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.