

SCHEDULE 3

Article 12

PART 1

Particulars of the Protective Equipment

1. A road traffic light signal of the size, colour and type shown in diagram 3014 in the Regulations, shall be provided on the left hand side of the carriageway on each approach to the crossing along the specified road and as close as practicable to the railway. There shall be an additional traffic light signal of the same type on the right hand side of 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 3 below. The road 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 shall be capable of directional adjustment.

2. An audible warning device shall be provided on or adjacent to each left hand side road traffic light signal post. 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.

3. A reflectorised stop line of the size, colour and type shown in diagram 1001 in the Regulations shall be provided across the left hand side of the carriageway on each side of the railway not more than 2.5 metres in front of the left hand side road traffic light signal.

4. 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 side of the carriageway and footway on both sides of the railway. The line shall be not less than 1 metre in front of the road traffic light signal on the same side of the carriageway, 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.

5. Where the specified road passes over the crossing, reflectorised edge of carriageway markings of the size, colour and type shown in diagram 1012.1 in the Regulations shall be provided along each edge of each footway.

6. The centre line of the carriageway shall be marked on the crossing between the stop lines above and for a distance of 12 metres on the northern side and 10 metres on the southern side of the railway measured along the centre of the carriageway from the stop lines with a reflectorised double continuous line carriageway marking of the size, colour and type shown in diagram 1013.1A in the Regulations. The centre line shall be continued for a distance of 43 metres on the northern side and 8 metres on the southern side of the railway measured along the centre of the carriageway from the ends of the double continuous line with a reflectorised double line of the size, colour and type shown in diagram 1013.1D in the Regulations wherein the continuous line is on the left hand side of the broken line.

7. A traffic sign of the size, colour and type shown in diagram 774 in the Regulations shall be provided on each side of the specified road on each side of the railway mounted immediately above each traffic light signal. Each of these signs shall face outwards from the crossing towards approaching road traffic.

8. A traffic sign of the size, colour and type shown in diagram 785 in the Regulations shall be provided and mounted below or adjacent to each left hand side traffic light signal and shall face outwards from the crossing towards approaching road traffic.

9. A traffic sign of the size, colour and type shown in diagram 775 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 traffic.

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10. Lighting shall be provided as necessary so that during the hours of darkness in conditions of normal visibility the train driver can see that the crossing is clear before the train proceeds over it.

11. A driver's indicator shall be provided on each railway approach to the crossing and shall, when lit, show either an intermittent red light or an intermittent white light. The red light shall always show except when the white light is shown. The white light shall only show if at least one of the intermittent red lights of each of the traffic light signals mentioned in paragraph 1 above is lit and the main power supply has not failed.

12. A standard level crossing speed restriction board combined with a whistle board with Class 1 retroreflecting material or illuminated shall be provided on the eastern (Cortonwood side) railway approach to the crossing. This board shall be placed 75 metres before the crossing and shall show a speed of 8 kilometres (5 miles) per hour for all trains.

13. A plunger and a stopboard of standard railway design displaying the words "Stop-Press Plunger—wait for white light and whistle before proceeding" shall be provided on the western railway approach approximately 10 metres before the crossing. The stopboard shall be provided with Class 1 retroreflecting material or shall be illuminated.

14. An advance warning board of standard railway design shall be provided on the eastern approach to the crossing and shall be provided with Class 1 retroreflecting material or shall be illuminated.

15. Cattle-cum-trespass guards of a standard railway design shall be provided adjacent to the footway on the western side of the level crossing. The guards shall extend to a minimum length of 2.6 metres in between the stone walls situated at the crossing.

16. In this part—

- (a) "Class 1 retroreflecting material" is material which satisfies British Standard 873, Part 6, or is of an equivalent standard; and
- (b) references to the left hand and right hand sides are from the viewpoint of a person or vehicle approaching the crossing along the relevant road, carriageway or footway.

PART II

Conditions and requirements to be observed

17. The surface of the carriageway and footways over the crossing shall be maintained in good and even condition. The carriageway shall be 5.6 metres wide and the footways 1 metre wide on the eastern side of the carriageway and 2.5 metres wide on the western side of the carriageway.

18. 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 3 seconds.
- (b) Immediately the amber lights are extinguished the intermittent red lights shall show.

Not less than 27 seconds shall elapse between the time the amber lights first show and the time when the train may be expected to reach the crossing. The intermittent red lights and the audible warning shall stop as soon as the train has passed clear of the crossing.

19. If the white light mentioned in paragraph 11 shows and the crossing is unobstructed, drivers of trains may drive their trains towards and over the crossing at a speed not exceeding the speed indicated on the relevant board described in paragraph 12 from the point at which the board is located until the front of the train has passed over the crossing. If the intermittent red light shows or the white

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light does not show or the crossing is obstructed at the time the white light is showing, drivers of trains shall bring their trains to a stand short of the crossing and may thereafter proceed with caution when it is safe to do so.