

**2006 No. 164**

**ROAD TRAFFIC AND VEHICLES**

**The Zebra, Pelican and Puffin Pedestrian Crossings  
Regulations (Northern Ireland) 2006**

*Made* - - - - - *28th March 2006*

*Coming into operation* *9th May 2006*

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The Department for Regional Development(a) makes the following Regulations in exercise of the powers conferred by Articles 28(2) and 59(3) of the Road Traffic Regulation (Northern Ireland) Order 1997(b) and now vested in it(c):

PART I  
PRELIMINARY

**Citation and commencement**

**1.** These Regulations may be cited as The Zebra, Pelican and Puffin Pedestrian Crossings Regulations (Northern Ireland) 2006 and shall come into operation on 9th May 2006.

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(a) S.I. 1999/283 (N.I. 1) Article 3(1)  
(b) S.I. 1997/276 (N.I. 2)  
(c) S.R. 1999 No. 481 Article 6(d) and Schedule 4 Part IV

## Interpretation

2. In these Regulations—

“the 1997 Regulations” means the Traffic Signs Regulations (Northern Ireland) 1997(a);

“bus” has the meaning assigned to it by regulation 20(2) of the 1997 Regulations;

“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, but does not include a central reservation (whether within the limits of a crossing or not);

“central reservation” means—

- (a) in relation to a road comprising a single carriageway, any provision (including a pedestrian refuge) which separates one part of the carriageway from another part;
- (b) in relation to a road which comprises two or more carriageways any land or permanent work which separates those carriageways from one another;

“controlled area” means a Zebra controlled area, a Pelican controlled area or a Puffin controlled area;

“crossing” means a Zebra crossing, a Pelican crossing or a Puffin crossing;

“driver” in relation to a pedal cycle, means the person riding it who is in control of it;

“give-way line” means a road marking placed adjacent to a Zebra crossing in accordance with regulation 5(1) and paragraph 13 of Part II of Schedule 1;

“indicator for pedestrians” means the sign prescribed for the purposes of a Pelican crossing by regulation 4(2)(a) and paragraphs 2(1)(c) and 5 of Part I of Schedule 2 and shown in diagram 4003A in Schedule 9 to the 1997 Regulations;

“one-way street” means a road on which the driving of vehicles otherwise than in one particular direction is prohibited;

“pedal cycle” has the meaning assigned to it by regulation 2 of the 1997 Regulations;

“pedestrian demand unit” means the sign prescribed for the purposes of a Puffin crossing by regulation 4(3)(a) and paragraphs 1(1)(b) and 3 of Schedule 3 and shown in diagram 4003.1 in Schedule 9 to the 1997 Regulations;

“pedestrian light signals” means the sign prescribed for the purposes of a Pelican crossing by regulation 4(2)(a) and paragraphs 2(1)(b) and 4 of Part I of Schedule 2 and shown in diagram 4002 in Schedule 9 to the 1997 Regulations;

“pedestrian refuge” has the meaning assigned to it by regulation 46(2) of the 1997 Regulations;

“Pelican controlled area” means an area of carriageway in the vicinity of a Pelican crossing the limits of which are indicated in accordance with regulation 5(2) and Schedule 4;

“Pelican crossing” means a pedestrian crossing—

- (a) at which there are signs of the size, colour and type prescribed by regulation 4(2)(a) and Part I of Schedule 2;
- (b) the limits of which are indicated in accordance with regulation 4(2)(b) and Schedule 4;

“primary signals” means light signals so placed as to face vehicular traffic approaching a Pelican crossing or a Puffin crossing and placed beyond the stop line and in front of the line of studs nearest the stop line indicating the limits of the crossing in accordance with regulation 5(3) and Schedule 4;

“Puffin controlled area” means an area of carriageway in the vicinity of a Puffin crossing the limits of which are indicated in accordance with regulation 5(2) and Schedule 4;

“Puffin crossing” means a pedestrian crossing—

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(a) S.R. 1997 No. 386 as amended by S.R. 2005 No. 428

- (a) at which there are signs of the size, colour and type prescribed by regulation 4(3)(a) and Schedule 3;
- (b) the limits of which are indicated in accordance with regulation 4(3)(b) and Schedule 4;

“retroreflecting material” has the meaning assigned to it by regulation 2 of the 1997 Regulations;

“road marking” has the meaning assigned to it by regulation 2 of the 1997 Regulations;

“sign” has the meaning assigned to it by regulation 2 of the 1997 Regulations;

“stop line” means, in relation to a vehicle approaching a Pelican crossing or a Puffin crossing the transverse continuous white line (indicated in accordance with regulation 5(3) and Schedule 4 and parallel to the limits of the crossing) which is on the same side of the crossing as the vehicle;

“stud” has the meaning assigned to it by regulation 2 of the 1997 Regulations;

“system of staggered crossings” means two or more Pelican crossings or two or more Puffin crossings provided on a road on which there is a central reservation and where—

- (a) there is one crossing on each side of the central reservation; and
- (b) taken together the two crossings do not form a straight line across the road;

“two-way street” means a road which is not a one-way street;

“vehicular light signals” means, in relation to a Pelican crossing or a Puffin crossing, the sign prescribed (in the case of a Pelican crossing) by regulation 4(2)(a) and paragraphs 2(1)(a) and 3 of Part I of Schedule 2 or (in the case of a Puffin crossing) by regulation 4(3)(a) and paragraphs 1(1)(a) and 2 of Schedule 3 and shown in diagram 3000 in Schedule 8 to the 1997 Regulations;

“Zebra controlled area” means an area of carriageway in the vicinity of a Zebra crossing the limits of which are indicated in accordance with regulation 5(1) and Part II of Schedule 1; and

“Zebra crossing” means a pedestrian crossing—

- (a) at which there are signs of the size, colour and type prescribed by regulation 4(1)(a) and Part I of Schedule 1;
- (b) the limits of which are indicated in accordance with regulation 4(1)(b) and Part II of Schedule 1.

### **Authorisations by the Department**

3. Nothing in these Regulations shall be taken to limit the power of the Department under Article 28(2) of the Road Traffic Regulation (Northern Ireland) Order 1997 to authorise the erection or retention of signs of a character not prescribed by these Regulations.

## **PART II**

### **FORM OF CROSSINGS**

#### **Signs and road markings for indicating crossings**

4.—(1) A Zebra crossing shall be indicated by—

- (a) the placing at or near the crossing of signs of the size, colour and type specified in Part I of Schedule 1; and
- (b) the placing on the carriageway to indicate the limits of the crossing of road markings of the size, colour and type specified in Part II of Schedule 1.

(2) A Pelican crossing shall be indicated by—

- (a) the placing at or near the crossing of signs of the size, colour and type specified in Part I of Schedule 2; and
  - (b) the placing on the carriageway to indicate the limits of the crossing of road markings of the size, colour and type specified in Schedule 4.
- (3) A Puffin crossing shall be indicated by—
- (a) the placing at or near the crossing of signs of the size, colour and type specified in Schedule 3; and
  - (b) the placing on the carriageway to indicate the limits of the crossing of road markings of the size, colour and type specified in Schedule 4.

**Give-way and stop lines and controlled areas**

5.—(1) On each side of a Zebra crossing there shall be laid out a Zebra controlled area (including a give-way line) indicated by road markings of the size, colour and type, and generally in the manner, specified in Part II of Schedule 1.

(2) On each side of a Pelican crossing or a Puffin crossing, there shall be laid out a Pelican controlled area or a Puffin controlled area indicated by road markings of the size, colour and type, and generally in the manner, specified in Schedule 4.

(3) A stop line of the size, colour and type specified in Schedule 4 shall be placed next to a Pelican crossing or a Puffin crossing in the manner specified in that Schedule.

**Dimensions**

6.—(1) Dimensions indicated on any diagram shown in Schedule 1 or Schedule 4 are expressed in millimetres.

(2) A dimension (other than one specified as a maximum or minimum dimension) specified in any diagram in Schedule 1 or Schedule 4 may be varied if, in the case of a dimension of the length specified in column (2) of the item in the Table, the variation does not exceed the extent specified in column (3) of the item.

TABLE

<i>Item</i>	<i>Length of dimension</i>	<i>Extent of variation</i>
(1)	(2)	(3)
1.	300 mm or more	(i) 20% of the dimension where the varied dimension is greater than the specified dimension; or (ii) 10% of the dimension where the varied dimension is less than the specified dimension
2.	Less than 300 mm	(i) 30% of the dimension where the varied dimension is greater than the specified dimension; or (ii) 10% of the dimension where the varied dimension is less than the specified dimension

(3) Where maximum and minimum dimensions are specified for any element of a sign or road marking, the dimensions chosen for that element shall not be less than the minimum and shall not exceed the maximum.

(4) Where any diagram in Schedule 4 specifies a dimension for an element of a sign or road marking together with a dimension for that element in brackets, the dimensions so specified shall be alternatives.

(5) A dimension specified in the 1997 Regulations in relation to a sign prescribed by those Regulations and referred to in these Regulations may be varied to the extent permitted by those Regulations.

#### **Additional equipment**

7. The Department may provide at, or fix to any sign or post placed for the purposes of, a crossing in accordance with these Regulations any object, device, apparatus or equipment—

- (a) in connection with the proper operation of the crossing; or
- (b) which it considers appropriate for giving information or assistance to disabled persons wishing to use the crossing.

#### **Additional signs**

8. The Department may provide at or near a crossing, in addition to the signs prescribed by regulation 4, a sign shown in diagram 610, 611, 612, 613 or 616 in Schedule 2 to the 1997 Regulations or diagram 810 in Schedule 4 to the 1997 Regulations, or the road marking shown in diagram 1029 or the white triangular markings included in the road marking shown in diagram 1061 in Schedule 6 to the 1997 Regulations.

#### **Non-compliance with the requirements of this Part**

9.—(1) Where, as respects a crossing or controlled area, the requirements of this Part as to the placing of signs and road markings to indicate the crossing or controlled area have not been complied with in every respect, the crossing or, as the case may be, the controlled area shall nevertheless be treated as complying with these Regulations if the non-compliance—

- (a) is not such as materially to affect the general appearance of the crossing or the controlled area;
- (b) does not, in the case of a Pelican crossing or a Puffin crossing, affect the proper operation of the vehicular and pedestrian light signals at the crossing; and
- (c) does not relate to the size of the controlled area.

(2) Nothing in any other provision of these Regulations shall be taken to restrict the generality of paragraph (1).

## **PART III**

### **SIGNIFICANCE OF SIGNS AT CROSSINGS**

#### **Significance of vehicular light signals at Pelican crossings**

10.—(1) The significance of the vehicular light signals prescribed by regulation 4(2)(a) and paragraph 3 of Part I of Schedule 2 for the purpose of indicating a Pelican crossing shall be as follows—

- (a) the green signal shall indicate that vehicular traffic may proceed beyond the stop line and through the crossing;
- (b) the green arrow signal shall indicate that vehicular traffic may proceed beyond the stop line and through the crossing only for the purpose of proceeding in the direction as indicated by the arrow;
- (c) except as provided by sub-paragraph (e), the steady amber signal shall convey the same prohibition as the red signal, except that, as respects a vehicle which is so close to the stop line that it cannot safely be stopped without proceeding beyond the stop line, it shall convey the same indication as the green signal or, if the amber signal was immediately preceded by the green arrow signal, as that green arrow signal;
- (d) except as provided by sub-paragraph (e), the red signal shall convey the prohibition that vehicular traffic shall not proceed beyond the stop line;

- (e) when a vehicle is being used for fire brigade, ambulance or police purposes and the observance of the prohibition conveyed by the steady amber or the red signal in accordance with sub-paragraph (c) or (d) would be likely to hinder the use of that vehicle for the purpose for which it is being used, then those sub-paragraphs shall not apply to the vehicle, and the steady amber and the red signal shall each convey the information that the vehicle may proceed beyond the stop line if the driver—
    - (i) 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 part of a system of staggered crossings; and
    - (ii) does not proceed in such a manner or at such a time likely to endanger any person or any vehicle approaching or waiting at the crossing, or to cause the driver of any such vehicle to change its speed or course in order to avoid an accident; and
  - (f) the flashing amber signal shall convey the information that vehicular traffic may proceed through the crossing but that every pedestrian who is on the carriageway or a central reservation within the limits of a crossing (but not if he is on a central reservation which lies between two crossings forming part of a system of staggered crossings) before any part of the 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 pedestrian.
- (2) Vehicular traffic proceeding beyond a stop line in accordance with paragraph (1) shall proceed with due regard to the safety of other road users and subject to any direction given by a constable in uniform or by a traffic warden or to any other applicable prohibition or restriction.
- (3) In this regulation, references to the “stop line” in relation to a Pelican crossing where the stop line is not visible shall be treated as references to the post or other structure on which the primary signals are mounted.

#### **Significance of vehicular light signals at Puffin crossings**

- 11.**—(1) The significance of the vehicular light signals prescribed by regulation 4(3)(a) and paragraph 2 of Schedule 3 for the purpose of indicating a Puffin crossing shall be as follows—
- (a) the green signal shall indicate that vehicular traffic may proceed beyond the stop line and through the crossing;
  - (b) the green arrow signal shall indicate that vehicular traffic may proceed beyond the stop line and through the crossing only for the purpose of proceeding in the direction as indicated by the arrow;
  - (c) except as provided by sub-paragraph (f), the amber signal shall, when shown alone, convey the same prohibition as the red signal, except that, as respects a vehicle which is so close to the stop line that it cannot safely be stopped without proceeding beyond the stop line, it shall convey the same indication as the green signal or, if the amber signal was immediately preceded by the green arrow signal, as that green arrow signal;
  - (d) except as provided by sub-paragraph (f), the red signal shall convey the prohibition that vehicular traffic shall not proceed beyond the stop line;
  - (e) except as provided by sub-paragraph (f), the red-with-amber signal shall denote an impending change to green in the indication given by the signals but shall convey the same prohibition as the red signal;
  - (f) when a vehicle is being used for fire brigade, ambulance or police purposes and the observance of the prohibition conveyed by the amber, red or red-with-amber signal in accordance with sub-paragraph (c), (d) or (e) would be likely to hinder the use of that vehicle for the purpose for which it is being used, then those sub-paragraphs shall not apply to the vehicle, and the amber, red or red-with-amber signal shall each convey the information that the vehicle may proceed beyond the stop line if the driver—
    - (i) 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 part of a system of staggered crossings; and

- (ii) does not proceed in such a manner or at such a time likely to endanger any person or any vehicle approaching or waiting at the crossing, or to cause the driver of any such vehicle to change its speed or course in order to avoid an accident.

(2) Vehicular traffic proceeding beyond a stop line in accordance with paragraph (1) shall proceed with due regard to the safety of other road users and subject to any direction given by a constable in uniform or by a traffic warden or to any other applicable prohibition or restriction.

(3) In this regulation, references to the “stop line” in relation to a Puffin crossing where the stop line is not visible shall be treated as references to the post or other structure on which the primary signals are mounted.

#### **Significance of give-way lines at Zebra crossings**

**12.** A give-way line included in the markings placed pursuant to regulation 4(1)(b) and Part II of Schedule 1 shall convey to vehicular traffic proceeding through a Zebra crossing the position at or before which a vehicle should be stopped for the purpose of complying with regulation 21 (Precedence of pedestrians over vehicles at Zebra crossings).

#### **Significance of pedestrian light signals and figures on pedestrian demand units**

**13.—(1)** The significance of the red and steady green pedestrian light signals whilst they are illuminated at a Pelican crossing and of the red and green figures on a pedestrian demand unit whilst they are illuminated at a Puffin crossing shall be as follows—

- (a) the red pedestrian light signal and the red figure shall both convey to a pedestrian the warning that, in the interests of safety, he should not cross the carriageway; and
- (b) the steady green pedestrian light signal and the steady green figure shall both convey to a pedestrian that he may cross the carriageway and that drivers may not cause vehicles to enter the limits of the crossing.

(2) The flashing green pedestrian light signal at a Pelican crossing shall convey—

- (a) to a pedestrian who is already on the crossing when the flashing green signal 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 precedence over that vehicle within those limits; and
- (b) 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) Any audible signal emitted by any device for emitting audible signals provided in conjunction with the steady green pedestrian light signal or the green figure, and any tactile signal made by any device for making tactile signals similarly provided, shall convey to a pedestrian the same indication as the steady green pedestrian light signal or as the green figure as the case may be.

#### **Significance of indicators for pedestrians at Pelican crossings**

**14.** The word “WAIT” shown by the indicator for pedestrians whilst it is illuminated at a Pelican crossing shall convey the same warning and information to a pedestrian as that conveyed by the red pedestrian light signal, that is to say, that in the interests of safety, he should not cross the carriageway.

#### **Significance of additional signs**

**15.** A sign placed in accordance with regulation 8 shall convey the information, prohibition or requirement specified in relation to it by the 1997 Regulations.



**PART IV**  
**MOVEMENT OF TRAFFIC AT CROSSINGS**

**Prohibition against the stopping of vehicles on crossings**

**16.** The driver of a vehicle shall not cause the vehicle or any part of it to stop within the limits of a crossing unless he is prevented from proceeding by circumstances beyond his control or it is necessary for him to stop to avoid injury or damage to persons or property.

**Pedestrians not to delay on crossings**

**17.** A pedestrian shall not remain on the carriageway within the limits of a crossing longer than is necessary for him to pass over that crossing with reasonable despatch.

**Prohibition against the stopping of vehicles in controlled areas**

**18.—(1)** In this regulation “vehicle” shall not include a pedal cycle without a side car attached to it.

(2) Subject to paragraph (3), the driver of a vehicle shall not cause any part of it to stop in a controlled area.

(3) Paragraph (2) does not prohibit the driver of a vehicle from stopping in a controlled area—

- (a) if the driver has stopped it for the purpose of complying with regulation 19, 21 or 22;
- (b) if the driver is prevented from proceeding by circumstances beyond his control or it is necessary for him to stop to avoid injury or damage to persons or property;
- (c) when the vehicle is being used for fire brigade, ambulance or police purposes;
- (d) for so long as may be necessary to enable the vehicle to be used for the purposes of—
  - (i) any operation involving building, demolition or excavation;
  - (ii) the removal of any obstruction to traffic;
  - (iii) the maintenance, improvement or reconstruction of a road; or
  - (iv) the laying, erection, alteration, repair or cleaning in or near the controlled area of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any telecommunication apparatus as defined in section 4(3) of the Telecommunications Act 1984<sup>(a)</sup>

but only if the vehicle cannot be used for such a purpose without stopping in the controlled area;

- (e) if he stops the vehicle for the purpose of making a left or right turn; or
- (f) if the vehicle is a bus, other than one being used on an excursion or tour, which is stopped at a bus stop after having proceeded through the crossing to which the controlled area relates, and is waiting in that area in order to take up or set down passengers.

**Prohibition against vehicles proceeding through Pelican or Puffin crossings**

**19.** When vehicular light signals at a Pelican crossing or a Puffin crossing are displaying the red light signal the driver of a vehicle shall not cause it or any part of it 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 the primary signals are mounted.

**Prohibition against vehicles overtaking at crossings**

**20.—(1)** While any vehicle (in this regulation called “the approaching vehicle”) or any part of it is within the limits of a controlled area and is proceeding towards the crossing, the driver of the approaching vehicle shall not cause it or any part of it—

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<sup>(a)</sup> 1984 c. 12

- (a) to pass ahead of the foremost part of any other vehicle proceeding in the same direction; or
  - (b) to pass ahead of the foremost part of a vehicle which is stationary for the purpose of complying with regulation 19, 21 or 22.
- (2) In paragraph (1)—
- (a) the reference in sub-paragraph (a) to any other vehicle is, in a case where more than one vehicle is proceeding in the same direction as the approaching vehicle in a controlled area, a reference to the vehicle nearest to the crossing to which the controlled area relates; and
  - (b) the reference in sub-paragraph (b) to a vehicle which is stationary is, in a case where only one other vehicle is stopped for the purpose of complying with regulation 19, 21 or 22, a reference to that vehicle, and, where more than one other vehicle is stationary for that purpose, a reference to the one nearest to the crossing to which the controlled area relates.

#### **Precedence of pedestrians over vehicles at Zebra crossings**

**21.**—(1) Every pedestrian, if he is on the carriageway within the limits of a Zebra crossing, which is not for the time being controlled by a constable in uniform or a traffic warden, before any part of a vehicle has entered those limits, shall have precedence within those limits over that vehicle and the driver of the vehicle shall accord such precedence to any such pedestrian.

(2) Where there is a pedestrian refuge or central reservation on a Zebra crossing, the parts of the crossing situated on each side of the pedestrian refuge or central reservation shall, for the purposes of these Regulations, be treated as separate crossings.

#### **Precedence of pedestrians over vehicles at Pelican crossings**

**22.** When vehicular light signals at a Pelican crossing are displaying the flashing amber signal, every pedestrian, if he is on the carriageway or a central reservation within the limits of the crossing (but not if he is on a central reservation which forms part of a system of staggered crossings) before any part of a vehicle has entered those limits, shall have precedence within those limits over that vehicle and the driver of the vehicle shall accord such precedence to any such pedestrian.

## PART V MISCELLANEOUS

#### **Revocations**

**23.** The Regulations listed in Schedule 5 are hereby revoked.

Sealed with the Official Seal of the Department for Regional Development on 28th March 2006.

(L.S.)

*R. Sherman*  
A senior officer of the Department for Regional Development

SIGNS AND ROAD MARKINGS TO INDICATE ZEBRA CROSSINGS AND ZEBRA  
CONTROLLED AREAS

## PART I

## SIGNS

**1.**—(1) Subject to the following provisions of this Part, the signs which shall be placed at or near a Zebra crossing for the purpose of indicating it shall consist of globes each of which is—

- (a) coloured yellow or fluorescent yellow;
- (b) not less than 275 millimetres nor more than 335 millimetres in diameter;
- (c) illuminated by a flashing light or, where the Department considers it necessary in the case of any particular crossing, by a constant steady light; and
- (d) mounted on a post or bracket so that the lowest part of the globe is not less than 2100 millimetres nor more than 3100 millimetres above the surface of the ground immediately beneath it.

(2) One globe shall be placed at each end of the crossing and, if there is a pedestrian refuge or central reservation on the crossing, one or more globes may, where the Department considers it necessary, be placed on the pedestrian refuge or central reservation.

**2.** Where a globe is mounted on or attached to a post, whether or not specially provided for the purpose—

- (a) the post shall be coloured in alternate horizontal black and white bands, the lowest band being coloured black;
- (b) the bands shall be not less than 275 millimetres nor more than 335 millimetres wide except that the lowest band may be up to 1 metre wide; and
- (c) the post may be internally illuminated.

**3.** A globe or the post on which it is mounted may be fitted with all or any of the following—

- (a) a backing board or other device designed to improve the conspicuousness of the globe;
- (b) a shield or other device designed to prevent or reduce light shining into adjacent premises;
- (c) a light to illuminate the crossing.

**4.** A backing board or shield fitted to a globe shall—

- (a) be firmly secured;
- (b) not prevent the driver of a vehicle proceeding towards the Zebra crossing in question from seeing the globe; and
- (c) not constitute a danger to a road user.

**5.** A backing board shall be coloured black and may have a white border.

**6.** A Zebra crossing shall not be taken to have ceased to be indicated in accordance with this Part by reason only of—

- (a) the imperfection, disfigurement or discolouration of any globe or post; or
- (b) the failure of illumination of any of the globes.

**7.** Nothing in this Part shall be taken to restrict regulation 7 or 8.

PART II  
ROAD MARKINGS

**Road markings**

8. Subject to the following provisions of this Part—

- (a) within the limits of a Zebra crossing the carriageway shall be marked with a series of alternate black and white stripes;
- (b) the Zebra controlled area shall be marked with a give-way line, a line of studs, and zig-zag lines,

of the size and type and generally in the manner shown in the diagram in Part III of this Schedule.

**Number of stripes**

9. The number of stripes may be varied.

**Limits of the crossing**

10.—(1) If it provides a reasonable contrast with the white stripes, the colour of the surface of the carriageway may be used to indicate the stripes shown coloured black in the diagram in Part III of this Schedule.

(2) The white stripes may be illuminated by retroreflecting material.

(3) Subject to paragraph (4), each black and each white stripe shall be of the same size and not less than 500 millimetres nor more than 715 millimetres wide as measured across the carriageway.

(4) The first stripe at each end may be up to 1300 millimetres wide and, if the Department considers it appropriate in relation to a particular crossing having regard to the layout or character of the road or other special circumstances, the other stripes may be not less than 380 millimetres nor more than 840 millimetres wide as measured across the carriageway.

**Studs**

11.—(1) The number of studs may be varied or be omitted altogether.

(2) If studs are provided—

(a) they shall be coloured white, silver or light grey;

(b) they shall be either—

- (i) circular in shape with a diameter of not less than 95 mm nor more than 110 mm; or
- (ii) square in shape with each side not less than 95 mm nor more than 110 mm long;

(c) they may be illuminated by retroreflecting material;

(d) if they consist of a device fixed to the carriageway, they shall—

- (i) not be fitted with reflecting lenses;
- (ii) be so fixed that they do not project more than 20 mm above the adjacent surface of the carriageway at their highest points nor more than 6 mm at their edges;

(e) the distance from the centre of any stud to the centre of the next stud in the same line shall not be less than 250 mm nor more than 715 mm and the distance between the edge of the carriageway at each end of a line of studs and the centre of the nearest stud shall be not more than 1300 mm; and

(f) the two lines of studs need not be at right angles to the edge of the carriageway, but shall form straight lines and, so far as is reasonably practicable, shall be parallel to each other.

### **Zig-zag lines**

**12.**—(1) The pattern of the central zig-zag lines may be reversed or, on a road having a carriageway not more than 6 metres wide, those lines may be omitted altogether so long as they are replaced by the road marking shown in diagram 1004 in Schedule 6 to the 1997 Regulations.

(2) Subject to sub-paragraph (4), the number of marks in a zig-zag line shall be not less than 8 nor more than 18 and a zig-zag line need not contain the same number of marks as any other zig-zag line.

(3) Each mark in a zig-zag line shall be coloured white and may be illuminated by retroreflecting material.

(4) Where the Department is satisfied that, by reason of the layout or character of the roads in the vicinity of a Zebra crossing, it would be impracticable to lay out a Zebra controlled area in accordance with this Schedule—

- (a) the number of marks in any zig-zag line in that area may be reduced to not less than 2; and
- (b) the length of any such marks may be varied to not less than 1 metre.

### **Give-way line**

**13.**—(1) The give-way line shall be coloured white and may be illuminated by retroreflecting material.

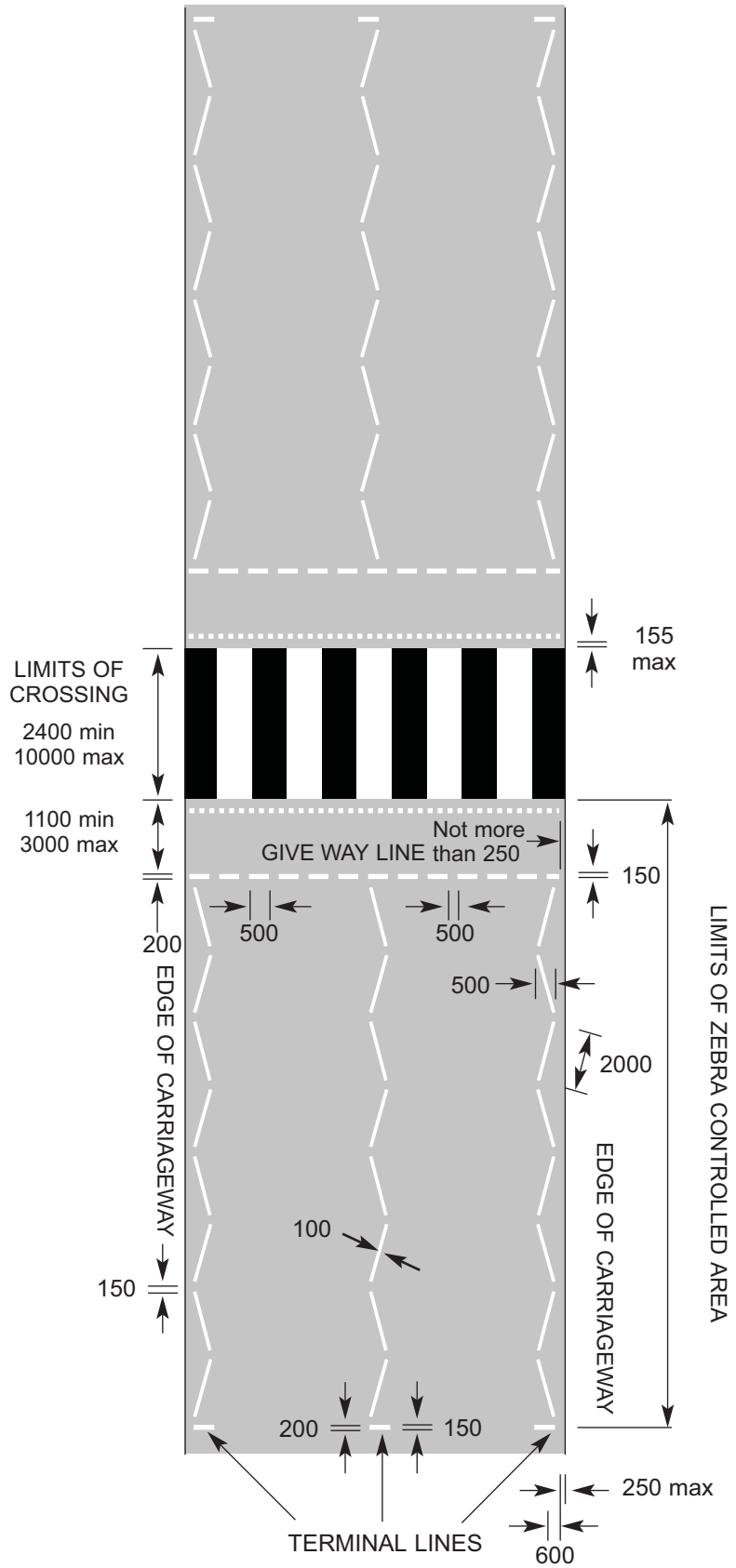
(2) The angle of the give-way line in relation to, and its distance from, the edge of the crossing may be varied, if the Department is satisfied that the variation is necessary having regard to the angle of the crossing in relation to the edge of the carriageway.

(3) The maximum distance of 3 metres between the give-way line and the limits of the crossing shown in the diagram in Part III of this Schedule may, if the Department thinks fit having regard to the layout or character of the roads in the vicinity of the crossing, be increased to not more than 10 metres.

### **Discolouration, temporary removal or partial displacement of road markings**

**14.** A Zebra crossing or Zebra controlled area shall not be deemed to have ceased to be indicated in accordance with this Schedule by reason only of the discolouration, temporary removal or partial displacement of any of the road markings prescribed by this Schedule, so long as the general appearance of the pattern of the road markings as a whole is not thereby materially impaired.

PART III



SIGNS TO INDICATE PELICAN CROSSINGS

PART I

SIGNS

**Interpretation**

1. In this Schedule—

- (a) “push button” has the meaning given by paragraph 5(c); and
- (b) “vehicle period” means such period as may be fixed from time to time in relation to a Pelican crossing, being a period which begins when the vehicular light signals cease to show a flashing amber light and during which those signals show a green light.

**Signs**

2.—(1) Subject to sub-paragraph (2), the signs which shall be placed at or near a Pelican crossing by virtue of regulation 4(2)(a) shall consist of a combination of—

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

of the size, colour and type specified in the following provisions of this Part.

(2) Nothing in this Part shall be taken to restrict regulation 7 or 8.

**Vehicular light signals**

3.—(1) The vehicular light signals shall be of the size, colour and type of the signals shown in diagram 3000 in Schedule 8 to the 1997 Regulations and may be varied to the extent permitted by those Regulations.

(2) The lamp showing an amber light shall be so designed that it can be internally illuminated by a steady light or a light which flashes at a rate of not less than 70 nor more than 90 flashes per minute.

(3) The vehicular light signals shall be illuminated in the following sequence—

- (a) steady green;
- (b) steady amber;
- (c) steady red;
- (d) flashing amber.

**Pedestrian light signals**

4.—(1) The pedestrian light signals shall be of the size, colour and type of the signals shown in diagram 4002 in Schedule 9 to the 1997 Regulations and shall be so designed that—

(a) they operate in the following sequence—

- (i) steady red;
- (ii) steady green;
- (iii) flashing green;

(b) the red figure can be internally illuminated by a steady light;

(c) the green figure can be internally illuminated by a steady light or a light which flashes at a rate of not less than 70 nor more than 90 flashes per minute;

(d) when one signal is illuminated the other is not illuminated.

(2) The pedestrian light signals may incorporate a device for emitting audible signals whilst the green figure is illuminated by a steady light.

## **Indicators for pedestrians**

5. The indicators for pedestrians—
- (a) shall be of the size, colour and type shown in diagram 4003A in Schedule 9 to the 1997 Regulations;
  - (b) shall be so designed that the word “WAIT” as shown on the diagram can be internally illuminated by a steady light;
  - (c) shall incorporate a push button or other switching device (referred to in this Schedule as a “push button”) which can be used by pedestrians with the effect described in paragraphs 6 and 7;
  - (d) shall be so designed that the instruction for pedestrians shown in the diagram can be internally illuminated by a steady light;
  - (e) may be so designed that a device for emitting audible signals or making tactile signals is provided for use when the green figure shown in the diagram is illuminated by a steady light.

## **Co-ordination of light signals and indicators for pedestrians**

6.—(1) The vehicular light signals, pedestrian light signals and the indicators for pedestrians shall be so designed that—

- (a) before the signals and indicators are operated by the pressing of a push button (or by remote control in accordance with paragraph 7)—
  - (i) the vehicular light signals show a green or red light;
  - (ii) the pedestrian light signals show a red light;
  - (iii) the word “WAIT” on the indicators for pedestrians is not illuminated;
  - (iv) any device for making tactile signals is inactive; and
  - (v) any device for emitting audible signals is silent;
- (b) when a push button is pressed or the signals and indicators are operated by remote control—
  - (i) the signals and indicators show lights in the sequences specified in descending order in—
    - (aa) column (1) in the case of vehicular light signals;
    - (bb) column (2) in the case of pedestrian light signals;
    - (cc) column (3) in the case of indicators for pedestrians,of either Part II or Part III;
  - (ii) when the pedestrian light signals are showing a steady green light, the word “WAIT” in the indicators for pedestrians is not illuminated;
  - (iii) when the pedestrian light signals are showing a flashing green light, the word “WAIT” in the indicators for pedestrians is illuminated immediately and the vehicular light signals and indicators for pedestrians are caused to show lights in the sequence specified in sub-head (i) at the end of the next vehicle period;
  - (iv) when the pedestrian light signals are showing a red light, the word “WAIT” in the indicators for pedestrians is illuminated immediately and the vehicular light signals and indicators for pedestrians are caused to show lights in the sequence specified in sub-head (i) at the end of the next vehicle period;
- (c) the periods during which lights are shown by the signals and indicators, begin and end in relation to each other as shown in either Part II or Part III as if each horizontal line in those Parts represented one moment of time, subsequent moments occurring in descending order, but the distances between the horizontal lines do not represent the lengths of the periods during which lights shown by the signals and indicators are, or are not, illuminated.

(2) Where a device for emitting audible signals is provided pursuant to paragraph 4(2) or 5(e), it shall be so designed that the device operates only 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.



(3) Where a device for making tactile signals is provided pursuant to paragraph 5(e), it shall be so designed that, when it is operating, a regular movement perceptible to touch by pedestrians is made only 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.

**Operation by remote control**

7. The vehicular light signals, pedestrian light signals, indicators for pedestrians and any device for emitting audible signals or making tactile signals, when they are placed at or near a Pelican crossing may also be so designed that they can be operated by remote control.

**PART II**

**SEQUENCE OF OPERATION OF VEHICULAR AND PEDESTRIAN LIGHT SIGNALS AND INDICATORS FOR PEDESTRIANS (BUT NOT AUDIBLE OR TACTILE SIGNALS)**

<i>Sequence of vehicular light signals</i>	<i>Sequence of pedestrian signals</i>	
	<i>Pedestrian light signals</i>	<i>Indicator for pedestrians</i>
(1)	(2)	(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		

**PART III**

**ALTERNATIVE SEQUENCE OF OPERATION OF VEHICULAR AND PEDESTRIAN LIGHT SIGNALS AND INDICATORS FOR PEDESTRIANS (BUT NOT AUDIBLE OR TACTILE SIGNALS)**

<i>Sequence of vehicular light signals</i>	<i>Sequence of pedestrian signals</i>	
	<i>Pedestrian light signals</i>	<i>Indicator for pedestrians</i>
(1)	(2)	(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		

SIGNS TO INDICATE PUFFIN CROSSINGS

**Signs**

1.—(1) Subject to sub-paragraph (2), the signs which shall be placed at or near a Puffin crossing by virtue of regulation 4(3)(a) shall consist of a combination of—

- (a) vehicular light signals; and
- (b) pedestrian demand units,

of the size, colour and type specified in the following provisions of this Schedule.

(2) Nothing in this Schedule shall be taken to restrict regulation 7 or 8.

**Vehicular light signals**

2.—(1) The vehicular light signals shall be of the size, colour and type of the signals shown in diagram 3000 in Schedule 8 to the 1997 Regulations and may be varied to the extent permitted by the 1997 Regulations.

(2) The vehicular light signals shall be illuminated in the following sequence—

- (a) red;
- (b) red and amber together;
- (c) green;
- (d) amber.

**Pedestrian demand units**

3.—(1) A pedestrian demand unit shall be placed at each end of a Puffin crossing.

(2) Each pedestrian demand unit shall consist of a device the principal features of which are a signal display of the size, colour and type shown in diagram 4003.1 in Schedule 9 to the 1997 Regulations and which—

- (a) includes a push button or other switching device which in some way indicates to pedestrians that it has been operated; and
- (b) complies with the requirements of sub-paragraph (3).

(3) The requirements specified in sub-paragraph (2) are—

- (a) the signal display shall comprise a red figure and a green figure, both of which can be internally illuminated by a steady light;
- (b) while one figure is illuminated the other figure is not illuminated; and
- (c) the green figure is and remains illuminated only for so long as there is conveyed to vehicular traffic, by means of the red vehicular light signal prescribed by paragraph 2, a prohibition against entering the limits of the Puffin crossing at or near which the unit is displayed and at no other time.

(4) The pedestrian demand unit may incorporate a device for emitting audible or making tactile signals whilst the green figure is illuminated.

(5) Pedestrian demand units consisting of only the red and green figures or the push button and legend may be provided at a Puffin crossing in addition to pedestrian demand units.

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

PART I  
ROAD MARKINGS

**Interpretation**

1. In this Schedule—

- (a) “crossing” means a Pelican crossing or a Puffin crossing; and
- (b) “controlled area” means a Pelican controlled area or a Puffin controlled area.

**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 on the carriageway of the size and type shown—

- (a) in diagram 1 in Part II of this Schedule where there is no central reservation;
- (b) in diagram 2 in Part II of this Schedule where there is a central reservation, but the crossing does not form a system of staggered crossings; and
- (c) in diagram 3 in Part II of this Schedule 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 on the carriageway of the size and type shown—

- (a) in diagram 4 in Part II of this Schedule where there is no central reservation;
- (b) in diagram 5 in Part II of this Schedule where there is a central reservation, but the crossing does not form part of a system of staggered crossings; and
- (c) in diagram 6 in Part II of this Schedule 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 line of studs indicating the limits of the crossing and extending, in the manner indicated in the appropriate diagram in Part II of this Schedule, 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.

(2) Subject to paragraph (3), where a central reservation is provided, the road marking shown in diagram 1040 in Schedule 6 to the 1997 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 1997 Regulations shall be placed in the manner indicated in diagram 3 in Part II of this Schedule.

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

#### **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 diagrams 4 or 5 in Part II of this Schedule, from one edge of the carriageway to the other; and
  - (ii) in the case of a crossing of the type shown in diagram 6 in Part II of this Schedule, 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 1997 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 in Part II of this Schedule.

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

5.—(1) Where the Department is satisfied that, by reason of the layout or character of the roads in the vicinity of the crossing, it is impracticable to indicate a controlled area in accordance with the requirements of the preceding paragraphs 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 shall be of the same or substantially the same length as the other marks in the same line; and
  - (ii) the number of marks in each line shall 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 Department 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 Part II of this Schedule may be increased to such greater distance, not exceeding 10 metres, as the Department 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 if replaced by the road marking shown in diagram 1004 in Schedule 6 to the 1997 Regulations.

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

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

#### **Studs**

7.—(1) The studs shown in the diagrams in Part II of this Schedule—

- (a) shall be coloured white, silver or light grey and shall not be fitted with reflective lenses;
- (b) shall be either—
  - (i) circular in shape with a diameter of not less than 95 mm nor more than 110 mm; or

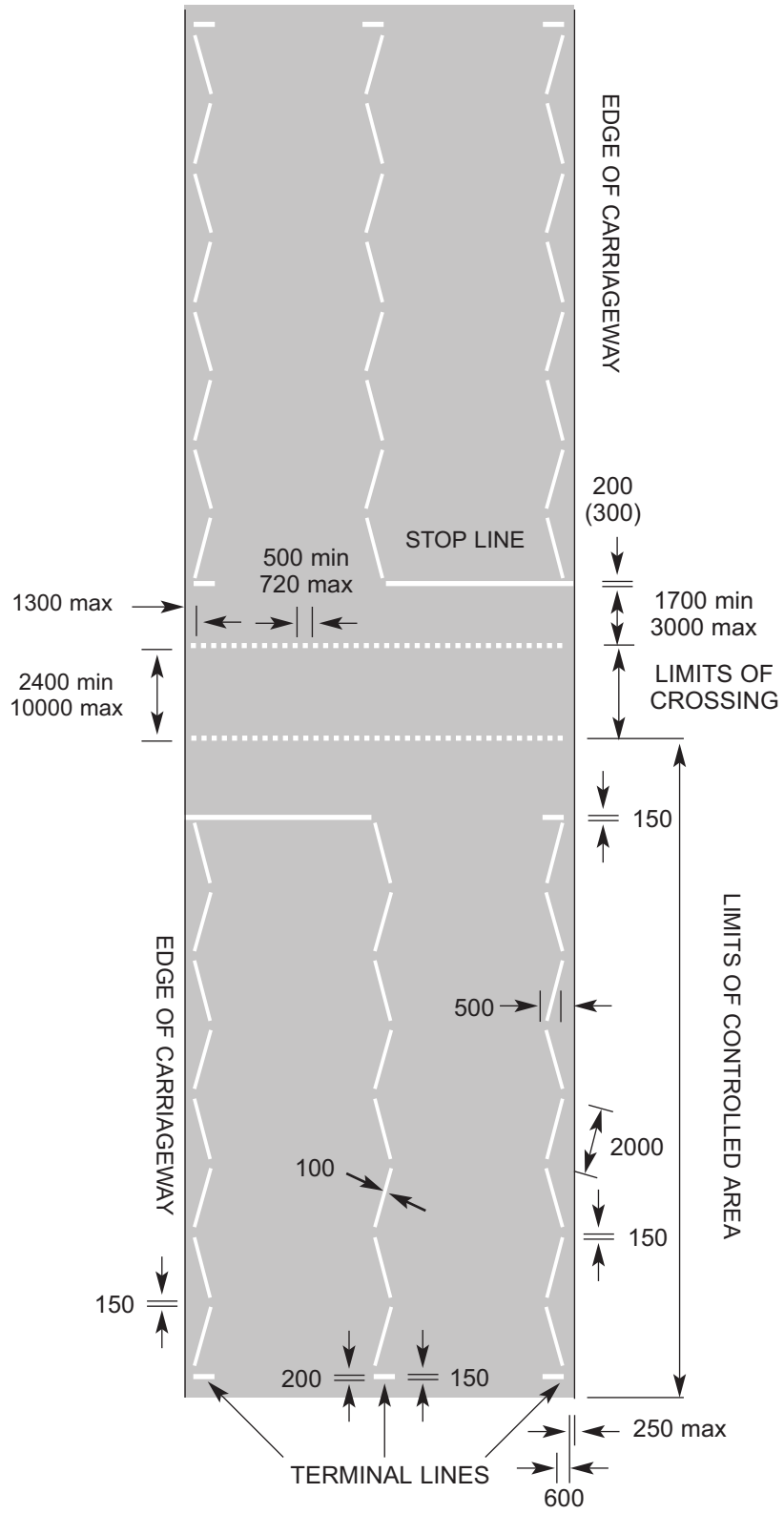
(ii) square in shape with each side not less than 95 mm nor more than 110 mm long;  
and

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

**Discolouration, temporary removal or partial displacement of road markings**

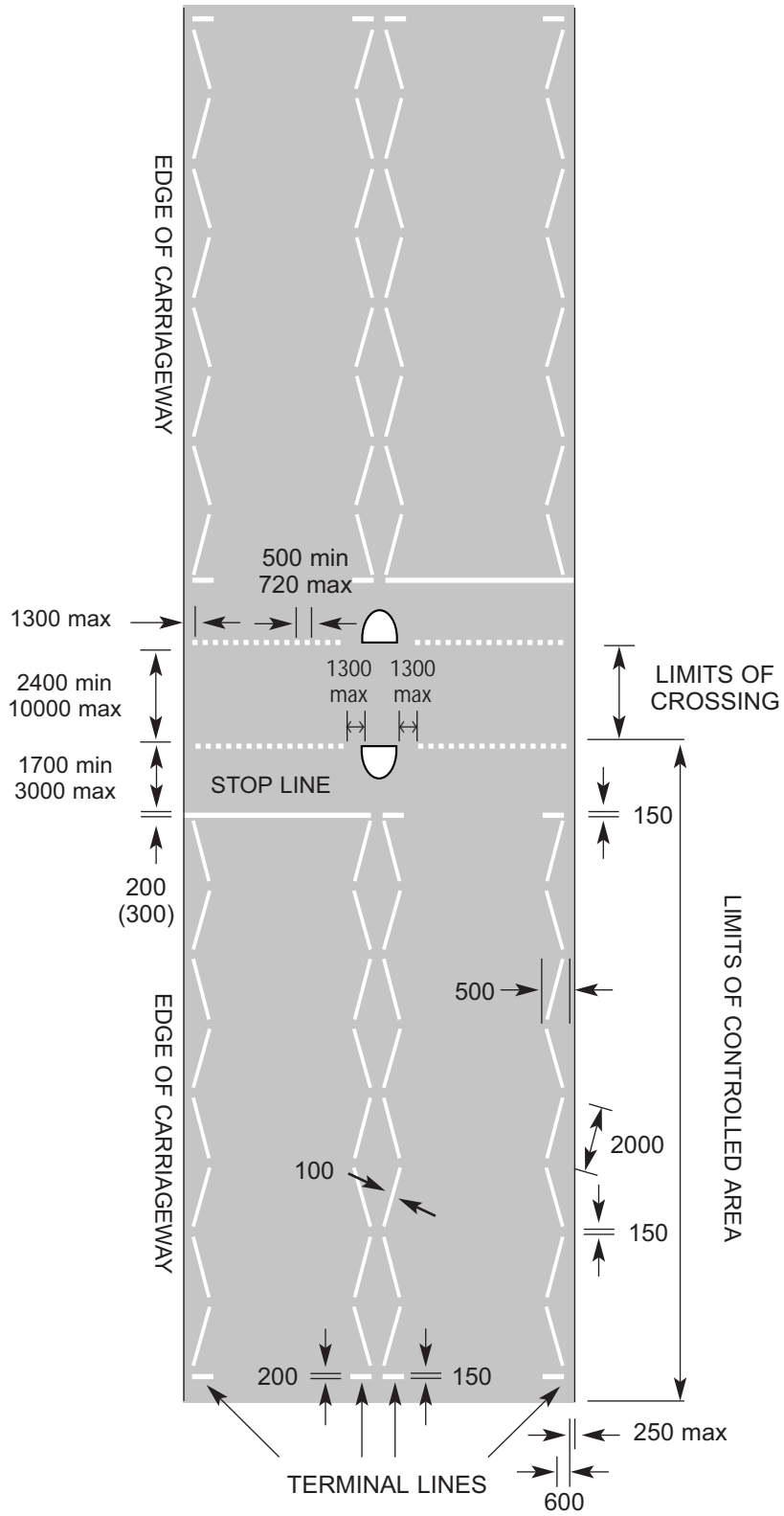
8. The requirements of this Schedule shall be regarded as having been complied with in the case of any crossing or controlled area, if most of the road markings comply with those requirements even though some of the studs or lines do not comply by reason of discolouration, temporary removal or partial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

PART II  
DIAGRAM 1



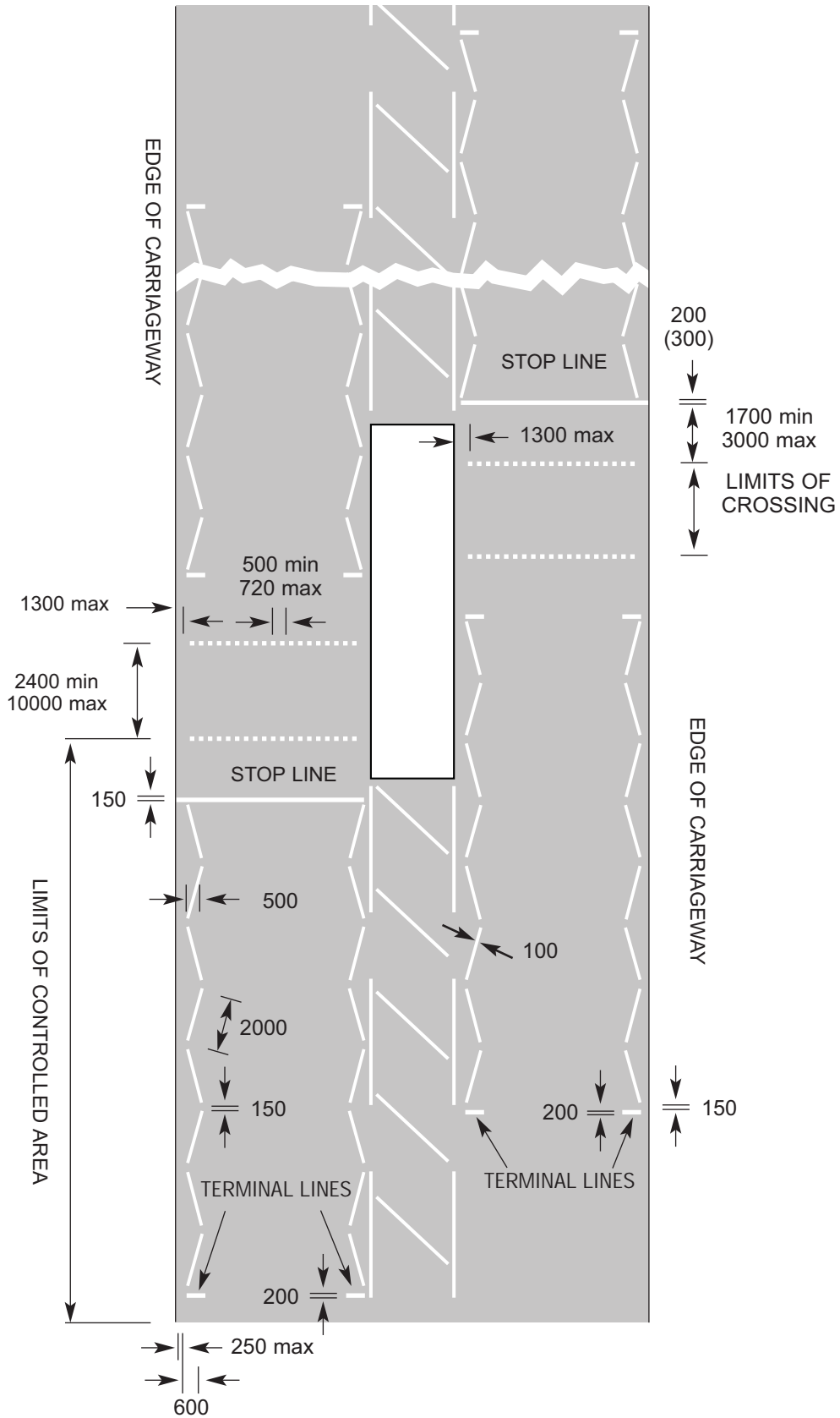
PART II (cont'd)

DIAGRAM 2



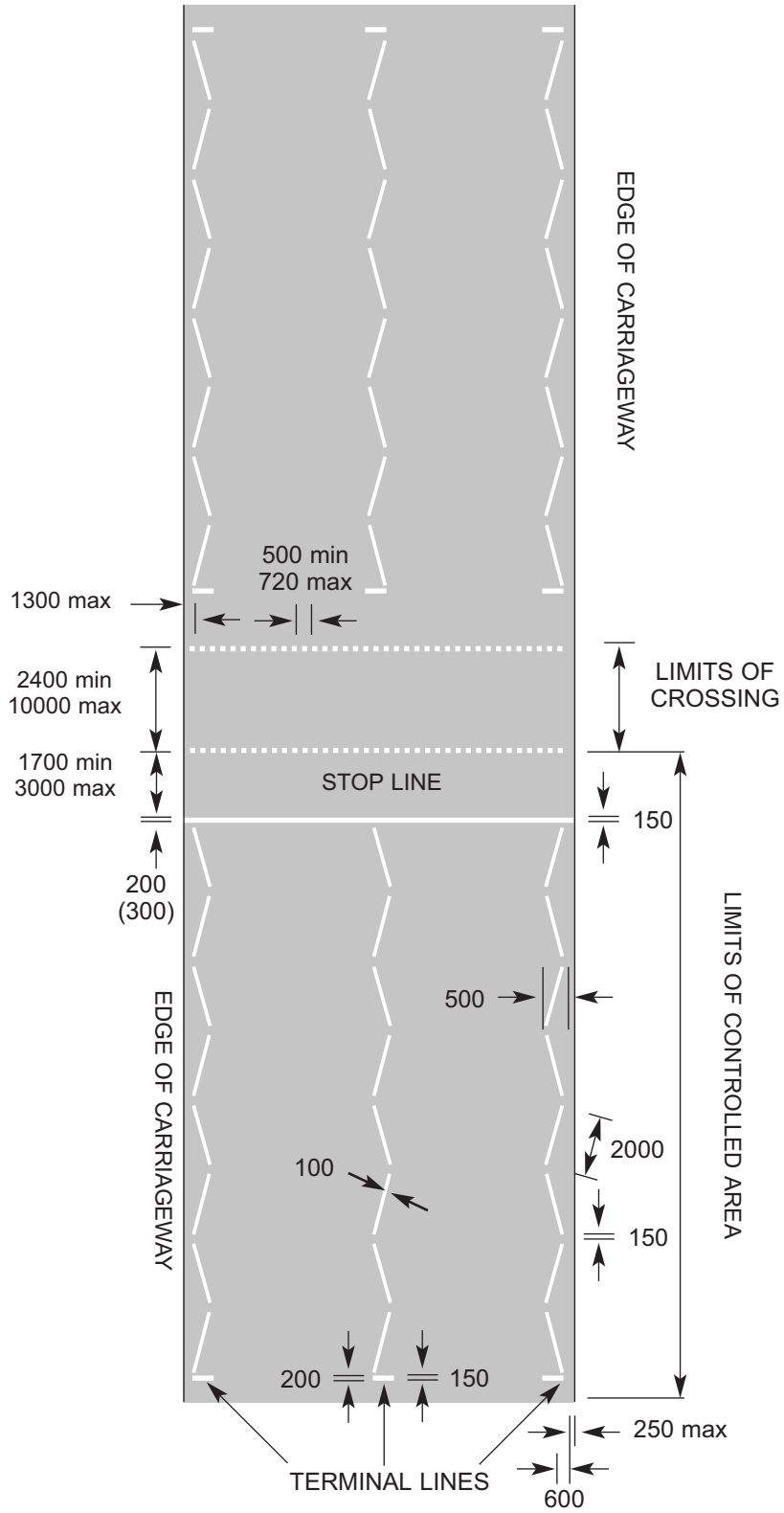
PART II (cont'd)

DIAGRAM 3

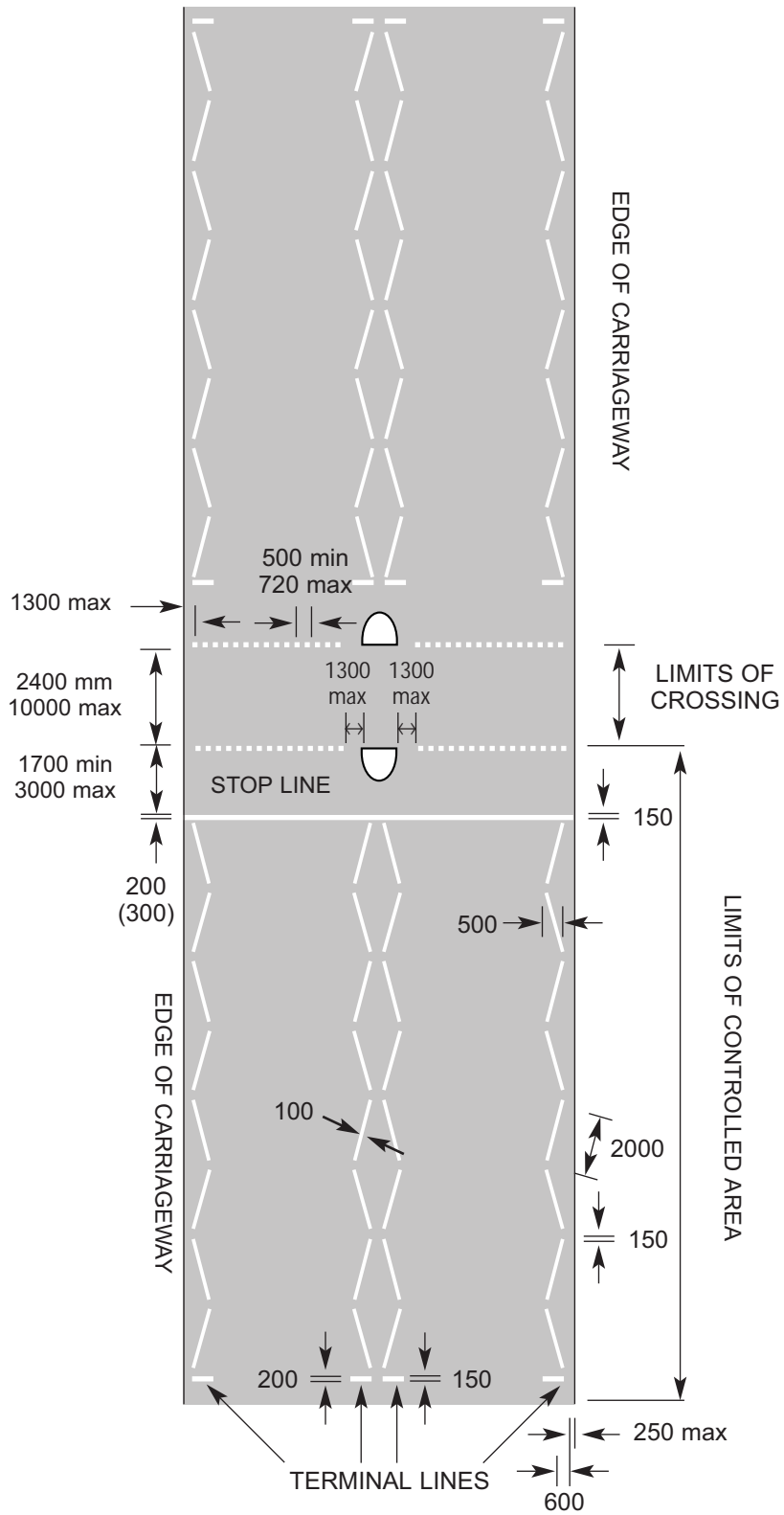




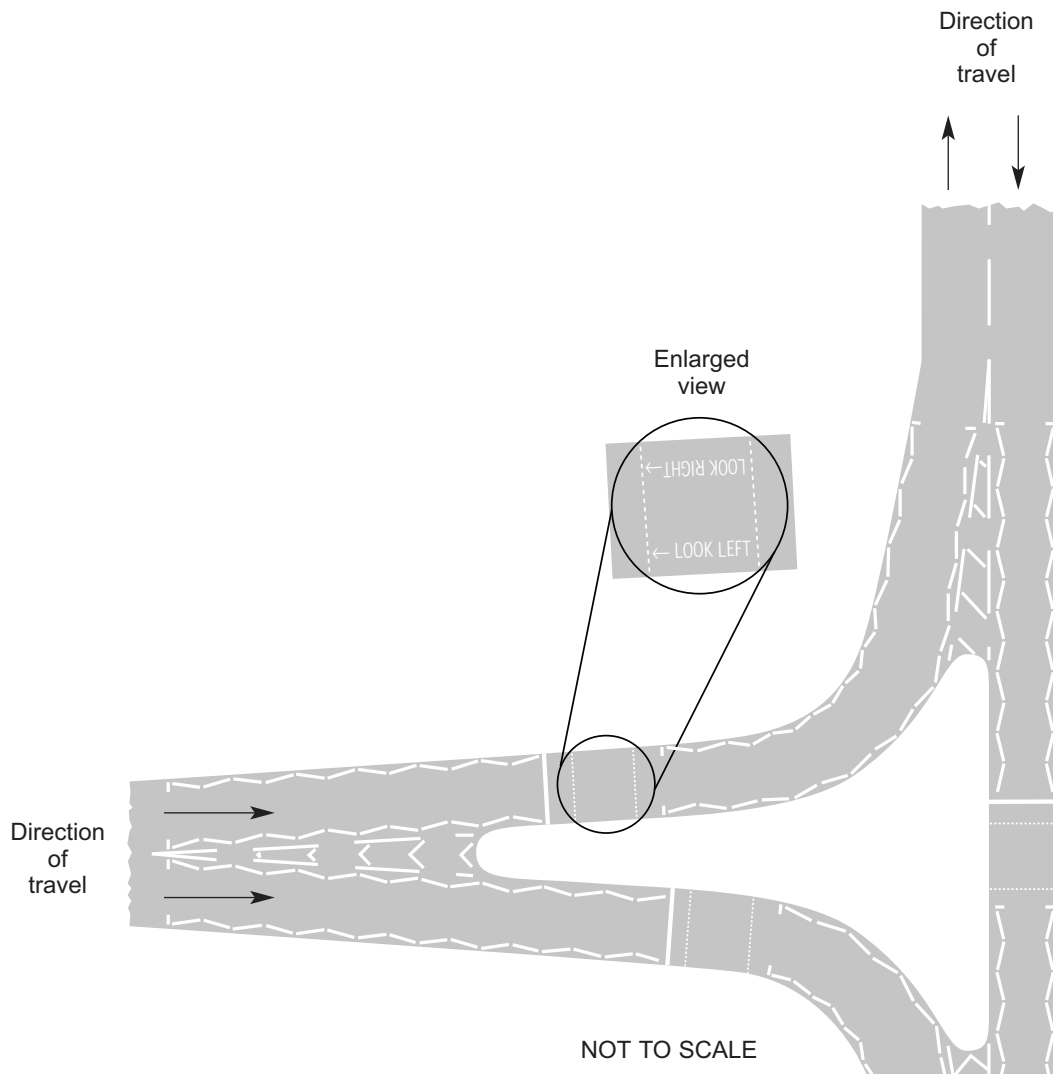
PART II (cont'd)  
 DIAGRAM 4



PART II (cont'd)  
 DIAGRAM 5



PART II (cont'd)  
DIAGRAM 6



## REGULATIONS REVOKED

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“Zebra” Pedestrian Crossings Regulations (Northern Ireland) 1974	S.R. 1974 No. 15
The (Pelican) Pedestrian Crossings Regulations (Northern Ireland) 1989	S.R. 1989 No. 145
The (Pelican) Pedestrian Crossings (Amendment) Regulations (Northern Ireland) 1990	S.R. 1990 No. 400
“Zebra” Pedestrian Crossings (Amendment) Regulations (Northern Ireland) 1991	S.R. 1991 No. 350
The (Pelican) Pedestrian Crossings (Amendment) Regulations (Northern Ireland) 1992	S.R. 1992 No. 131

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## EXPLANATORY NOTE

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

These Regulations revoke and replace the “Zebra” Pedestrian Crossings Regulations (Northern Ireland) 1974 and the (Pelican) Pedestrian Crossings Regulations (Northern Ireland) 1989. They also introduce a new type of pedestrian crossing to be known as a Puffin crossing.

Part II of the Regulations provides for the form of the three types of pedestrian crossing. The principal provisions are—

1. Regulation 4 specifies by reference to Schedules 1 to 4 the traffic signs and road markings required to indicate each type of pedestrian crossing.
2. Regulation 5 specifies by reference to Schedules 1 and 4 road markings for the give-way and stop lines and for controlled areas.
3. Regulation 6 provides that the dimensions of signs and road markings may be varied in accordance with the Traffic Signs Regulations (Northern Ireland) 1997.
4. Regulation 7 enables additional equipment to be provided at pedestrian crossings, and regulation 8 enables certain additional traffic signs to be placed at or near such a crossing.
5. By virtue of regulation 9, non-compliance with this Part does not affect the validity of a crossing or controlled area if the non-compliance does not materially affect its general appearance, does not affect the proper operation of the signals at a Pelican crossing or a Puffin crossing and does not relate to the size of the controlled area.

Part III of the Regulations prescribes the indications which are to be conveyed to traffic by the traffic signs and road markings at pedestrian crossings. The principal provisions are—

1. Regulations 10 and 11 prescribe the significance of vehicular light signals at Pelican and Puffin crossings.
2. Regulation 12 prescribes the significance of the give-way line at Zebra crossings.
3. Regulation 13 prescribes the significance of pedestrian light signals at Pelican crossings and the figures on pedestrian demand units at Puffin crossings.
4. Regulation 14 prescribes the significance of the indicators for pedestrians at Pelican crossings.
5. Regulation 15 provides for any additional signs placed under regulation 8 to convey the indications prescribed for them by the Traffic Signs Regulations (Northern Ireland) 1997.

Part IV of the Regulations makes provision with respect to the movement of traffic at and in the vicinity of pedestrian crossings. The principal provisions are—

1. Regulation 16 provides that a driver shall not stop his vehicle within the limits of any crossing unless he is prevented by circumstances beyond his control or he has to stop to avoid injury or damage to persons or property.
2. Regulation 17 prohibits pedestrians from delaying on crossings.
3. Regulation 18 contains a general prohibition on the stopping of a vehicle (which for this purpose does not include a pedal cycle) within a controlled area.
4. Regulation 19 prohibits any vehicle from proceeding through a Pelican crossing or a Puffin crossing when a red light is being displayed.
5. Regulation 20 contains a general prohibition against overtaking at a pedestrian crossing.
6. Regulation 21 provides that pedestrians have precedence over vehicles at a Zebra crossing and regulation 22 specifies the circumstances in which a pedestrian has precedence over vehicles at a Pelican crossing.

Regulation 23 and Schedule 5 contain revocations.

Any person who acts in contravention of the Regulations shall be guilty of an offence under the Road Traffic Regulation (Northern Ireland) Order 1997 (“the Regulation Order”) and shall be liable on summary conviction to a fine not exceeding level 3 on the standard scale (£1,000) for each offence, and where an offence has been committed in respect of a motor vehicle, he shall be liable to have his licence endorsed with 3 penalty points or he may be disqualified for holding or obtaining a licence in accordance with the Road Traffic Offenders (Northern Ireland) Order 1996 as amended by the Regulation Order.

These Regulations have been notified to the European Commission pursuant to Directive 98/34/EC of 22nd June 1998 laying down a procedure for the provision of information in the field of technical standards and regulations and of rules on Information Society services (O.J. No. L204, 21.07.98, p. 37-48) as amended by Directive 98/48/EC of 20th July 1998 (O.J. No. L217, 05.08.98, p. 18-26). Copies of the Directives can be obtained from the Stationery Office Bookshop, 16 Arthur Street, Belfast, BT1 4GD.

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