1992 No. 110

ROAD AND RAILWAY TRANSPORT

Level Crossing (Lurgan (William Street)) Order (Northern Ireland) 1992

Made . . . . . *11th March 1992*

Coming into operation . . *13th April 1992*

The Department of the Environment(**a**), in exercise of the powers conferred on it by section 66 of the Transport Act (Northern Ireland) 1967(**b**) and of all other powers enabling it in that behalf, having received from the railway undertaking an application under the said section 66, makes the following Order:

Citation, commencement and interpretation

1.—(1) This Order may be cited as the Level Crossing (Lurgan (William Street)) Order (Northern Ireland) 1992 and shall come into operation on 13th April 1992.

(2) In this Order "the crossing" means the Lurgan (William Street) Level Crossing in the townland of Lurgan and County of Armagh whereby the road known as William Street is crossed by the railway between Lurgan and Portadown Stations.

Suspension of statutory provisions

2. While this Order remains in force—

(*a*) section 47 of the Railways Clauses Consolidation Act 1845(**c**) (requirements as to gates);

(*b*) section 6 of the Railways Clauses Act 1863(**d**) (requirements as to lodges, etc.); and

(*c*) any other statutory provision imposing requirements to the same or similar effect as those contained in the enactments mentioned in paragraphs (*a*) and (*b*),

shall not apply in relation to the crossing.

(**a**) The functions of the Ministry of Development under the Transport Act (Northern Ireland) 1967 transferred to the Department of the Environment by S.R. & O. (N.I.) 1973 No. 504 Art. 4

(**b**) 1967 c. 37 (N.I.) as amended by S.I. 1984/1986 (N.I. 15) Art. 15 and S.I. 1990/994 (N.I. 7) Sch. 2

(**c**) 1845 c. 20

(**d**) 1863 c. 92

Provision of automatic equipment

3. The railway undertaking shall at the crossing—

(*a*) provide, maintain and operate the barriers, lights, automatic and other devices, excluding traffic signs, specified in Schedules 1 and 2 and shall give notice in writing to the Department of the Environment as soon as the provision thereof is complete;

(*b*) secure the provision and the maintenance and operation by that Department of the traffic signs specified in Schedule 1; and

(*c*) comply with the conditions and requirements specified in Schedule 2.

Sealed with the Official Seal of the Department of the Environment on 11th March 1992.

(L.S.) *T. Pearson*
Assistant Secretary

SCHEDULE 1 Article 3(*a*) and (*b*)

PARTICULARS OF THE BARRIERS, LIGHTS, TRAFFIC SIGNS AND OTHER DEVICES AND APPLIANCES

1. A lifting barrier shall be pivoted as close to the railway as practicable on both sides of the carriageway on each side of the railway.

2. When lowered, the barriers shall be as nearly horizontal as possible and shall extend across the full width of the carriageway and the footways.

3. When the barriers are fully lowered their uppermost surfaces shall be not less than 900 mm above the road surface at the centre of the carriageway and the under clearance between the barriers and the carriageway shall not exceed 1000 mm.

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 450 mm and no part of any barrier or any attachment thereto which is less than 2 metres above the level of the footway shall be horizontally displaced from the edge of the footway further from the carriageway by less than 150 mm.

5. The barriers shall be as light as possible but shall also be strong enough to prevent distortion or fracture likely to be caused by wind pressure.

6. The barriers shall be fitted with skirts so arranged that when the barriers are lowered the skirts fence in the space between the barriers and the ground.

7. The barriers shall display on both front and rear faces alternate red and white bands each approximately 600 mm long and to the full depth of the barriers. A band of red retro-reflecting material not less than 50 mm deep shall be provided along the full length of each red band.

8. Suitable screening shall be provided for each barrier machine to guard against danger to persons from the operating mechanism and moving parts of the machine.

9. Three electric lamps, each of not less than 5 watts nominal rating and with lenses of not less than 50 mm diameter, shall be fitted to each barrier (one within 150 mm of its tip, one near the edge of the carriageway and one near the centre point between the other two). When illuminated the lamps shall show a red light in each direction along the carriageway.

10. A traffic light signal as prescribed by regulation 13(4) of the Regulations shall be provided on the left-hand side of the carriageway on each approach to the crossing along the carriageway and as close as practicable to the barrier. There shall be an additional traffic light signal of the same type on the right-hand side of the carriageway 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 12 below. The traffic light signals on each side of the railway shall be so positioned as to face outwards from the crossing towards approaching road traffic. All the signals shall be capable of directional adjustment.

11. An audible warning device shall be provided on or adjacent to each left-hand side traffic light signal post. Facilities shall be provided to reduce the sound output of these devices and any reduced sound output shall operate between 23.30 hours and 07.00 hours approximately.

12. A reflectorised 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.

13. Where the carriageway passes over the crossing, reflectorised edge of carriageway markings of the size, colour and type shown in Diagram 1011 in the Regulations shall be provided along each edge of each footway.

14. The centreline of the carriageway shall be marked on the crossing between the stop lines mentioned above and for a distance of 12 metres on each side of the railway measured along the centre of the carriageway from the stop lines with a reflectorised double continuous line carriageway marking of the size, colour and type shown in Diagram 1013.1 in the Regulations. The centre line shall be continued for a distance of 30 metres on each side of the railway measured along the centre of the carriageway from the ends of the double continuous line with a reflectorised double line of the size, colour and type also shown in Diagram 1013.1 in the Regulations wherein the continuous line is on the left-hand side of the broken line.

15. There shall be a crossing box at Lurgan Station. In the event of the Lurgan crossing box being closed, the same control and monitoring equipment shall be provided at Portadown.

16. The control point shall have push-buttons to:—

(*a*) lower the barriers — the 'lower' push button;

(*b*) raise the barriers — the 'raise' push button;

(*c*) release the protecting signals — the 'crossing clear' push button;

(*d*) stop the lowering or raising of the barriers — the 'stop' push button.

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

18. Lighting shall be provided as necessary so that during the hours of darkness in conditions of normal visibility it can be seen from the control point that the crossing is clear whilst the barriers are being lowered and until the 'crossing clear' push button is pressed.

19. Any lighting which is provided shall be at least to the same standard as the lighting of the carriageway.

20. Protecting railway signals shall be provided and these shall be interlocked with the barriers so that it shall not be possible, other than by hand, to raise the barriers from their positions across the carriageway unless the protecting railway signals are set at Danger and whilst the barriers are raised it shall not be possible to clear those signals.

21. Cattle-cum-trespass guards of standard railway design shall be provided adjacent to the footways. The guards shall extend the full distance between the fence on each side of the railway.

22. In this Schedule—

"the Regulations" means the Traffic Signs Regulations (Northern Ireland) 1979(a).

(a) S.R. 1979 No. 386; relevant amending Regulations are S.R. 1984 No. 58

SCHEDULE 2 Article 3(*a*) and (*c*)

CONDITIONS AND REQUIREMENTS TO BE COMPLIED WITH BY THE RAILWAY UNDERTAKING

1. The surface of the carriageway and footways over the crossing shall be maintained in a good and even condition. The carriageway shall be not less than 9.6 metres wide and the footway not less than 2.0 metres wide on each side of the carriageway.

2. The barriers shall be kept in the fully raised position except during the time when any vehicle passing along the railway has occasion to cross the carriageway. The electric lamps on each barrier shall be lit except when the barriers are fully raised.

3. The protecting signals shall be controlled from the crossing box containing the crossing control point. This control point shall be located so that there is a clear view of the crossing from it.

4. Visual indicators and an audible alarm shall be provided at the control point. The indicators shall show when:—

(*a*) the main power supply is available;

(*b*) all the barriers are fully raised;

(*c*) all the barriers are fully lowered;

(*d*) at least one of the intermittent red lights of the traffic light signals on each side of the railway is showing along the carriageway.

5. The audible alarm shall sound if:—

(*a*) the main power supply fails;

(*b*) all red traffic signals facing in one direction fail;

(*c*) any barrier is horizontally dislocated when in the fully lowered position.

6. When the 'lower' push button is pressed the sequence of events to close the crossing to road traffic shall begin. The sequence shall be:—

(*a*) the amber lights shall immediately 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 shall show;

(*c*) 4 to 6 seconds later the left-hand side barriers shall begin to descend and shall take a further 6 to 10 seconds to reach the lowered position;

(*d*) the right-hand side barriers shall then begin to descend taking 6 to 10 seconds to reach the lowered position;

(*e*) the audible warning shall stop when all the barriers are fully lowered.

7. The arrangements shall be such that the protecting railway signals can only be cleared after the barriers are fully lowered and after the 'crossing clear' push button has been pressed. Unless the protecting signals have been cleared for another train all the barriers shall rise simultaneously after the 'raise' push button has been pressed.

8. The intermittent red lights shall continue to show until the barriers have begun to rise and shall not be extinguished until the barriers have risen to an angle of 45 degrees above the horizontal.

9. If any barrier fails to rise from the lowered position the intermittent red lights shall continue to show.

EXPLANATORY NOTE

(This note is not part of the Order.)

This Order provides for the provision and maintenance of manually controlled barriers in lieu of gates at the Lurgan (William Street) railway level crossing. Section 47 of the Railways Clauses Consolidation Act 1845 (which requires the railway undertaking to provide gates and gate-keepers), section 6 of the Railways Clauses Act 1863 (requirements as to lodges, etc.) and any other statutory provision imposing requirements to the same or similar effect, shall not apply to the crossing whilst this Order remains in force.

Schedule 1 sets out the particulars of barriers, lights, traffic signs and other devices and appliances which are to be provided at the crossing. Schedule 2 states the conditions and requirements with which the railway undertaking is to comply in relation to the crossing.