



LEVEL CROSSINGS ACT 1983

THE NETWORK RAIL SHADWELL LEVEL CROSSING ORDER 2023

Made on 27th September 2023

Coming into force on 30th September 2023

The Secretary of State for Transport, having been requested by Network Rail Infrastructure Ltd (“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 Shadwell Level Crossing Order 2023 and shall come into force on 30th September 2023.
2. In this Order:
 - a. “the specified road” means the road which crosses the railway at the crossing; “the carriageway” means the carriageway of the specified road; “the crossing” means the level crossing described in Schedule 1 to this Order; “the 2016 Regulations” means the Traffic Signs Regulations and General Directions 2016²; “the 1996 Regulations” means the Private Crossings (Signs and Barriers) Regulations 1996³;
 - 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.

¹ 1983 c.16

² SI 2016 No.362

³ SI 1996 No.1786

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 the protective equipment which is specified in Part 1 of Schedule 2 to this Order;
 - b. the operator shall observe the conditions and requirements specified in Part 2 of Schedule 2 to this Order;
 - c. the local traffic authority shall provide and maintain the protective equipment specified in Part 1 of Schedule 3 to this Order; and
 - d. the local traffic authority shall observe the conditions and requirements specified in Part 2 of Schedule 3 to this Order.
4. The Traffic Signs Regulations and General Directions 2016⁴ shall apply to any traffic sign specified in Schedule 3 to this Order as they would to a sign caused or permitted to be placed by a highway authority.
5. The British Transport Commission (Brandon and Norwich Railway) (Shadwell Level Crossing) Order 1962 is revoked.

Signed by authority of the Secretary of State on 27th September 2023



Eryl Marsh
Head of Specialist Inspection, Railway Safety
Office of Rail and Road

SCHEDULE 1

The crossing

The level crossing known as Shadwell, where Peddars Way is crossed by the railway between Thetford and Harling Road Stations.

At National Grid Reference TL 933 874.

The local traffic authority at the time of making this Order is Norfolk County Council.

SCHEDULE 2, PART 1

Article 3a of the Order - particulars of protective equipment provided by the operator

1. On the northern side of the railway, a vehicular gate shall be pivoted on the left-hand side of the carriageway not less than 3 metres from the nearest running rail. On the southern side of the railway, a vehicular gate shall be pivoted on the right-hand side of the carriageway not less than 3 metres from the nearest running rail. Each gate shall be approximately 4.5 metres wide, painted white and open away from the railway.
2. A sign to Diagram 105 in the 1996 Regulations shall be provided on the railway side of the top rail of each vehicular gate.
3. A sign to Diagram 106 in the 1996 Regulations shall be provided on each vehicular gate. The signs shall be placed in the centre of the gates facing approaching road traffic when the gates are closed across the road.
4. The vehicular gates shall be provided with suitable mechanisms to secure them in the open and closed positions.
5. The uppermost surface of the vehicular gates shall be at least 1350 millimetres above the road surface at the centre of the carriageway and the under-clearance between the gates and carriageway shall not exceed 150 millimetres when the gates are closed across the road.
6. On the northern side of the railway, a self-closing, non-latching pedestrian gate shall be pivoted on the right-hand side of the carriageway as close to the railway as practicable. On the southern side of the railway, a gate of the same type shall be pivoted on the left-hand side of the carriageway as close to the railway as practicable. Each gate shall be approximately 1.2 metres wide, painted white and open away from the railway.
7. The vehicular and pedestrian gates shall be as light as possible but also strong enough to prevent foreseeable distortion or fracture likely to be caused by wind pressure or a farm animal.
8. When closed across the specified road, the vehicular and pedestrian gates shall extend across the full width of the carriageway and footway.

9. Tactile paving of a type specified in published guidance shall be provided in a suitable position in the footway on each approach to the crossing.
10. A visual warning system unit displaying a red and green light, as specified in the Department for Transport's Authorisation of Traffic Signs and Special Directions drawing GT/50/107/0026-7 dated 31 August 2022 shall be provided between the vehicular and pedestrian gates on both sides of the railway. The unit shall be provided adjacent to the opening side of each gate and shall face towards approaching users.
11. An audible warning device shall be provided on or adjacent to the unit on both sides of the railway. These devices shall be capable of volume adjustment to suit local requirements.
12. A telephone, linked to the signalling centre and for use by members of the public, shall be provided in a suitable position on each side of the railway. The position of each telephone shall be clearly marked by traffic signs to Diagram 787 in the 2016 Regulations. Suitable instructions for users shall be provided inside the cabinet or adjacent to each telephone and shall be legible at all times.
13. A sign to Diagram 111 in the 1996 Regulations shall be provided on the left-hand side of the carriageway on the northern side of the railway and on the right-hand side of the carriageway on the southern side of the railway and shall face towards traffic leaving the crossing.
14. Signs shall be provided as specified in the Department for Transport's Authorisation of Traffic Signs and Special Directions GT/50/107/0026 dated 31 August 2022:
 - a. a sign as shown in drawing GT/50/107/0026-2 shall be provided above a traffic sign as shown in drawing GT/50/107/0026-5, which shall be provided above a traffic sign to GT/50/107/0026-3 together adjacent to the vehicular gate on each side of the railway, in a suitable position facing towards approaching road traffic;
 - b. a sign as shown in drawing GT/50/107/0026-5 shall be provided above a traffic sign as shown in drawing GT/50/107/0026-4 adjacent to the pedestrian gate on each side of the railway, in a suitable position facing towards approaching pedestrians.
15. A sign as shown in drawing GT/50/107/0026-6 shall be provided on each pedestrian gate facing towards pedestrians approaching the crossing.
16. A stop line to Diagram 1002.1 in the 2016 Regulations shall be provided across the full width of the carriageway on both sides of the railway in a suitable position clear of the vehicular gates when they are open.
17. A road marking to Diagram 1022 in the 2016 Regulations shall be provided on the approach to the stop lines on each side of the railway.
18. Where the specified road passes over the crossing, road markings to Diagram 1012.1 in the 2016 Regulations shall be provided along each side of the carriageway and footway.

SCHEDULE 2, PART 2

Article 3b of the Order - conditions and requirements to be observed by the operator

19. The surface of the carriageway and footway over the crossing shall be maintained in a good and even condition. The carriageway shall be approximately 3 metres wide and the footway approximately 1.2 metres wide on the western side of the carriageway.

20. The vertical profile of the carriageway over the crossing shall be maintained and, with the co-operation of the local traffic authority, kept consistent with the surface of the carriageway on each approach to ensure that any hump within the longest wheelbase of vehicles which may foreseeably use the crossing shall not be more than 75 millimetres in excess of the 75 millimetres design maximum.

21. The green lights of the visual warning system unit shall remain illuminated at all times except when the red lights are activated by the approach of a train.

22. Not less than 40 seconds shall elapse between the illumination of the red lights and the arrival of a train at the crossing. The audible warning shall sound when the red lights are illuminated. The red lights and audible warning shall be extinguished as soon as the train has passed clear of the crossing, unless another train is approaching which may arrive at the crossing in less than approximately 40 seconds, in which case the red lights shall remain illuminated and the audible warning shall continue to sound until the other train has passed clear of the crossing.

23. In the event of a visual warning system unit failure, the system shall alert the operator. The operator shall follow the local 'failure mode' protocols. If the correct traversing sequence is not observed by the system within 5 minutes, the red and green lights shall extinguish and the crossing shall enter 'dark mode'. Suitable notices giving instructions to users to follow in the event of 'dark mode' shall be provided adjacent to the stop lights and shall be legible at all times.

24. The operator shall take the lead in developing with the local traffic authority an agreed long-term strategy regarding use of the crossing and the safety and convenience of users of the crossing. The strategy, which shall be reviewed periodically, shall take into account: incidents at the crossing; anticipated changes in use; all costs and consequences of continued operation; and shall consider what measures might be necessary or practicable to permit the crossing to be closed to road traffic and pedestrians.

25. The operator shall make arrangements for the legibility and visibility of road traffic signs relating to the crossing to be checked periodically, and to draw any deficiencies to the attention of the local traffic authority.

26. The operator shall maintain communication links with local emergency services.

27. The operator shall give notice in writing to the Secretary of State as soon as the provisions of Articles 3a, 3b and 3c have been met.

SCHEDULE 3, PART 1

Article 3c of the Order - particulars of protective equipment provided by the local traffic authority

28. A traffic sign to Diagram 770 in the 2016 Regulations shall be provided on the right-hand side of the carriageway on each approach to the crossing in a suitable position facing approaching traffic.

29. Traffic signs to Diagrams 782 and 783 in the 2016 Regulations, reading "LONG LOW" shall be provided together on the right-hand side of the carriageway on each approach to the crossing in a suitable position facing approaching traffic.

SCHEDULE 3, PART 2

Article 3d of the Order - conditions and requirements to be observed by the local traffic authority

30. The vertical profile and surface of the carriageway approaching the crossing shall be maintained and, with the co-operation of the operator, kept consistent with the surface of the crossing to ensure good and even passage of road traffic over the crossing.

31. Where a deficiency in visibility or legibility of a road traffic sign or road marking is identified by the operator, the local traffic authority shall take such measures as are appropriate and practicable in the circumstances to ensure that adequate visibility and legibility is restored.

32. The local traffic authority shall consult the operator before any traffic signs or other road equipment other than those specified in this Order are placed or caused to be placed on the road in the vicinity of the crossing.

33. The local traffic authority shall consult the operator when any significant permanent or temporary change occurs or is proposed which might affect to any significant extent the type, characteristic, likely behaviours or amount of road traffic using the crossing, or its ability freely to exit the crossing.

34. The local traffic authority shall take into account any records of incidents at or near the crossing made available by the operator in exercising its responsibilities in relation to the specified road in the vicinity of the crossing.

35. The local traffic authority shall periodically monitor the amount and characteristics of road traffic using the specified road and shall inform the operator where there is any significant change.

36. The local traffic authority shall co-operate with the operator in the preparation and periodic review of a long-term strategy in relation to the continued operation of the crossing.