1970. No. 83 [C]

ROAD TRAFFIC

REGULATIONS, DATED 27TH APRIL 1970, MADE BY THE MINISTRY OF HOME AFFAIRS UNDER SECTION 25 OF THE ROAD TRAFFIC ACT (NORTHERN IRELAND) 1970.

ARRANGEMENT

	Regulation
Citation and commencement	1
Revocation	2
Interpretation	3
'Pelican' crossings	4
Variations in dimensions	5
Significance of the vehicular traffic light signals	6
Significance of the traffic signs for pedestrians	7
Requirements with respect to the stopping of vehicles on the approach to a 'Pelican' crossing	8
Prohibitions against the waiting of vehicles and pedestrians on a 'Pelican' crossing	9

SCHEDULES

	Page
1. The size, colour and type of traffic signs at a 'Pelican' crossing	403
2. The manner of indicating the presence and limits of a 'Pelican' crossing	411

The Ministry of Home Affairs in exercise of the powers vested in it by Section 25 of the Road Traffic Act (Northern Ireland) 1970(a) and all other powers enabling it in that behalf hereby makes the following Regulations:—

Citation and commencement

1. These Regulations may be cited as the 'Pelican' Pedestrian Crossings Regulations (Northern Ireland) 1970 and shall come into operation on 1st May 1970.

Revocation

2. The Pedestrian Crossings ("Cross Ways") Regulations (Northern Ireland) 1967(b) are hereby revoked as from 10th July 1971.

Interpretation

3.—(1) In these Regulations unless the context otherwise requires the following expressions have the meanings hereby respectively assigned to them:—

(a) 1970, c. 2 (N.I.). (b) S.R. & O. (N.I.) 1967, No. 41.

"carriageway" does not include that part of any road which consists of a street refuge or central reservation, whether within the limits of a crossing or not;

"central reservation" means any provision, not consisting of a street refuge, made in a road for separating one part of the carriageway of that road from another part of that carriageway for the safety or guidance of vehicular traffic using that road;

"crossing" means a crossing for foot passengers:

"one-way street" means any road on which the driving of vehicles otherwise than in one direction is prohibited at all times;

"'Pelican' crossing" means a crossing—

(*a*) at which there are traffic signs of the size, colour and type prescribed by Regulation 4(1) and Schedule 1, and

(*b*) the presence and limits of which are indicated in accordance with Regulation 4(2) and Schedule 2;

"stop line" in relation to the driver of a motor vehicle approaching a 'Pelican' crossing means the white line indicating the approach to the crossing in accordance with paragraph 3 of Schedule 2, which is parallel to the limits of the crossing and on the same side of the crossing as the driver;

"stud" means any mark or device on the carriageway, whether or not projecting above the surface thereof;

"vehicular traffic light signal", "pedestrian light signal" and "indicator for pedestrians" mean respectively the traffic signals of those descriptions prescribed by Regulation 4(1) and Schedule 1.

(2) Any reference in these Regulations to a light shown by a signal or indicator is a reference to a light of constant intensity unless the contrary intention appears.

'Pelican' crossings

4.—(1) The provisions of Schedule 1 shall have effect as respects the size, colour and type of the traffic signs which are to be placed at or near a crossing for the purpose of constituting it a 'Pelican' crossing.

(2) The provisions of Schedule 2 shall have effect for regulating the manner in which the presence and limits of a crossing are to be indicated for the purpose of constituting it a 'Pelican' crossing.

Variations in dimensions

5.—(1) Any variation in 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 shall be treated as permitted by these Regulations if the variation—

(*a*) in the case of a dimension of less than 50 millimetres, does not exceed 10% of that dimension;

(*b*) in the case of a dimension of 50 millimetres or more but less than 300 millimetres, does not exceed 5% of that dimension; or

(*c*) in the case of a dimension of 300 millimetres or more, does not exceed 2½% of that dimension.

(2) Any variation in a dimension as to the height of a letter specified in either of the diagrams in Part III of Schedule 1 shall be treated as permitted by these Regulations if the variation does not exceed 5% of that dimension.

(3) Any variation in a dimension of a white line or gap specified in Schedule 2 shall be treated as permitted by these Regulations if the variation—

(*a*) in the case of a dimension of 3 metres or more, does not exceed 15% of that dimension;

(*b*) in the case of a dimension of 300 millimetres or more but less than 3 metres, does not exceed 20% of that dimension; or

(*c*) in the case of a dimension of less than 300 millimetres, where the actual dimension exceeds the dimension so specified, does not exceed 20% 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.

(4) Any variation in the angle between a row of studs and the edge of a carriageway or longitudinal broken line specified in Schedule 2 shall be treated as permitted by these Regulations if the variation does not exceed 20 degrees.

Significance of the vehicular traffic light signals

6.—(1) The vehicular traffic light signal at a 'Pelican' crossing shall convey the following information, requirements and prohibitions:—

(*a*) the green light shall convey the information that vehicular traffic may proceed across the crossing;

(*b*) the 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 vehicular traffic light signal facing such traffic on the side of the carriageway on which vehicles approach the crossing, except in the case of any vehicle which when the amber light is first shown is so close to the said line or signal that it cannot safely be stopped before passing the line or signal;

(*c*) 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 vehicular traffic light signal facing such traffic on the side of the carriageway on which vehicles approach the crossing; and

(*d*) the flashing amber light shall convey the information that vehicular traffic may proceed across the crossing but that every foot passenger, if the foot passenger is on the carriageway within the limits of that crossing 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 such precedence to any such foot passenger.

(2) Vehicular traffic passing the vehicular traffic light signal in accordance with the foregoing provisions shall proceed with due regard to the safety of other users of the road and subject to the direction of any constable in uniform who may be engaged in the regulation of traffic.

Significance of the traffic signs for pedestrians

7.—(1) The traffic signs for pedestrians at a 'Pelican' crossing shall convey to foot passengers the warnings and information mentioned in the following paragraphs.

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

(*a*) the red light shown by the pedestrian light signal shall convey to a foot passenger the warning that he should not in the interests of safety use the crossing;

(*b*) the green light shown by the pedestrian light signal shall convey to a foot passenger 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 shown by the pedestrian light signal shall convey—

(i) to a foot passenger who is already on the crossing when the flashing green light is first shown the information that he may continue to use the crossing, that vehicular traffic may proceed across the crossing, and that if he is on the carriageway within the limits of the crossing 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 foot passenger 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 foot passenger the same warning as that conveyed by the red light shown by the pedestrian light signal.

(4) Any audible signal emitted by any device for emitting audible signals provided in conjunction with the indicator for pedestrians shall convey to a foot passenger the information that he may use the crossing and drivers of vehicles may not cause their vehicle to enter the limits of the crossing.

Requirements with respect to the stopping of vehicles on the approach to a 'Pelican' crossing

8.—(1) Subject to the provisions of paragraph (2), the driver of a vehicle shall not cause the vehicle or any part thereof to stop on the carriageway between—

(*a*) a 'Pelican' crossing, the approach to which is indicated by a pattern of studs as provided in paragraph 3 of Schedule 2, and

(*b*) the line of studs in that pattern situated furthest from the crossing, on the side of the road on which the pattern of studs is placed, or, if the road is a one-way street, on either side of the road.

(2) Nothing in paragraph (1) shall apply—

(*a*) so as to prevent a vehicle stopping on any length of road or any side thereof so long as may be necessary to enable the vehicle, if it cannot be used for such purpose without stopping on that length of road or side thereof, to be used in connection with any building operation or demolition, the removal of any obstruction to traffic, the maintenance, improvement or reconstruction of that length of road or side thereof, or the laying, erection, alteration or repair in or near to that length of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any telegraphic line as defined in the Telegraph Act 1878(c).

(c) 41 & 42 Vict. c. 76.

(*b*) so as to prevent a vehicle stopping on any length of road or any side thereof to enable the vehicle, if it cannot be used for such purpose without stopping on that length of road or side thereof to be used for fire brigade, ambulance or police purposes;

(*c*) to a pedal bicycle not having a side-car attached thereto, whether additional means of propulsion by mechanical power are attached to the bicycle or not; or

(*d*) to a vehicle stopping for the purpose of complying with a requirement or prohibition indicated by the vehicular traffic light signals at the crossing, or where the driver of the vehicle is obliged to stop in order to avoid an accident, or is prevented from proceeding by circumstances beyond his control.

Prohibitions against the waiting of vehicles and pedestrians on a 'Pelican' crossing

9.—(1) The driver of a vehicle shall not cause the vehicle or any part thereof to stop within the limits of a 'Pelican' 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) No foot passenger shall remain on the carriageway within the limits of a 'Pelican' crossing longer than is necessary for the purpose of passing over the crossing with reasonable despatch.

Sealed with the Official Seal of the Ministry of Home Affairs for Northern Ireland this 27th day of April 1970.

(L.S.)

W. G. Robinson,
Assistant Secretary.

SCHEDULE 1 (See Regulation 4)

The Size, Colour and Type of Traffic Signs at a 'Pelican' Crossing

PART I

Traffic Signs

1. The traffic signs which are to be placed at or near a crossing for the purpose of constituting it a 'Pelican' crossing shall consist of a combination of—

(*a*) vehicular traffic light signals,

(*b*) pedestrian light signals, and

(*c*) indicators for pedestrians,

of the size, colour and type prescribed by the following provisions of this Schedule.

Vehicular traffic light signals

2. The vehicular traffic light signals shall be as follows:—

(*a*) three lights shall be used, one red, one amber, and one green;

(*b*) the lamps showing the aforesaid 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 effective diameter of the lens thereof shall be not less than 200 millimetres nor more than 215 millimetres;

(*d*) the height of the centre of the lens in the lamp showing the amber light from the surface of the carriageway in the immediate vicinity shall be not less than 2·4 metres nor more than 4·0 metres:

Provided that if the vehicular traffic light signals are placed at or near a crossing in accordance with this paragraph any additional vehicular traffic light signals placed over the carriageway shall be of such a height that the centre of the lens in the lamp showing the amber light from the surface of the carriageway in the immediate vicinity is not less than 6·1 metres nor more than 9 metres;

(*e*) the centres of the lenses of adjacent lamps shall not be 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;

(*g*) the word "STOP" in black lettering may be placed upon the lens of the lamp showing a red light and no other lettering shall be used upon the lenses.

Pedestrian light signals

3.—(1) The pedestrian light signals shall be of the size, colour and type shown either in Diagram 1 or in Diagram 2 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 said signals shall be so designed that—

(*a*) the red figure shown in the said Part II can be internally illuminated by a steady light;

(*b*) the green figure shown in the said Part II can be internally illuminated by a steady light or by a flashing light flashing 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.

Indicator for pedestrians

4.—(1) The indicator for pedestrians shall be of the size, colour and type shown either in Diagram 1 or in Diagram 2 set out in Part III.

(2) The indicator for pedestrians shall be so designed and constructed that the word "WAIT" as shown in each of the said diagrams can be illuminated so that it appears in white letters on a blue ground and there is incorporated in the indicator a device (hereinafter referred to as "a push button") which can be used by foot passengers with the effect hereinafter described.

(3) A device for emitting audible signals may be provided in conjunction with an indicator for pedestrians.

Sequence of signals

5.—(1) The vehicular traffic 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 traffic light signal shows a green light, the pedestrian light signal shows a red light, the word "WAIT" in the indicator for pedestrians is not illuminated 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 traffic light signals are showing an amber light, the signals and indicators, unless they are working as described in paragraph 6(*b*), are caused to show lights in the sequences specified in descending order in column 1 in the case of vehicular traffic 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 the table in Part IV;

(ii) when the vehicular traffic light signals are showing an amber light or a red 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;

(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 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 the columns of the table in Part IV 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 is provided in conjunction with an indicator for pedestrians placed at or near any crossing it shall be so designed and constructed that—

(*a*) when a push button is pressed—

(i) after the expiration of the vehicle period but before the vehicular traffic light signals are showing an amber light, a regular pulsed sound is emitted throughout the period when the pedestrian light signals are showing a green light and the vehicular traffic light signals are at the same time showing a red light;

(ii) when the vehicular traffic light signals are showing an amber or red light, there is no effect:

(iii) when the pedestrian light signals are showing a flashing green light or at the end of this period and before the end of the next vehicle period, a regular pulsed sound is emitted throughout the period when the pedestrian light signals next show a green light and the vehicular traffic light signals next show at the same time a red light;

(*b*) the period, during which the audible signal is given, commences and terminates in relation to the periods during which the light signals specified in sub-paragraph (i) are given as shown in the columns in the table in Part IV as if each horizontal line had the significance specified in that paragraph.

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

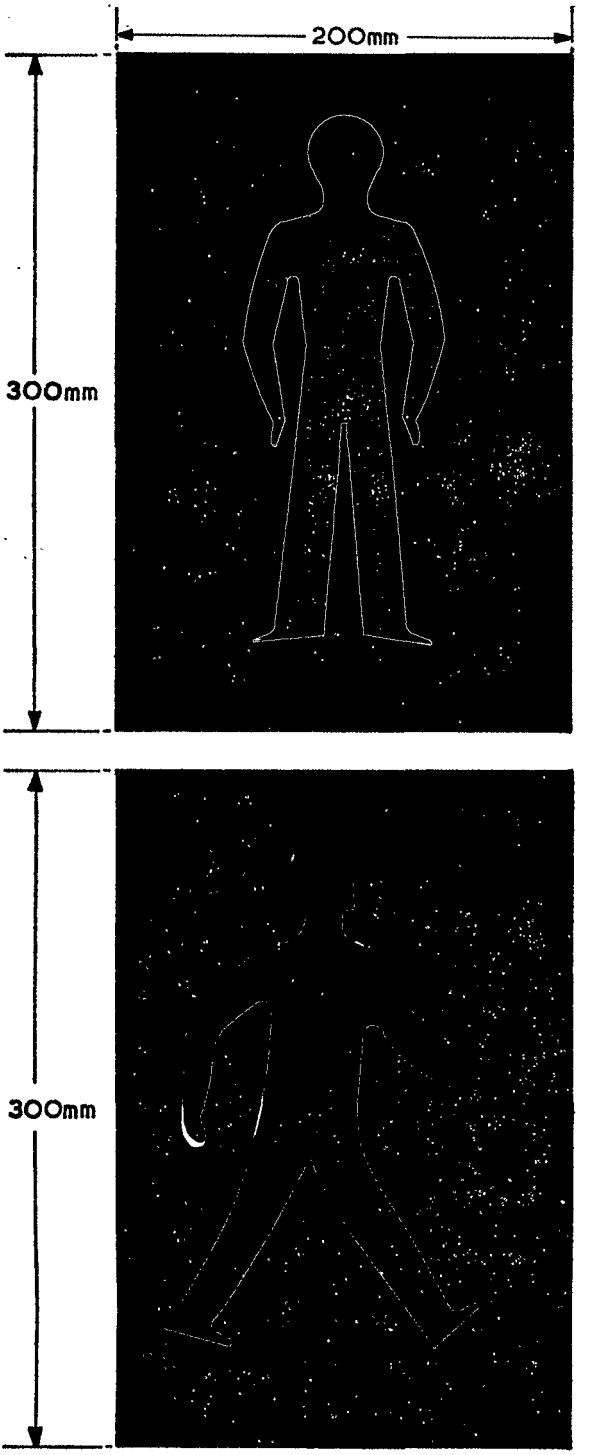
Operation by remote control

6. The vehicular traffic light signals, pedestrian signals, indicators for pedestrians 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—

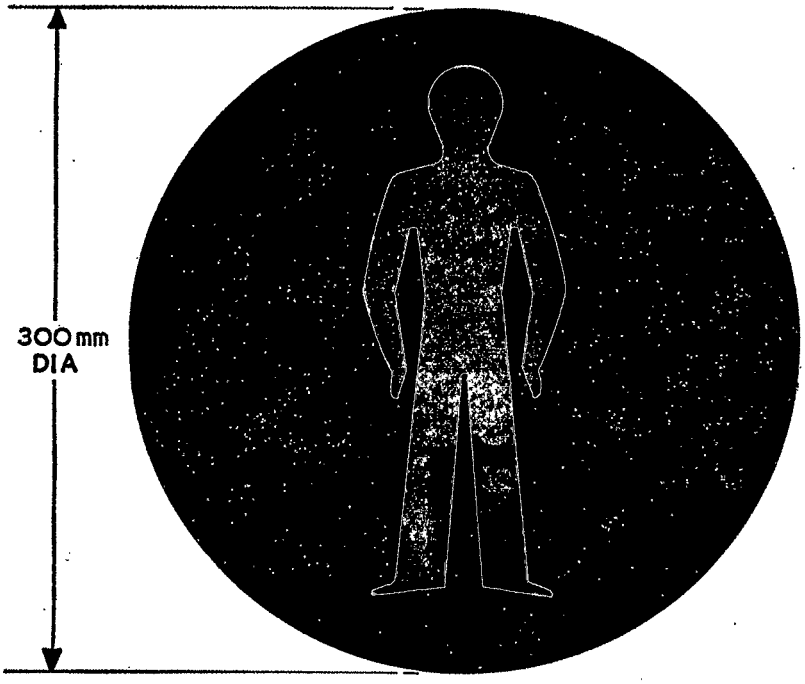
(*a*) as if a push button had been pressed;

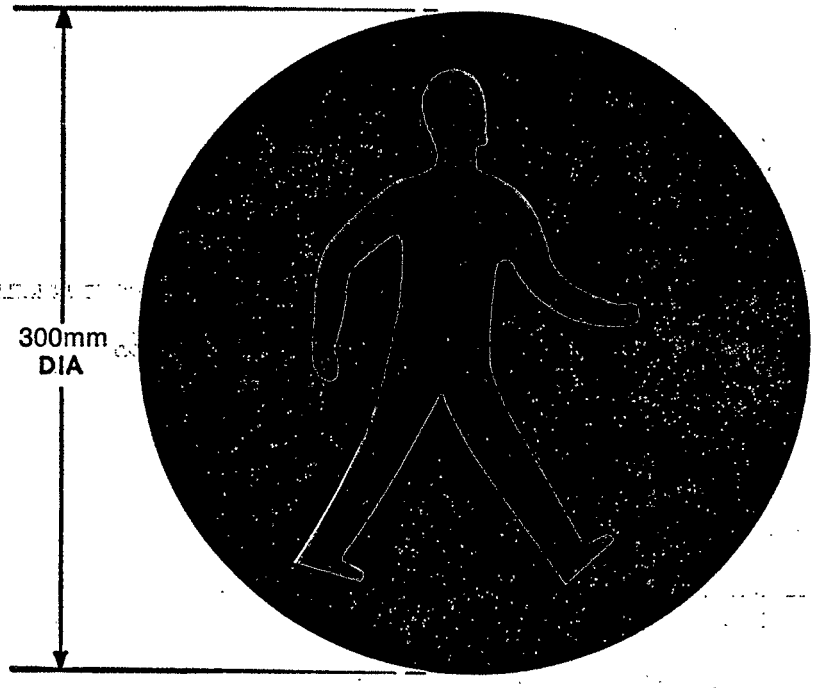
(*b*) so that the pressing of a push button has no effect, other than causing the word "WAIT" in each of the indicators for the pedestrians to be illuminated, until normal operation is resumed.

SCHEDULE 1
PART II
Diagram 1

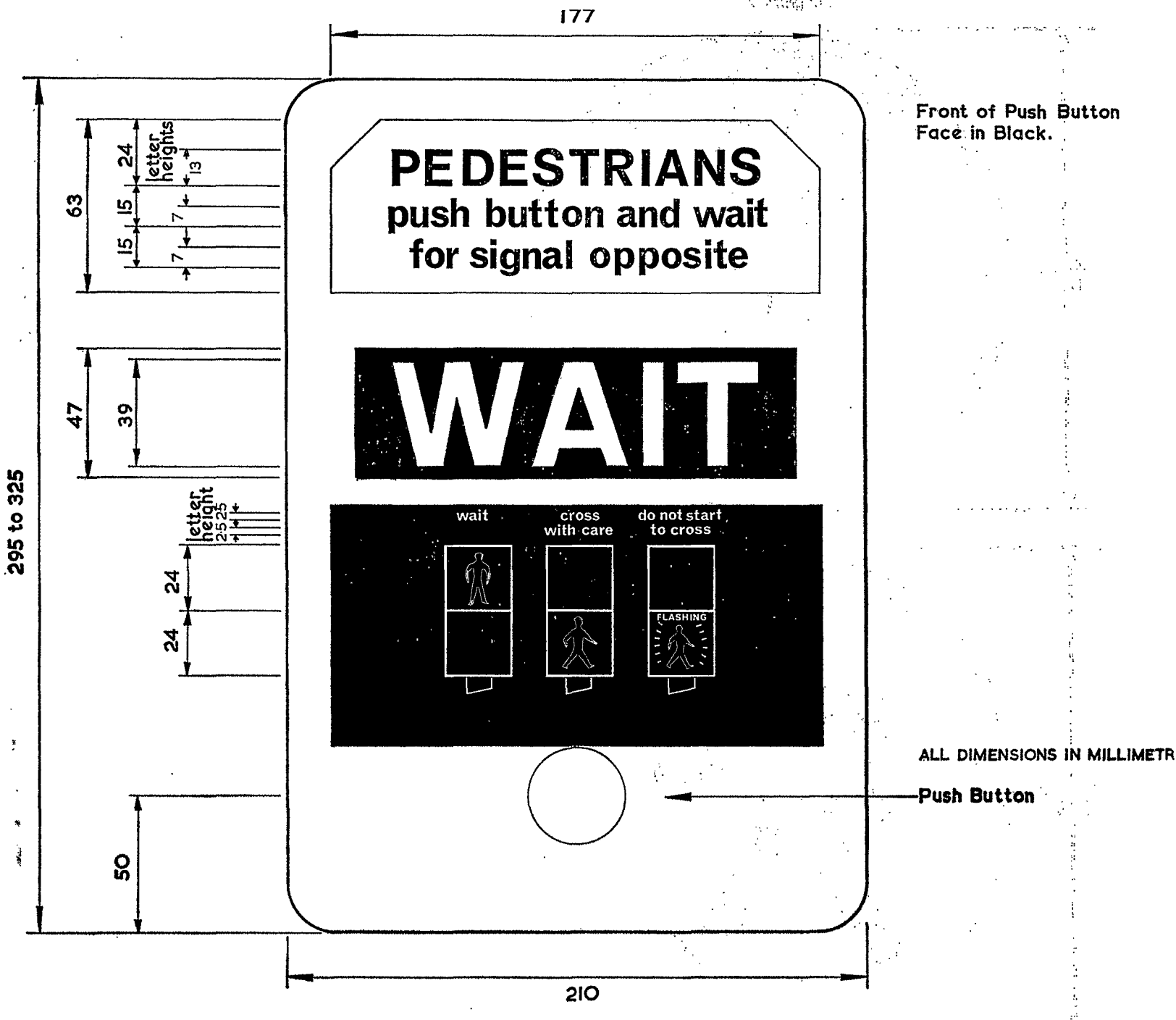


SCHEDULE 1—*continued*
PART II
Diagram 2



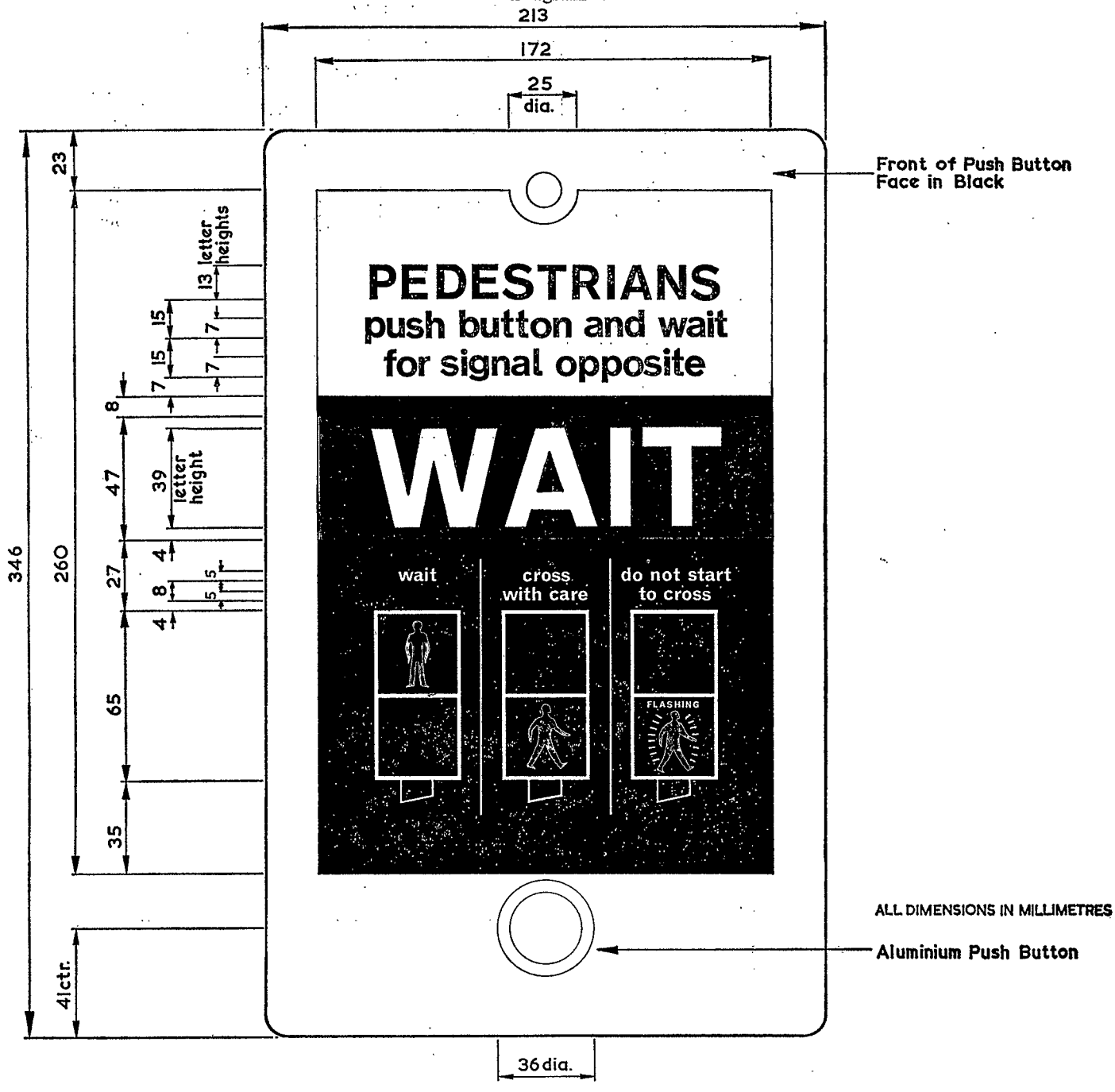


SCHEDULE 1—*continued*
PART III
Diagram 1



The external surfaces of the case carrying the above Push Button Face shall be yellow.

SCHEDULE 1—*continued*
PART III
Diagram 2



The external surfaces of the case carrying the above Push Button Face Assembly shall be yellow.

SCHEDULE 1

PART IV

Sequence of vehicular traffic light signals	Sequence of pedestrian signals		
	Pedestrian light signals	Indicator for pedestrians	Audible signal
1.	2.	3.	4.
Green light	Red light	The word "WAIT" is illuminated	None
Amber light			
Red light			
	Green light	The word "WAIT" is not illuminated	Regular pulsed sound
Flashing amber light	Flashing green light	The word "WAIT" is illuminated	None
	Red light		
Green light			

SCHEDULE 2 (See Regulation 4)

The Manner of Indicating the Presence and Limits of a 'Pelican' Crossing

Manner of indicating the limits of the crossing

1.—(1) Every crossing which is a 'Pelican' crossing and its limits shall be indicated by two lines of studs placed across the carriageway or between the edge of the carriageway and a street refuge or central reservation in accordance with the following provisions of this paragraph.

(2) Each line formed by the outside edges of the studs shall be so separated from the other line so formed that the distance between any point on one of those lines and the nearest point on the other line shall not be less than 2·4 metres nor more than 5 metres or such greater disance (not being more than 10 metres) as may be authorised in writing by the Ministry in the case of any particular crossing:

Provided that the foregoing provisions of this sub-paragraph shall be regarded as having been complied with in the case of any crossing which for the most part complies with those provisions notwithstanding that those provisions may not be so complied with as respects the distance from one or more points on one line to the nearest point on the other line, so long as the general indication of the lines is not thereby materially impaired.

(3) The studs of which each line is constituted shall be so placed that the distance from the centre of any one stud to the centre of the next stud in the line is not less than 250 millimetres nor more than 720 millimetres, and a distance of not more than 1·3 metres is left between the edge of the carriageway central reservation or street refuge at either end of the line and the centre of the stud nearest thereto:

Provided that the foregoing provisions of this sub-paragraph shall be regarded as having been complied with in the case of any line where most of the studs constituting it comply with those provisions notwithstanding that those provisions may not be complied with as respects one or more such studs, so long as the general indication of the line is not thereby materially impaired.

(4) Studs shall not be fitted with reflecting lenses and shall be—

(*a*) white, silver or light grey in colour;

(*b*) square or circular in plan, the sides of a square stud and the diameter of a circular stud not being less than 95 millimetres nor more than 110 millimetres in length; and

(*c*) so fixed that they do not project more than 15 millimetres above the carriageway at their highest points nor more than 6 millimetres at their edges.

2. A crossing or its limits shall not be deemed to have ceased to be indicated in accordance with the provisions of the foregoing paragraph by reason only of the discoloration or temporary removal or displacement of one or more studs in any line so long as the general indication of the line is not thereby materially impaired.

Manner of indicating the vehicular approach to the crossing

3.—(1) Subject to the following provisions of this paragraph, the approach for vehicular traffic to a 'Pelican' crossing shall be indicated by a pattern of studs placed and white lines marked on the carriageway in accordance with the following provisions of this paragraph.

(2) On a road, not being a one-way street, and where the crossing is not a crossing which extends only between the edge of the carriageway and a street refuge or a central reservation, the pattern of studs and white lines shall be indicated on each side of the crossing and shall comply with the following requirements, the relevant dimensions being those shown without brackets:—

(*a*) There shall be a transverse stop line 200 millimetres (300 millimetres) wide. from the edge of the carriageway to the centre of the carriageway on the side of the carriageway on which vehicles approach the crossing, parallel to the line of studs indicating the limits of the crossing on the side of the crossing nearer to the approaching vehicles, and not less than 1·7 metres nor more than 2·0 metres from such line of studs.

(*b*) There shall be a longitudinal broken line 100 millimetres wide along the centre of the carriageway extending from the end of the transverse stop line away from the crossing and consisting of three (five) strips 4·0 metres (6·0 metres) long and two (four) gaps 2·0 metres (3·0 metres) long arranged alternately in such a manner that the first strip adjoins the transverse stop line.

(*c*) There shall be two rows of studs from the edge of the carriageway to the centre of the carriageway on the side of the carriageway on which vehicles approach the crossing, complying with the following requirements:—

(i) The two rows shall be parallel to each other.

(ii) The row of studs further from the crossing shall be not less than 14·0 metres (23·5 metres) nor more than 16·0 metres (26·5 metres) from the line of studs indicating the limits of the crossing on the side of the crossing nearer to the approaching vehicles except where such distances would be inappropriate having regard to the layout and conditions at the place where the crossing is situated.

(iii) If the edge of the carriageway and the longitudinal broken line are parallel at the places where the two rows of studs meet them the two rows of studs shall be straight and at right angles to the edge of the carriageway and in any other case the two rows of studs shall be curved as appropriate so as to meet the edge of the carriageway or the longitudinal broken line at a right angle.

(iv) Each row of studs shall have the same number of studs.

(v) The two rows of studs shall be not less than 300 millimetres nor more than 410 millimetres apart, measured between the centres of the studs.

(vi) There shall be not more than 1·3 metres between the edge of the carriageway and the centre of the nearest stud thereto in each row.

(vii) There shall be not less than 500 millimetres nor more than 720 millimetres between the centre of any stud in a row and the centre of the next stud thereto in that row.

(viii) There shall be not less than 500 millimetres nor more than 720 millimetres between the centre of the longitudinal broken line and the centre of the nearest stud thereto in each row.

(3) On a road, being a one-way street, or where a crossing extends only between the edge of the carriageway and a street refuge or a central reservation, the pattern of studs and white lines shall be indicated on the side of the crossing on which vehicles approach the crossing and shall comply with the following requirements, the relevant dimensions being those shown without brackets:—

(*a*) There shall be a transverse stop line 200 millimetres (300 millimetres) wide from one edge of the carriageway to the other, in the case of a crossing on a one-way street, or, in the case of a crossing which extends only between the edge of the carriageway and a street refuge or a central reservation, from that edge of the carriageway to the centre of the carriageway or to the edge of the central reservation, as the case may be, in each case parallel to the nearer line of studs indicating the limits of the crossing and not less than 1·7 metres nor more than 2·0 metres from such line of studs.

(*b*) There shall be a longitudinal broken line 100 millimetres wide along the centre of the carriageway extending from the centre of the transverse stop line in the case of a crossing on a one-way street, or, in the case of a crossing which extends only between the edge of the carriageway and a central refuge from the end of the transverse stop line away from the crossing and consisting of three (five) strips 4·0 metres (6·0 metres) long and two (four) gaps 2·0 metres (3·0 metres) long arranged alternately in such a manner that the first strip adjoins the transverse stop line.

(c) There shall be two rows of studs from one edge of the carriageway to the other, in the case of a crossing on a one-way street, or, in the case of a crossing which extends only between the edge of the carriageway and a street refuge or a central reservation, from that edge of the carriageway to the centre of the carriageway, or to the edge of the central reservation, as the case may be, in each case complying with the following requirements:—

(i) The two rows shall be parallel to each other.

(ii) The row of studs further from the crossing shall be not less than 14·0 metres (23·5 metres) nor more than 16·0 metres (26·5 metres) from the nearer line of studs indicating the limits of the crossing except where such distances would be inappropriate having regard to the layout and conditions at the place where the crossing is situate.

(iii) If the two edges of the carriageway and the longitudinal broken line, or the edge of the carriageway and the edge of the central reservation, are parallel at the places where the two rows meet them, the two rows of studs shall be straight and at right angles to the edge of the carriageway and in any other case the two rows of studs shall be curved as appropriate so as to meet the edge of the carriageway, or the edge of the central reservation, or the longitudinal broken line, as the case may be, at a right angle.

(iv) Each row of studs shall have the same number of studs.

(v) The two rows of studs shall be not less than 300 millimetres apart nor more than 410 millimetres apart, measured between the centres of the studs.

(vi) There shall be not more than 1·3 metres between the edge or centre of the carriageway, or the edge of the central reservation, as the case may be, and the centre of the nearest stud thereto in each row.

(vii) Except in the case of the two studs in each row which lie one on each side of the longitudinal centre line, there shall be not less than 500 millimetres nor more than 720 millimetres between the centre or any stud in a row and the centre of the next stud thereto in that row.

(viii) There shall be not less than 500 millimetres nor more than 720 millimetres between the centre of the longitudinal centre line and the centre of the nearest stud thereto in each row on each side thereof.

(4) In the case of a road on which a speed limit on the driving of motor vehicles is not in force by virtue of any enactment—

(a) of 30 miles per hour or less, where figures appear in the last two preceding sub-paragraphs in brackets alongside other figures in relation to the dimensions of the pattern of studs, the figures in brackets shall apply in substitution for the said other figures;

(b) of 40 miles per hour or less, where figures appear in the last two preceding sub-paragraphs in brackets alongside other figures in relation to the dimensions of the pattern of white lines, the figures in brackets shall apply in substitution for the said other figures.

(5) The transverse stop line may be omitted or its angle in relation to and its distance from the crossing varied and the longitudinal broken line may be omitted having regard to the layout and conditions at the place where the crossing is situate.

(6) The requirements of this paragraph 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 the lengths of white lines comply with those requirements notwithstanding that one or more studs or some of the lengths of white line may not comply with those requirements so long as the general appearance of the pattern of studs or white lines is not thereby materially impaired.

(7) The approach to a crossing shall not be regarded as having ceased to be indicated by a pattern of studs or white lines in accordance with the foregoing provisions by reason only of the discoloration, temporary removal or displacement of one or more studs in the pattern of studs or a length of white line in the pattern of white lines so long as the general appearance of the pattern of studs or white lines is not thereby materially impaired.

(8) The provisions of sub-paragraph (4) of paragraph 1 shall apply to the studs mentioned in this paragraph as they apply to the studs mentioned in that sub-paragraph.

(9) Where the Ministry is satisfied in relation to a particular approach to a crossing that by reason of the existence at or near that crossing of a road junction which is on the same side of that crossing and on the same side of the road as that approach—

(*a*) the application of Regulation 8 in relation to that approach will not be appropriate unless the pattern of studs by which that approach is to be indicated is varied as hereinafter provided, or

(*b*) that the application of the said Regulation 8 in relation to that approach would be inappropriate even if the pattern of studs were varied as aforesaid,

then, in the case mentioned in (*a*) of this sub-paragraph, that approach shall be indicated in accordance with the foregoing provisions of this paragraph varied by the substitution for the distance of not less than 14·0 metres nor more than 16·0 metres specified in paragraph 3(2), or for the said distance of not less than 23·5 metres nor more than 26·5 metres, as the case may be, or such shorter distance (not being less than 9 metres) as the Ministry may think fit, and, in the case mentioned in (*b*) of this sub-paragraph, it shall not be necessary for that approach to be indicated in accordance with this paragraph:

Provided that for the purpose of the application of this sub-paragraph to a crossing which is on a road which is a one-way street the foregoing provisions of this sub-paragraph shall have effect as if the words "and on the same side of the road" were omitted.

EXPLANATORY NOTE

(This note is not part of the Regulations but is intended to indicate their general purport.)

These Regulations supersede the Pedestrian Crossings ("Cross Ways") Regulations (Northern Ireland) 1967—which Regulations are revoked as from 10th July 1971.

The principal changes are:

1. The white cross is replaced by a green light in the vehicular light signals (Regulation 4(1) and paragraph 2(*a*) of Schedule 1).

2. The significance of the flashing green man light signal has been extended to convey the warning that a pedestrian should not cross when the light starts to flash (Regulation 7(2)(*c*)(ii)).

3. A new indicator board, which will explain the significance of the signals, is provided for pedestrians (Regulation 4(1) and Part III of Schedule 1).