

## SCHEDULE 3

### 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.

**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.

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**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.

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**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.

**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.