STATUTORY INSTRUMENTS

1980 No. 607

TRANSPORT

The Corringham Light Railway (Amendment) Order 1980

Made - - - - *25th April* 1980

Coming into Operation *5th May* 1980

The Minister of Transport, on the application of Mobil Oil Company Limited and in exercise of his powers under sections 7, 9, 10 and 24 of the Light Railways Act 1896(**a**) and now vested in him(**b**) and of all other powers enabling him in that behalf, hereby makes the following Order:—

Citation and commencement

1.—(1) This Order shall come into operation on 5th May 1980, and may be cited as the Corringham Light Railway (Amendment) Order 1980.

(2) The Order of 1899, the Corringham Light Railway (Transfer) Order 1969(**c**), the Corringham Light Railway (Winding up) Order 1971(**d**) and this Order may be cited together as " The Corringham Light Railway Orders 1899 to 1980 ".

Interpretation

2. In this Order, unless the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them, that is to say:—

"the Company" means Mobil Oil Company Limited;

"the Coryton Level Crossing" means the crossing in the Borough of Thurrock in the County of Essex whereby the A.1014 road is crossed on the level by the railway;

"nearside" means on the left-hand side of the road or carriageway in relation to a person approaching a level crossing along that road or carriageway and "offside" means on the right-hand side of the road or carriageway in relation to any such person and the expressions "the nearside" and "the offside" shall be construed accordingly;

"the Order of 1899" means The Corringham Light Railway Order 1899;

"the railway" means the railways authorised by the Order of 1899.

(**a**) 1896 c. 48. as amended by the Light Railways Act 1912 (c. 19) and Part V of the Railways Act 1921 (c.55).

(**b**) S.I. 1970/1681 and 1979/571. (**c**) S.I. 1969/1401. (**d**) S.I. 1971/1494.

As to Coryton Level Crossing

3.—(1) As from the coming into operation of this Order section 21 (As to crossing roads on level and gates) of the Order of 1899 shall cease to apply to the Coryton Level Crossing.

(2) As from the coming into operation of this Order the Company shall provide at the Coryton Level Crossing and shall maintain and operate the barriers, lights, traffic signs and other devices and appliances specified in Part I of the Schedule to this Order and the Company shall observe the conditions and requirements specified in Part II of the said Schedule in relation to the said level crossing and the use and operation thereof.

(3) On summary conviction a fine not exceeding £50 may be imposed for failure to comply with the provisions of paragraph (2) of this article.

Recovery of penalties

4. Any penalty under this Order may be recovered in manner provided by the Magistrates' Courts Act 1952(a).

Costs of Order

5. All costs, charges and expenses of and incidental to the preparing for, obtaining and making of this Order or otherwise in relation thereto shall be paid by the Company.

Signed by authority of the
Minister of Transport
25th April 1980.

J. Palmer,
An Under Secretary in the
Department of Transport.

(a) 1952 c. 55.

SCHEDULE

PART I

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

(1) A barrier extending as near to the centre of the carriageway as possible when lowered shall be pivoted on both sides of the road on each side of the railway.

(2) 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.

(3) The barriers shall be of light construction but shall also be of sufficient strength to prevent distortion or fracture likely to be caused by wind pressure.

(4) The barriers shall be fitted with skirts of light construction so arranged that when the barriers are lowered they fence in the space between the barriers and the ground.

(5) Two electric lamps of not less than five watts nominal rating each with lenses of not less than 50 mm diameter shall be fitted to each barrier and when illuminated shall show a red light in each direction along the carriageway.

(6) The barriers shall be capable of being lowered and raised across the carriageway.

(7) When lowered, the uppermost surface of the barriers shall be not less than 920 mm and not more than 1,120 mm above the centre of the carriageway.

(8) The barriers shall display on both front and rear faces alternate red and white vertical stripes each approximately 600 mm wide. The red stripes shall be of a reflecting material.

(9) When in the fully raised position the barriers shall be inclined towards the carriageway at an angle of between five and ten 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.

(10) A traffic light signal consisting of a single steady amber and two flashing red lamps together with a backing board as prescribed by the Traffic Signs Regulations currently in force under the Road Traffic Regulation Act 1967(**a**) shall be provided adjacent to each nearside 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 (11) 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) A reflectorised stop line of the size, colour and type shown in Diagram 1001 in the said Regulations shall be provided across the nearside of the carriageway on each side of the railway approximately 1 metre before the nearside traffic light signal.

(12) The carriageway shall be approximately 11 metres wide at the crossing.

(13) The ground at the two edges of the carriageway over the crossing shall be made up to the level of the carriageway for a distance of not less than 1 metre beyond each edge.

(14) Where the road passes over the crossing reflectorised edge of carriageway road markings of the size, colour and type shown in Diagram 1011 in the said Regulations shall be provided along each edge of the carriageway.

(15) The centre line of the carriageway shall be marked on the crossing measured between the road markings to Diagram 1001 mentioned above with a reflectorised double continuous line road marking of the size, colour and type shown in Diagram 1013.1 in the said Regulations. The centre line shall be continued for a further distance of approximately 65 metres measured along the centre line of the carriageway on the southern side of the crossing only with a reflectorised continuous line and broken line of the size, colour and type also shown in Diagram 1013.1 wherein the continuous line is on the nearside of the broken line. Two reflectorised warning arrows of the size, colour and type shown in Diagram 1014 in the said Regulations shall be provided on the southern approach to the double lines.

(**a**) 1967 c.76.

PART II

CONDITIONS AND REQUIREMENTS TO BE OBSERVED BY THE COMPANY

(16) The surface of the carriageway where it passes over the crossing shall be maintained in good and even condition.

(17) The barriers shall be kept in the fully raised position except during the time when engines, carriages or other vehicles passing along the railway have occasion to cross the road.

(18) The red lamps on each barrier mentioned in paragraph (5) above shall be lighted at all times except when the barriers are in the fully raised position.

(19) An advance warning board shall be provided on the western approach to the crossing and shall be illuminated or provided with Class I retro-reflecting material.

(20) A stop board displaying the words "Stop—Insert Key—Press plunger—Wait for signal to clear and sound horn before proceeding" shall be provided on each railway approach to the crossing approximately 25 metres before the crossing and shall be illuminated or provided with Class I retro-reflecting material.

(21) A red/green two-aspect colour light signal shall be provided before the crossing on each railway approach and the green signal, when illuminated, shall indicate to drivers of trains that the flashing red lamps are illuminated and that the barriers are fully lowered.

(22) Trains shall be brought to a halt at the stop board mentioned in paragraph (20) above and shall not proceed over the crossing until the green signal mentioned in paragraph (21) above becomes illuminated or in case of failure of the green signal may proceed at caution when it is safe to do so.

(23) The traffic light signals shall be operated and the barriers shall be lowered to close the road by the operation of one push-button at either control point. The sequence of events shall then be as follows:—

(*a*) The steady amber lamps shall immediately be illuminated and shall remain illuminated for approximately 5 seconds.

(*b*) Immediately the amber lamps are extinguished the flashing red lamps shall operate.

(*c*) 6 to 8 seconds later the nearside barriers shall start to descend taking 6 to 8 seconds to reach the lowered position.

(*d*) The offside barriers shall then start to descend taking 6 to 8 seconds to reach the lowered position.

The barriers shall rise automatically after the passage of a train and the red lamps shall continue to flash until the barriers have risen to an angle of 10 degrees above the horizontal. If any barrier fails to rise from the lowered position the lamps shall continue to flash.

(24) There shall be a second push-button at the control points which can be pressed to stop the barriers during the lowering or raising sequence.

(25) Means shall be provided to enable the barriers to be raised should they fail to rise automatically as required in paragraph (23) above.

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