lodged with the Clerk of Works. If road access is required the Clerk of Works may release the keys of the works padlocks to authorised contractors. The Line Controller shall reach a clear understanding as to rail and road traffic movements on each day the railway is open and shall keep a record of this. The Clerk of Works shall keep a clear record of the issue and return of works padlock keys.

40. Drivers shall bring their trains to a halt at the stop boards mentioned in paragraph 10 above and shall sound the train's whistle before proceeding. Trains travelling in either direction shall not proceed over the crossing until the driver has been given a clear handsignal by the person in charge of the level crossing to signify that the gates on both sides of the railway are securely closed and locked against road traffic and that the crossing is clear.

PART IV

Conditions and Requirements to be observed by the Company when the Road is Open to the Public

41. The carriageway shall be divided into two separate carriageways approximately 12 metres before the crossing and there shall be a central reservation between the carriageways on each approach to the crossing on each side of the railway approximately 2.5 metres wide and 10 metres long. Each of the carriageways shall be approximately 3 metres wide. The separation between the two carriageways shall be approximately 3.5 metres wide. There shall be a footway approximately 3 metres wide between the carriageway and the outermost extent of the highway on each approach to the crossing on both sides of the railway. The surface of the carriageway and footways over the crossing shall be maintained in a good and even condition.

42. The barriers shall be kept in the fully raised position except during the time when any train passing along the railway has occasion to cross the specified road. The electric lamps on each barrier shall be lit except when the barriers are fully raised.

43. When a train either occupies a track circuit or operates a treadle the sequence of events to close the crossing to road traffic shall automatically begin. The sequence shall be:–

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- (a) the amber lights shall 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 of the traffic light signals and the pedestrian warning lamps shall show;
- (c) 4 to 6 seconds later the barriers shall begin to descend and shall take a further 6 to 10 seconds to reach the lowered position.

44. Not less than 27 seconds shall elapse between the time when the amber lights first show and the time when the train reaches the crossing. The barriers shall rise as soon as the train has passed clear of the crossing.

45. The intermittent red lights shall continue to show and the audible warning devices to sound until the barriers have begun to rise and both shall be switched off before the barriers have risen to an angle of 45 degrees above the horizontal.

46. After a train has passed one of the standard level crossing speed restriction boards referred to in paragraph 34 above the relevant speed shall not be exceeded until the front of the train has passed over the crossing.

47. In the event of failure of both intermittent red lights in any of the road traffic signals, provided the barriers have not commenced to lower they shall remain in the fully raised position and the train driver's indicators on each railway approach shall continue to show an intermittent red light. Should such a failure occur with the barriers in any position other than fully raised they shall lower and remain lowered until they are raised by either the passage of a train or locally/manually. In these circumstances the white train driver's indicator on the relevant railway approach shall be extinguished and the other train driver's indicator on the same railway approach shall show an intermittent red light.

48. If either barrier fails to rise from the lowered position the intermittent red lights in the road traffic light signals shall continue to show.

49. Should a total power failure occur, provided the barriers have not commenced to lower they shall remain in the fully raised position. If the barriers are in any other position when the failure occurs they shall remain in that position until they are manually raised.

50. If the white train driver's indicator mentioned in paragraph 31 above shows and the crossing is unobstructed at the time when the white light first shows, drivers of trains in both directions may drive their trains over the crossing at a speed not exceeding the speed indicated on the relevant board described in paragraph 34 above until the front part of the train has passed over the crossing. If the white light does not show and the red light continues to show or there is no light or the crossing is obstructed at the time the white light first shows, drivers shall bring their trains to a stand short of the crossing and may thereafter proceed with caution when it is safe to do so.

51. The Company shall give notice in writing to the Secretary of State as soon as the provisions of Parts II and IV of this Schedule have been met and the crossing shall be inspected as soon as reasonably possible thereafter.