1975 No. 115

ROAD AND RAILWAY TRANSPORT

Northern Ireland Railways (Ballyboyland Level Crossing) Order (Northern Ireland) 1975

Made . . . . . 14*th April* 1975

Coming into operation . . . . . 2*nd June* 1975

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

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 for Northern Ireland 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 Northern Ireland Railways (Ballyboyland Level Crossing) Order (Northern Ireland) 1975 and shall come into operation on 2nd June 1975.

(2) In this Order—

"Department" means the Department of the Environment for Northern Ireland;

"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.

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 level crossing referred to in Schedule 1.

(a) 1967 c. 37 (N.I.)
(b) Formerly the Ministry of Development: *see* S.R. & O. (N.I.) 1973 No. 504 (II, p. 2992)
(c) 1845 c. 20
(d) 1863 c. 92

Provision of automatic barriers

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

(*a*) provide, maintain and operate the barriers, lights and automatic and other devices, excluding traffic signs, specified in Schedules 2 and 3 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 14th April 1975.

(L.S.)

B. D. Palmer
Assistant Secretary

SCHEDULE 1

The level crossing known as Ballyboyland Level Crossing in the townland of Ballyboylands Upper and County of Antrim whereby the road known as Kilraughts Road (No. B16) is crossed by the railway between Dunloy and Ballymoney Stations.

Irish Grid Reference 3 C 988262.

SCHEDULE 2

PART I

General description of barriers, lights, traffic signs and other devices

(1) Only one half-barrier shall be constructed on each side of the railway.

(2) Each half-barrier shall be capable of being raised and lowered across the nearside of the carriageway and when lowered shall be as nearly as is reasonably practicable at right angles to the centre line of the carriageway. The half-barriers shall be as close to the railway as practicable but no part of a half-barrier shall be within the structure gauge of the running edge of the nearest rail.

(3) The half-barriers shall be of light construction, shall be capable of being raised by hand, shall be provided with a fracture segment near the pivot and shall be so counter-weighted that they will descend in the event of a failure.

(4) When raised, the half-barriers shall be inclined towards the carriageway at an angle of between 5 and 10 degrees from the vertical. No part of either half-barrier or of its attachments which is less than 5 metres above the level of the carriageway shall be horizontally displaced from the carriageway by less than 450 mm.

(5) When lowered, the tip of each half-barrier shall not extend beyond the centre line of the carriageway but shall extend to a point within 300 mm from the centre line and shall be not less than 3 metres from the further edge of the carriageway both distances measured horizontally. The half-barriers shall when lowered be as near as is reasonably practicable to the horizontal and their tops shall be not less than 920 mm and not more than 1060 mm above the road at the centre of the carriageway.

(6) The half-barriers shall display on both the front and back faces alternate retro-reflecting red and white bands approximately 600 mm wide commencing with red at the tip.

(7) Two electric lamps of not less than 5 watts nominal rating each and showing a red light in both directions along the carriageway when illuminated shall be fitted to each half-barrier, one within 150 mm of the tip and the other near the centre.

(8) A fence shall be provided at each pivot post for the purpose of guarding against danger to the public from the operating mechanism and the moving parts of the half-barrier.

(9) A traffic light signal consisting of a single steady amber and two flashing red lamps together with a backing board as prescribed by the Road Traffic (Mechanical Signals) Regulations (Northern Ireland) 1967(e) shall be provided on the nearside of the carriageway on or adjacent to each pivot post. There shall be an additional light signal of the same type on the offside of the carriageway on each side of the level crossing. The traffic light signals shall be so arranged as to face outwards from the level crossing towards approaching traffic. The lamps shall be capable of directional adjustment. An audible warning device mounted on or adjacent to each pivot post shall also be provided.

(10) A transverse stop line (in this Schedule referred to as a "stop line") of the size, colour and type prescribed by the Road Traffic (Traffic Signs) Regulations (Northern Ireland) 1966(f) shall be provided across the nearside of the carriageway on each approach to the level crossing approximately 2 metres

(e) S.R. & O. (N.I.) 1967 No. 101 (p. 305), as amended by S.R. & O. (N.I.) 1969 No. 287 (p. 1275)

(f) S.R. & O. (N.I.) 1966 No. 23 (p. 77), as amended by S.R. & O. (N.I.) 1969 No. 156 (p. 558)

before the half-barrier. The carriageway at the level crossing shall be of the width stated in Part II and its centre line shall be marked on the level crossing between the stop lines and for a distance as stated in Part II on each side thereof with a double continuous line of the size, colour and type prescribed as aforesaid and for a further distance as stated in Part II beyond the double continuous line on each side of the level crossing with a continuous line and a dotted line of the size, colour and type so prescribed so placed that the continuous line is on the nearside of the dotted line. At least two arrows as prescribed as aforesaid shall be provided on each of the approaches to the double lines. The two edges of the carriageway where it passes over the level crossing shall be clearly marked with a reflecting continuous longitudinal line not less than 100 mm wide. Bi-directional white reflecting road studs spaced at 4 metres centres shall be laid between the lines in the continuous/dotted line lengths. Any stud laid within two metres of a running rail shall be of a plastic construction.

(11) A white broken transverse line 200 mm wide shall be provided across the offside of the carriageway on each approach to the level crossing not less than 1 metre before the traffic light signal. No part of this line shall be nearer than 2 metres to the running edge of the nearest rail.

(12) The carriageway where it passes over the level crossing shall be cross-hatched yellow and shall be deemed to be a boxed area within the meaning of the Road Traffic (Box Junctions) Regulations (Northern Ireland) 1967(g).

(13) The longitudinal profile of the centre line of the carriageway over the level crossing and on each side thereof for a distance of not less than 30 metres measured from the stop line shall conform to a vertical curvature of not less than 380 metres radius.

(14) A telephone shall be provided adjacent to each pivot post and shall be connected to the signal box at Ballymoney.

(15) A traffic sign bearing the legend "In emergency or before crossing with exceptional loads or with cattle phone signalman" shall be provided on the nearside of the carriageway at each exit from the crossing and positioned so that it is clearly visible to persons on the crossing.

(16) A traffic sign bearing, inter alia, the legend "Drivers of large or slow vehicles must phone and get permission to cross" and sited as stated in Part II shall be provided on each road approach to the level crossing.

(17) A traffic sign showing a telephone symbol and a directional arrow shall be fixed below the sign mentioned in paragraph (16) but parallel with the carriageway.

(18) A traffic sign bearing the legend "Automatic Barriers STOP when lights show" shall be erected and sited as stated in Part II.

(19) Two whistle boards shall be provided on the railway in each direction on the approaches to the level crossing at distances equivalent to 7 seconds and 4 seconds travelling time for a train travelling at maximum permissible speed (70 m.p.h. in the Up direction and 70 m.p.h. in the Down direction).

(20) Immediately adjacent to the ground which is made up to the level of the carriageway in accordance with paragraph (2) of Schedule 3 cattle grids of standard railway design shall be provided on both sides of the level crossing. The grids shall extend to the full width between the protecting fences on both sides of the railway.

(g) S.R. & O. (N.I.) 1967 No. 15 (p. 14)

PART II

Width of carriageway at the level crossing

(21) The width of the carriageway over the level crossing and on each side thereof for a distance of not less than 15 metres measured from the stop line shall be not less than 6 metres.

Carriageway markings and siting of other traffic signs

(22) On the approach to the level crossing from Ballymoney—

(*a*) the distance for which the centre line of the carriageway shall be marked with a double continuous line as provided in paragraph (10) shall be not less than 12 metres; the further distance for which the centre line shall be marked with a continuous line and a dotted line as also provided in that paragraph shall be not less than 48 metres beyond the double continuous line;

(*b*) the traffic signs mentioned in paragraphs (16) and (17) shall be sited on the nearside of the carriageway not less than 75 metres in advance of the stop line;

(*c*) the traffic sign mentioned in paragraph (18) shall be sited on the nearside of the carriageway not less than 250 metres in advance of the stop line.

(23) On the approach to the level crossing from Kilraughts—

(*a*) the distance for which the centre line of the carriageway shall be marked with a double continuous line as provided in paragraph (10) shall be not less than 12 metres; the further distance for which the centre line shall be marked with a continuous line and a dotted line as also provided in that paragraph shall be not less than 48 metres beyond the double continuous line;

(*b*) the traffic signs mentioned in paragraph (16) and (17) shall be sited on the nearside of the carriageway not less than 135 metres in advance of the stop line;

(*c*) the traffic sign mentioned in paragraph (18) shall be sited on the nearside of the carriageway not less than 210 metres in advance of the stop line.

SCHEDULE 3

Conditions and requirements to be observed by the railway undertaking

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

(2) The ground at the two edges of the carriageway where it passes over the level crossing shall be made up to the level of the carriageway for a distance of approximately 1 metre beyond each edge.

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

(4) The half-barriers and the audible warning devices and the traffic light signals mentioned in paragraph (9) of Schedule 2 shall be operated and controlled automatically by the approach of a train as described in the following paragraphs but means shall also be provided at the level crossing for their manual operation and control.

(5) The arrangements shall be such that when a train occupies a track circuit or operates a treadle the steady amber lamps mentioned in paragraph (9) of Schedule 2 shall immediately be illuminated and the audible warning devices mentioned in that paragraph shall begin to sound. The amber lamps shall remain illuminated for not less than 5 seconds. Immediately the amber lamps are extinguished the flashing red lamps mentioned in the said paragraph (9) shall operate for a period of 6 to 8 seconds before the half-barriers begin to descend and during the descent of the half-barriers which shall occupy a further period of 6 to 8 seconds. The audible warning devices shall thereupon cease to sound. A further period of approximately 16 seconds shall elapse between the time when the half-barriers are fully lowered and the time when a train travelling at its maximum permissible speed (70 m.p.h. in the Up direction and 70 m.p.h. in the Down direction) can reach the level crossing. Not less than 37 seconds shall elapse between the time when the steady amber lamps are first illuminated and the audible warning devices first sound and the time when the train reaches the level crossing. The flashing red lamps shall continue to operate until the half-barriers have risen to an angle of 10° above the horizontal. The arrangements shall incorporate a suitable device, approved by the Inspector of Railways, to give a warning to the driver of an approaching train, otherwise than by orthodox signal, of a vehicular or similar obstruction on the line at the level crossing.

(6) The half-barriers shall be raised as soon as a train has passed the level crossing.

(7) After the lowering of the half-barriers has been initiated they must both be fully lowered before they can be raised.

(8) A visual indicator which shows that the half-barriers are raised shall be provided in the signalbox at Ballymoney. If a period of approximately 3 minutes elapses and there is no indication that the barriers are raised an audible alarm shall be given in the said signalbox.

(9) The two red lamps on each half-barrier mentioned in paragraph (7) of Schedule 2 shall be illuminated at all times except when both the half-barriers are in the raised position.

(10) Single power supply shall be provided together with standby batteries of sufficient capacity to operate the whole installation for 12 hours. A "power off" indicator shall be provided in the Ballymoney signalbox.

(11) In the event of any failure in the equipment other than electric lamps the half-barriers shall descend in accordance with the timing sequence detailed in paragraph (5) regardless of whether the amber lamps become illuminated. The flashing red lamps shall continue to operate until the failure has been rectified and the half-barriers have begun to rise. In the event of a failure of all the flashing red lamps facing in any one direction during the warning period, or when the half-barriers are descending or are lowered, both the half-barriers shall descend or remain lowered as the case may be.

EXPLANATORY NOTE

(This note is not part of the Order but is intended to indicate its general purport.)

This Order provides for the provision and maintenance of a system of automatic barriers in lieu of manually operated crossing gates at the railway level crossing specified in Schedule 1.