

**LEVEL CROSSINGS ACT 1983
THE RAILTRACK
REIGATE LEVEL CROSSING
ORDER 1995**

Made this ^{22nd} day of June 1995
Coming into force the 2nd day of July 1995

The Secretary of State for Transport at the request of Railtrack Plc (hereinafter called "the operator") and in exercise of his powers under Section 1 of the Level Crossings Act 1983(a) and of all other enabling powers hereby makes the following Order:-

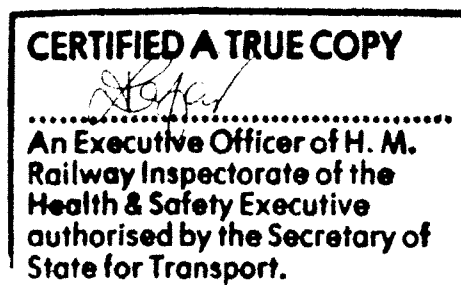
1. This Order may be cited as the Railtrack Reigate Level Crossing Order 1995 and shall come into force on the 2nd day of July 1995.
2. In this Order
 - (a) "the carriageway" means the carriageway of the specified road; "the crossing" means the level crossing described in Schedule 1 to this Order; "Regulations" means the Traffic Signs Regulations and General Directions 1994 (b); and "the specified road" means the road at the crossing;
 - (b) the expressions "left hand side" and "right hand side" shall be construed as they would appear to a person approaching the crossing along the specified road.
3. The following provisions, being provisions which in the opinion of the Secretary of State are necessary or expedient for the safety or convenience of those using the crossing shall apply in respect of the crossing:-
 - (a) the operator shall provide, operate and maintain so long as this Order continues in force the barriers and other protective equipment which are specified in Part I of Schedule 2 to this Order; and
 - (b) the operator shall observe the conditions and requirements specified in Part II of Schedule 2 to this Order.

Signed by authority of the Secretary of State this

^{22nd} day of June 1995.
A. Cooney
Her Majesty Deputy Chief
Inspecting Officer of Railways

- (a) 1983c16
- (b) SI 1994 No 1519

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SCHEDULE 1
THE CROSSING

In the County of Surrey

In the Borough of Reigate and Banstead

The level crossing known as Reigate whereby the London Road/Reigate Hill Road is crossed by the railway adjacent to Reigate station.

National Grid References: TQ 254508

MANUALLY CONTROLLED BARRIERS

REIGATE LEVEL CROSSING

SCHEDULE 2

PART I

Particulars of the Barriers and Other Protective Equipment

1. A lifting barrier shall be pivoted as close to the railway as practicable on both sides of the specified road 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 900mm above the road surface at the centre of the carriageway and the underclearance between the barriers and the carriageway shall not exceed 1000mm.
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 450mm and no part of any barrier or of any attachment thereto which is less than 2 metres above the level of the footway shall be horizontally displaced from that edge of the footway further from the carriageway by less than 150mm.
5. The barriers shall be as light as possible but shall also be strong 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 600mm long and to the full depth of the barriers. A band of red retro-reflecting material not less than 50mm 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 50mm diameter, shall be fitted to each barrier, one within 150mm 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 of the size, colour and type shown in Diagram 3014 of the Regulations shall be provided on the left hand side of the carriageway on each approach to the crossing along the specified road 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 specified 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 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 2330 hours and 0700 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 specified road passes over the crossing reflectorised edge of carriageway markings of the size, colour and type shown in Diagram 1012.1 in the Regulations shall be provided along each edge of each footway.

14. The centre line of the carriageway shall be marked on the crossing between the stop lines mentioned above and for a distance of approximately 16 metres on the southern side of the railway measured along the centre of the carriageway from the stop line with a reflectorised double continuous line carriageway marking of the size, colour and type shown in Diagram 1013.1A in the Regulations.

15. There shall be a signal box at Reigate.

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.

17. Facilities shall be provided at the control point to enable the barriers to be stopped whilst they are being lowered or raised.

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

19. 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.

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

21. 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.

22. 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.

SCHEDULE 2
PART II

Conditions and Requirements to be observed by the Operator

23. The surface of the carriageway and footways over the crossing shall be maintained in a good and even condition. The carriageway shall be approximately 8 metres wide and the footways not less than 1.8 metres wide on the eastern side of the carriageway and approximately 1.7 metres wide on the other side.
24. 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 specified road. The electric lamps on each barrier shall be lit except when the barriers are fully raised.
25. The protecting signals shall be controlled from the signal box containing the crossing control point. This control point shall be located so that there is a clear view of the crossing from it.
26. Visual indicators 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.
27. 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.

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

29. The intermittent red lights shall continue to show until the barriers have begun to rise and shall be extinguished before the barriers have risen to an angle of 45 degrees above the horizontal.

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

31. The operator shall give notice in writing to the Secretary of State as soon as the provisions of Articles 3a and 3b have been met and the crossing shall be inspected as soon as possible thereafter.