

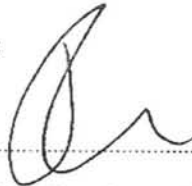
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Level 2

Specification for Station, Footpath, Bridleway, and User-worked Level Crossings

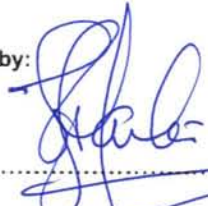
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Issue record

Issue	Date	Comments
1	March 2010	First Issue

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 05/06/2010.

When this standard is implemented, it is permissible for all projects that have formally completed GRIP Stage 4 to continue to comply with the Issue of any relevant Network Rail Standards current when GRIP Stage 4 was reached and not to comply with requirements contained herein, unless the designated Standard Owner has stipulated otherwise in the accompanying Briefing Note.

Reference documentation

TSG+GD 2002 - Traffic signs guidance and general directions.

PC(s+b)s regs – Private crossings signs and barriers regulations 1996.

GI/RT 7033 – Lineside operational signs.

NR/L2/OPS/100 – Provision, Risk assessment and review of level crossings.

NR/L2/SIG/19608 – Level crossing infrastructure; inspection & maintenance.

NR/L2/SIG/10660 – Implementation of signalling maintenance specifications.

NR/L3/TRK/040 – Level crossing surface systems.

NR/L2/TRK/5100 – Management of fencing and other boundary measures.

NR/SP/TRK/2049 – Track design handbook.

NR/GN/EP/27021 – Electrical track equipment lay-out and design for D.C electrified lines.

Section 240 – Model clauses for engineering works.

BS3470:1975 – Specification for field gates and posts.

BS5709:2006 – Gaps, Gates and Stiles – Specification.

Standards and dimensions for byways and bridleways – British horse society.

Surface requirements for shared use routes – The countryside agency.

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1 Purpose

This specification provides the preferred layouts for renewal of crossings as defined in the Scope, and is applicable to new crossings or those assets that are to be renewed during maintenance works. The standard guides the installer/maintainer on how to position equipment when the method of protection has been established, it does not instruct what method of protection to use. The layouts for each type of protection are based on regulation and the latest human factors research.

2 Scope

The specification applies to;

- user-worked crossings,
- footpath crossings,
- bridleways,
- station footpath/barrow crossings.

And also where additional MSL / telephone equipment is provided for each type of crossing. The information contained here is provided as a guide to good practice and is not retrospective.

3 Roles and responsibilities

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors.

4 Definitions

Cattle-cum-trespass guards	An aid to stop unauthorised access to the track
DfT	Department for transport
ORR	Office of Rail Regulation
L&C NST	Liabilities and Clearance National Specialist Team
MSL	Miniature Stop Light
MWL	Miniature Warning Light
ORCC	Operations Risk Control Co-ordinator
PC(S+B)s Regs	Private Crossings (Signs and Barriers) Regulations 1996
RBLI	Royal British Legion Industries. RBLI are one of many signage suppliers, however a lot of signage created outside of the regulations have Information sheet numbers associated with their book, so they are mentioned only as reference.

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TSR+GD	Traffic Signs Regulations and General Directions.
UWC	User Worked Crossing

5 General components

5.1 General

5.1.1 This section provides information on components normally provided at all the crossings defined in the scope. Each section has additional information specific to that type of crossing, Level crossing orders are not normally provided at these types of crossing but if they are the requirements of the order shall be adhered to.

5.1.2 If any changes are made to a crossing other than 'like for like', the change shall be driven by an Operational Risk Control Co-ordinator.

5.1.3 Any moving parts that could trap body limbs shall be avoided or have the area maximised so as to decrease the point pressure inflicted. Structures shall be without sharp objects and protrusions.

5.1.4 A level crossing is a fixed point in the profile of the track and shall not change with engineering work, although a decking system should be designed to take minor re-alignments of the track, each rail or the approaches by up to 10mm without having to be renewed.

5.1.5 Crossings that are closed and have a deed of release shall have all signage and materials removed and the surface broken up, Redundant materials shall not be left on site.

5.1.6 With approval from Liabilities and Clearance NST crossings with a deed of release can be fenced over and closed. The fences shall be installed to NR/L2TRK/5100 and will complete the boundary fence.

5.1.7 When fenced over following closure, there shall not be any obvious evidence of a crossing remaining; gates, posts, signs and wing fencing shall be removed. Any debris that can be used for vandalism should be immediately removed upon closure.

5.2 Surface system

5.2.1 This section describes basic requirements where a surface system is provided.

5.2.2 Where changes apply they shall be compliant with the track design handbook NR/TRK/L2/2049.

5.2.3 At all crossings, as a minimum, that surface shall be as good as the approach to the crossing. Any approach shall be level, without loose covering, and maintain its integrity in all weather.

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5.2.4 As a minimum, surfaces shall be;

- Level with the head of the rail (+5/-0) with a flange way clearance on the running side of each rail of 60mm $\pm$ 5mm, and a flange way depth $\geq$ 55mm for systems that are not proprietary,
- Protected by deflectors 300mm wide at 45 degrees or a manufacturers supplied equivalent at both ends of each 4ft,
- Fitted with lateral and vertical restraints if of a modular build,
- Marked with a white line a minimum of 50mm wide down the sides of the designated crossing surface,
- Suitable for its intended purpose, with a skid resistance value comparable to the approaches,
- A minimum of 300mm wider than the gate post on each side and a constant width between the edge markings,
- Without tripping hazards and gaps greater than 10mm (except for flange clearance),
- Constructed from a single type where track layout permits,
- Constructed from approved materials or products complying with British standards.

5.2.5 The decking surface shall be installed so as it is easily removed and replaced for maintenance operations.

NOTE In addition to the above, refer to surface system sections relevant to the applicable crossing type.

5.3 Cattle-cum-trespass guards

5.3.1 Cattle-cum-Trespass Guards shall be provided where there is regular and frequent movement of hoofed animals over the crossing, significant risk of trespass by pedestrians or electrification by the conductor rail system.

5.3.2 Cattle-cum-trespass guards shall;

- Be adjacent to the footway at the edge of and level with the surface of the decking system, and extended the full length of the crossing between the boundary fences with a fence extended from the boundary down the full length of each guard,
- Be a minimum of 2.6 metres step over distance from any edge of the crossing surface,
- If constructed of wood be of triangular rails base and vertical sides 115mm, with a maximum of 35mm clear spacing between each rail,

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- If installed in DC conductor rail areas be constructed of a non-conductive material and adhere to RT/E/C/27021.

NOTE In addition to the above, refer to cattle-cum trespass guard sections relevant to the type of crossing.

5.4 Fencing

5.4.1 Fencing shall be positioned at the crossing as per the approved lay-out or if no lay-out is available, it shall be on a like for like basis with a type of the same or better class/quality.

5.4.2 Fencing shall be compliant with NR/L2/TRK/5100.

NOTE In addition to the above refer to fencing sections relevant to the type of crossing concerned.

5.5 Gates

5.5.1 Gates shall be provided to BS3470 (Field Gates and posts).

5.5.2 Stiles rather than gates shall be provided where the crossing surface is not built up to rail head height.

5.5.3 The gates shall be;

- The same size, type, and style on both sides,
- Not wider than the crossing surface,
- Hung so as not to open towards the railway or foul the structure gauge, no closer than 2 metres to the running rail and close enough to prevent a vehicle waiting between the gate and the cess rail,
- Hung so as not to foul on the approach but prevent livestock pushing under, and barred to prevent children and animals pushing through,
- Changed on a like for like basis, unless the ORCC is consulted prior to any changes,
- Secured so as it can not be removed illegally,
- Easily operated,
- Without sharp edges or other installation defects that may harm the intended user,
- Installed so as the mechanisms do not trap body parts.

NOTE 1 In addition to the above, refer gates sections relevant to the type of crossing.

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5.6 Ballast boxes

5.6.1 Retaining boxes up to the rail head shall be provided for all boxed ballast crossing surfaces. They shall stop the surface degrading or sliding away underfoot, and maintain flange way clearance.

5.6.2 The retaining boxes shall be easily removed and replaced for maintenance.

5.6.3 The retaining box shall be secured against vertical and lateral movement.

5.6.4 The retaining box shall be constructed to diagram RT/CED/600/11.

5.7 Telephones

5.7.1 Where telephones are provided they shall be clearly identified.

5.7.2 Telephones shall not be fouled by any opening gate.

5.7.3 During and after any works the ground around the telephones should be kept level and without loose covering.

5.7.4 Consideration shall be given to providing two phones on each approach where there is a varied user eg. Higher phones for mounted riders.

5.8 Vegetation

5.8.1 Vegetation shall not compromise sighting of trains from the decision point.

5.8.2 When installing equipment the installer should take note of any vegetation that could affect the safe operation of the crossing or compromise sighting in the future, any such vegetation shall be removed or reported.

5.8.3 Scratching, stinging or rash making plants shall not be allowed to grow within one metre either side of a stile or footpath gate. This area should be filled with an appropriate method of fencing.

5.8.4 Where the hedges either side are overgrown from an adjoining land owner the land owner shall be consulted before any work commences.

5.9 Installation of new line side infrastructure

5.9.1 When installing new equipment on the line side the installer shall check that the equipment does not impair the sighting from the decision point or the view of any approach crossing signage. The ORCC shall be consulted before work starts at a crossing where line of site is relevant.

5.9.2 If any work is being undertaken by a third party on or near to a crossing the ORCC shall be consulted.

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6 Footpath crossing (FP)

6.1 Surface system

6.1.1 At footpath crossings, as a minimum the crossing surface shall be in keeping with but not necessarily the same as the surface on the approaches to the crossing immediately outside the railway boundary.

6.1.2 In addition to the requirements of section 5.2 the surface shall be;

- Covered with or constructed from an anti-slip product.

NOTE chicken wire shall not be used.

- At least 1000mm wide and 300mm wider than the gate on each side.
- Provided with a constant graded in ramp no more than 1 in 8 to the crossing surface where the track has a high shoulder.
- Coloured yellow between marked decision points to indicate the danger area (where the topography of the area and type of decking system allows).
- Installed perpendicular to the rails with no dog legs within the danger area.

6.2 Cattle-cum-trespass guards

6.2.1 Where required cattle-cum-trespass guards will be provided to section 5.3.

6.3 Fencing

6.3.1 Fencing shall be provided at the crossing in accordance with 5.4.

6.3.2 Additional fencing may be provided to guide the user safely to the decision point.

6.3.3 Provision shall be made to incorporate a handrail into the fencing on a steep incline. The handrail should be capable of withstanding a 400Nm force acting on the top of the rail.

6.4 Wicket gates

6.4.1 Where wicket gates are provided they shall be in accordance with section 5.5 and the rest of this section.

6.4.2 Wicket gates shall be;

- Fitted with an approved mechanism on both sides to close the gate gently behind the user,
- A minimum of 1000mm wide or 1500mm wide if used by pushchairs, cyclists or disabled persons,
- Hung no closer than 2 metres to the nearest running rail.

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6.5 Stiles

6.5.1 Where stiles are employed they shall be used at both sides of the railway for consistency and shall comply with the guidance given in British Standards specification BS 5709:2006 – “Gaps, Gates and Stiles”.

6.5.2 The British Standard allows variations in both narrow and wide stiles to cater for the natural features that occur at different sites. Figures 1 and 2 are of standard versions, as illustrated in the British Standard, but considerable variation of layout and dimensions is allowed and may be used provided that the stile still complies with the British Standard. Stiles should be constructed so that they suit the requirements of the individual site.

6.5.3 Stiles shall be arranged so that users step off the railway side of the stile into a position of safety. Signage shall be placed so that it is seen on descending the stile on the railway side.

6.5.4 Stiles shall not obstruct sighting from the decision point.

6.5.5 Stiles are no longer a preferred method unless they are located before or after another restrictive feature such as previous field stiles, un-surfaced tracks or little used paths.

6.5.6 When renewing a stile it shall be replaced like for like or both shall be renewed so they are the same on both sides of the railway. If both stiles are to be replaced then consideration shall be made to replacing them with gates.

6.5.7 Where gates are going to be considered as a replacement for stiles the change shall be driven by an ORCC.

6.5.8 The steps of new stiles shall be provided with an anti-slip surface or be constructed from an anti slip material. When constructing a stile it should be level and not move under load.

6.5.9 Where there is a chance of livestock being present, the stile should be stock proofed by continuing the boundary fence through the stile arrangement.

6.5.10 Stiles shall have a maximum of two steps of a minimum width 200mm except on sloping ground where a third step forming a stepping platform, of double step width on one side of the stile only is permitted. This third step may be needed in order to conform to the step height requirements specified.

6.5.11 All steps shall be level $\pm 10\text{mm}$ the maximum distance between the ground and the top of the bottom step shall be 300mm. The distance between the tops of the steps shall be a maximum of 300mm.

6.5.12 When a mass of 75kg is placed anywhere on a step or top rail a maximum deflection of 15mm shall occur.

6.5.13 When a mass of 150kg is placed anywhere on a step or top rail acting through an area of no greater than 0.01m^2 (approx. 100mm^2 or 80mm diameter circle) no visible permanent deformation or cracking shall take place.

6.5.14 All edges of the structure likely to come into contact with the user shall be rounded to a radius no sharper than 2mm or chamfered to a 2mm flat.

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6.5.15 Stiles shall be located in line with the boundary fence to make it complete. Neither the hand posts nor any other post shall be used as a straining post for the adjoining fence.

6.5.16 Steps shall not have a slope in any direction greater than 1 in 30 (i.e. over any 300mm of the step surface it shall not be any more than 10mm out of level)

6.5.17 Posts shall also be vertical to 1 in 30 (i.e. over 1m a post shall not be more than 33mm away from the vertical) set into the ground by 750mm on the supporting posts and 500mm to 650mm on the step posts.

6.6 Narrow post and rail stiles

6.6.1 This type of stile is normally used by stepping over without swinging a leg sideways.

6.6.2 The distance between the top of the top step, and the top of the top rail shall be a maximum of 300mm.

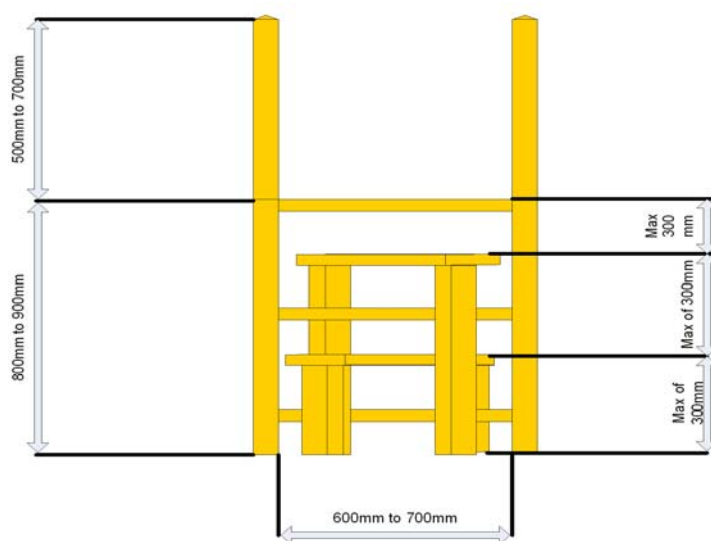
6.6.3 The width of the stile measured along the top rail shall be between 600mm and 700mm between the stile posts.

6.6.4 Where the stile is required to be stock-proof the height of the top rail from the ground (measured at the side of the steps) shall be between 800mm and 900mm.

6.6.5 For all stiles the length of step shall be 1000mm min. Steps will be crossed over at $45^\circ \pm 10^\circ$ to the fence line (or stile rails). Steps shall be centred between the posts within 30mm.

6.6.6 One or two hand posts shall be provided, the cross section of the hand post shall be between 70mm and 100mm diameter or across faces a round cross section is preferred.

6.6.7 Hand posts shall be 500mm to 700mm tall if this is an extension of the main post the corners shall be rounded off above the top rail.



Not to scale

Figure 1 – A typical example of a narrow stile as illustrated in BS5709

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6.7 Wide post and rail stiles.

6.7.1 This type of stile is normally used by swinging each leg sideways over the stile in turn.

6.7.2 The distance between the top of the step and the top of the rail shall be a maximum of 450mm.

6.7.3 The minimum width of the stile measured along the top rail shall be 1200mm between the stile posts.

6.7.4 Where the stile is required to be stock-proof the height of the top rail from the ground (measured beside the top step) shall be a maximum of 1050mm and a minimum of 900mm.

6.7.5 Either one stile post shall be formed into a hand post extending 500mm to 700mm above the top rail or a handhold pole shall be attached to a stile post extending the same distance. The section of the hand post shall be between 70mm and 100mm diameter or across faces (a round cross section is preferred). The other stile post shall extend a maximum of 75mm above the rail.

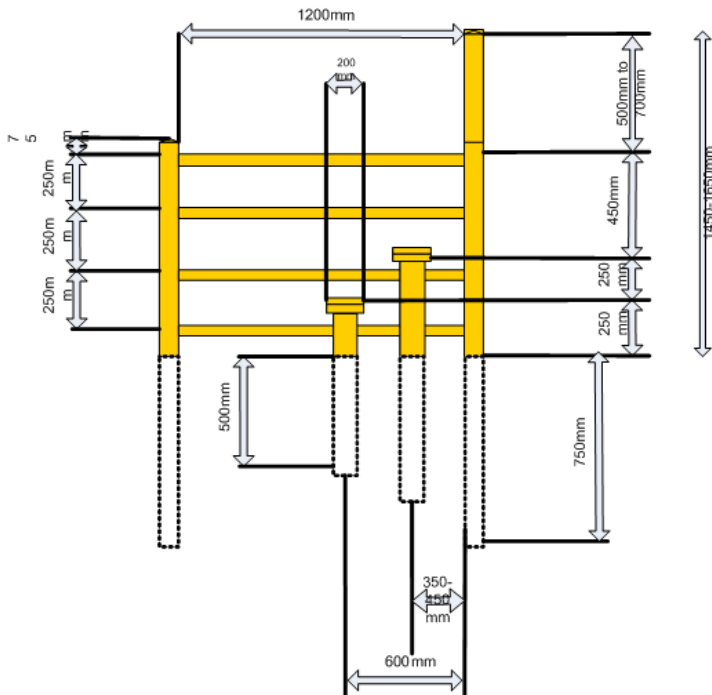
6.7.6 Steps shall either be at $90^{\circ} \pm 10^{\circ}$ to the fence line (or stile rails) or crossed over at $45^{\circ} \pm 10^{\circ}$ to it.

6.7.7 The horizontal distance between the centre of the top step and the near side of the extended post shall be between 350mm and 450mm for parallel (90° steps) and between 500mm and 600mm for crossed (45° steps).

6.7.8 The length of the steps shall be a minimum of 900mm.

6.7.9 Steps shall be a minimum of 900mm long crossing through the fence at $45^{\circ} \pm 10^{\circ}$ or parallel with each other at 90° to the top rail.

Figure 2 – Typical example of a wide stile as illustrated in BS5709



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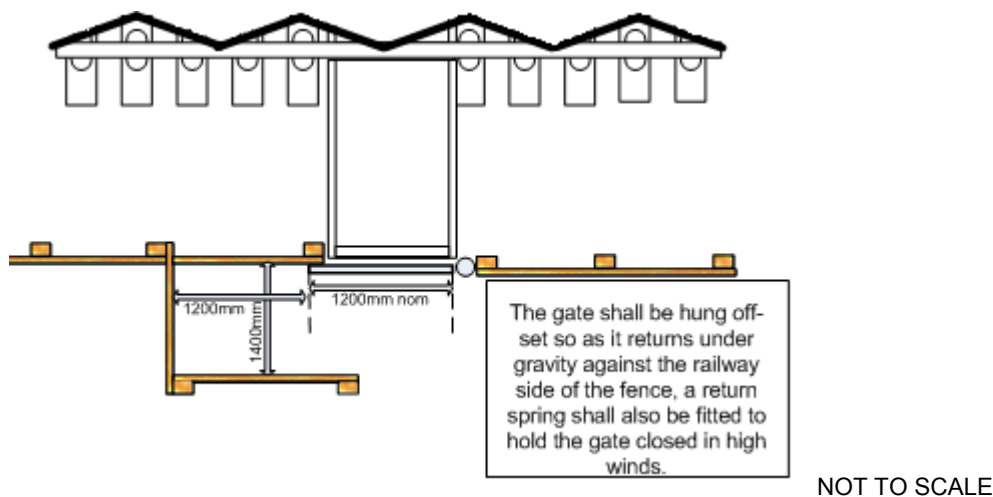
6.8 Kissing gate arrangements

6.8.1 Where kissing gates are provided they shall;

- Have the same enclosure dimensions and profile on both sides to prevent the entrapment of pedestrians taking cycles and pushchairs over the crossing,
- Have a minimum internal manoeuvring space provided to allow a 1metre diameter cylinder to pass through flat end down,
- Have the gates hung offset so as they return to meet and make the boundary fence and be provided with a self return mechanism to hold it shut in windy conditions,
- Be arranged so as the gate rests against the side of the fence nearest to the railway infrastructure preventing them being pushed open from the approach,
- Have a minimum overlap of 30mm where the gates clap against the clapping posts,
- Have the fencing constructed in accordance with 5.4 and NR/L2/TRK/5100,
- Have a maximum gradual slope of 1 in 8 inside the enclosure.

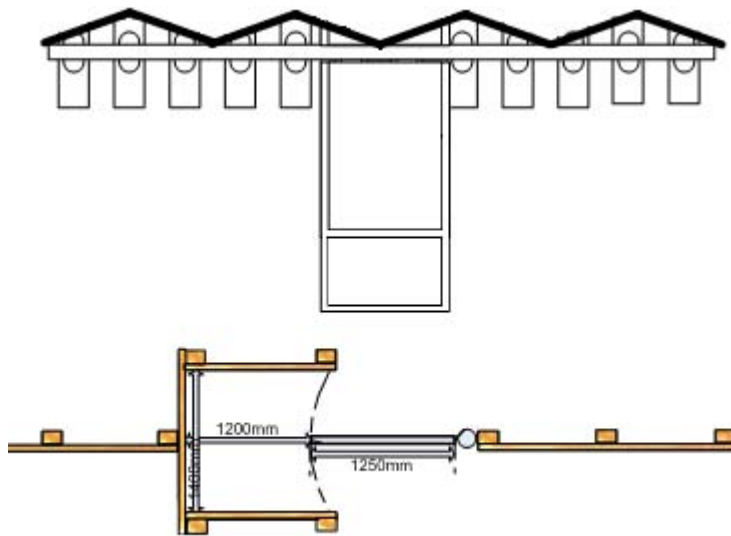
6.8.2 Typical diagrams of kissing gate arrangements are shown in Figure 3 and 4. Other information on kissing gates can be found in BS5709. Other variations are possible to compliment site specifics as long as they adhere to these general dimensions.

Figure 3 – Example of a kissing gate type 1



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Figure 4 – Example of a kissing gate type 2



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6.9 Signage

6.9.1 Signs provided at a footpath crossings are listed below; this list is comprehensive for all signage that may be required at a footpath crossing. Descriptions for their use are for guidance only.

6.9.2 Signage authorised by the Private Crossings (Signs&Barriers) Regulations 1996 shall be used as required by the regulations.

6.9.3 A guide to a preferred layout can be found in Figures 18 and 19.

6.9.4 The signage shall be;

- Clearly visible from the approaches,
- 2100mm above the footpath from the bottom of the sign, unless the closest edge of the signage is clear of the pathway by 150mm,
- Placed at 2 metres at the decision point (3 metres on lines over 100mph), or just before if this infringes on the line of sight,
- Clear instructions of the method of crossing,
- Non-conflicting with other signage at the crossing or misleading to the user,
- Doubled up with preliminary signage where there is a long distance between the access method/boundary fence and the decision point.

6.9.5 Where any changes are to be made to signage layouts/provisions an ORCC shall agree any the change before work starts.

6.9.6 If whistle boards are provided the ORCC shall position them to standard.

NOTE Further information on the visibility and maintenance of Level crossing signage can be found in NR/L2/SIG/19608, Signage Figures are not to scale but shall be a standard size where dimensions are not stated.

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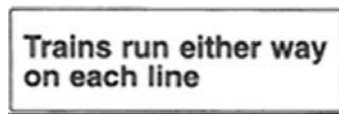


Figure 5

IS558a

Provide at crossings over lines signalled for Bi-Directional movement. (Except where fitted with gate locks) (120mm x 400mm)



Figure 6

TSR&GD 779

Provide where a domestic power supply crosses close to or over the level crossing surface. This sign has been omitted from the diagrams for clarity as it is rarely used. It shall be placed at the boundary with other information signage.



Figure 7

**PC(s&b's) regs 116/
RBLI IS801 (or variant)**

Provide at crossings where the line is electrified. Relevant to the type of electrification. (400mm x 300mm)

Figure 8

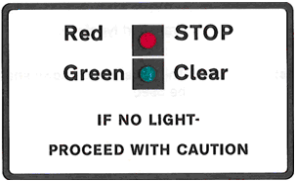


**PC(s&b's) regs 107/
CC08z.**

Standard MSL signage to be provided at sites where telephones are provided for degraded operation. (400mm x 650mm)

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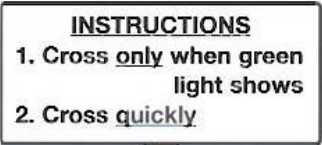
Figure 9



PC(s&b's) regs 108/
CC08z

Standard MSL signage to be provided at sites where telephones are not provided for degraded operation.
(400mm x 650mm)

Figure 10



PC(s&b's) regs 114/
CC14z

IS 572c
Standard crossing instructions to be provided with all MSLs installed at footpath crossings.
(280mm x 650mm)

Figure 11



CC01z

Provide where footpaths cross lines with lines speeds in excess of 100mph. (Unless fitted additional equipment as a counter measure).
(480mm x 175mm)

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Figure 12



**PC(s&b's regs 101/
CC03z**

Standard warning to be provided at all footpath crossings without MSL protection
(600mm x 420mm)

Figure 13



CB01 (or variant)

To be provided at crossings where there is electrification equipment. Not required where there is already an IS801 provided.
(575mm x 825mm)

Figure 14



TSR+(GD)787

To be provided on all three sides of any telephone provided, where it can be seen by the user, or where not possible due to the type, on the front and triple plate directly adjacent to the telephone.
(90mm x 230mm)

Figure 15



TSR+(GD) 996.

Warning to be provided at footpaths with excessive use by cyclists, consult an ORCC before fitting.