1984 No. 272

ROAD AND RAILWAY TRANSPORT

Level Crossing (Damhead (South)) Order (Northern Ireland) 1984

Made . . . . . 1st August 1984

Coming into operation . . . 27th September 1984

To be laid before Parliament under paragraph 3(3) of Schedule 1 to the Northern Ireland Act 1974

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

Citation, commencement and interpretation

1.—(1) This Order may be cited as the Level Crossing (Damhead (South)) Order (Northern Ireland) 1984 and shall come into operation on 27th September 1984.

(2) In this Order "the crossing" means the Damhead (South) Level Crossing in the townland of Carnlougherin and County of Antrim whereby the road known as Glen Road is crossed by the railway between Lisburn and Portadown stations.

Revocation

2. The Ulster Transport Authority (Maze and Damhead Level Crossings) Order 1967(**c**) is hereby revoked insofar as it relates to the crossing.

Suspension of Railway Acts

3. While this Order remains in force—

(*a*) section 47 of the Railways Clauses Consolidation Act 1845(**d**) (provision in cases where roads are crossed on a level);

(*b*) section 6 of the Railways Clauses Act 1863(**e**) (company to erect lodge at point of crossing);

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

shall cease to apply to the crossing.

Provision of automatic equipment

4. The railway undertaking shall at the crossing—

(*a*) provide, maintain and operate the barriers, lights and automatic and other devices, excluding traffic signs, specified in Schedule 1 and shall give notice

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(**a**) 1967 c. 37 (N.I.)
(**b**) Formerly the Ministry of Development. *See* S.R. & O. (N.I.) 1973 No. 504 Art. 4
(**c**) S.R. & O. (N.I.) 1967 No. 135
(**d**) 1845 c. 20
(**e**) 1863 c. 92

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 for Northern Ireland on 1st August 1984.

(L.S.) *J. M. Irvine*

Assistant Secretary

SCHEDULE 1

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

1. Cattle-cum-trespass guards of standard railway design shall be provided adjacent to the ground which is made-up to the level of the carriageway. The guards shall extend the full distance between the fence on each side of the railway.

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

3. It shall be possible to raise and lower the barriers. When lowered the barriers shall be as nearly horizontal as possible, be as nearly as possible at right angles to the centre line of the carriageway and shall extend across the nearside of the carriageway. The tip of each barrier shall extend to a point within 800 mm of the centre of the carriageway and a clear exit of at least 3 metres of carriageway width shall be left to the offside edge of the carriageway.

4. 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 underclearance between the barriers and the road surface shall not exceed 1000 mm.

5. 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 either 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.

6. 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. It shall be possible to raise them by hand.

7. Two 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 the other near its centre. When illuminated the lamps shall show a red light in each direction along the carriageway.

8. 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.

9. 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.

10. A traffic light signal as prescribed by regulation 13(4) of the Regulations shall be provided adjacent to each barrier pivot post not more than 1 metre before the barrier. There shall be an additional traffic light signal of the same type on the offside of the road 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. 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 barrier pivot post to warn pedestrians that the barriers are about to be lowered.

12. 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 not more than 1 metre before the nearside traffic light signal.

13. A reflectorised pedestrian stop line of the size and type shown in Diagram 1003.2 in the Regulations shall be provided across the offside of the carriageway and any made-up ground on both sides of the carriageway on both sides of the railway. The line shall be not less than 1 metre before the traffic light signal on the same side of the carriageway and not nearer than 2 metres to the running edge of the nearest rail and shall be as nearly as possible at right angles to the centre line of the carriageway.

14. Where the road passes over the crossing, reflectorised edge of carriageway road markings of the size and type shown in Diagram 1011 in the Regulations shall be provided along each edge of any made-up ground along each edge of the carriageway.

15. The centre line of the carriageway shall be marked on the crossing between the stop lines mentioned above and for a distance of 3 metres on each side of the railway measured along the centre of the carriageway from the stop lines with a reflectorised warning line road marking of the size and type shown in Diagram 1004 in the Regulations.