



LEVEL CROSSINGS ACT 1983

THE NETWORK RAIL

BEAVERS HILL LEVEL CROSSING ORDER 2024

Made on 11th March 2024

Coming into force on 31st March 2024

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 1983¹ ("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 Beavers Hill Level Crossing Order 2024 and shall come into force on 31st March 2024.
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 2016², "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.
 - c. where a traffic sign is required to be of the size, colour and type shown in a Diagram number in the Regulations, that requirement may be satisfied by a similar traffic sign, incorporating information shown in both the English and Welsh languages, of the size, colour and type shown in the relevant drawing referred to in the traffic signs authorisation relating to level crossings in Wales.

¹ 1983 c.16

² SI 2016 No.362

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 1 of Schedule 2 to this Order.
- b. the operator shall observe the conditions and requirements specified in Part 2 of Schedule 2 to this Order.
- c. the local traffic authority shall provide and maintain the protective equipment specified in Part 1 of Schedule 3 to this Order; and
- d. the local traffic authority shall observe the conditions and requirements specified in Part 2 of Schedule 3 to this Order.

4. The Traffic Signs Regulations and General Directions 2016³ 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 British Railways Board (Pembroke and Tenby Railway) (Newton and Beavers Hill Level Crossings) Order 1965 and the British Railways Board (Newton and Beavers Hill Level Crossings) (Amendment No.1) Order 1990 so far as they relate to Beavers Hill level crossing are revoked.

Signed by authority of the Secretary of State on 11th March 2024



Thomas Wake
Head of Mainline Inspection North, Railway Safety
Office of Rail and Road

³ SI 2016 No.362

SCHEDULE 1

The crossing

The level crossing known as Beavers Hill, where the lane between The Ridgeway and Cowpark Lane is crossed by the railway between Lamphey and Manorbier Stations.

At National Grid Reference SS 056 997.

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

SCHEDULE 2, PART 1

Article 3a of the Order - particulars of the protective equipment provided by the operator

1. A traffic sign to Diagram 774 in the Regulations shall be provided on each side of the specified road on each side of the railway and shall face outwards from the crossing towards approaching road traffic.
2. A traffic sign to Diagram 602 in the Regulations shall be provided on the left-hand side of the specified road on each side of the railway mounted immediately below the sign to Diagram 774 and shall face outwards from the crossing towards approaching road traffic.
3. A traffic sign to Diagram 778 in the Regulations shall be provided on the left-hand side of the specified road on each side of the railway mounted immediately below the sign to Diagram 602 and shall face outwards from the crossing towards approaching road traffic.
4. A traffic sign to Diagram 775 in the Regulations shall be provided in a suitable position on each side of the specified road on each side of the railway and shall face outwards from the crossing towards approaching road traffic.
5. A traffic sign to Diagram 785.1 in the Regulations shall be provided in a suitable position on the left-hand side of the specified road on each side of the railway and shall face outwards from the crossing towards approaching road traffic.
6. A vehicular give way line to Diagram 1003A in the Regulations shall be provided across the full width of the carriageway on each side of the railway as nearly as possible at right angles to the carriageway and not less than 2 metres before the running edge of the nearest rail.
7. A pedestrian give way line to Diagram 1003.2 in the Regulations shall be provided across the footways on each side of the railway in line with the road markings to Diagram 1003A.
8. Where the specified road passes over the crossing, a road marking to Diagram 1012.1 in the Regulations shall be provided along each side of the carriageway and the footways.
9. A level crossing warning board with an associated AWS magnet of standard railway design shall be provided in a suitable position on each railway approach to the crossing.

10. A speed board displaying '5 mile/h and Whistle' shall be provided approximately 66 metres before the crossing on each railway approach. The sighting of the boards to train drivers shall be maintained and unobstructed.

11. 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 2

Article 3b of the Order - conditions and requirements to be observed by the operator

12. The surface of the carriageway and footways over the crossing shall be maintained in a good and even condition. The carriageway shall be approximately 3.7 metres wide on the northern approach and approximately 3.4 metres on the southern approach and the footways approximately 1 metre wide on both sides of the carriageway.

13. Drivers of trains shall reduce the speed of their trains to the crossing speed before reaching the speed restriction board and shall sound the train whistle at a suitable location on the approach to the crossing.

14. If the crossing is unobstructed, drivers of trains may be permitted to drive their train towards and over the crossing at a speed not exceeding the speed indicated on the speed restriction board from the point at which the board is located until the front of the train has passed over the crossing.

15. If the crossing cannot be seen or if the crossing is obstructed, drivers of trains shall bring their trains to a stand short of the crossing and may be permitted thereafter to proceed with caution only when it is safe to do so.

16. The vertical profile of 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 40 millimetres in excess of the 75 millimetres design maximum.

17. 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.

18. The operator shall make appropriate arrangements for the legibility and visibility of road signs 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.

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

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

SCHEDULE 3, PART 1

Article 3c of the Order - particulars of protective equipment provided by the local traffic authority

21. A road marking to Diagram 1023A in the Regulations shall be provided on each side of the railway not more than 2 metres before the vehicular give way line to Diagram 1003A.
22. A traffic sign to Diagram 771 in the Regulations shall be provided on the left-hand side of the carriageway on each approach to the crossing in a suitable position facing approaching traffic.
23. A traffic sign to Diagram 782 in the Regulations shall be provided on the left-hand side of the carriageway on each approach to the crossing in a suitable position facing approaching traffic.

SCHEDULE 3, PART 2

Article 3d of the Order - conditions and requirements to be observed by the local traffic authority

24. The vertical profile and surface of the carriageway and footways approaching the crossing shall be maintained and, with the co-operation of the operator, kept consistent with the surface of the crossing and footways to ensure good and even passage of road traffic and pedestrians over the crossing.
25. 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.
26. 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.
27. 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.
28. 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.
29. 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.
30. 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.