

SCHEDULE 3

PART IV

Conditions and Requirements to be observed by the Society when the Road is Open to the Public.

42. The carriageway shall be divided into two separate carriageways on both sides of the railway approximately 14.0 metres before the crossing and there shall be a central reservation between the carriageways on each approach to the crossing on each side of the railway approximately 2.2 metres wide and 12.0 metres long. Each of the carriageways shall be approximately 4.0 metres wide. The separation between the two carriageways shall be approximately 4.8 metres wide. There shall be a footway approximately 1.0 metre wide between the carriageway and the outermost extent of the highway on both sides of the railway on each approach to the crossing. The surface of the carriageway and footways over the crossing shall be maintained in a good and even condition.

43. The barriers shall be kept in the fully raised position except during the time when any train passing along the railway has occasion to cross the specified road. The electric lamps on each barrier shall be lit except when the barriers are fully raised.

44. When a train either occupies a track circuit or operates a treadle the sequence of events to close the crossing to road traffic shall automatically begin. The sequence shall be:—

- (a) The amber lights shall show and the audible warning shall begin. The lights shall show for approximately three seconds.
- (b) Immediately the amber lights are extinguished the intermittent red lights of the traffic signals and the pedestrian warning lights shall show.
- (c) Four to six seconds later the barriers shall begin to descend and shall take another six to ten seconds to reach the lowered position.

45. 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. The barriers shall rise as soon as the train has passed clear of the crossing.

46. The intermittent red lights shall continue to show and the audible warning devices 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.

47. After a train has passed one of the standard level crossing speed restriction boards referred to in paragraph 35 above the relevant speed shall not be exceeded until the front of the train has passed over the crossing.

48. In the event of a failure of both intermittent red lights in any of the road traffic signals, provided the barriers have not commenced to lower they will remain in the fully raised position and the signals on each railway approach will continue to show an intermittent red light. Should such a failure occur with the barriers in any position other than fully raised they will lower and remain lowered until they are raised by the passage of a train or locally/manually. In these circumstances the white signal on the relevant railway approach will be extinguished and the other signal on the same railway approach will show an intermittent red light.

49. If either barrier fails to rise from the lowered position the intermittent red lights in the road traffic light signals shall continue to show.

50. Should a total power failure occur, provided the barriers have not commenced to lower they will remain in the fully raised position. If the barriers are in any other position when the failure occurs they will remain in that position until they are manually raised.

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

51. If the white railway signal mentioned in paragraph 31 above shows and the crossing is unobstructed, drivers of trains in both directions may drive their trains over the crossing at a speed not exceeding the speed indicated on the relevant board described in paragraph 35 until the front part of the train has passed over the crossing. If the white light does not show and the red light continues to show or the crossing is obstructed at the time the white light is showing, drivers shall bring their trains to a stand short of the crossing and may thereafter proceed with caution when it is safe to do so.

52. The Society shall give notice in writing to the Secretary of State as soon as the provisions of Parts II and IV of Schedule 3 have been met and the crossing shall be inspected as soon as possible thereafter.