

LEVEL CROSSINGS ACT 1983
THE NETWORK RAIL
KILN LANE LEVEL CROSSING
(VARIATION No. 4) ORDER 2021

Made on 23 November 2021. Coming into force on 24 November 2021.

The Secretary of State for Transport, having been requested by Network Rail Infrastructure Limited (“the operator”) to make an Order under section 1 of the Level Crossings Act 1983¹ (“the Act”) makes the following Order in exercise of his powers under the Act and of all other enabling powers, in accordance with the draft Order which accompanied the request subject to those modifications the Secretary of State thought fit to make.

1. This Order may be cited as the Network Rail Kiln Lane Level Crossing (Variation No.4) Order 2021 and shall come into force on 24 November 2021.
2. The British Railways Board (Eastern Counties Railway) (Kiln Lane Level Crossing) Order 1985 as amended by The British Railways Board (Eastern Counties Railway) (Kiln Lane Level Crossing) (Amendment No.1) Order 1989, The British Railways Board (Eastern Counties Railway) (Kiln Lane Level Crossing) (Amendment No.2) Order 1990 and The British Railways Board (Eastern Counties Railway) (Kiln Lane Level Crossing) (Amendment No.3) Order 1992 shall continue to apply with the following variation:

In the Second Schedule:

- a. by inserting the following paragraph 11A:

“11A A pedestrian light signal of the size, colour and type shown in Diagram 4006 in the Regulations shall be provided on the traffic light signal posts and shall be positioned to face outwards from the crossing towards approaching pedestrians.”

In the Third Schedule:

- b. by deleting the paragraph (7)(b) and substituting the following:

“b. Immediately the amber lights are extinguished the intermittent red lights and the pedestrian light signals shall show at the same time.”

¹ 1983 c.16

c. By deleting the paragraph (7)(e) and substituting the following:

“e. The red lights of the road traffic light signals and the pedestrian light signals shall continue to show and the audible warning shall continue to sound until the barriers have begun to rise. The lights shall be extinguished and the audible warning shall stop before the barriers have risen to an angle of approximately 45 degrees above the horizontal.”

d. By deleting paragraph (8) and substituting the following:

“8. Should the barriers and other protective equipment at the crossing be activated by another train so that less than 10 seconds, reckoned from the time the barriers begin to rise, can elapse before the sequence to close the crossing is due to begin again, the barriers shall remain lowered and the red lights of the road traffic light signals, the pedestrian light signals and the audible warning devices shall continue to operate. As soon as one train reaches the crossing, the character of the warning sound shall change distinctively. As soon as all trains which have activated the equipment at the crossing under the conditions of this paragraph have passed clear of the crossing, the barriers shall rise and the red lights, pedestrian light signals and the audible warning devices shall operate as previously described.”

Signed by authority of the Secretary of State on 23 November 2021



Anna O'Connor
Head of Specialist Teams, Railway Safety
Office of Rail and Road