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,