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BRITISH TRANSPORT COMMISSION ACT 1957

THE BRITISH RAILWAYS BOARD (NORFOLK RAILWAY)

(HALL LANE LEVEL CROSSING) ORDER 1977

Made 31st August 1977
Coming into operation 26th October 1977

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 26th October 1977 and may be cited as the British Railways Board (Norfolk Railway) (Hall Lane Level Crossing) Order 1977.
 - (2) In this Order:-
 - "the Board" means the British Railways 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.
 - (3) The Interpretation Act 1889(b) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
2. So long as this Order continues in force the provisions of section 47 of the Railways Clauses Consolidation Act 1845(c) as incorporated with the Norfolk Railway Extensions, Dereham, Wells, and Blakeney Branch Act 1846(d) and section 17 (Station to be erected at points of level crossings) of the said Act of 1846 shall cease to apply to the level crossing referred to in the First Schedule hereto being a level crossing at which a public carriage road is crossed on the level by a railway of the Board.

- (a) 5 & 6 Eliz. 2.c.xxxiii.
- (b) 1889 c.63.
- (c) 8 & 9 Vict. c.20.
- (d) 9 & 10 Vict c. cLxix

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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 said level crossing:

- (1) The Board shall provide at the said level crossing, and shall maintain and operate so long as this Order continues in force, the 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 said level 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.

FIRST SCHEDULE

In the County of Norfolk -

In the District of Breckland -

The level crossing known as Hall Lane crossing whereby the Road known as Hall Lane is crossed by the railway between Dereham and Yaxham Stations.

National Grid Reference: TF 996125.

SECOND SCHEDULE

Particulars of lights, traffic signs and other devices and appliances

(1) 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 shall be provided on the nearside of the carriageway on each road approach to the crossing. A traffic light signal of the same type shall be provided 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 (5) below. The traffic light signals shall be so arranged as to face outwards from the crossing towards approaching traffic and the lamps shall be capable of directional adjustment. A flashing white lamp shall also be provided on each railway approach to the crossing which, when illuminated, shall indicate to drivers of trains that the flashing red lamps are illuminated and that the main power supply has not failed.

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- (2) A St. Andrew's Cross prescribed as a traffic sign by the said Regulations shall be provided on both sides of the road on each side of the railway mounted immediately above each traffic light signal. Each St. Andrew's Cross shall face outwards from the crossing towards approaching traffic and shall be provided with retro-reflecting material.
- (3) An audible warning device of moderate output shall be provided on each nearside traffic light signal.
- (4) Cattle-cum-trespass guards of standard railway design shall be provided immediately beyond the ground which is made up to the level of the carriageway in accordance with paragraph (2) of the Third Schedule to this Order. The guards shall extend to the full width between the protecting fences on both sides of the railway.
- (5) 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 crossing approximately 1 metre before the nearside traffic light signal, and a reflectorised 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 and the adjacent footways approximately 1 metre before the offside traffic light signal.
- (6) The carriageway shall be approximately 7.3 metres wide at the crossing.
- (7) A footway shall be retained adjacent to each edge of the carriageway.
- (8) Reflectorised edge of carriageway markings of the size, colour and type shown in Diagram 1011 in the said Regulations shall be provided along the two edges of the carriageway where it passes over the crossing.
- (9) The centre line of the carriageway shall be marked on the level crossing between 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 36 metres on both sides of the railway measured 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 of the said Regulations shall be provided on each approach to the double line.

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THIRD SCHEDULE

Conditions and requirements to be observed by the Board

- (1) The surface of the carriageway over the crossing shall be maintained in good and even condition.
- (2) The ground at the two edges of the carriageway where it passes over the crossing shall be made up to the level of the carriageway for a distance of approximately 1.8 metres beyond each edge.
- (3) A single power supply shall be provided together with standby batteries of sufficient capacity to operate the whole installation for twelve hours.
- (4) An advance warning board of standard railway design shall be provided on each railway approach to the crossing and shall be self-illuminated.
- (5) A standard railway combined whistle and speed restriction board for 5 mile/h shall be provided on each railway approach to the crossing approximately 45 metres before the level crossing and shall be illuminated.
- (6) Trains travelling in either the Up or Down direction shall not exceed 5 mile/h from a point approximately 45 metres before the crossing until the front of the train has passed over the crossing. The train whistle shall be sounded when the train is at a point approximately 45 metres before the crossing.
- (7) Trains travelling in either the Up or Down direction shall not proceed over the level crossing until the white lamp mentioned in paragraph (1) of the Second Schedule to this Order becomes illuminated. If the white light is not illuminated drivers shall bring their trains to a stand short of the crossing and shall then proceed with caution.
- (8) The arrangements shall be such that when the train reaches a position which shall be not less than 66 metres before the crossing the amber lamps mentioned in paragraph (1) of the Second Schedule to this Order shall be illuminated and the audible warning devices shall commence to sound. The steady amber lamps shall remain illuminated for a period of approximately 5 seconds. Immediately the amber lamps are extinguished the flashing red lamps mentioned in paragraph (1) as aforesaid shall operate. The flashing red lamps and the audible warning devices shall continue to operate until the train has passed clear of the crossing.

Signed by authority of the Secretary of State this 31st day of August 1977.

CERTIFIED A TRUE COPY

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

.....
Chief Inspecting Officer
of Railways