STATUTORY RULES OF NORTHERN IRELAND

2004 No. 295

ROAD AND RAILWAY TRANSPORT

Level Crossing (Jordanstown) Order (Northern Ireland) 2004

Made - - - -	*7th July 2004*
Coming into operation	*5th August 2004*

Whereas the railway undertaking made an application to the Department for Regional Development(**1**) in accordance with section 66(4) of the Transport Act (Northern Ireland) 1967(**2**);

And whereas before making the application the railway undertaking gave notice in accordance with section 66(5) and (6) of that Act to the council in whose district the crossing is situated;

And whereas the Department did not receive from that council any representation in respect of the said application;

Now therefore the Department for Regional Development, in exercise of the powers conferred by section 66(1) and (2) of the Transport Act (Northern Ireland) 1967 and now vested in it(**3**) and of every other power enabling it in that behalf, hereby makes the following Order:

Citation, commencement and interpretation

1.—(1) This Order may be cited as the Level Crossing (Jordanstown) Order (Northern Ireland) 2004 and shall come into operation on 5th August 2004.

(2) In this Order "the crossing" means the Jordanstown Level Crossing in the townland of Jordanstown and County of Antrim whereby the road known as Station Road is crossed by the railway between Belfast and Greenisland Stations.

Suspension of statutory provisions

2. While this Order remains in force –

(a) section 47 of the Railways Clauses Consolidation Act 1845(**4**) (requirements as to gates);

(b) section 6 of the Railways Clauses Act 1863(**5**) (requirements as to lodges, etc.); and

(**1**) S.I.1999/283 (N.I.) Article 3(1)
(**2**) 1967 c. 37 (N.I.); section 66 was substituted by S.I. 1984/1986 (N.I. I5)Art. 15 and amended by S.I. 1990/994 (N.I. 7)Sch. 2
(**3**) 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 and to the Department for Regional Development by S.R. 1999 No. 481 Article 6(d) and Schedule 4 Part IV
(**4**) 1845 c. 20
(**5**) 1863 c. 92

(c) any other statutory provision imposing requirements to the same or similar effect as those contained in the enactments mentioned in paragraphs (a) and (b),

shall not apply in relation to the crossing.

Provision of equipment

3. The railway undertaking shall at the crossing –

(a) provide, maintain and operate the barriers, lights, automatic and other devices, excluding traffic signs specified in Schedule I, and shall give notice in writing to the Department for Regional Development 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; and

(c) comply with the conditions and requirements specified in Schedule 2.

Revocation

4. The Northern Ireland Railways (Jordanstown Level Crossing) Order (Northern Ireland) 1975(**6**) is hereby revoked.

Sealed with the Official Seal of the Department for Regional Development on 7th July 2004.

L.S.

B. R. D. White
A senior officer of the
Department for Regional Development

(**6**) S.R. 1975 No. 118

SCHEDULE 1

Article 3(a) and (b)

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

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

2. A barrier shall be pivoted as close to the railway as practicable on both sides of the road on each approach to the crossing.

3. It shall be possible to raise and lower the barriers. When lowered, the barriers shall be as nearly horizontal as possible and shall extend across the full width of the carriageway and the footway.

4. When the barriers are fully lowered their uppermost surfaces shall be not less than 900mm above the road surface at the centre of the carriageway and the underclearance between the barriers and the road surface shall not exceed 1 metre.

5. 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 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 450mm. No part of any barrier or any attachment thereto which in either case is less than 2 metres above the level of the footway shall normally be horizontally displaced from that edge of the footway further from the carriageway by less than l50mm.

6. 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 be possible to raise them by hand. The barriers shall be at least 125mm deep at their mid-point and at least 75mm deep at their tip.

7. The barriers shall be fitted with skirts so arranged that when the barriers are lowered the skirts fence in the space between the barriers and the ground.

8. Three electric lamps, each of not less than 5 watts nominal rating or equivalent, and with lenses of not less than 50mm diameter, shall be fitted to each barrier, one within 150mm 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.

9. The barriers shall display on both front and rear faces alternate red and white bands each approximately 600mm long and to the full depth of the barriers. A band of red retro-reflecting material not less than 50mm deep shall be provided along the full length of each red band.

10. Suitable screening shall be provided for each barrier machine to guard against danger to persons from the operating mechanisms and moving parts of the machine.

11. A traffic light signal as prescribed by diagram 3014 of the Regulations shall be provided on the left hand side of the road on each approach to the crossing and as close as practicable to the barrier. There shall be an additional traffic signal of the same type on the right hand side of the road on each approach to the crossing so located as to be either in line with or on the railway side of the stop line mentioned in paragraph 13. The traffic light signals on each side of the railway shall be positioned so as to face outwards from the crossing towards approaching road traffic. All the signals shall be capable of directional adjustment.

12. An audible warning device shall be provided on or adjacent to each left hand side traffic light signal post on each approach to the crossing. Facilities shall be provided to reduce the sound output of these devices and any reduced sound output shall operate to suit local day and night conditions.