1989 No. 315

ROAD AND RAILWAY TRANSPORT

Level Crossing (Coleraine (Bushmills Road)) Order (Northern Ireland) 1989

Made	*2nd August 1989*
Coming into operation . .	*18th August 1989*

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 (Coleraine (Bushmills Road)) Order (Northern Ireland) 1989 and shall come into operation on 18th August 1989.

(2) In this Order—

"the crossing" means the Coleraine (Bushmills Road) Level Crossing in the town of Coleraine and County of Londonderry whereby the road known as Bushmills Road is crossed by the railway between Coleraine and Castlerock 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 Railway Clauses Act 1863(**d**) (requirements as to lodges, etc.);

(*c*) any other statutory provision imposing requirements to the same or similar effect as those contained in the enactments mentioned in sub-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

(**c**) 1845 c. 20

(**d**) 1863 c. 92

Provision of equipment

3. The railway undertaking shall at the crossing—

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

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

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

Sealed with the Official Seal of the Department of the Environment on 2nd August 1989.

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

SCHEDULE 1

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

1. A barrier shall be pivoted as close to the railway as practicable on each side of the road, on each side of the railway.

   An additional barrier shall be pivoted as close to the railway as practicable on the nearside of the slip road. When lowered, the barriers shall extend across the full width of the carriageway and any footways.

2. When the barriers are fully lowered they shall be as nearly horizontal as possible and their uppermost surfaces shall be not less than 900 mm above the road surface at the centre of the carriageway and the underclearance between the barriers and the road surface shall not exceed 1000 mm.

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

4. 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.

5. The barriers shall be fitted with skirts of a pale colour and light construction so arranged that when the barriers are lowered they fence in the space between the barriers and the ground.

6. 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 and one other near its centre. When illuminated the lamps shall show a red light in each direction along the carriageway.

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. A reflectorised stop line of the size and type shown in Diagram 1001 in the Regulations shall be provided across the nearside of the carriageway on each side of the railway on the approach side of the nearside barrier.

10. A traffic light signal as prescribed by Regulation 13(4) of the Regulations shall be provided on the nearside of each carriageway and on the nearside of the slip road adjacent to each stop line and not less than one metre on the railway side of the stop line. There shall be an additional traffic light signal of the same type on the offside of the road on each side of the railway, and on the offside of the slip road so located as to be either in line with or on the railway side of the stop line.