SCHEDULE 2

PART I

particulars of the protective equipment

2. There shall be a road traffic light controller to provide for the several road junctions, footways and cycleways between Ashburton Road, Trafford Park Road and Zero Avenue where these combine at the Village Circle on the Trafford Park Estate. This system shall normally work independently of the undertaker's railway to control the several traffic flows in phases as required.

3. A lamp which when illuminated shows a light signal of the size, colour and type shown in Diagram No. 4006 in the Regulations shall be provided at each of the 4 locations where the undertaker's railway crosses footways in the Village Circle traffic system shown on the deposited plans. The lamps shall each be located so as to be as close as practicable to the railway and shall be directed towards pedestrians approaching the crossing along the footways. It shall be possible to adjust the directional alignment of the lamps.

4. The road traffic light signal controller mentioned in paragraph 2 above shall be connected to the railway control system in such a manner that a special phase can be selected when it is required to pass a train through the Village Circle.

5. The special phase mentioned in paragraph 4 above shall be so arranged as to switch all road traffic light signals, pedestrian and cycleway signals applicable to movements over the railway to show red aspects to oncoming traffic. The red aspects thus switched shall continue to show until the special phase is released.

6. There shall be a primary control point on each rail approach to the Village Circle so located that there is a clear view of all the crosings from each. Each primary control point shall have a key operated main switch to energise the control point and switches to:

(a) initiate the special phase of the road traffic light signal controller — the "initiate" switch; and

(b) release the special phase of the road traffic light signal controller — the "cancel" switch.

7. There shall be a secondary control point on each rail departure side of the Village Circle so located that the head of or the locomotive of a train approximately 200 metres long can be stopped adjacent to it and clear of the nearest crossing in rear of the train. Each of the secondary control points shall have a key operated main switch to energise the control point and a switch to release the special phase of the road traffic light signal controller — a "cancel switch".

8. A driver's indicator shall be provided on each railway approach to the Village Circle and shall, when lit, show an intermittent white light. The white light shall only show if the road traffic light signal controller mentioned in paragraph 2 above has responded to the "initiate" switch mentioned in paragraph 6 above and the power supply has not failed.

9. A stop board of standard railway design displaying the words "Stop − Wait for white light and whistle before proceeding" shall be provided on each railway approach to the Village Circle approximately 25 metres before the carriageway edge on the nearest approach. The stop boards shall be provided with Class I retroreflecting material or shall be illuminated.

10. An advance warning board of standard railway design shall be provided on each railway approach to the Village Circle and shall be provided with Class I retroreflecting material or shall be illuminated.

11. In this Part—

"class I retroreflecting material" is material which satisfies British Standard 873, Part 6, or is of an equivalent standard.