1990 No. 11

ROAD AND RAILWAY TRANSPORT

Level Crossing (Coleraine (Bushmills Road)) Order (Northern Ireland) 1990

Made	*16th January 1990*
Coming into operation . .	*28th January 1990*

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 (Coleraine (Bushmills Road)) Order (Northern Ireland) 1990 and shall come into operation on 28th January 1990.

(2) In this Order—

"the crossing" means the Coleraine (Bushmills Road) Level Crossing in the town of Coleraine and County of Londonderry whereby the road known as Bushmills Road is crossed by the railway between Coleraine and Castlerock 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 Railway 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 enactments mentioned in sub-paragraphs (*a*) and (*b*)

shall not apply in relation to the crossing.

(**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

Provision of equipment

3. The railway undertaking shall at the crossing—

(*a*) provide, maintain and operate the barriers, lights and other devices, excluding traffic signs, specified in Schedule 1 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.

Sealed with the Official Seal of the Department of the Environment on 16th January 1990.

(L.S.) *Trevor Pearson*
Assistant Secretary

SCHEDULE 1

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

1. A barrier shall be pivoted as close to the railway as practicable on each side of the road, on each side of the railway.

   An additional barrier shall be pivoted as close to the railway as practicable on the nearside of the slip road. When lowered, the barriers shall extend across the full width of the carriageway and any footways.

2. When the barriers are fully lowered they shall be as nearly horizontal as possible and 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 road surface shall not exceed 1000 mm.

3. 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. No part of any barrier or of any attachment thereto which is less than 2 metres above the level of any footway shall be horizontally displaced from the edge of the footway further from the carriageway by less than 150 mm.

4. 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.

5. The barriers shall be fitted with skirts of a pale colour and light contraction so arranged that when the barriers are lowered they fence in the space between the barriers and the ground.

6. 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 and one other near its centre. When illuminated the lamps shall show a red light in each direction along the carriageway.

7. 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.

8. 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.

9. 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 on the approach side of the nearside barrier.

10. A traffic light signal as prescribed by Regulation 13(4) of the Regulations shall be provided on the nearside of each carriageway and on the nearside of the slip road adjacent to each stop line and not less than one metre on the railway side of the stop line. There shall be an additional traffic light signal of the same type on the offside of the road on each side of the railway, and on the offside of the slip road so located as to be either in line with or on the railway side of the stop line.

All traffic light signals 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 traffic light signal. Facilities shall be provided to reduce the sound output of these devices and any reduced sound output shall operate between 23.30 hours and 07.00 hours approximately.

12. The centre line of the carriageway shall be marked on the crossing between the stop lines mentioned above and for a distance of not less than 12 metres on the south side of the railway measured along the centre of the carriageway from the stop line with a reflectorised double continuous line road marking of the size, colour and type shown in diagram 1013.1 in the Regulations.

13. Where Bushmills 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.

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

15. In this Schedule

"nearside" means the left-hand side of the road or carriageway or slip road in relation to a person approaching the crossing along the road, carriageway or slip road;

"offside" means the right-hand side of the road or carriageway or slip road in relation to any such person;

"slip road" means the slip road linking Ballycastle Road and Bushmills Road, which is provided to enable road traffic to turn left from Ballycastle Road, over the level Crossing towards the town centre of Coleraine.

"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 9.0 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 2.5 metres beyond each edge.

3. A footway shall be retained on the made-up ground.

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

5. 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.

6. 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.

7. The crossing shall be illuminated during the hours of darkness to such a standard that the operator in Coleraine Signal Box can ascertain in conditions of normal visibility that the crossing is clear before the barriers are fully lowered, and the 'crossing clear' button pressed.

8. 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.

9. The protecting signals shall be controlled from Coleraine Signal Box which shall also contain the crossing control point. This control point shall be located so that there is a clear view of the crossing from it.

10. 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.

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

12. Visual indicators shall be provided at the control point. The indicators shall show when:
    (*a*) the main power supply is available;
    (*b*) all the barriers are fully raised;
    (*c*) all the barriers are fully lowered;
    (*d*) at least one of the intermittent red lights of the traffic light signals on each side of the railway is showing along the carriageway.

13. When the 'lower' push-button is pressed, the sequence of events to close the crossing to road traffic shall begin. The sequence shall be:
    (*a*) The amber lights shall immediately 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 show.
    (*c*) 4 to 6 seconds later the nearside barriers shall begin to descend and shall take a further 6 to 10 seconds to reach the lowered position.
    (*d*) The offside barriers shall then begin to descend taking 6 to 10 seconds to reach the lowered position.
    (*e*) The audible warning shall stop when all the barriers are fully lowered.

14. The arrangements shall be such that the protecting railway signals can only be cleared after the barriers are fully lowered and after the 'crossing clear' push-button has been pressed. Unless the protecting signals have been cleared for another train, all the barriers shall rise simultaneously after the 'raise' push-button has been pressed.

15. The intermittent red lights shall continue to show until the barriers have begun to rise and shall be extinguished before the barriers have risen to an angle of 45 degrees above the horizontal.

16. If any barrier fails to rise from the lowered position, the intermittent red lights shall continue to show.

EXPLANATORY NOTE

(This note is not part of the Order.)

This Order provides for the provision and maintenance of manually controlled barriers in lieu of the existing gates at Coleraine (Bushmills Road) Railway level crossing. Section 47 of the Railway Clauses Consolidation Act 1845 (which requires the railway undertaking to provide gates and gate-keepers), section 6 of the Railway Clauses Act 1863 (requirements as to lodges, etc.) 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 the 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.