1983 No. 20

ROAD AND RAILWAY TRANSPORT

Level Crossing (Bellarena) Order (Northern Ireland) 1983

Made . . . . . 21st February 1983

Coming into operation . . . 30th March 1983

To be laid before Parliament under paragraph 3(3) of Schedule 1 to the Northern Ireland Act 1974.

The Department of the Environment, in exercise of the powers conferred by section 66 of the Transport Act (Northern Ireland) 1967(**a**) and now vested in it(**b**) and of every other power enabling it in that behalf, having received from the railway undertaking an application under the said section 66, hereby makes the following Order:

Citation, commencement and interpretation

1.—(1) This Order may be cited as the Level Crossing (Bellarena) Order (Northern Ireland) 1983 and shall come into operation on 30th March 1983.

(2) In this Order "the crossing" means the Bellarena Level Crossing in the townland of Oughtymoyle and County of Londonderry whereby the road known as Seacoast Road (No. A2) is crossed by the railway between Castlerock and Londonderry stations.

Irish Grid reference I C 669315.

Suspension of Railway Acts

2. While this Order remains in force—

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

(*b*) section 6 of the Railways Clauses Act 1863(**d**) (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 crossing.

Provision of automatic equipment

3. The railway undertaking shall at the crossing—

(*a*) provide, maintain and operate the lights and automatic and other devices, excluding traffic signs, specified in Schedules 1 and 2 and shall give notice in writing to the Department of the Environment as soon as the provision thereof is complete;

(*b*) secure the provision, maintenance and operation of the traffic signs specified in Schedule 1 by that Department;

(**a**) 1967 c. 37 (N.I.)
(**b**) Formerly the Ministry of Development: *see* S.R. & O. (N.I.) 1973 No. 504
(**c**) 1845 c. 20
(**d**) 1863 c. 92

(*c*) comply with the conditions and requirements specified in Schedule 2.

Amendment

4. In Schedule 1 to the Northern Ireland Railways (Public Level Crossings) Order 1969(a) the reference to Bellarena Level Crossing shall cease to have effect so that the provisions of that Order shall cease to apply to the said Level Crossing.

Sealed with the Official Seal of the Department of the Environment for Northern Ireland on 21st February 1983.

(L.S.) *J. M. Irvine*

Assistant Secretary

(a) S.R. & O. (N.I.) 1969 No. 186

SCHEDULE 1

PARTICULARS OF LIGHTS, TRAFFIC SIGNS AND OTHER DEVICES AND APPLIANCES

1. A traffic light signal as prescribed by Regulation 13(4) of the Traffic Signs Regulations (Northern Ireland) 1979 shall be provided as close to the railway as practicable on the nearside of the carriageway on each road approach to the crossing. There shall be an additional 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 3. 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.

2. An audible warning device shall be provided on or adjacent to each nearside traffic light signal.

3. A reflectorised stop line of the size, colour and type shown in Diagram 1001 in the Regulations shall be provided across the nearside of the carriageway on each side of the railway approximately 2 metres before the nearside traffic light signal.

4. A reflectorised pedestrian stop line of the size, colour and type shown in Diagram 1003.2 in the Regulations shall be provided across the offside of the carriageway and any made up ground on both sides of the carriageway on both sides of the railway. The line shall be not less than 1 metre before the traffic light signal on the same side of the road and 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.

5. Where the road passes over the crossing reflectorised edge of carriageway road markings of the size, colour and type shown in Diagram 1011 in the Regulations shall be provided along each edge of any made up ground along each edge of the carriageway.

6. 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 road marking of the size, colour and type shown in Diagram 1013.1 in the Regulations. The centre line shall be continued for a distance of 45 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 continuous line and broken line of the size, colour and type also shown in Diagram 1013.1 in the Regulations wherein the continuous line is on the near side of the broken line.

7. A traffic sign of the size, colour and type shown in Diagram 542.1 in the Regulations shall be provided on each side of the road on each side of the railway mounted immediately above each traffic light signal. Each of the signs shall face outwards from the crossing towards approaching road traffic.

8. A traffic sign of the size, colour and type shown in Diagram 863 in the Regulations shall be provided on each side of the 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.

9. A traffic sign of the size, colour and type shown in Diagram 542.2 in the Regulations shall be provided on or adjacent to each traffic light signal post on both sides of the railway and shall face outwards from the crossing towards approaching road traffic.

10. A traffic sign of the size, colour and type shown in Diagram 649.1 in the Regulations shall be provided on each road approach to the crossing facing traffic approaching the crossing.

11. A telephone mounted in a cabinet and connected to Castlerock Signal Box shall be provided on or adjacent to the offside 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 on 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.

12. A whistle board shall be provided on each railway approach to the crossing at a distance equivalent to 7 seconds travelling time from the crossing for the fastest train, to instruct drivers to sound the train whistle between 0700 hours and 2330 hours.

13. 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 twelve hours.

14. In this Schedule—

"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" means the Traffic Signs Regulations (Northern Ireland) 1979(a) as amended by the Traffic Signs (Amendment) Regulations (Northern Ireland) 1982(b).

SCHEDULE 2

CONDITIONS AND REQUIREMENTS TO BE OBSERVED BY THE RAILWAY UNDERTAKING

1. The carriageway shall be approximately 5.8 metres wide at the crossing.

2. 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 not less than 1 metre beyond each edge.

3. The surface of the carriageway over the crossing shall be maintained in good and even condition.

4. If the road approaches to the crossing are lit, the crossing shall be lit to at least the same standard.

5. Visual indicators and an audible alarm shall be provided in Castlerock Signal Box. The indicators shall show when the main power supply is available and that the road traffic light signal equipment is in working order. Should all the red traffic light signals facing in one direction fail or any one of them continue to flash for an unusually long time the audible alarm shall sound.

6. The audible warning devices and the traffic light signals mentioned in Schedule 1 shall be activated automatically by the approach of a train but means shall also be provided at the crossing for their manual operation and control.

7. When the train either occupies a track circuit or operates a treadle the traffic light signals and the audible warning devices shall begin to operate in accordance with the following sequence:—

(*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 shall begin to show.

(*c*) 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.

(*d*) The intermittent red lights shall continue to show and the audible warning devices shall continue to sound until the train has passed clear of the crossing, when both shall stop.

EXPLANATORY NOTE

(This note is not part of the Order.)

This Order provides for the provision and maintenance of an automatic open crossing in lieu of manually operated crossing gates at the Bellarena railway level crossing.

(a) S.R. 1979 No. 386
(b) S.R. 1982 No. 389