
STATUTORY INSTRUMENTS

1979 No. 1091

TRANSPORT

**The British Railways Board (Totton Hythe and Fawley
Light Railway) (Amendment) Order 1979**

Made - - - 28th August 1979

Coming into Operation 7th September 1979

The Minister of Transport on the application of the British Railways Board and in exercise of powers conferred by sections 7, 9, 10 and 24 of the Light Railways Act 1896(a) and now vested in him(b) and of all other powers enabling him in that behalf, hereby makes the following Order:—

Citation and commencement

1.—(1) This Order shall come into operation on 7th September 1979, and may be cited as “The British Railways Board (Totton Hythe and Fawley Light Railway) (Amendment) Order 1979”.

(2) The Order of 1921(c), the Order of 1923(d), the Order of 1962(e), the Order of 1966(f), the Order of 1971(g) and this Order may together be cited as “The Totton Hythe and Fawley Light Railway Orders 1921 to 1979”.

Interpretation

2. In this Order unless the context otherwise requires the following expressions have the meanings hereby respectively assigned to them—

“The Order of 1921” means the Totton Hythe and Fawley Light Railway Order 1921;

“The Order of 1923” means The Totton Hythe and Fawley Light Railway (Amendment and Transfer) Order 1923;

“The Order of 1962” means the British Transport Commission (Totton Hythe and Fawley Light Railway) (Amendment) Order 1962;

“The Order of 1966” means the British Railways Board (Totton Hythe and Fawley Light Railway) (Amendment) Order 1966;

“The Order of 1971” means the British Railways Board (Totton Hythe and Fawley Light Railway) (Amendment) Order 1971;

“the railway” means the railways authorised by the Order of 1921 and the Order of 1923;

(a) 1896 c. 48. as amended by the Light Railways Act 1912 (c.19) and Part V of the Railways Act 1921 (c.55).

(c) S.R. & O. 1922/335.

(e) S.I. 1962/1289.

(b) S.I. 1970/1681 and 1979/571.

(d) S.R. & O. 1923/392.

(f) S.I. 1966/317.

(g) S.I. 1971/1619.

“the Board” means the British Railways Board;

“the crossing” means the level crossing known as Frost Lane crossing in the Parishes of Dibden and Fawley in the District of New Forest in the County of Hampshire whereby Frost Lane is crossed by the railway;

“nearside” means “on the left-hand side of the road or carriageway in relation to a person approaching the crossing along that road or carriageway” and “offside” means “on the right-hand side of the road in relation to any such person” and the expression “the nearside” and “the offside” shall be construed accordingly.

Amendment of the Order of 1962

3. As from the coming into force of this Order, the Order of 1962 shall be read and have effect as if instead of the provisions relating to the crossing contained in the Fourth and Fifth Schedules to the Order of 1962 there were substituted the provisions set out in Schedules 1 and 2, respectively, to this Order and section 3 of the Order of 1962, in so far as it relates to the crossing, shall be read and construed accordingly.

Costs of Order

4. All costs, charges and expenses of and incidental to the preparing for, obtaining and making of this Order or otherwise in relation thereto shall be paid by the Board and may in whole or in part be defrayed out of revenue.

1979.

J. Palmer

Signed by authority of
the Minister of Transport
28th August 1979.

An Under Secretary in the
Department of Transport.

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 the nearside of the road on each side of the railway. No part of either barrier or of any attachment thereto shall be within 1590 mm of the running edge of the nearest rail.

(2) When lowered, the barriers shall be as nearly as possible at right angles to the centre line of the carriageway.

(3) A cover shall be provided for each barrier machine to guard against danger to persons from the operating mechanism and moving parts of the machine.

(4) The barriers shall be of light construction and capable of being raised by hand but shall also be of sufficient strength to prevent distortion or fracture likely to be caused by wind pressure.

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

(6) Each barrier shall be capable of being raised and lowered across the nearside of the carriageway and the barrier pivoted on the north-western side of the road shall also be capable of being raised and lowered across the footway on that side of the carriageway.

(7) When lowered, the barriers shall be as near to the horizontal as possible and the tip of each barrier shall extend to a point within 300 mm from the centre of the carriageway. There shall be a clearance of not less than 3 metres between the further edge of the carriageway and the tip of each barrier.

(8) When lowered, the uppermost surface of the barriers shall be not less than 920 mm and not more than 1060 mm above the centre of the carriageway.

(9) When in the fully raised position the barriers shall be inclined towards the carriageway at an angle of between five and ten 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 450 mm and no part of either barrier or of 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.

(10) Each barrier shall be so constructed that it will descend under gravity.

(11) When lowered, the barriers shall display on both front and rear faces alternate red and white vertical bands each approximately 600 mm wide. Additionally, a band of red and white retro-reflecting material of not less than 75 mm in width shall be provided along the centre line of each barrier on both front and rear faces.

(12) A traffic light signal consisting of a single steady amber and two flashing red lamps together with a backing board as prescribed by the Traffic Signs Regulations currently in force under the Road Traffic Regulation Act 1967(a) 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 (16) of this Schedule. 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. There shall be an additional traffic light signal of the same type approximately 8 metres before the above mentioned one on the offside of the road on the south-western side of the railway angled to face in the direction of the exit from the sports field in the western corner. All the signals shall be capable of directional adjustment.

(13) An audible warning device of moderate output shall be provided on or adjacent to each barrier pivot post to warn pedestrians that a train is approaching and that the barriers are about to be lowered.

(14) A single power supply shall be provided at the crossing together with standby batteries of sufficient capacity to operate for twelve hours the whole installation.

(15) A whistle board of standard railway design shall be provided on each railway approach to the crossing facing rail traffic approaching the crossing at a position equivalent to seven seconds travelling time away from the crossing for a train travelling at the maximum permissible speed of 30 mile/h in the Up or Down direction to instruct drivers of trains passing between 0700 hours and 2330 hours to sound the train whistle.

(16) A reflectorised stop line of the size, colour and type shown in Diagram 1001 in the said Regulations shall be provided across the nearside of the carriageway on the eastern side of the railway approximately 1 metre before the nearside traffic light signal and on the western side of the railway approximately 12 metres before the nearside traffic light signal. A reflectorised marking of the size, colour and type shown in Diagram 1026 (Keep Clear) in the said Regulations shall be provided between the stop line and the nearside traffic light signal on that side of the railway.

(17) The carriageway shall be approximately 5-6 metres wide at the crossing.

(18) A footway shall be retained adjacent to the north-western side of the carriageway.

(19) 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 its south-eastern edge and approximately 1.4 metres beyond its north-western edge.

(20) 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 said Regulations shall be provided along each edge of the footway on the north-western side of the crossing and each edge of the made up ground on the south-eastern side of the crossing.

(21) The centre line of the carriageway shall be marked on the crossing and for a distance of 12 metres on each side of the railway measured along the centre line of the carriageway from the road markings to Diagram 1001 mentioned above with a reflectorised double continuous line road marking of the size, colour and type shown in Diagram 1013.1 in the said Regulations. The centre line shall be continued for a further distance of approximately 24 metres on each side of the railway measured along the centre line of the carriageway from the ends of the double continuous line with a reflectorised continuous line and broken line of the size, colour and type also shown in Diagram 1013.1 wherein the continuous line is on the nearside of the broken line. Two reflectorised warning arrows of the size, colour and type shown in Diagram 1014 in the said Regulations shall be provided on each approach to the double lines.

(22) A reflectorised white transverse pedestrian stop line of the size, colour and type shown in Diagram 1003.2 in the said Regulations shall be provided across the offside of the carriageway including the hard shoulder on the western side of the railway and the footway on the eastern side of the railway not less than 1 metre before the offside traffic light signal. The pedestrian stop line shall be as nearly as possible at right angles to the centre line of the carriageway and not nearer than 2 metres to the running edge of the nearest rail.

(23) The carriageway over the crossing shall have hatched thereon a yellow "box" marking of the size, colour and type shown in Diagram 1045 in the said Regulations.

(24) A traffic sign of the size, colour and type shown in Diagram 649 in the said Regulations shall be provided on each road approach to the crossing facing road traffic approaching the crossing.

(25) A traffic sign of the size, colour and type shown in Diagram 853 in the said Regulations shall be provided on or adjacent to the traffic light signal on the offside of the road on each side of the railway and shall be positioned so that it is clearly visible to persons on the crossing.

(26) A telephone shall be provided on or adjacent to each of the traffic signs to Diagrams 853 and 649 mentioned above and at each barrier machine housing. The telephones shall be connected to Marchwood Signal Box.

SCHEDULE 2

CONDITIONS AND REQUIREMENTS TO BE OBSERVED BY THE BOARD

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

(2) 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.

(3) The red electric lamps on each barrier mentioned in Schedule 1 hereto shall be lighted at all times except when the barriers are in the fully raised position.

(4) A visual indicator which shows that the barriers are raised shall be provided in Marchwood Signal Box. If a period of approximately three minutes elapses and there is no indication that the barriers are raised an audible alarm shall be given in the Signal Box. An indicator and audible alarm which show that the electrical power supply has failed shall also be provided in the Signal Box.

(5) Suitable illuminated notices giving instructions to users shall be provided and maintained in each cabinet of the telephones mentioned in paragraph (26) of Schedule 1 hereto.

(6) In the event of a failure of the telephones on or adjacent to the traffic signs to Diagram 853 an audible and visual alarm shall be given in Marchwood Signal Box.

(7) If at any time after the coming into operation of this Order a system of street lighting is installed on the approaches to the crossing, lighting to the same standard shall be provided and maintained over the crossing.

(8) The barriers and the audible warning devices and the traffic light signals mentioned in Schedule 1 hereto shall be activated and controlled automatically by the approach of a train as described in the following paragraphs but means shall also be provided at the crossing for their manual operation and control.

(9) The arrangements shall be such that when the train occupies a track circuit or operates a treadle the amber lamps shall immediately be illuminated and the audible warning devices shall commence to sound. The amber lamps shall remain illuminated for approximately five seconds and immediately they are extinguished the red lamps shall flash for six to eight seconds before the barriers begin to descend and during their descent which shall take a further six to eight seconds to reach the lowered position. The audible warning devices shall thereupon cease to sound. Approximately sixteen seconds shall elapse between the time when the barriers are fully lowered and the time when a train travelling at the said maximum permissible speed can reach the crossing and not less than thirty-seven seconds shall elapse between the illumination of the amber lamps and the time when the train reaches the crossing. The red lamps shall continue to operate until the barriers have begun to rise but shall be extinguished before the barriers have risen to an angle of ten degrees above the horizontal.

(10) After the lowering of the barriers has been initiated they both must be fully lowered before they can be raised. They shall be raised as soon as the train has passed the crossing.

(11) In the event of any failure in the equipment other than electric lamps the barriers shall descend in accordance with the timing sequence detailed in paragraph (9) of this Schedule (regardless of whether the amber lamps become illuminated). The red lamps shall continue to flash until the failure has been rectified and the barriers have begun to rise or until the barriers are placed on manual control.

(12) In the event of a failure of all the red lamps forming part of the road traffic light signals facing in any one direction, during the warning period or when the barriers are descending or are lowered, both barriers shall descend or remain lowered as the case may be.