1985 No. 317

ROAD AND RAILWAY TRANSPORT

Level Crossing (Cullybackey Station) Order (Northern Ireland) 1985

Made . . . . . *14th November 1985*

Coming into operation . . . *26th January 1986*

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

Citation, commencement and interpretation

1.—(1) This Order may be cited as the Level Crossing (Cullybackey Station) Order (Northern Ireland) 1985 and shall come into operation on 26th January 1986.

(2) In this Order "the crossing" means the Cullybackey Station Level Crossing in the townland of Cullybackey and County of Antrim whereby the road known as Station Road/Fenagh Road is crossed by the railway between Ballymena and Ballymoney Stations.

Suspension of statutory provisions

2. While this Order remains in force—

(*a*) section 47 of the Railways Clauses Consolidation Act 1845(c) (requirements as to gates);

(*b*) section 6 of the Railways Clauses Act 1863(d) (requirements as to lodges, etc.);

(*c*) any other statutory provision imposing requirements to the same or similar effect as those contained in the Acts mentioned in paragraphs (*a*) and (*b*),

shall not apply in relation to the crossing.

Provision of automatic equipment

3. The railway undertaking shall at the crossing—

(*a*) provide, maintain and operate the barriers, 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 by that Department of the traffic signs specified in Schedule 1;

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

(a) The functions of the Ministry of Development under the Transport Act (Northern Ireland) 1967 transferred to the Department of the Environment by S.R. & O. (N.I.) 1973 No. 504 Art. 4

(b) 1967 c. 37 (N.I.) as amended by S.I. 1984/1986 (N.I. 15) Art. 15

(c) 1845 c. 20

(d) 1863 c. 92

Sealed with the Official Seal of the Department of the Environment on 14th November 1985.

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

Assistant Secretary

SCHEDULE 1

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

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 the nearside of the road on each side of the railway.

3. It shall be possible to raise and lower the barriers. When lowered the barriers shall be as nearly horizontal as possible, be as nearly as possible at right angles to the centre line of the carriageway and shall extend across the nearside of the carriageway. The tip of each barrier shall extend to a point within 450mm of the centre of the carriageway and a clear exit of at least 3 metres of carriageway width shall be left to the offside edge of the carriageway.

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 1000mm.

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.

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.

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

8. 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.

9. 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.

10. A traffic light signal as prescribed by regulation 13(4) of the Regulations shall be provided adjacent to each barrier pivot post not more than 1 metre before the barrier. 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 13. 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 barrier pivot post.

12. A reflectorised stop line of the size and type shown in Diagram 1001 in the Regulations shall be provided across the nearside of the carriageway on each side of the railway not more than 1 metre before the nearside traffic light signal.

13. A reflectorised pedestrian stop line of the size 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 not be less than 1 metre before the offside traffic light signal 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.

14. Where the road passes over the crossing, reflectorised edge of carriageway road markings of the size 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.

15. 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 and type shown in Diagram 1013.1 in the Regulations. The centre line shall be continued for a distance of 18 metres on each side of the railway measured along

the centre of the carriageway from the ends of the double continuous line with reflectorised double continuous line and broken line road markings of the size and type also shown in Diagram 1013.1 in the Regulations wherein the continuous line is on the nearside of the broken line.

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

17. 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.

18. A telephone mounted in a cabinet and connected to Ballymena Signal Box shall be provided on or adjacent to each offside traffic light signal post. 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.

19. An advance warning board shall be provided on each railway approach to the crossing and shall be provided with Class 1 retro-reflecting material or shall be illuminated.

20. A level crossing speed restriction board for 50 miles per hour shall be provided on the up railway approach to the crossing approximately 330 metres before the crossing. A similar speed restriction board for 50 miles per hour shall be provided on the down railway approach to the crossing approximately 360 metres before the crossing. The boards shall be provided with Class 1 retro-reflecting material or shall be illuminated.

21. 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.

22. In this Schedule—

"nearside" means the left-hand side of the road or carriageway in relation to a person approaching the 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).

(a) S.R. 1979 No. 386 as amended by S.R. 1982 No. 389, S.R. 1984 No. 58 and a further amending instrument not relevant to this Order

SCHEDULE 2

CONDITIONS AND REQUIREMENTS TO BE COMPLIED WITH BY THE RAILWAY UNDERTAKING

1. The carriageway shall be approximately 6.2 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 1.8 metres beyond each edge.

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

4. 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.

5. The electric lamps on each barrier mentioned in Schedule 1 shall be lit at all times except when the barriers are in the fully raised position.

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

7. A lamp shall be provided on the up railway approach to the crossing at a distance of approximately 330 metres from the crossing and a similar lamp shall be provided on the down railway approach to the crossing approximately 360 metres before the crossing which, when lit, shows an intermittent white light which shall indicate to drivers of trains that at least one of the intermittent red lights on each side of the railway is showing and that the barriers have not been lowered for more than 3 minutes and that the main power supply has not failed. A switch shall be provided in the Ballymena Signal Box, which when operated, shall prevent the said white light signal from operating.

8. A visual indicator and an audible alarm shall be provided in Ballymena Signal Box. The indicator shall show and the alarm shall sound if the barriers have remained in the lowered position for a period exceeding 3 minutes.

9. The barriers, 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.

10. When the train either occupies a track circuit or operates a treadle the audible warning devices and the traffic light signals shall begin to operate and the barriers shall be lowered 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*) 4 to 8 seconds later the barriers shall begin to descend and shall take a further 6 to 8 seconds to reach the lowered position.

(*d*) 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.

(*e*) The intermittent red lights shall continue to show and the audible warning devices shall continue 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.

11. The barriers shall both rise as soon as the train has passed the crossing.

12. In the event of failure of all the intermittent red lights facing in one direction or of a total power failure both barriers shall descend under gravity or remain lowered as the case may be. If, after the barriers have begun to lower, one barrier fails to reach the lowered position neither barrier shall rise until both have been fully lowered. If either barrier fails to rise from the lowered position the road traffic light signals shall continue to show.

EXPLANATORY NOTE

(This note is not part of the Order.)

This Order requires the provision and maintenance of an automatic half barrier crossing in place of the manually operated gates at the Cullybackey Station railway level crossing. Section 47 of the Railways Clauses Consolidation Act 1845 (which requires the railway undertaking to provide gates and gate-keepers), section 6 of the Railways Clauses Act 1863 (which requires the railway undertaking to erect a lodge) and any other statutory provision imposing requirements to the same or similar effect, shall not apply to the crossing whilst this Order remains in force.

Schedule 1 sets out particulars of barriers, lights, traffic signs and other devices and appliances which are to be provided at the crossing. Schedule 2 states the conditions and requirements with which the railway undertaking is to comply in relation to the crossing.