



BRITISH TRANSPORT COMMISSION ACT 1957  
THE BRITISH RAILWAYS BOARD (EASTERN COUNTIES  
RAILWAY) (SHELFORD STATION LEVEL CROSSING)  
ORDER 1983

Made 26<sup>th</sup> July 1983  
 Coming into operation 14th August 1983

The Secretary of State for Transport in exercise of his powers under section 66 of the British Transport Commission Act 1957(a) and of all other enabling powers hereby makes the following Order:--

1. (1) This Order shall come into operation on the 14th August 1983 and may be cited as the British Railways Board (Eastern Counties Railway) (Shelford Station Level Crossing) Order 1983.

(2) In this Order:--

"the Board" means the British Railways Board;

"the crossing" means the level crossing described in the First Schedule hereto being a crossing at which a public carriage road is crossed on the level by a railway of the Board;

"nearside" means on the left-hand side of the road or carriageway in relation to a person approaching the crossing along the road or carriageway;

"offside" means on the right-hand side of the road or carriageway in relation to any such person and the expressions "the nearside" and "the offside" shall be construed accordingly;

"the road" means the road which crosses the railway on the level at the crossing and "the carriageway" means the carriageway of that road;

"the specified enactments" means the Highway (Railway Crossings) Act 1839(b), section 9 of the Railway Regulation Act 1842(c) section 47 of the Railways Clauses Consolidation Act 1845(d), section 6 of the Railways Clauses Act 1863(e) and any other provisions to the same or similar effect incorporated with or contained in any enactment.

2. So long as this Order continues in force the provisions of the specified enactments shall cease to apply to the crossing.

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- (a) 5 & 6 Eliz.2.c.xxxiii.
  - (b) 2 & 3 Vict.c.45.
  - (c) 5 & 6 Vict.c.55.
  - (d) 8 & 9 Vict.c.20.
  - (e) 26 & 27 Vict.c.92.



3. The following provisions, being provisions which in the opinion of the Secretary of State are necessary or desirable for the protection, safety and convenience of the public, shall apply with respect to the crossing:-

- (1) The Board shall provide, maintain and operate so long as this Order continues in force the barriers, lights, traffic signs and other devices and appliances specified in the Second Schedule hereto.
  - (2) The Board shall observe the conditions and requirements specified in the Third Schedule hereto in relation to the crossing and the use and operation thereof.
4. The Board shall give notice in writing to the Secretary of State as soon as the works referred to in Article 3 of this Order have been completed to enable an Inspecting Officer of Railways to make an inspection thereof.
5. The British Railways Board (Eastern Counties Railway) (Shelford Station Level Crossing) Order 1974 is hereby revoked.

#### FIRST SCHEDULE

In the County of Cambridgeshire --

In the District of South Cambridgeshire --

The level crossing known as Shelford Station Crossing whereby the road known as Station Road is crossed by the Liverpool Street to Cambridge Railway between Whittlesford and Cambridge Stations.

National Grid Reference: TL 465522

#### SECOND SCHEDULE

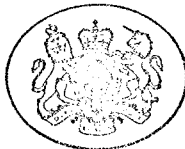
Particulars of barriers, lights, traffic signs and other devices and appliances

- (1) The carriageway shall be approximately 6.4 metres wide at the crossing.
- (2) 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.
- (3) A footway shall be retained on the north-western side of the carriageway.
- (4) 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 on the north-western side of the crossing. The guards shall extend the full distance between the fence on each side of the railway.
- (5) A barrier shall be pivoted as close to the railway as practicable on the nearside of the road on each side of the railway.
- (6) 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.



- (7) 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 under-clearance between the barriers and the road surface shall not exceed 1000mm.
- (8) 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 450mm and no part of any 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 150mm.
- (9) 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.
- (10) 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.
- (11) Three electric lamps, each of not less than 5 watts nominal rating and with lenses of not less than 50mm diameter, shall be fitted to each barrier and when illuminated shall show a red light in each direction along the carriageway.
- (12) 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.
- (13) 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.
- (14) A traffic light signal as prescribed by Regulation 31(4) of the Traffic Signs Regulations 1981 shall be provided adjacent to each nearside barrier pivot post not more than 1 metre before the barrier on the western side of the railway and not more than 4 metres before the barrier on the eastern side of the railway. 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) 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 shall be capable of directional adjustment.
- (15) An audible warning device shall be provided on or adjacent to each nearside barrier pivot post to warn pedestrians that the barriers are about to be lowered.

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(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 each side of the railway not more than 4.5 metres before the nearside traffic light signal on the eastern side of the railway and not more than 9 metres before the nearside traffic light signal on the western side of the railway.

(17) 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 made-up ground along the south-eastern side of the carriageway and each edge of the footway adjacent to the north-western side of the carriageway.

(18) The centre line of the carriageway shall be marked on the crossing between the stop lines 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 distance of 30 metres on each side of the railway measured along the centre of the carriageway from the stop lines with a reflectorised double line of the size, colour and type also shown in Diagram 1013.1 in the said Regulations wherein the continuous line is on the nearside of the broken line.

(19) A closed circuit television camera shall be provided at the crossing and shall be connected to a viewing monitor adjacent to the control point mentioned in paragraph (6) of the Third Schedule hereto.

### THIRD SCHEDULE

#### Conditions and requirements to be observed by the Board

- (1) The surface of the carriageway and the 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 electric lamps on each barrier mentioned in the Second Schedule hereto shall be lit at all times except when the barriers are in the fully raised position.
  - (4) The crossing shall at all times be illuminated to at least the same standard as the lighting of the carriageway on the approaches to the crossing and the illumination shall be such that the operator can see, during the hours of darkness, that the crossing is clear whilst the barriers are being lowered and until the push-button mentioned in paragraph (12) below is pressed.
  - (5) The crossing shall be protected by signals on the railway being part of the signalling operated from Cambridge Signal Box. The barriers shall be interlocked with the protecting railway signals and the arrangements shall be such that it shall not be possible, other than by hand, to raise the barriers from their
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positions across the carriageway unless the protecting railway signals are set at Danger and that while the barriers are raised it shall not be possible to clear those signals.

(6) The operator shall have a clear view of the crossing from the control point in Cambridge Signal Box and the barriers, the traffic light signals and the audible warning devices mentioned in the Second Schedule hereto shall be operated from this control point as described in paragraph (8) below.

(7) Indications at the control point shall show when:-

- (i) all the barriers are fully lowered;
- (ii) all the barriers are fully raised;
- (iii) at least one of the intermittent red lights of the traffic light signals on each side of the railway is showing along the carriageway.

(8) When a push-button at the control point is pressed the traffic light signals and the audible warnings devices shall begin to operate and the barriers shall be lowered in accordance with the following sequence:

- (a) The amber lights shall immediately 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 begin to show.
- (c) Four to 8 seconds later the nearside barriers shall begin to descend taking 6 to 10 seconds to reach the lowered position.
- (d) The offside barriers shall then start to descend taking 6 to 10 seconds to reach the lowered position whereupon the audible warning shall stop.
- (e) The intermittent red lights shall continue to show until the barriers have begun to rise and shall be extinguished before the barriers have risen to an angle of 45 degrees above the horizontal. If any barrier fails to rise from the lowered position the lights shall continue to show.

(9) The barriers shall be raised simultaneously either by the operation of a second push-button or automatically as soon as the train has passed clear of the crossing unless the protecting signals have been cleared for another train.

(10) Should automatic raising take an abnormally long time an audible and visual warning shall be given at the control point.

(11) Facilities shall be provided at the control point to enable the barriers to be stopped during the lowering or raising sequence.

(12) The arrangements shall be such that the protecting railway signals can only be cleared after the barriers are fully lowered and after a "Crossing Clear" push-button at the control point has been pressed.

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(13) Facilities shall be provided at the crossing for the local control and operation of the barriers, the traffic light signals and the audible warning devices.


(14) Facilities shall be provided to reduce the sound output of the audible warning devices mentioned in paragraph (15) of the Second Schedule hereto. The reduced sound output shall operate between 2330 hours and 0700 hours approximately.


(15) The picture of the crossing shall be exhibited on the television monitor before the sequence of events mentioned in paragraph (8) above begins. The picture shall continue to be exhibited until the push-button mentioned in paragraph (9) above is operated and the barriers are fully raised or, when the barriers are raised automatically, until the push-button mentioned in paragraph (12) above is operated.

(16) In the event of any barrier being horizontally dislocated while in the fully lowered position or if the main power supply fails, an audible and visual warning shall be given at the control point.

(17) In the event of the failure of all the traffic light signals facing in one direction, an audible warning shall be sounded at the control point.

Signed by authority of the Secretary of State this 26<sup>th</sup> day of July 1983.

  
Chief Inspecting Officer  
of Railways.

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An Executive Officer in the  
Department of Transport  
Authorized by the Secretary  
of State