1985 No. 238

ROAD AND RAILWAY TRANSPORT

Level Crossing (Galgorm) Order (Northern Ireland) 1985

Made	*4th September 1985*
Coming into operation . . .	*23rd October 1985*

The Department of the Environment(**a**) in exercise of the powers conferred on it by section 66 of the Transport Act (Northern Ireland) 1967(**b**) and of all other powers enabling it in that behalf, having received from the railway undertaking an application under the said section 66, makes the following Order:

Citation, commencement and interpretation

1.—(1) This Order may be cited as the Level Crossing (Galgorm) Order (Northern Ireland) 1985 and shall come into operation on 23rd October 1985.

(2) In this Order "the crossing" means the Galgorm Level Crossing in the townland of Galgorm Parks and County of Antrim whereby the road known as Woodtown Road is crossed by the railway between Ballymoney and Ballymena stations.

Suspension of statutory provisions

2. While this Order remains in force—

(*a*) section 47 of the Railways Clauses Consolidation Act 1845(**c**) (requirements as to gates);

(*b*) section 6 of the Railways Clauses Act 1863(**d**) (requirements as to lodges, etc.);

(*c*) Article 3 of the Northern Ireland Railways (Public Level Crossings) Order (Northern Ireland) 1972(**e**);

(*d*) any other statutory provision imposing requirements to the same or similar effect as those contained in the enactments mentioned in paragraphs (*a*), (*b*) and (*c*),

shall not apply in relation to the crossing.

Provision of automatic equipment

3. The railway undertaking shall at the crossing—

(*a*) provide, maintain and operate the lights and automatic and other devices, excluding traffic signs, specified in Schedules 1 and 2 and shall give notice in writing to the Department of the Environment as soon as the provision thereof is complete;

(*b*) secure the provision, maintenance and operation by that Department of the traffic signs specified in Schedule 1;

(**a**) The functions of the Ministry of Development under the Transport Act (Northern Ireland) 1967 transferred to the Department of the Environment by S.R. & O. (N.I.) 1973 No. 504 Art. 4
(**b**) 1967 c. 37 (N.I.) as amended by S.I. 1984/1986 (N.I. 15) Art. 15
(**c**) 1845 c. 20
(**d**) 1863 c. 92
(**e**) S.R. & O. (N.I.) 1972 No. 172

(*c*) comply with the conditions and requirements specified in Schedule 2.

Sealed with the Official Seal of the Department of the Environment on 4th September 1985.

(L.S.) *J. M. Irvine*
Assistant Secretary

SCHEDULE 1

PARTICULARS OF LIGHTS, TRAFFIC SIGNS AND OTHER DEVICES AND APPLIANCES

1. A traffic light signal as prescribed by regulation 13(4) of the Regulations shall be provided as close to the railway as practicable on the nearside of the carriageway on each road approach to the crossing. 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 3. 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. A lamp shall be provided on each railway approach to the crossing which, when lit, shows an intermittent white light which shall indicate to drivers of trains that at least one of the intermittent red lights on each side of the railway is showing and that the main power supply has not failed.

2. An audible warning device shall be provided on or adjacent to each nearside traffic light signal.

3. A reflectorised stop line of the size and type shown in Diagram 1001 in the Regulations shall be provided across the nearside of the carriageway on each side of the railway not more than 2 metres before the nearside traffic light signal.

4. A reflectorised pedestrian stop line of the size and type shown in Diagram 1003.2 in the Regulations shall be provided across the offside of the carriageway and on the made-up ground on both sides of the carriageway on both sides of the railway. The line shall be not less than 1 metre before the traffic light signals on the same side of the carriageway and not nearer than 2 metres to the running edge of the nearest rail, and shall be as nearly as possible at right angles to the centre line of the carriageway.

5. Where the road passes over the crossing, reflectorised edge of the carriageway road markings of the size and type shown in Diagram 1011 in the Regulations shall be provided along each edge of the made-up ground along each edge of the carriageway.

6. The centre line of the carriageway shall be marked on the crossing between the stop lines mentioned above and for a distance of 12 metres on each side of the railway measured along the centre of the carriageway from the stop lines with a reflectorised double continuous line road marking of the size and type shown in Diagram 1013.1 in the Regulations. The centre line shall be continued for a distance of 18 metres on each side of the railway measured along the centre of the carriageway from the ends of the double continuous line with a reflectorised double line of the size and type also shown in Diagram 1013.1 and in which the continuous line is on the nearside of the broken line.

7. A traffic sign of the size, colour and type shown in Diagram 542 in the Regulations shall be provided immediately above each traffic light signal. Each of the signs shall face outwards from the crossing towards approaching road traffic.

8. A traffic sign of the size, colour and type shown in Diagram 863 in the Regulations shall be provided below or adjacent to each traffic light signal and shall face outwards from the crossing towards approaching road traffic.

9. A traffic sign of the size, colour and type shown in Diagram 542.2 in the Regulations shall be provided on or adjacent to each traffic light signal post and shall face outwards from the crossing towards approaching road traffic.

10. A traffic sign of the size, colour and type shown in Diagram 862 in the Regulations shall be provided mounted below each nearside traffic light signal and shall face outwards from the crossing towards approaching road traffic.

11. An advance warning board of standard railway design shall be provided on each railway approach to the crossing and shall be provided with Class 1 retro-reflecting material or shall be illuminated.

12. A standard level crossing speed restriction board for 70 miles per hour shall be provided on the up railway approach to the crossing approximately 600 metres before the crossing and a similar board for 50 miles per hour shall be provided on the down railway approach to the crossing approximately 330 metres before the crossing. The boards shall be provided with Class 1 retro-reflecting material or shall be illuminated.