

Appendix J
Base Case - Northern Ireland Railways

Appendix J

J.1 Level Crossing Proposals

The following list shows all NIR level crossings and how the author considers the application of his theory to them. This should be read in conjunction with Chapter 9.

Antrim MCG J155871

The existing gates are life expired; the road layout, bus garage, petrol station, station forecourt all make this a very difficult site to deal with; A new bridge was built just to the north some years ago to allow the level crossing to be closed but it is still there, and the crossing should be closed; a railway footbridge already allows pedestrian access.

Springfarm AHB J147881

Close; This level crossing gives access to a housing estate. The map shows a footbridge to the north which could be replaced by a road exit from the estate to the (brown) road at the rear of the estate.

Niblock AHB J143888

Close, existing bridge at grid reference J146883, to north of Springfarm LC. Minimal inconvenience.

Carngranny AHB J132894

Close LC; alternative existing bridge at Dunsilly, 1 km south of LC; minimal disruption.

Drumsough AHB J117905

Retain, difficult road layout and housing.

Aughalish AHB J106931

LC should be downgraded to Signalman released, User Worked Gates with telephones (see Chapter 8 for further information). The railway should actively prosecute those who fail to close the barriers properly.

Kellswater South AHB J093962

Close permanently.

Kellswater North AHB J094968

LC should be downgraded to Signaller released, User Worked Gates with telephones. The railway should actively prosecute residents who fail to close the barriers properly. Alternatively buyout landowners and close permanently.

Slaght AHB J096001

The scene of NIR's worst LC accident. Close LC; alternative existing bridge at Irishill, ½ km north of LC; minimal disruption.

Galgorm AHB D082042 Video recording camera/s

Close LC; alternative existing bridge, ½ km north of LC; minimal disruption.

Culleybackey South AHBD D066053

Close LC; bridge, cost circa £476k.

Culleybackey North AHBD D064055

Culleybackey Station AHBD D063058

Close Culleybackey North LC; retain station crossing; convert to AHB so as to standardise with other automatic crossings. Build 250 metre link road due north from a point 250 metres southeast (Ballymena side) of Culleybackey South LC, to minimise local disruption. Cost circa £322k.

Broughdone AHB D058072

Bridge cost circa £476k., close existing LC.

Glarryford AHB D055130

Killagan AHB D045163

Retain, housing, farm buildings.

Dunloy AHB D022198

Bridge, to south of existing LC; close LC, cost circa £476k.

Galdanagh AHB D015212

Retain, housing, farm buildings.

Ballyboyland AHB C989262 Video recording camera/s

A bridge at this location may be possible, however the road is wide, fast and there are houses to the east of the crossing which are probably too close to allow bridge approach embankment construction; a new length of road to the north of the housing and bridge over railway would straighten the road out, allow LC closure and mean circa 600 metres of new road at a cost of about £977k. The LC is a known spot for zig-zagging the barriers and as a result is fitted with video recording equipment which has successfully been used to prosecute drivers.

Coldagh AHB C933252

Retain, housing.

Balnamore AHB C918260

Close, build bridge. Cost circa £476k.

Macfin AHB C899268

Retain, difficult road layout and housing.

Damhead North AHB C885295 Nr. Coleraine

Close, build bridge, cost circa £476k.

Coleraine MCB C853328

No change, built up area. Coleraine is a very complex crossing, see photographs in Chapter 9.

Barmouth AHB C790354

Barmouth LC should be downgraded to Signalman released, User Worked Gates with telephones. The railway should actively prosecute residents who fail to close the barriers properly.

Castlerock MCB C774360

No change, built up area.

Umbra AHB C725355

Main A2 trunk road; no change. See photographs of Umbra elsewhere in this dissertation.

Magilligan MCBcctv C707344

Dangerous junction from main A2 trunk road, hence MCBcctv; no change. Difficult location to bridge.

Clooney AHB C694335

Duncrun East AHB C684328

Duncrun West AHB C682326

Two of these three LCs should be permanently closed; the other, Duncrun East, bridged. The two lanes at Duncrun East and Duncrun West merge with each other approximately 0.3 km south of the railway. Anyone driving in either an easterly or westerly direction can avoid crossing the railway at this point and join the A2 trunk road at Glebe or Magilligan LC. Minimum inconvenience to those wishing to cross the railway. Cost £402k.

Bellarena AHB C669315

Main A2 trunk road; no change.

Carrowreagh AHB C654303

This LC should be closed; access would be possible from a point north of Bellarena station (C669315) if 300 metres of highway was constructed from Drumnahay to Minearny. Cost circa £307k including land.

Myroe AHB C637263

This crossing serves no purpose other than access to the sea defences; when construction traffic is maintaining or repairing the sea wall, a regular occurrence following winter storms, the railway operators generally man the AHB and work it locally. The AHB equipment should be removed and downgraded to Signalman released, User Worked Gates with telephones or, alternatively, permanently secured, manually operated gates. The AHB telephones should be retained and operation of the crossing should be by the user seeking agreement from the local signalman by telephone.

Ballykelly AHB C615234

Ballykelly allows access to an area of approximately 3 square kilometres of land known as Ballykelly Bank north of the railway. It is a very sparsely populated area of farmland but access is needed to the sea defences. If possible, the LC should be permanently closed, buying out the landowners if necessary. Secured gates and telephones should be maintained for sea defences. Alternatively, Ballykelly LC should be downgraded to Signalman released, User Worked Gates with telephones. The railway should actively prosecute those residents who fail to close the barriers properly.

Eglinton AHB C521229

Lock AHB C503229

Lock and Eglinton LCs allow access to an area of approximately 6 square kilometres of land known as Black Brae, Donnybrewer and Longfield levels north of the railway. It is a sparsely populated area of farmland but access is needed to the sea defences. There appears to be a bridged crossing over a small tidal river adjacent to Lock LC and thus it is suggested that Lock LC should permanently close with all traffic using Eglinton LC. This would inconvenience the locals with approximately a two kilometre journey to get across the railway; a road already exists. Additionally Eglinton LC should be

downgraded to Signaller released, User Worked Gates with telephones. The railway should actively prosecute residents who fail to close the barriers properly.

Du Pont AHB C483223

This level crossing is on a private factory estate owned by a well known chemical company. The road over the crossing allows access to a private jetty on Lough Foyle. The AHB equipment should be removed and replaced by permanently secured, manually operated gates. The AHB telephones should be retained and operation of the crossing should be by the user seeking agreement from the local signaller by telephone. The chemical company should meet all costs. They currently meet some costs of the existing AHB.

Artillery Road MCBcctv C852331

No change, built up area.

Cromore AHB C837375

Permanently close; access available by bridge 1km south, with minimum disruption to local area.

Kingsmoss East TMOG J302856

Kingsmoss West TMOG J299857

Both should be permanently closed. Alternative railway crossing points are Kingsbog LC to the west and the A8 trunk road to the east, minimal inconvenience. Another option would be to build a new road alongside and to the north of the railway on the old formation connecting both minor lanes together and keeping Kingsmoss East LC open.

Kingsbog TMOG J294859

This should be closed and bridged, cost circa £476k. One property north of road and south railway would suggest that it would be better to realign the road in an easterly direction across the new railway bridge.

Ballymartin TMOG J251865

Close, alternative route to the south on better roads; inconvenience to half a dozen property owners.

Kilmakee TMOAHB J217848

Kilmakee LC is on the main A57 trunk road to Belfast International airport and this is an exceptionally fast and busy road. About 350 metres northeast of the LC is a major roundabout and the road is on an uphill gradient to the LC. HGVs come off the roundabout and, due to their slow speed, cause impatience to other motorists who then overtake. This usually results in the overtaker being bang in the middle of the LC on the wrong side of the road. This is obviously of great concern and the current proposal is to build a dual carriageway with 5.5 metre lane widths from the roundabout to a point 150 metres or so south of the LC, with lane widths that will prevent overtaking and allow the half barrier to fully close off the approach on both sides. A bridge would be possible and preferable but the land on either side of the road from the roundabout has been developed and costs would be very high. The acute skew of the railway also causes an increase in bridge costs.

Meigh AHB J059198

Permanently close; access available by existing bridges 1km north and south, with minimum disruption to local area.

Poyntzpass MCBcctv J060394

Retain; this LC is the only crossing point in the vicinity which is developed around the station thus preventing a bridge being built.

William Street MCB J077589

Lake Street MCB J083592

Bell's Row MCB J088596

These three LCs form part of the local road network in Lurgan and bridging is out of the question due to the built up area. Lake Street should be closed with perhaps a footbridge for pedestrians, leaving the other two LCs for vehicular traffic.

Drumbane AHB J145617

This LC should be closed and replaced by a bridge, cost circa £476k.

Moira AHB J157619

Trummery AHB J168621

Both should be closed; the main A26 trunk road is a suitable alternative for both with minimal local disruption.

Damhead South AHB J187626 Nr. Lisburn

Retain; a bridge is not practical without major reconstruction of main road to the south which is very close to the LC.

Maze AHB J226635

Lissue AHB J231636

Both LCs should be closed; alternative bridges, east and west of LCs.

Meeting House Lane MSL J290687 Footpath

This is a footpath crossing and should be replaced by a footbridge.

Glebe Road MCB J292689

Retain; this LC is the only crossing point in the vicinity which is developed thus preventing a bridge being built. Road profiles and layout necessitate the MCB.

Jordanstown AHB J358841 Video recording camera/s

Retain; this LC is the only crossing point in the vicinity which is developed around the station thus preventing a bridge being built.

Troopers Lane AHB J386868

Retain; housing in vicinity and no other crossing points in modest distance.

Whitehead MSL J475918 Pfm - Pfm footpath

This is a footpath crossing and should be replaced by a footbridge.