STATUTORY INSTRUMENTS

1984 No. 681

TRANSPORT

The Amlwch Light Railway (Amendment) Order 1984

Made - - - -	10*th May* 1984
Coming into Operation	14*th May* 1984

The Secretary of State for Transport on the application of the Associated Octel Company Limited and in exercise of powers conferred by sections 7, 9, 10, 11, 12 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 14th May 1984

(2) This Order may be cited as the Amlwch Light Railway (Amendment) Order 1984

(3) This Order and the Amlwch Light Railway Order 1951**(c)** may be cited together as the Amlwch Light Railway Orders 1951 and 1984.

Interpretation

2. In this Order, unless the context otherwise requires, words and expressions (except expressions to which meanings are by this article expressly assigned) to which by the Light Railways Act 1896 (or by any enactment incorporated with this Order) meanings are assigned have in this Order the same meaning hereby respectively assigned to them and in this Order:

"the deposited plan" means the plan and section deposited in respect of the application for this Order with the Secretary of State;

"the Company" means The Associated Octel Company Limited (formerly known as The Associated Ethyl Company Limited) whose registered office is situated at 20 Berkeley Square London W1X 6DT;

"the Council" means the Gwynedd County Council;

"the Order of 1951" means the Amlwch Light Railway Order 1951;

"the Principal Act" means the Light Railways Acts 1896 and 1912**(d)** as amended by the Railways Act 1921**(e)**;

"the railway" means the railway authorised by the Order of 1951;

(a) 1896 c. 48.
(b) S.I. 1970/1681, 1979/571 and 1981/238.
(c) S.I.1951/520.
(d) 1912 c. 19.
(e) 1921 c. 55.

"the Regulations" means the Traffic Signs Regulations and General Directions 1981(f);

"the subsidiary company" means Associated Octel Company (Plant) Limited whose registered office is also situated at 20 Berkeley Square, aforesaid being a wholly owned subsidiary of the Company;

"the Undertaking" means the undertaking authorised by the Order of 1951.

Operation of Railway

3. Notwithstanding that the land on which the railway is situated is vested in the subsidiary company, the railway will continue to be operated by the Company, and the Company will continue to exercise all rights and be responsible for all obligations in connection with the Undertaking.

Existing railway redefined

4. The railway authorised under the Order of 1951 shall include any realignment of track connected with the taking of the road intended to be known as the Inner Relief Road over the railway in accordance with article 5 below, providing that such realignment is within the limits of deviation shown on the deposited plan.

Inner Relief Road Crossing

5.—(1) The Company may on lands belonging to, and in agreement with the subsidiary company, make and maintain, on the lines and situations and within the limits of deviation shown on the deposited plan and at the same level as the existing railway, the work hereinafter described with all such approaches and plant and other works and conveniences as it may be necessary or convenient to construct and maintain in connection therewith, namely:—

A level crossing carrying over the railway a new section of road to be constructed by the Council at Amlwch in the district of Ynys Mon—borough of Isle of Anglesey—in the county of Gwynedd to connect the existing sections of the Amlwch Inner Relief Road shown on the deposited plan connecting Stryd Mona with Stryd Salem.

(2) In the construction of the said level crossing the Company may deviate laterally from the line or situation of the work shown on the deposited plan within the limits of deviation shown thereon and they may also deviate vertically in the construction of the work from the levels of the existing railway to any extent not exceeding 1 metre upwards and 1 metre downwards.

(3) Notwithstanding anything in the Order of 1951 or any enactment incorporated by that Order, the Company shall at the said level crossing provide, maintain and operate the lights, traffic signs and other devices and appliances specified in Part I of the Schedule to this Order and 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.

(f) S.I. 1981/859, as amended by S.I. 1982/1879.

Inspection of work

6. In order that the work authorised by article 5 above may be inspected by an Inspecting Officer of Railways, the Company shall, as soon as the work shall have been completed, give notice in writing to the Secretary of State.

Period for completion of work

7. The work authorised by article 5 above shall be completed within 2 years from the coming into operation of this Order or such extended time as the Secretary of State may approve.

Signed by authority of
the Secretary of State

E. B. C. Osmotherly,
An Under Secretary in the
Department of Transport.

10th May 1984.

SCHEDULE

AMLWCH INNER RELIEF ROAD LEVEL CROSSING

PART I

Particulars of lights, traffic signs and other devices and appliances

(1) The carriageway shall be approximately 7.3 metres wide at the crossing.

(2) 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 approximately 2 metres beyond each edge.

(3) A footway shall be retained on each side of the carriageway.

(4) A traffic light signal as prescribed by the Regulations shall be provided as close to the railway as practicable on the nearside of the road 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 (6) 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. 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.

(5) An audible warning device shall be provided on or adjacent to each nearside traffic light signal post.

(6) A reflectorised stop line of the size, colour 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 2.5 metres before the nearside traffic light signal.

(7) A reflectorised pedestrian stop line of the size, colour and type shown in Diagram 1003.2 in the Regulations shall be provided across the offside of the carriageway and each footway on both sides of the railway. The line shall be not less than 1 mtetre before the traffic light signal on the same side of the carriageway 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.

(8) 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 Regulations shall be provided along each edge of any footway adjacent to the carriageway.

(9) The centre line of the carriageway shall be marked on the crossing between the stop lines mentioned above with a reflectorised double continuous line road marking of the size, colour and type shown in Diagram 1013.1 in the Regulations. The centre line shall be continued for a distance of 35 metres on each side of the railway measured along the centre of the carriageway from the stop line with a reflectorised double line of the size, colour and type also shown in Diagram 1013.1 in the Regulations wherein the continuous line is on the nearside of the broken line.

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

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

(12) 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 on both sides of the railway and shall face outwards from the crossing towards approaching road traffic.

(13) 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.

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

(15) A standard level crossing speed restriction board for 10 mile/h shall be provided on the Up railway approach to the crossing approximately 215 metres before the crossing and a similar board for 10 mile/h shall be provided on the Down railway approach to the crossing approximately 110 metres before the crossing. The boards shall be provided with Class 1 retro-reflecting material or shall be illuminated.

(16) In this Schedule the expression "Up railway approach" means the direction from the Company's Works to Amlwch Town, and the expression "Down railway approach" shall be construed accordingly.

PART II

Conditions and requirements to be observed by the Company

(17) The surface of the carriageway and footways over the crossing shall be maintained in good and even condition.

(18) The crossing shall be illuminated during the hours of darkness to such a standard that the train driver can ascertain in conditions of normal visibility that the crossing is clear before proceeding over it.

(19) After a train has passed one of the standard level crossing speed restriction boards referred to in paragraph (15) above the relevant speed shall not be exceeded until the front of the train has passed over the crossing.

(20) Trains travelling in either direction shall not proceed over the crossing until the white light of the lamp mentioned in paragraph (4) of this Schedule hereto shows. If the white light fails to show, drivers shall proceed with caution after they have brought their trains to a stand short of the crossing.

(21) The audible warning devices and the traffic light signals mentioned in this Schedule hereto shall be activated automatically by the approach of a train as described below.

(22) When the train either occupies a track circuit or operates a treadle the audible warning devices and the traffic light signals shall begin to operate in accordance with the following sequence:—

(*a*) The amber lights shall show and the audible warning shall begin. The lights shall show for approximately 3 seconds.

(*b*) Immediately the amber lights are extinguished the intermittent red lights shall begin to show.

(*c*) Not less than 27 seconds shall elapse between the time when the amber lights first show and the time when the train reaches the crossing.

(*d*) The intermittent red lights shall continue to show and the audible warning devices shall continue to sound until the train has passed clear of the crossing, when both shall stop.

(23) Facilities shall be provided to reduce the sound output of the audible warning devices mentioned in paragraph (5) of this Schedule hereto. Any reduced sound output shall operate between 2330 hours and 0700 hours approximately.