

## SCHEDULE 4

### PART I

#### ROAD MARKINGS TO INDICATE PELICAN AND PUFFIN CROSSINGS, PELICAN AND PUFFIN CONTROLLED AREAS AND STOP LINES

##### **Interpretation of Schedule**

1. In this Schedule, except where otherwise stated,—
  - (a) a reference to a “crossing” is to a Pelican crossing or a Puffin crossing;
  - (b) a reference to a “controlled area” is to a Pelican controlled area or a Puffin controlled area;
  - (c) a reference to a numbered diagram is a reference to the diagram in Part II of this Schedule so numbered.

##### **Indication of limits of crossings and of controlled areas and stop lines**

2.—(1) Subject to the provisions of this Schedule, the limits of a crossing on a two-way street and of its controlled areas and stop lines shall be indicated by road markings consisting of lines and studs on the carriageway of the size and type 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) Subject to the provisions of this Schedule, the limits of a crossing on a one-way street and of its controlled areas and stop lines shall be indicated by road markings consisting of lines and studs placed on the carriageway of the size and type 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 two lines of studs indicating the limits of a 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.

##### **Controlled areas and stop lines on a two-way street**

3.—(1) Where a crossing is on a two-way street the road markings to indicate each controlled area and stop line shall consist of—

- (a) a stop line parallel to the nearer row of studs indicating the limits of the crossing and extending, in the manner indicated in the appropriate diagram, across the part of the carriageway used by vehicles approaching the crossing from the side on which the stop line is placed; and
- (b) two or more longitudinal zig-zag lines or, in the case of a road having more than one carriageway, two or more such lines on each carriageway, each zig-zag line containing not less than 8 nor more than 18 marks and extending away from the crossing.

*Status: This is the original version (as it was originally made).*

(2) Subject to paragraph (3), where a central reservation is provided, the road marking shown in diagram 1040 in Schedule 6 to the 1994 Regulations may be placed between the zig-zag lines on the approaches to the central reservation.

(3) Where a central reservation is provided connecting crossings which form part of a system of staggered crossings, the road marking shown in diagram 1040.2 in Schedule 6 to the 1994 Regulations shall be placed in the manner indicated in diagram 3.

(4) The distance between the studs and the terminal marks on the exit sides shall be not less than 1700 mm nor more than 3000 mm.

#### **Controlled areas and stop line on a one-way street**

4.—(1) Where a crossing is on a one-way street the road markings to indicate a controlled area and stop line shall consist of—

- (a) a stop line parallel to the nearer row of studs indicating the limits of the crossing and extending—
  - (i) 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
  - (ii) in the case of a crossing of the type shown in diagram 6, from the edge of the carriageway to the central reservation; and
- (b) two or more zig-zag lines, each containing not less than 8 nor more than 18 marks and extending away from the crossing.

(2) Subject to paragraph (3), where a central reservation is provided, the road marking shown in diagram 1041 in Schedule 6 to the 1994 Regulations may be placed between the zig-zag lines on the approaches to the central reservation.

(3) Where a central reservation is provided connecting crossings which form part of a system of staggered crossings, the road marking mentioned in paragraph (2) shall be placed in the manner indicated in diagram 6.

#### **Variations in relation to a controlled area or stop line**

5.—(1) Where the traffic authority is satisfied that, by reason of the layout or character of the roads in the vicinity of a crossing, it is impracticable to indicate a controlled area in accordance with the requirements of the preceding provisions of this Schedule, the following variations shall be permitted—

- (a) the number of marks in each zig-zag line may be reduced to not less than 2;
- (b) the marks comprised in a zig-zag line may be varied to a length of not less than 1 metre, in which case—
  - (i) each mark in each zig-zag line must be of the same or substantially the same length as the other marks in the same line;
  - (ii) and the number of marks in each line must be not more than 8 nor less than 2.

(2) The angle of a stop line in relation to the nearer line of studs indicating the limits of a crossing may be varied, if the traffic authority is satisfied that the variation is necessary having regard to the angle of the crossing in relation to the edge of the carriageway.

(3) The maximum distance of 3 metres between a 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 exceeding 10 metres, as the traffic authority may decide.

(4) Each zig-zag line in a controlled area need not contain the same number of marks as the others and the pattern of the central lines may be reversed or, if the carriageway is not more than

6 metres wide, may be omitted altogether if replaced by the road marking shown in diagram 1004 in Schedule 6 to the 1994 Regulations.

### **Colour and illumination of road markings**

6. Subject to paragraph 7, the road markings shown in the diagrams in this Schedule shall be coloured white and may be illuminated by retroreflecting material.

### **Form and colour of studs**

7.—(1) The studs shown in the diagrams in this Schedule shall be—

- (a) coloured white, silver or light grey and shall not be fitted with reflective lenses; and
- (b) either circular in shape with a diameter of not less than 95 mm nor more than 110 mm or square in shape with the length of each side being not less than 95 mm nor more than 110 mm.

(2) Any stud which is fixed or embedded in the carriageway shall not project more than 20 mm above the carriageway at its highest point nor more than 6 mm at its edges.

### **Supplementary**

8. The requirements of this Schedule shall be regarded as having been complied with in the case of any crossing or controlled area, if most of the road markings comply with those requirements, even though some of the studs or lines do not so comply by reason of discolouration, temporary removal or a displacement or for some other reason, so long as the general appearance of the road markings as a whole is not thereby materially impaired.