

**LEVEL CROSSINGS ACT 1983**  
**THE NETWORK RAIL**  
**GREENLAND MILL LEVEL CROSSING**  
**VARIATION ORDER 2021**

Made on 6 September 2021. Coming into force on 8 September 2021.

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 1983<sup>1</sup> (“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 Greenland Mill Level Crossing Variation Order 2021 and shall come into force on 8 September 2021.
2. The Network Rail Greenland Mill Level Crossing Order 2003 shall continue to apply with the following variation:

In Schedule 2:

- a. by inserting a new paragraph 10a as follows:

“10a. A pedestrian light signal of the size, colour and type shown in Diagram 4006 in the Regulations shall be provided on each side of the road on each approach to the crossing and shall face pedestrians approaching along the footpaths.”

- b. by deleting paragraph 26b and substituting the following:

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

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<sup>1</sup> 1983 c.16

c. by deleting paragraph 28 and substituting the following:

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

d. by deleting paragraph 29 and substituting the following:

“29. 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 intermittent red lights of the road traffic lights, 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 intermittent red lights, the pedestrian light signals and the audible warning devices shall operate as previously described.”

Signed by authority of the Secretary of State on 6 September 2021

A handwritten signature in black ink, appearing to read 'P. Appleton', is written in a cursive style.

Paul Appleton  
Deputy Director, Railway Safety  
Office of Rail and Road