

## LEVEL CROSSINGS ACT 1983

### THE NETWORK RAIL MELTON STATION LEVEL CROSSING ORDER 2021

Made on 06 May 2021. Coming into force on 6 May 2021.

The Secretary of State for Transport, having been requested by [Network Rail Infrastructure Limited] ("the operator") to make an Order under section 1 of the Level Crossings Act 1983<sup>1</sup> ("the Act") makes the following Order in exercise of his powers under the Act and of all other enabling powers, in accordance with the draft Order which accompanied the request subject to those modifications the Secretary of State thought fit to make.

1. This Order may be cited as the Network Rail Melton Station Level Crossing Order 2021 and shall come into force on 6 May 2021.
2. In this Order:
  - (a) "the carriageway" means the carriageway of the specified road, "the crossing" means the level crossing described in Schedule 1 to this Order, "the Regulations" means the Traffic Signs Regulations and General Directions 2016<sup>2</sup>, "the specified road" means the road which crosses the railway at the crossing;
  - (b) the expressions "left-hand side" and "right-hand side" shall be construed as they would appear to a person approaching the crossing along the specified road.
3. The following provisions, being provisions which in the opinion of the Secretary of State are necessary or expedient for the safety or convenience of those using the crossing, apply in respect of the crossing:
  - (a) the operator shall provide, operate and maintain the protective equipment which is specified in Part I of Schedule 2 to this Order;
  - (b) the operator shall observe the conditions and requirements specified in Part II of Schedule 2 to this Order;
  - (c) the local traffic authority shall provide and maintain the protective equipment specified in Part I of Schedule 3 to this Order; and
  - (d) the local traffic authority shall observe the conditions and requirements specified in Part II of Schedule 3 to this Order.
4. The Traffic Signs Regulations and General Directions 2016<sup>2</sup> shall apply to any traffic sign specified in Schedule 3 to this Order as they would to a sign caused or permitted to be placed by a highway authority.
5. The Network Rail Melton Station Level Crossing Order 2015 is revoked.

Signed by authority of the Secretary of State on 06 May 2021



Paul Appleton  
Deputy Director, Railway Safety  
Office of Rail and Road

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<sup>1</sup> 1983 c.16

<sup>2</sup> SI 2016 No.362

## SCHEDULE 1

### **The crossing**

The level crossing known as Melton Station, where A1152 (Wilford Bridge Road) is crossed by the railway between Woodbridge and Wickham Market Stations.

At National Grid Reference TM 287 503.

The local traffic authority at the time of making this Order is Suffolk County Council.

## SCHEDULE 2 PART I

### **Particulars of the protective equipment provided by the operator (Art.3(a))**

1. A lifting barrier shall be pivoted as close to the railway as practicable on the left-hand side of the specified road on each side of the railway.
2. When lowered the barriers shall be as nearly horizontal as possible, as nearly as possible at right angles to the centre line of the carriageway, and shall extend across the left-hand side of the carriageway and the footway. The tip of each barrier shall extend to a point within 150mm of the centre of the carriageway and a clear exit at least 3 metres wide shall be left between the tip of the barrier and the right-hand side edge of the carriageway.
3. When lowered, the tops of the barriers shall be at least 900mm above the road surface at the centre of the carriageway. The clearance between the bottom edge of the lowered barrier and the road surface at the centre of the carriageway shall not exceed 1000mm unless a skirt is fitted.
4. 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 furthest from the carriageway by less than 150mm.
5. The barriers shall be as light as possible but shall also be strong enough to prevent foreseeable distortion or fracture likely to be caused by wind pressure.
6. The barriers shall display on both front and rear faces alternate red and white bands each approximately 600mm long to the full depth of the barriers. A strip of retro-reflective material not less than 50mm deep shall be provided along the full length of each band. The retro-reflective material shall be coloured the same as the band on which it is placed.
7. Suitable guards or other protection shall be provided for each barrier machine to prevent danger to persons from the operating mechanism and moving parts of the machine.
8. Three electric lights, to a suitable recognised standard, 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 lights shall show a red light in each direction along the carriageway, clearly indicating the position of the barriers.
9. A 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 located either in line with or on the railway side

of the vehicular stop line mentioned below. The traffic light signals on each side of the railway shall be positioned to face outwards from the crossing towards approaching road traffic. All the signals shall be capable of directional adjustment.

10. An audible warning device for pedestrians shall be provided on or adjacent to each left-hand side traffic light signal post. These devices shall be capable of volume adjustment to suit local requirements.

11. A reflectorised vehicular 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 before the left-hand side traffic light signal.

12. A reflectorized pedestrian give way 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 the footway on the western side of the crossing, on both sides of the railway. The line shall be not less than 1 metre before the 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.

13. 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 side of the footways and the carriageway.

14. The centre line of the carriageway shall be marked on the crossing between the vehicular stop lines mentioned above with a reflectorised double continuous line road marking of the size, colour and type shown in Diagram 1013.1A in the Regulations.

15. A traffic sign of the size, colour and type shown in Diagram 785.1 in the Regulations shall be provided, mounted below or adjacent to each left-hand side traffic light signal post, and shall face outwards from the crossing towards approaching road traffic.

16. 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 road traffic.

17. Facilities shall be provided at the crossing to operate the barriers and other protective devices manually.

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

19. A railway signal 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 road traffic light signals mentioned above is lit, the barriers have moved from the raised position and the main power supply has not failed.

20. A stop board of standard railway design displaying the words "Stop – Wait for white light and whistle before proceeding" shall be provided on the Down railway approach approximately 25 metres before the crossing. The stop board shall be constructed from Class 1 retro-reflective material or illuminated.

21. A standard level crossing speed restriction board, constructed from Class I retro-reflective material or illuminated, shall be provided on the Up railway approach to the crossing. The position of the board before the crossing shall take into account the sighting of the crossing by the train driver, gradient and braking characteristics of the train and shall show a speed of 20 mile/h for passenger and empty coaching stock trains and 10 mile/h for freight trains.

22. An advance warning board of standard railway design, constructed from Class I retro-reflective material or illuminated, shall be provided on each railway approach to the crossing.

23. Two independent power supplies shall be provided at the crossing, one of which may consist of batteries. In the event of a mains power failure, the capacity of the batteries shall be sufficient to operate the railway approach intermittent light signal mentioned above for at least 12 hours.

24. Cattle-cum-trespass guards of standard railway design shall be provided adjacent to both sides of the crossing surface. The guards shall extend the full distance between the fences on each side of the railway.

## **SCHEDULE 2 PART II**

### **Conditions and requirements to be observed by the operator (Art.3(b))**

25. The surface of the carriageway and footways over the crossing shall be maintained in a good and even condition. The carriageway shall be approximately 6.5 metres wide and the footway approximately 1.1 metres wide on the western side of the carriageway and 1.8 metres wide on the eastern side. Guard rails shall be provided on the western side of the carriageway on each side of the railway to segregate pedestrians from the carriageway. The rails shall extend for a distance of 3 metres outwards from the crossing from a point 1 metre before the road traffic light signal.

26. The vertical profile of the carriageway over the crossing shall be maintained and, with the co-operation of the local traffic authority, kept consistent with the surface of the carriageway on each approach to ensure that any hump within the longest wheelbase of vehicles which may foreseeably use the crossing shall be less than 40mm in excess of the 75mm design maximum.

27. 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 or it is necessary to operate the level crossing equipment for short periods for the purposes of maintenance or testing. The electric lights on each barrier shall be lit except when the barriers are fully raised.

28. When a train approaching the crossing either occupies a track circuit or operates a treadle or axle counter, 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 of the road traffic light signals shall show;
- c. 5 to 7 seconds later the barriers shall begin to descend and shall take a further 6 to 10 seconds to reach the lowered position.

29. Not less than 27 seconds shall elapse between the time the amber lights first show and the time when the train reaches the crossing.

30. The audible warning shall stop and the barriers shall rise as soon as the train has passed clear of the crossing. The intermittent red lights of the road traffic light signals continue to show until the barriers have begun to rise.

31. Drivers of trains in the Down direction shall bring their trains to a stand at the stop board mentioned above, wait for the white light to show, and sound their horn before proceeding. If the red light of the railway signal continues to show or if there is no light or if the crossing is obstructed at the time the white light first shows, 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.

32. Drivers of trains in the Up direction may be permitted to drive their trains towards and over the crossing at a speed not exceeding the speed indicated on the relevant board described above, from the point at which the board is located until the front of the train has passed over the crossing, if the white light of the railway signal mentioned above is showing and the crossing is unobstructed. If the red light of the railway signal continues to show or if there is no light or if the crossing is obstructed at the time the white light first shows, drivers shall bring their trains to a stand short of the crossing and may be permitted thereafter to proceed with caution when it is safe to do so.

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

34. The operator shall periodically monitor the volume of road and rail traffic using the crossing in line with the Stott requirements. If the effective traffic moment exceeds the current maximum crossing speed limit, the operator shall seek a new level crossing Order and reduce the crossing speed accordingly.

35. The operator shall periodically monitor the duration of closures of the crossing to road traffic, and shall take action to ensure that the closure times are normally such that 50% of trains arrive at the crossing within 50 seconds of the commencement of the closure sequence, and 95% arrive within 75 seconds.

36. The operator shall take the lead in developing with the local traffic authority an agreed long-term strategy regarding the continuing use of the crossing and the safety and convenience of users of the crossing. The strategy, which shall be reviewed periodically, shall take into account: incidents at the crossing; anticipated changes in use; all costs and consequences of continued operation; and shall consider what measures might be necessary or practicable to permit the crossing to be closed to road traffic and pedestrians.

37. The operator shall make arrangements for the legibility and visibility of road signs and road markings relating to the crossing for approaching road traffic to be checked periodically, and to draw any deficiencies to the attention of the local traffic authority.

38. The operator shall maintain communication links with the local emergency services.

39. The operator shall give notice in writing to the Secretary of State as soon as the provisions of Articles 3(a), 3(b) and 3(c) have been met and shall request that the crossing be inspected as soon as possible thereafter.

### **SCHEDULE 3 PART I**

#### **Particulars of protective equipment provided by the local traffic authority (Art.3(c))**

40. The centre line of the carriageway shall be marked for a distance of 37 metres on the western side of the railway measured along the centre of the carriageway from the vehicular stop line with a reflectorised double line road marking of the size, colour and type shown in Diagram 1013.1A in the Regulations.

41. The centre line of the carriageway shall be marked for a distance of 1.5 metres on the eastern side of the railway measured along the centre of the carriageway from the vehicular stop line with a reflectorised double line road 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 29.5 metres measured along the centre of the carriageway from the end of the double continuous line with a reflectorised double line road marking 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.

42. At least one road marking of the size, colour and type shown in Diagram 1014 in the Regulations shall be marked on the carriageway in an appropriate position on the approach side of the road markings described above on each side of the railway.

43. Traffic signs of the size, colour and type shown in Diagrams 770 and 773 in the Regulations shall be provided together on the left-hand side of the carriageway on both sides of the railway in a suitable position facing approaching traffic.

### **SCHEDULE 3 PART II**

#### **Conditions and requirements to be observed by the local traffic authority (Art.3(d))**

44. The vertical profile and surface of the carriageway and footway approaching the crossing shall be maintained and, with the co-operation of the operator, kept consistent with the surface of the crossing to ensure good and even passage of road traffic and pedestrians over the crossing.

45. Where a deficiency in visibility or legibility of a road traffic sign or road marking is identified by the operator, the local traffic authority shall take action to ensure that adequate visibility and legibility is restored.

46. The local traffic authority shall consult the operator before any traffic signs or other road equipment other than those specified in this order are placed or caused to be placed on the road in the vicinity of the crossing.

47. The local traffic authority shall consult the operator where any significant permanent or temporary change occurs or is proposed which may affect to any significant extent the type, characteristic, speed, likely behaviour or amount of road traffic using the crossing, or its ability freely to exit the crossing.

48. The local traffic authority shall periodically monitor the amount and characteristics of road traffic using the specified road and shall inform the operator where there is any significant change.

49. The local traffic authority shall take into account any records of incidents at or near the crossing made available by the operator in exercising its responsibilities in relation to the specified road in the vicinity of the crossing.

50. The local traffic authority shall co-operate with the operator in the preparation and periodic review of a long-term strategy in relation to the continued operation of the crossing.