

## 1989 No. 145

## ROAD TRAFFIC AND VEHICLES

**The (Pelican) Pedestrian Crossings Regulations  
(Northern Ireland) 1989**

*Made* . . . . . 12th April 1989

*Coming into operation* . . . . . 4th June 1989

The Department of the Environment in exercise of the powers conferred on it by Article 27 of the Road Traffic (Northern Ireland) Order 1981(a) and of every other power enabling it in that behalf, makes the following Regulations:—

*Citation and commencement*

1. These Regulations may be cited as the (Pelican) Pedestrian Crossings Regulations (Northern Ireland) 1989 and shall come into operation on 4th June 1989.

*Interpretation*

2.—(1) In these Regulations:—

“the 1970 Regulations” means the ‘Pelican’ Pedestrian Crossing Regulations (Northern Ireland) 1970(b);

“carriageway” means a way constituted or comprised in a road being a way over which the public have a right of way for the passage of vehicles;

“central reservation” means that part of road which separates the two carriageways of a dual carriageway road but does not include a refuge for pedestrians;

“controlled area” in relation to a crossing means the area of the carriageway in the vicinity of the crossing and lying on both sides of the crossing or only one side of the crossing the limits of which are indicated in accordance with regulation 4 and paragraphs 5 to 10 of Schedule 2;

“crossing” means a Pelican crossing, that is, a crossing for pedestrians—

(a) at which there are traffic signs of the dimensions, colour and type prescribed by regulation 3(1) and Schedule 1; and

(b) the limits of which are indicated in accordance with regulation 3(2) and Schedule 2;

“indicator for pedestrians” means the traffic sign of that description prescribed by regulation 3(1) and paragraph 4 of Part I of, and Part III of, Schedule 1;

(a) S.I. 1981/154 (N.I. 1)

(b) S.R. & O. (N.I.) 1970 No. 83 as amended by S.R. 1979 No. 362

- “one-way street” means a road on which the driving of vehicles otherwise than in one direction is prohibited at all times;
- “pedestrian light signals” means the traffic signs of that description prescribed by regulation 3(1) and paragraph 3 and Part II of Schedule 1;
- “primary signal” means the traffic sign prescribed as a vehicular light signal by regulation 3(1) and paragraph 2 of Schedule 1 erected on or near the carriageway facing traffic approaching the crossing and sited between the stop line and the line of studs indicating the limits of the crossing nearest to the stop line;
- “refuge for pedestrians” means an area of road to which vehicles do not have access and on which pedestrians may wait after crossing one part of a carriageway and before crossing the other part;
- “secondary signal” means the traffic sign prescribed as a vehicular light signal by regulation 3(1) and paragraph 2 of Schedule 1 erected on or near the carriageway facing traffic approaching the crossing and sited beyond the furthest limit of the crossing as viewed from the direction of travel of such traffic;
- “stop line” in relation to the driver of a vehicle approaching a crossing means the transverse white line which is parallel to the limits of the crossing as indicated in Schedule 2 and on the same side of the crossing as the driver;
- “stud” means any circular or square mark or device on the carriageway, whether or not projecting above its surface;
- “a system of staggered crossings” means two crossings provided on a road where there is a central reservation in the road, each separately constituted as a crossing, one of the crossings being on one side of the central reservation and the other one on the other side and which together do not form a straight line across the road;
- “vehicular light signals” means the traffic signs of that description prescribed by regulation 3(1) and paragraph 2 of Schedule 1.

- (2) Any reference in these regulations to a vehicular light signal is—
- (a) where a primary signal has been erected without a secondary signal, a reference to the light signal displayed by the primary signal;
- (b) where a secondary signal has been erected as well as a primary signal, a reference to the light signal displayed by both signals or by either the primary signal operating without the secondary signal or by the secondary signal operating without the primary signal.

### *Crossings*

3.—(1) Schedule 1 shall have effect as respects the dimensions, colour and type of traffic signs to be placed at or near a crossing.

(2) Paragraphs 2, 3, 4, 12 and 14 of Schedule 2 shall have effect for the purpose of indicating the limits of a crossing.

(3) A crossing which, immediately before the coming into operation of these regulations, was a ‘Pelican’ crossing in accordance with the 1970 Regulations shall, notwithstanding the revocation of those regulations by

regulation 17, be treated as a Pelican crossing in accordance with these regulations for so long as the traffic signs at or near it and its presence and limits comply with the 1970 Regulations.

### *Controlled areas*

4.—(1) Paragraphs 5 to 11, 13 and 14 of Schedule 2 shall have effect as respects stop lines and the colour, dimension and type of traffic signs to be placed in the vicinity of a crossing for the purpose of indicating the limits of a controlled area in relation to that crossing.

(2) A stop line shall indicate to vehicular traffic proceeding towards a crossing the position at which a driver of a vehicle shall stop it for the purpose of complying with regulations 12 and 13.

(3) Where the Department is satisfied in relation to a particular area of carriageway in the vicinity of the crossing that, by reason of the layout or character of the roads in the vicinity of the crossing, the application of a prohibition to which regulations 8 or 15 apply, to that particular area or the constitution of that particular area as a controlled area by the placing of traffic signs in accordance with Schedule 2 would be impracticable, it shall not be necessary for that area to be constituted a controlled area.

(4) Where immediately before the coming into operation of these regulations, the approach for vehicular traffic to a crossing has been indicated by a pattern of studs placed and white lines marked on the carriageway in accordance with paragraph 3 of Schedule 2 of the 1970 Regulations, then, notwithstanding the revocation of those regulations by regulation 17, that approach may for a period of two years from the date of coming into operation of these regulations continue to be so indicated for so long as the said pattern of studs and white lines does not lie within a controlled area or in the vicinity of such an area on the same side of the crossing as that pattern.

### *Variations in dimensions*

5.—(1) Any variation in —

- (i) a dimension (other than as to the height of a letter) specified in any of the diagrams in Parts II and III of Schedule 1; or
- (ii) a dimension as to the height of a letter specified in the diagram in Part III of that Schedule,

shall be treated as permitted by these regulations if the variation—

- (a) in the case of a dimension of less than 10 millimetres, does not exceed 1 millimetre;
- (b) in the case of a dimension of 10 millimetres or more but less than 50 millimetres, does not exceed 10% of that dimension;
- (c) in the case of a dimension of 50 millimetres or more but less than 300 millimetres, does not exceed 7½% of that dimension; or
- (d) in the case of a dimension of 300 millimetres or more, does not exceed 5% of that dimension.

(2) Any variation in a dimension specified in any of the diagrams in Schedule 2 shall be treated as permitted by these regulations if the variation—

- (a) in the case of a dimension of 300 millimetres or more, does not exceed 20% of that dimension; or

- (b) in the case of a dimension of less than 300 millimetres, where the actual dimension exceeds the dimension so specified, does not exceed 30% of the dimension so specified, and where the actual dimension is less than the dimension so specified, does not exceed 10% of the dimension so specified.

*Significance of vehicular light signals*

6.—(1) The vehicular light signal at a crossing shall convey the information, requirements and prohibitions specified in paragraphs (2) to (6).

(2) The steady green light shall convey the information that vehicular traffic may proceed across the crossing.

(3) Except as provided in paragraph (5) the steady amber light shall convey the prohibition that vehicular traffic shall not proceed beyond the stop line, or, if the stop line is not for the time being visible, beyond the post or other structure on which is mounted the primary signal facing such traffic on the side of the carriageway on which vehicles approach the crossing except in the case of a vehicle which when the steady amber light is first shown is so close to the stop line, post or structure that it cannot safely be stopped before passing the line, post or structure.

(4) Except as provided in paragraph (5) the red light shall convey the prohibition that vehicular traffic shall not proceed beyond the stop line, or, if the stop line is not for the time being visible, beyond the post or other structure on which is mounted the primary signal facing such traffic on the side of the carriageway on which vehicles approach the crossing.

(5) Where a vehicle is being used for fire brigade, ambulance or police purposes and the observance of the prohibitions conveyed by the steady amber or red light (as specified in paragraphs (3) and (4) respectively) would be likely to hinder the use of the vehicle for the purpose in question, then paragraphs (3) and (4) shall not apply to that vehicle. In those circumstances the steady amber light and the red light shall convey the information that the vehicle may only proceed beyond the stop line or (as the case may be) the post or other structure if the driver—

- (a) accords precedence to any pedestrian who is on that part of the carriageway which lies within the limits of the crossing or on a central reservation which lies between two crossings which do not form a system of staggered crossings; and
- (b) subject to sub-paragraph (a) above, does not proceed in such a manner or at such a time as is likely to cause danger to any other vehicle approaching or waiting at the crossing, or in such a manner as to compel the driver of any such vehicle to change its speed or course in order to avoid an accident.

(6) The flashing amber light shall convey the information that vehicular traffic may proceed across the crossing but that a pedestrian if he is on the carriageway or a central reservation within the limits of that crossing (but not if he is on a central reservation which lies between two crossings which form a system of staggered crossings) before any part of a vehicle has entered those limits, has the right of precedence within those limits over that vehicle, and the requirement that the driver of a vehicle shall accord precedence to that pedestrian.

*Significance of pedestrian traffic signals*

7.—(1) The pedestrian traffic signal at a crossing shall convey the warnings and information specified in paragraphs (2) to (4).

(2) The pedestrian light signal shall convey the following warnings and information—

- (a) the red light shall convey to a pedestrian the warning that he should not in the interests of safety use the crossing;
- (b) the steady green light shall convey to a pedestrian the information that he may use the crossing and drivers of vehicles may not cause their vehicles to enter the limits of the crossing; and
- (c) the flashing green light shall convey—
  - (i) to a pedestrian who is already on the crossing when the flashing green light is first shown the information that he may continue to use the crossing, and that if he is on the carriageway or a central reservation within the limits of that crossing (but not if he is on a central reservation which lies between two crossings which form part of a system of staggered crossings) before any part of a vehicle has entered those limits he has the right of precedence within those limits over that vehicle; and
  - (ii) to a pedestrian who is not already on the crossing when the flashing green light is first shown the warning that he should not in the interests of safety start to cross the carriageway.

(3) When the word “WAIT” shown by the indicator for pedestrians is illuminated it shall convey to a pedestrian the same warning as that conveyed by the red light shown by the pedestrian light signal, that is to say, that he should not in the interests of safety use the crossing.

(4) Any audible signal emitted by any device for emitting audible signals provided in conjunction with the steady green light for pedestrians, and any tactile signal made by any device for making tactile signals similarly provided, shall convey to a pedestrian the same information as that conveyed by the steady green light.

*Prohibition against vehicles stopping in a controlled area*

8.—(1) In this regulation and regulations 9 and 10 “vehicle” shall not include a pedal bicycle without a sidecar attached to it, whether additional means of propulsion by mechanical power are attached to the bicycle or not.

(2) Subject to regulations 9, 10 and 11 the driver of a vehicle shall not cause a vehicle or any part of it to stop in a controlled area.

9. The prohibition in regulation 8(2) shall not apply to a vehicle stopping in a road—

- (a) for the purpose of complying with regulation 12, 13 or 15(1)(b);
- (b) if the driver is prevented from proceeding by circumstances beyond his control or it is necessary for him to stop in order to avoid an accident; or
- (c) for so long as may be necessary to enable it if it cannot be used for such purpose without stopping in the road, to be used for fire brigade,

ambulance or police purposes or in connection with any building operation, demolition or excavation, the removal of any obstruction of traffic, the maintenance, improvement or reconstruction of the road, or the laying, erection, alteration, repair or cleaning in or near to the road of a sewer or of a main, pipe or apparatus for the supply of gas, water or electricity, or of telecommunication apparatus, or

Pelican crossing control equipment.

**10.** The prohibition in regulation 8(2) shall not apply to a vehicle stopping in a controlled area—

- (a) if it is stopped for the purpose of making a left or right turn; or
- (b) if it is a bus, other than one being used on an excursion or tour; which is stopped at a bus stop after having proceeded past the crossing in order to take up or set down passengers.

*Saving for crossings constituted in accordance with 1970 Regulations*

**11.**—(1) This regulation applies to a ‘Pelican’ crossing constituted in accordance with the 1970 Regulations immediately before the 4th June 1989.

(2) Regulation 8 shall not apply to such ‘Pelican’ crossing for a period of 2 years commencing on 4th June 1989.

(3) Regulation 8 of the 1970 Regulations shall, notwithstanding the repeal of these regulations by regulation 17, continue to have effect in relation to such ‘Pelican’ crossing but only for so long during said period of 2 years as it complies with the requirements of these regulations.

*Prohibitions against vehicles proceeding across a crossing*

**12.** When the vehicular light signal is showing a red light, the driver of a vehicle shall not cause the vehicle or any part thereof to proceed beyond the stop line, or, if that line is not for the time being visible, beyond the post or other structure on which is mounted the primary signal facing the driver on the side of the carriageway on which vehicles approach the crossing.

*Precedence of pedestrians over vehicles on a crossing*

**13.** When the vehicular light signal at a crossing is showing a flashing amber light, a pedestrian on the crossing or on a central reservation within the limits of that crossing (not being a reservation which lies between two crossings which form part of a system of staggered crossings) before any part of the vehicle has entered those limits, shall have precedence within those limits over that vehicle and the driver of the vehicle shall accord precedence to that pedestrian.

*Prohibition against vehicles and pedestrians stopping on a crossing*

**14.**—(1) The driver of a vehicle shall not cause the vehicle or any part thereof to stop on a crossing unless either he is prevented from proceeding by circumstances beyond his control or it is necessary for him to stop in order to avoid an accident.

(2) A pedestrian shall not remain on a crossing longer than is necessary for the purpose of passing over the crossing with reasonable speed.

*Prohibition against overtaking at a crossing*

**15.**—(1) The driver of a vehicle (hereinafter referred to as “the approaching vehicle”) while it or any part of it is in a controlled area and it is proceeding towards the crossing in relation to that area shall not cause the vehicle, or any part of it—

- (a) to pass ahead of the foremost part of another moving motor vehicle wholly or partly within that area and proceeding in the same direction; or
  - (b) subject to regulation 16, to pass ahead of the foremost part of a stationary vehicle on the same side of the crossing as the approaching vehicle, where that stationary vehicle is stopped for the purpose of complying with regulation 12 or 13.
- (2) (a) the reference in paragraph (1)(a) to another moving motor vehicle is, in a case where only one other motor vehicle is proceeding in the same direction in a controlled area, a reference to that vehicle, and, where more than one other motor vehicle is so proceeding, a reference to the one nearest to the limits of the crossing; and
- (b) the reference in paragraph (1)(b) to a stationary vehicle is, in a case where only one other vehicle is stopped for the purpose of complying with regulation 12 or 13, a reference to that vehicle, and, where more than one other vehicle is stopped for that purpose, a reference to the one nearest to the crossing.

**16.** The prohibition in regulation 15(1)(b) shall not apply so as to prevent the approaching vehicle from passing ahead of the foremost part of the stationary vehicle if the stationary vehicle is stopped for the purpose of complying with regulation 12 or 13 in relation to a crossing which is a separate crossing from the crossing towards which the approaching vehicle is proceeding.

*Revocation*

**17.** The ‘Pelican’ Pedestrian Crossings Regulations (Northern Ireland) 1970(a) and the ‘Pelican’ Pedestrian Crossings (Amendment) Regulations (Northern Ireland) 1979(b) are revoked.

Sealed with the Official Seal of the Department of the Environment on  
12th April 1989.

(L.S.)

*A. Miller*

Assistant Secretary

**Dimensions, Colour and Type of Traffic Signs at a Crossing****PART I***Traffic signs*

1. The traffic signs to be placed at or near a crossing shall consist of a combination of—

- (a) vehicular light signals;
- (b) pedestrian light signals; and
- (c) indicators for pedestrians,

of the dimensions, colour and type prescribed by paragraphs 2 to 6.

*Vehicular light signals*

2. The vehicular light signals shall be as follows—

- (a) three lights shall be used, one red, one amber and one green;
- (b) the lamps showing the lights shall be arranged vertically, the lamp showing the red light being the uppermost and that showing the green light the lowermost;
- (c) each lamp shall be separately illuminated and the diameter of its lens shall be not less than 195 millimetres nor more than 220 millimetres;
- (d) the height of the centre of the amber lens from the surface of the carriageway in the immediate vicinity shall, in the case of signals placed at the side of the carriageway or on a central reservation, be not less than 2.4 metres nor more than 4 metres and, in the case of signals placed elsewhere and over the carriageway, not less than 6.1 metres nor more than 9 metres;
- (e) the centres of the lenses of adjacent lamps shall be not less than 305 millimetres nor more than 360 millimetres apart;
- (f) the lamp showing the amber light shall be capable of showing a steady light or a flashing light such that it flashes at a rate of not less than 70 nor more than 90 flashes per minute; and
- (g) no lettering or symbols shall be used upon the lens.

**PART II***Pedestrian light signals*

3.—(1) The pedestrian light signals shall be of the dimensions, colour and type shown in the diagrams in Part II.

(2) The height of the lower edge of the container enclosing the light signals from the surface of the carriageway in the immediate vicinity shall be not less than 2.1 metres nor more than 2.6 metres.

(3) The signals shall be so designed that—

- (a) the red figure shown in the said diagrams can be internally illuminated by a steady light;
- (b) the green figure shown in the said diagrams can be internally illuminated by a steady light or by a flashing light at a rate of not less than 70 nor more than 90 flashes per minute; and
- (c) when one signal is illuminated the other signal is not illuminated.

(4) A device for emitting audible signals may be provided for use when the green figure is illuminated by a steady light.

*Indicator for pedestrians*

4.—(1) The indicator for pedestrians shall be of the dimensions, colour and type shown in the diagram in Part III.

(2) The indicator for pedestrians shall be so designed and constructed that “WAIT” as shown on the diagram can be illuminated and that there is incorporated in the indicator a device, which may be a push button or pressure pad and which is hereinafter in this Schedule referred to as “a push button”, which can be used by pedestrians with the effect described in paragraph 5(1)(b).

(3) The instruction for pedestrians shown in the diagram may be internally illuminated.

(4) A device for making tactile signals may be provided for use when the green figure shown in the diagram is illuminated by a steady light.

*Sequence of signals*

5.—(1) The vehicular light signals and pedestrian light signals and the indicators for pedestrians when they are placed at or near any crossing shall be so designed and constructed that—

- (a) before the signals and indicators are operated by the pressing of a push button or as described in paragraph 6 the vehicular light signal shows a steady green light, the pedestrian light signal shows a red light, the word “WAIT” in the indicator for pedestrians is not illuminated, any device for making tactile signals is inactive, and any device for emitting audible signals is silent;
- (b) when a push button is pressed—
  - (i) after the expiration of the vehicle period but before the vehicular light signals are showing a steady amber light, the signals and indicators, unless they are working as described in paragraph 6 are caused to show lights in the sequences specified in descending order in column 1 in the case of vehicular light signals, in column 2 in the case of pedestrian light signals and in column 3 in the case of the indicators for pedestrians, of either Part IV or Part V;
  - (ii) when the vehicular light signals are showing a steady amber light or a red light when the signal to pedestrians shows a red or steady green light, there is no effect;
  - (iii) when the pedestrian light signals are showing a flashing green light, the word “WAIT” in each of the indicators for pedestrians is illuminated immediately and the signals and indicators are caused to show lights in the sequence specified in sub-paragraph (i) at the end of the next vehicle period; and
  - (iv) after the pedestrian light signals have ceased to show a flashing green light and before the end of the next vehicle period, the word “WAIT” in each of the indicators for pedestrians is illuminated immediately and the signals and indicators are caused to show lights in the sequence specified in sub-paragraph (i) at the end of the vehicle period;
- (c) the periods during which lights are shown by the signals and the indicators, commence and terminate in relation to each other as shown in either Part IV or Part V as if each horizontal line therein represented one moment in time, subsequent moments occurring in descending order, but the distances between the horizontal lines do not represent the lengths of the periods during which the lights shown by the signals and the indicator are, or are not, lit.

(2) Where a device for emitting audible signals has been provided pursuant to paragraph 3(4) it shall be so designed and constructed that a pulsed sound is emitted throughout every period when the pedestrian light signals are showing a steady green

light, and at the same time the vehicular light signals are showing a red light, but only during such periods and at no other times, save that such a device need not operate during the hours of darkness.

(3) Where a device for making tactile signals has been provided pursuant to paragraph 4(4) shall be so designed and constructed that a regular movement perceptible to touch by pedestrians is made throughout every period when the pedestrian light signals are showing a steady green light, and at the same time the vehicular light signals are showing a red light, but only during such periods and at no other times.

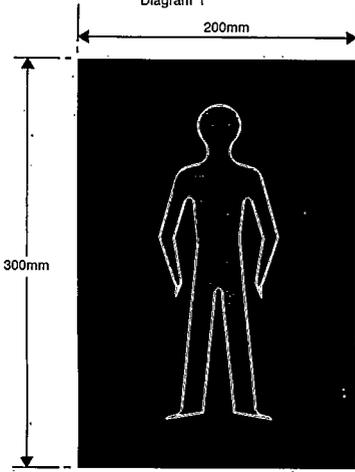
(4) In sub-paragraph (1)(b) "vehicle period" means such period as may be fixed from time to time in relation to a crossing, which commences when the vehicular light signals cease to show a flashing amber light and during which the vehicular traffic light signals show a green light.

*Operation by remote control*

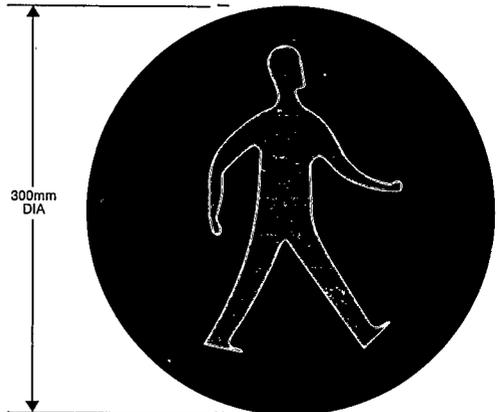
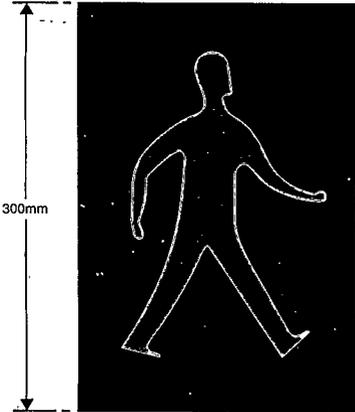
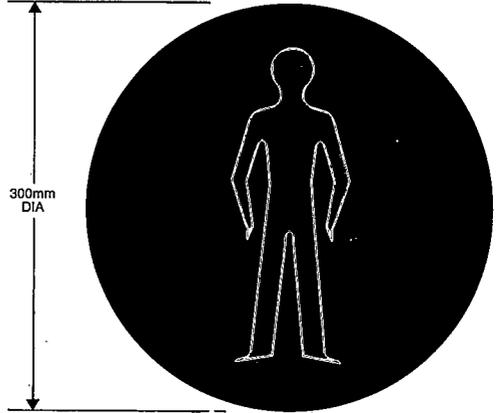
6. The vehicular light signals, pedestrian light signals, indicators for pedestrians, any device for making tactile signals, and any device for emitting audible signals, when they are placed at or near any crossing may also be so designed and constructed that they can by remote control be made to operate—

- (a) as if a push button has been pressed; and
- (b) so that the pressing of a push button has no effect, other than causing the word "WAIT" in each of the indicators for the pedestrians to be illuminated, until normal operation is resumed.

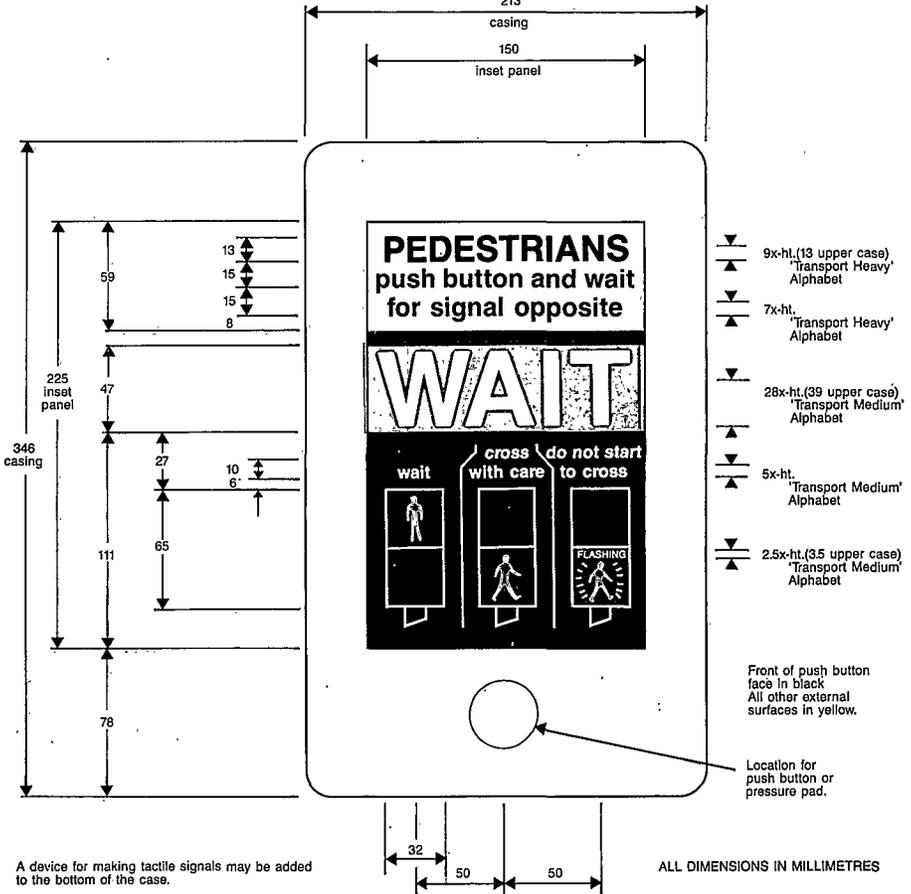
Schedule 1  
PART II  
Diagram 1



Schedule 1  
PART II  
Diagram 2



Schedule 1  
Part III  
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## SCHEDULE 1

## PART IV

SEQUENCE OF OPERATION OF VEHICULAR AND PEDESTRIAN LIGHT SIGNALS  
AND INDICATOR FOR PEDESTRIANS (BUT NOT AUDIBLE SIGNALS)

<i>Sequence of vehicular traffic light signals</i>	<i>Sequence of pedestrian signals</i>	
(1)	<i>Pedestrian light signals</i> (2)	<i>Indicator for pedestrians</i> (3)
Green light	Red Light	The word "WAIT" is illuminated
Amber light		
Red light		
	Green light	The word "WAIT" is not illuminated
Flashing amber light	Flashing green light	The word "WAIT" is illuminated
	Red light	
Green light		

SCHEDULE 1

PART V

ALTERNATIVE SEQUENCE OF OPERATION OF VEHICULAR AND PEDESTRIAN LIGHT SIGNALS AND INDICATOR FOR PEDESTRIANS (BUT NOT AUDIBLE SIGNALS)

<i>Sequence of vehicular traffic light signals</i>	<i>Sequence of pedestrian signals</i>	
(1)	<i>Pedestrian light signals</i> (2)	<i>Indicator for pedestrians</i> (3)
Green light	Red light	The word "WAIT" is illuminated
Amber light		
Red light	Green light	The word "WAIT" is not illuminated
Flashing amber light	Flashing green light	The word "WAIT" is illuminated
	Red light	
Green light		

## SCHEDULE 2

Regulations 2(1), 3(2),  
4(1) and 5(2)

## LIMITS OF A CROSSING AND CONTROLLED AREA

*Interpretation*

1. In this Schedule any reference to a numbered diagram is a reference to the diagram bearing that number in this Schedule.

*Limits of a crossing*

2.—(1) Every crossing on a road which is not a one-way street shall have its limits indicated by the pattern of studs on or in the carriageway and by lines on the carriageway in the manner shown—

- (a) in diagram 1 where there is no central reservation;
- (b) in diagram 2 where there is a central reservation, but the crossing does not form part of a system of staggered crossings; and
- (c) in diagram 3 where the crossing forms part of a system of staggered crossings.

(2) Every crossing on a road which is a one-way street shall have its limits indicated by the pattern of studs on or in the carriageway in the manner shown—

- (a) in diagram 4 where there is no central reservation;
- (b) in diagram 5 where there is a central reservation but the crossing does not form part of a system of staggered crossings; and
- (c) in diagram 6 where the crossing forms part of a system of staggered crossings.

3. The limits of a crossing shall be in accordance with the measurements indicated in the diagram corresponding to the type of crossing.

4. The two lines of studs indicating the limits of the crossing need not be at right angles to the edge of the carriageway, but shall form straight lines and shall as near as is reasonably practicable be parallel to each other.

*Manner of indicating a controlled area and provision as to placing the stop line*

5. Subject to paragraph 10 the limits of a controlled area shall be indicated by the pattern of lines placed in the positions shown and in accordance with the measurements specified in the diagram corresponding to the type of crossing and in accordance with paragraphs 6, 7, 8 and 9.

6. Subject to paragraph 7 where the crossing is on a road which is not a one-way street the pattern of lines shall consist of—

- (1) a stop line placed on the carriageway parallel to the nearer row of studs indicating the limits of the crossing and extending, in the manner indicated in diagrams 1, 2 and 3 as the case may require, across the part of the carriageway used by vehicles approaching the crossing from the side on which the stop line is placed;
- (2) two or more longitudinal white broken lines (hereinafter referred to as “zig-zag lines”) placed on the carriageway or, where the road is a dual-carriageway road, on each part of the carriageway, each zig-zag line containing not less than 8 nor more than 18 marks and extending away from the crossing in the manner indicated in diagrams 1, 2 or 3 as the case may require.

7.—(1) Subject to sub-paragraph (2) where, in the case of a crossing referred to in paragraph 6, a central reservation is provided the road marking shown in diagram

1040.1 in Schedule 1 to the Traffic Signs Regulations (Northern Ireland) 1979(a) may be placed on the carriageway between the zig-zag lines on the approaches to the central reservation;

(2) Where, in the case of a crossing referred to in paragraph 6, a central reservation is provided connecting crossings which form part of a system of staggered crossings, the road markings mentioned in sub-paragraph (1) may be placed on the carriageway in the manner indicated in diagram 3.

8. Subject to paragraph 9 where the crossing is on a road which is a one-way street the pattern of lines shall consist of:

- (1) a stop line placed parallel to the nearer row of studs indicating the limits of the crossing and extending—
  - (a) in the case of a crossing of the type shown in diagram 4 or 5, from one edge of the carriageway to the other; and
  - (b) in the case of a crossing of the type shown in diagram 6, from the edge of the carriageway to the central reservation;
- (2) two or more zig-zag lines placed on the carriageway, each containing not less than 8 and not more than 18 marks, and extending away from the crossing.

9.—(1) Subject to sub-paragraph (2) where the crossing is on a road which is a one-way street and a central reservation is provided, the road marking shown in diagram 1041 in Schedule 2 to the Traffic Signs Regulations (Northern Ireland) 1979 may be placed on the carriageway between the zig-zag lines on the approaches to the central reservation;

(2) Where, in the case of such a crossing a central reservation is provided connecting crossings which form part of a system of staggered crossings, the road markings mentioned in sub-paragraph (1) may be placed on the carriageway in the manner indicated in diagram 6.

10.—(1) Where the Department is satisfied in relation to a particular area of carriageway in the vicinity of a crossing that by reason of the layout of, or character of, the roads in the vicinity of the crossing it would be impracticable to place the pattern of lines as shown in said diagrams in, and in accordance with paragraphs 5 to 9, any of the following variations as respects the pattern shall be permitted—

- (a) the number of marks contained in each zig-zag line may be reduced from 8 to not less than 2; and
- (b) a mark contained in a zig-zag line may be varied in length so as to extend for a distance not less than 1 metre and less than 2 metres, but where such a variation is made as respects a mark each other mark in each zig-zag line shall be of the same or substantially the same length as that mark, so however that the number of marks in each zig-zag line shall not be more than 8 nor less than 2.

(2) The angle of the stop line in relation to the nearer line of studs indicating the limits of a crossing may be varied if the Department is satisfied that such variation is necessary having regard to the angle of the crossing in relation to the edge of the carriageway at the place where the crossing is situated.

(3) The maximum distance of 3 metres between the stop line and the nearer line of studs indicating the limits of the crossing shown in the diagrams in this Schedule may be increased to such greater distance, not in any case exceeding 10 metres, as may be appropriate having regard to the layout of the carriageway.

(4) Where an area of carriageway in the vicinity of a crossing is not constituted a controlled area by the placing of a pattern of lines as provided in paragraphs 5 to 9 a stop line shall nevertheless be placed on the carriageway as provided in paragraphs 5, 6 and 8.

*Colour and dimensions of road markings and studs*

11. The road markings shown in the diagrams in this Schedule shall be white and may be illuminated by reflecting material.

12.—(1) The studs shown in the diagrams shall be either white, silver or light grey and shall not be fitted with reflective lenses.

(2) The said studs shall be either circular in shape with a diameter of not more than 110 millimetres or less than 95 millimetres or square in shape with each side being not more than 110 millimetres or less than 95 millimetres.

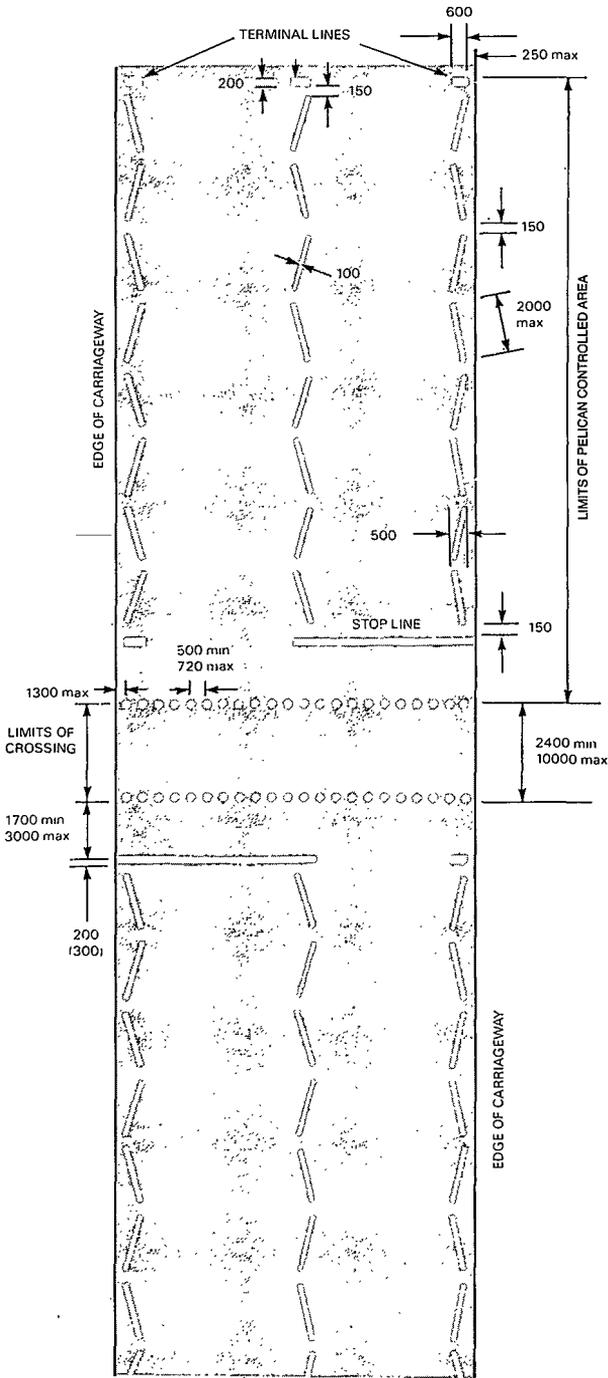
(3) Any stud which is fixed or embedded in the carriageway shall not project more than 18 millimetres above the carriageway at its highest point nor more than 6 millimetres at its edges.

13. Where in any diagram in this Schedule a dimension or measurement is indicated in brackets against a dimension or measurement not indicated in brackets any dimension or measurement indicated in brackets may be treated as an alternative to the dimension or measurement not so indicated.

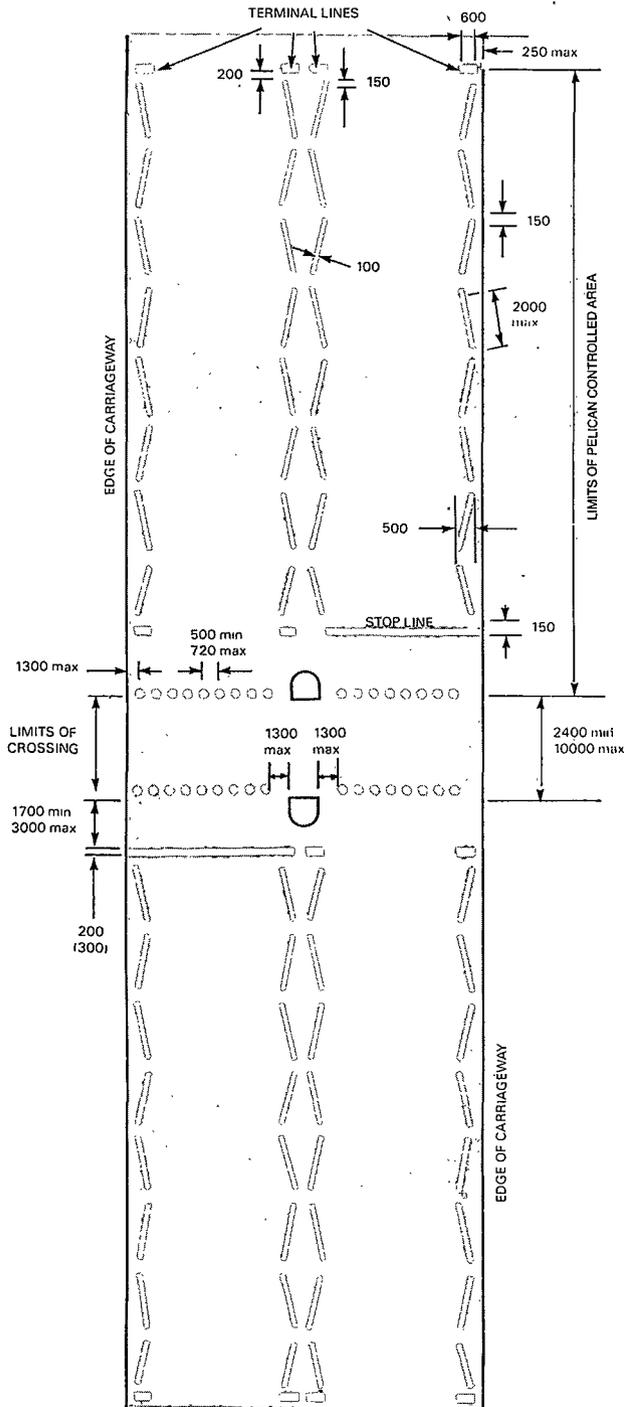
*Supplementary*

14. The provisions of paragraphs 2, 5, 6 and 8 shall be regarded as having been complied with in the case of any pattern of studs or white lines if most of the studs or lengths of white lines comply notwithstanding that one or more studs or some of the lengths of white lines may not comply with those provisions by reason of discoloration, temporary removal, displacement or for some other reason so long as the general appearance of the pattern of studs or white lines is not thereby materially impaired.

Schedule 2 Diagram 1

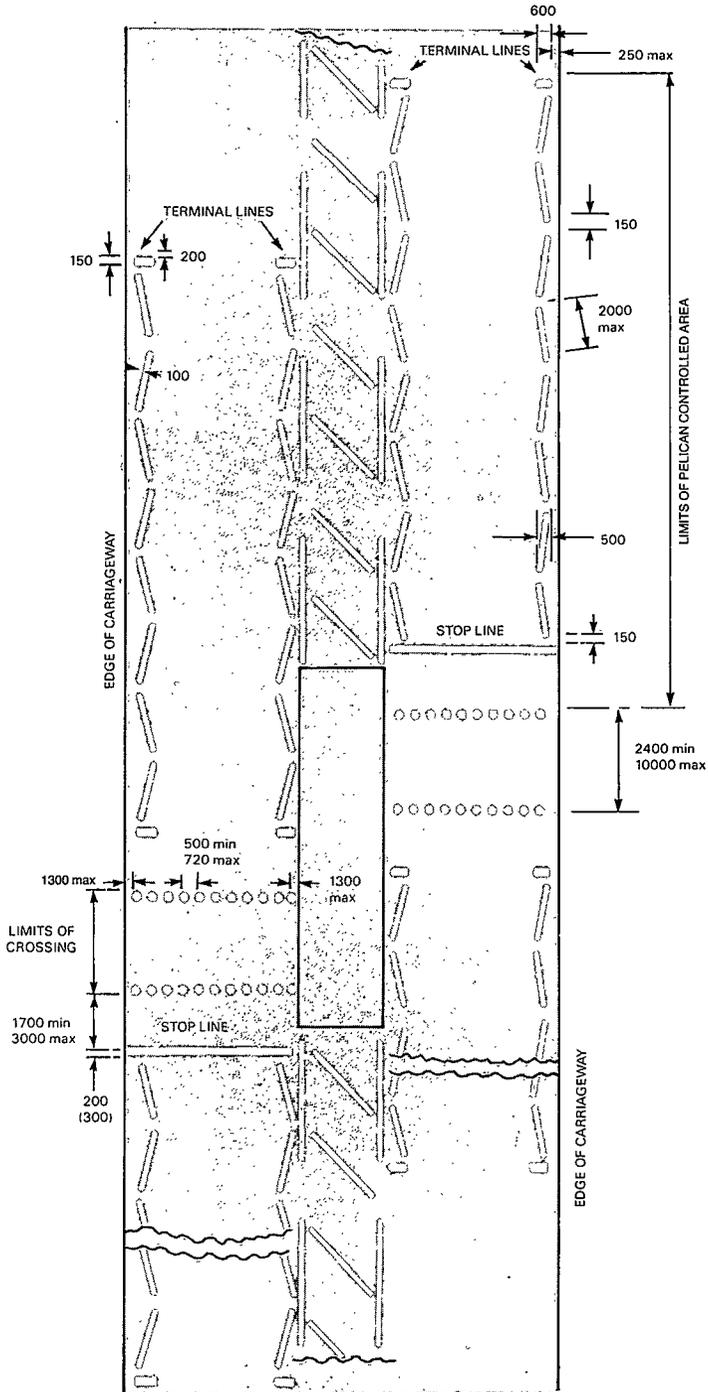


NOTE:— Each zigzag line need not contain the same number of marks.  
ALL DIMENSIONS IN MILLIMETRES.



NOTE:— Each zigzag line need not contain the same number of marks. ALL DIMENSIONS IN MILLIMETRES.

Schedule 2 Diagram 3

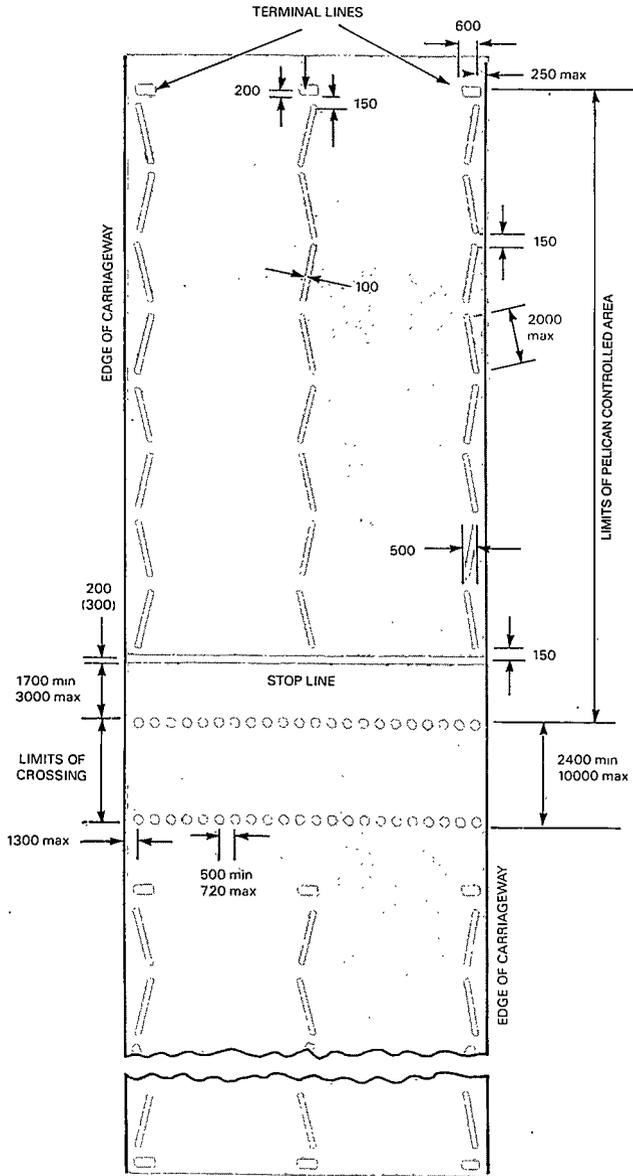


NOTE:— Each zigzag line need not contain the same number of marks.

The stagger may be reversed as required.

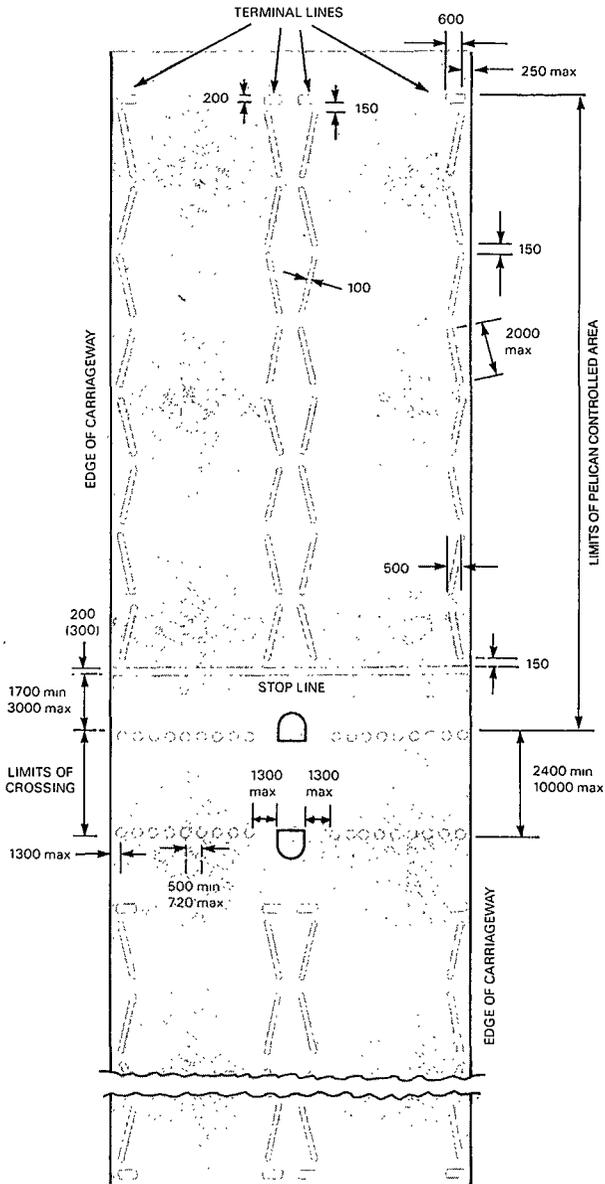
ALL DIMENSIONS IN MILLIMETRES.

Schedule 2 Diagram 4



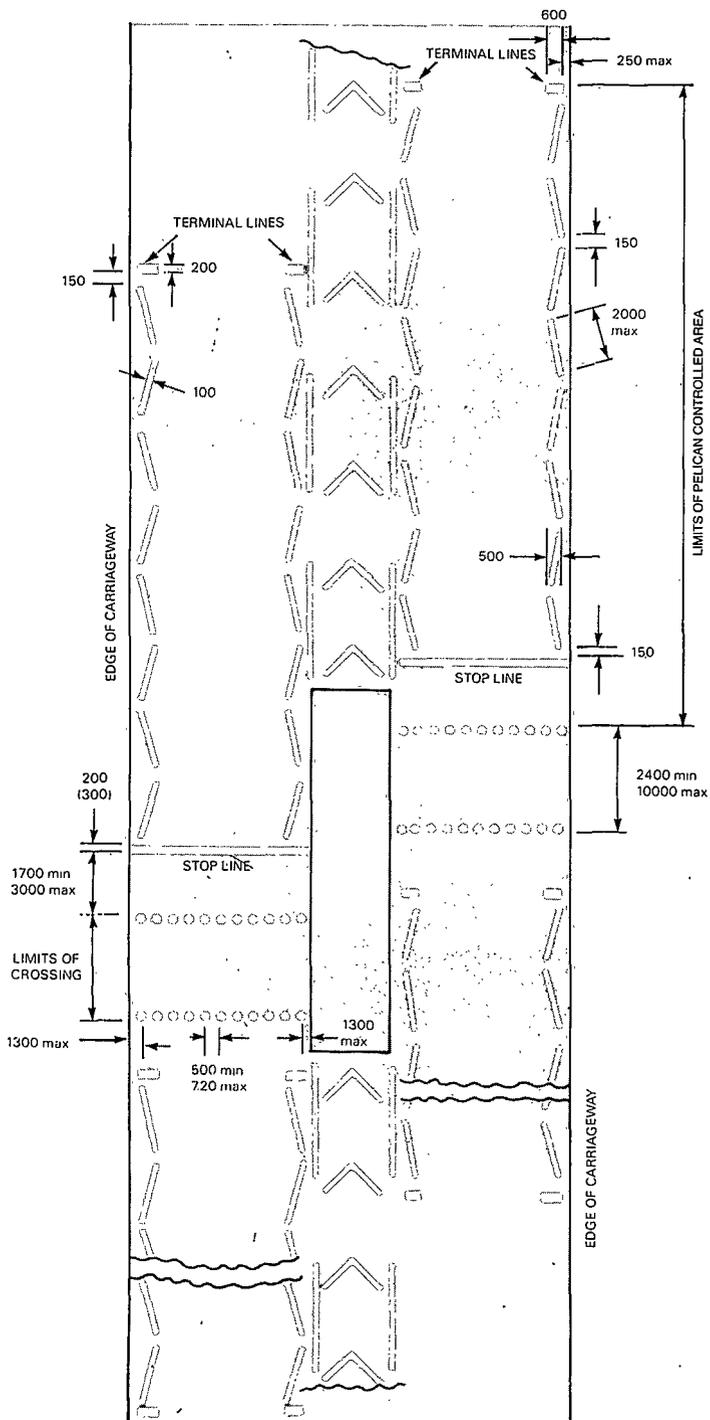
NOTE:— Each zigzag line need not contain the same number of marks.  
 ALL DIMENSIONS IN MILLIMETRES.

Schedule 2 Diagram 5



NOTE:— Each zigzag line need not contain the same number of marks.  
ALL DIMENSIONS IN MILLIMETRES.

Schedule 2 Diagram 6



NOTE:— Each zigzag line need not contain the same number of marks.  
ALL DIMENSIONS IN MILLIMETRES.

## EXPLANATORY NOTE

*(This note is not part of the Regulations.)*

These Regulations revoke and re-enact with amendments the provisions of the 'Pelican' Pedestrian Crossings Regulations (Northern Ireland) 1970 and the 'Pelican' Pedestrian Crossings (Amendment) Regulations (Northern Ireland) 1979.

The principal changes are:—

1. The permitted variations in certain dimensions specified in the diagrams are increased (regulation 5 and Schedules 1 and 2).
2. Provision is made for zig-zag markings to be placed on the carriageway in the vicinity of a Pelican crossing for the purpose of making that carriageway a controlled area in relation to a Pelican crossing (Regulation 4 and Schedule 2, paragraphs 5 to 8). "Controlled area" is defined in regulation 2(1).
3. Regulation 15 introduces a prohibition against the overtaking in a Pelican controlled area of another moving or stationary vehicle by drivers of vehicles proceeding towards a Pelican crossing.
4. Regulation 16 modifies the prohibition as to overtaking a stationary vehicle in the case of a system of staggered crossings as defined in regulation 2(1).
5. The manner of indicating the vehicular approaches to a 'Pelican' crossing and the requirements with respect to the stopping of vehicles on the approach to a 'Pelican' crossing in accordance with the provisions of the 'Pelican' Pedestrian Crossing Regulations (Northern Ireland) 1970 will cease to have effect two years from the date of coming into operation of these regulations (regulation 4(4)). Instead of studs, zig-zag lines will be used.

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**1989 Nos. 146, 147**

These Orders have been exempted from printing by the Statutory Rules (Northern Ireland) Order 1979. Summaries are given in the List of Statutory Rules of a Local Character under the heading ROADS.