



Jersey

# **ROAD TRAFFIC (PEDESTRIAN CROSSINGS) (JERSEY) ORDER 1982**

## **Official Consolidated Version**

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## ROAD TRAFFIC (PEDESTRIAN CROSSINGS) (JERSEY) ORDER 1982

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## ROAD TRAFFIC (PEDESTRIAN CROSSINGS) (JERSEY) ORDER 1982<sup>1</sup>

THE ENVIRONMENT AND PUBLIC SERVICES COMMITTEE, in pursuance of Articles 69, 72 and 84 of the [Road Traffic \(Jersey\) Law 1956](#), orders as follows –

Commencement [[see endnotes](#)]

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### 1 Interpretation<sup>2</sup>

(1) In this Order, unless the context otherwise requires –

“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 pedestrians established under Article 69 of the Law;

“dual-carriageway road” means a length of road on which a part of the carriageway thereof is separated from another part thereof by a central reservation;

“give-way line” has the meaning assigned to it by paragraph 2 of Schedule 3;

“hours of darkness” means the time between half-an-hour after sunset and half-an-hour before sunrise;

“Law” means the [Road Traffic \(Jersey\) Law 1956](#);

“Minister” means the Minister for Infrastructure;

“one-way street” means any road in which the driving of all 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 Article 2(3) and Schedule 4;
- (b) the presence and limits of which are indicated in accordance with Article 2(4) and Schedules 1 and 5;

“public service vehicle” has the same meaning as in the [Motor Traffic \(Jersey\) Law 1935](#);

“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 1 of Schedule 5, 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;

“traffic controller” has the meaning assigned to it by Article 74 of the [Road Traffic \(Jersey\) Law 1956](#);

“uncontrolled zebra crossing” means a zebra crossing at which traffic is not for the time being controlled by a traffic controller;

“vehicular traffic light signal”, “pedestrian light signal” and “indicator for pedestrians” mean respectively the traffic signals of those descriptions prescribed by Article 2(3) and Schedule 4;

“zebra controlled area” means, in relation to a zebra crossing, 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, being an area the presence and limits of which are indicated in accordance with Schedule 3;

“zebra crossing” means a crossing the presence and limits of which are indicated in accordance with the provisions of Schedules 1 and 2.<sup>3</sup>

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

## **2 Marks and signs as respects crossings**

- (1) The provisions of Schedule 1 and Part 1 of Schedule 2 shall have effect for regulating the manner in which the presence and limits of a crossing are to be indicated by marks or studs on the carriageway for the purpose of constituting it a zebra crossing.
- (2) The provisions of Part 2 of Schedule 2 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 zebra crossing, unless in the case of any particular crossing the Minister shall consider it unnecessary for the traffic signs referred to in Part 2 of Schedule 2 to be placed at or near that crossing.<sup>4</sup>
- (3) The provisions of Schedule 4 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.

- (4) The provisions of Schedules 1 and 5 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.

### **3 Zebra controlled areas and give-way lines**

- (1) Subject to paragraph (3), the provisions of Schedule 3 shall have effect as respects the size, colour and type of the road marks which shall be placed in the vicinity of a zebra crossing for the purpose of constituting a zebra controlled area in relation to that crossing and of indicating the presence and limits of that area.
- (2) A give-way line (included among the said marks) shall, where provided, also convey to vehicular traffic proceeding towards a zebra crossing the position at or before which a driver of a vehicle should stop it for the purpose of complying with Article 10(1).
- (3) Where the Minister is satisfied in relation to a particular area of carriageway in the vicinity of a zebra crossing that, by reason of the layout of, or character of, the roads in the vicinity of the crossing, the application of such a prohibition as is mentioned in Article 12 or 14 to that particular area or the constitution of that particular area as a zebra controlled area by the placing of road marks in accordance with Schedule 3 would be impracticable, it shall not be necessary for that area to be constituted a zebra controlled area.

### **4 Variations in dimensions shown in Schedules 3, 4 and 5**

Any variations in a dimension specified in Schedules 3, 4 and 5 shall be treated as permitted by this Order if the variation complies with the provisions of Schedule 6.

### **5 Lamps for illumination of pedestrians at zebra crossings**

- (1) Where the Minister is satisfied that the presence of a pedestrian –
  - (a) at the end of a zebra crossing, being an end at or near which a globe has been placed in accordance with paragraph 2 of Part 2 of Schedule 2; or
  - (b) on a street refuge or central reservation on such a crossing, being a refuge or reservation on which a globe has been placed in accordance with paragraph 2 of Part 2 of Schedule 2,should be better indicated during the hours of darkness, the Minister may provide a lamp (showing a white light) beneath the globe so as to illuminate during the said hours any such pedestrian.
- (2) Every such lamp shall be so arranged that the lowest part thereof is not less than 2 metres above the surface of the ground in the immediate vicinity and that the source of the illumination given thereby is not visible to drivers of approaching vehicles.

## **6 Significance of traffic signs at “Pelican” crossings**

Articles 7 and 8 are made under Article 72 of the Law and shall have effect for the purpose of prescribing the warnings, information, requirements and prohibitions which are to be conveyed to traffic by the traffic signs of the size, colour and type prescribed by Article 2(3) and Schedule 4.

## **7 Significance of the vehicular traffic light signals at “Pelican” crossings**

- (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 paragraph (1) shall proceed with due regard to the safety of other users of the road and subject to the direction of any traffic controller who may be engaged in the regulation of traffic.

## **8 Significance of the traffic signs for pedestrians at “Pelican” crossings**

- (1) The traffic signs for pedestrians at a “Pelican” crossing shall convey to pedestrians the warnings and information mentioned in this Article.
- (2) The pedestrian light signal shall convey to pedestrians the following warnings and information –
  - (a) the red light shown by the pedestrian light signal shall convey to a pedestrian the warning that the pedestrian should not in the interests of safety use the crossing;
  - (b) the green light shown by the pedestrian light signal shall convey to a pedestrian the information that the pedestrian 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 pedestrian who is already on the crossing when the flashing green light is first shown the information that the pedestrian may continue to use the crossing, that vehicular traffic may proceed across the crossing, and that if the pedestrian is on the carriageway within the limits of the crossing before any part of a vehicle has entered those limits the pedestrian 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 the pedestrian 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.
- (4) Any audible signal emitted by any device for emitting audible signals provided in conjunction with the indicator for pedestrians shall convey to a pedestrian the information that he or she may use the crossing and drivers of vehicles may not cause their vehicle to enter the limits of the crossing.

## **9 Movement of traffic and precedence of pedestrians**

Articles 10 to 18 are made under Article 69 of the Law and shall have effect with respect to the movement of traffic (including pedestrians) and the precedence of the pedestrians over vehicles at and in the vicinity of a crossing.

## **10 Precedence of pedestrians over vehicles**

- (1) Every pedestrian on the carriageway within the limits of an uncontrolled zebra crossing shall have precedence within those limits over any vehicle and the driver of the vehicle shall accord such precedence to the pedestrian if the pedestrian is on the carriageway within those limits before the vehicle or any part thereof has come onto the carriageway within those limits.
- (2) For the purpose of paragraph (1) in the case of such a crossing on which there is a street refuge or central reservation the parts of the crossing which are situated on each side of the street refuge or central reservation as the case may be shall each be treated as a separate crossing.
- (3) When the vehicular traffic light signal at a “Pelican” crossing is showing a flashing amber light every pedestrian, if he or she is on the carriageway within the limits of that crossing before any part of a vehicle has entered those limits, shall have precedence within those limits over that vehicle, and the driver of a vehicle shall accord such precedence to any such pedestrian.

**11 Prohibition against the waiting of vehicles and pedestrians on crossings**

- (1) The driver of a vehicle shall not cause the vehicle or any part thereof to stop within the limits of a crossing unless either the driver is prevented from proceeding by circumstances beyond the driver's control or it is necessary for the driver to stop in order to avoid an accident.
- (2) No pedestrian shall remain on the carriageway within the limits of a crossing longer than is necessary for the purpose of passing over the crossing with reasonable despatch.

**12 Prohibition against overtaking at zebra crossings**

- (1) The driver of a vehicle while it or any part of it is in a zebra controlled area and it is proceeding towards the limits of an uncontrolled zebra crossing in relation to which that area is indicated (which vehicle is in this and in Article 13 referred to as the "approaching vehicle") shall not cause the vehicle, or any part of it –
  - (a) to pass ahead of the foremost part of another moving motor vehicle, being a vehicle proceeding in the same direction wholly or partly within that area; or
  - (b) subject to Article 13, to pass ahead of the foremost part of a stationary vehicle on the same side of the crossing as the approaching vehicle, which stationary vehicle is stopped for the purpose of complying with Article 10(1).
- (2) For the purposes of this Article –
  - (a) the reference to another moving motor vehicle is, in a case where only one other motor vehicle is proceeding in the same direction in a zebra controlled area, a reference to that vehicle, and, in a case where more than one other motor vehicle is so proceeding, a reference to such one of those vehicles as is nearest to the limits of the crossing;
  - (b) the reference to a stationary vehicle is, in a case where only one other vehicle is stopped for the purpose of complying with Article 10(1), a reference to that vehicle and, in a case where more than one other vehicle is stopped for the purpose of complying with that Article, a reference to such one of those vehicles as is nearest to the limits of the crossing.

**13 Uncontrolled crossing on one-way street**

- (1) For the purposes of this Article, in the case of an uncontrolled zebra crossing, which is on a road, being a one-way street, and on which there is a street refuge or central reservation the parts of the crossing which are situated on each side of the street refuge or central reservation as the case may be shall each be treated as a separate crossing.
- (2) Nothing in Article 12(1)(b) shall apply so as to prevent the approaching vehicle from passing ahead of the foremost part of a stationary vehicle

within the meaning of that sub-paragraph, if the stationary vehicle is stopped for the purpose of complying with Article 10(1) in relation to an uncontrolled zebra crossing which by virtue of this Article is treated as a separate crossing from the uncontrolled zebra crossing towards the limits of which the approaching vehicle is proceeding.

#### **14 Prohibition on stopping in areas adjacent to zebra crossings**

- (1) For the purposes of this Article and Article 15 the expression “vehicle” shall not include a pedal bicycle not having a sidecar attached thereto, whether additional means of propulsion by mechanical power are attached to the bicycle or not.
- (2) Except as provided in Articles 16A, 17 and 18, the driver of a vehicle shall not cause the vehicle or any part thereof to stop in a zebra controlled area.<sup>5</sup>

#### **15 Requirements with respect to the stopping of vehicles on the approach to a “Pelican” crossing<sup>6</sup>**

Subject to the provisions of Articles 16A and 17 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 1 of Schedule 5; 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.

#### **16 Prohibition against the proceeding of vehicles across a “Pelican” crossing**

When the vehicular traffic light signal is showing a red light, the driver of a vehicle shall not cause the vehicle or any part thereof to proceed beyond the stop line, or, if that line is not for the time being visible or there is no stop line, beyond the vehicular traffic light signal facing the driver on the side of the carriageway on which vehicles approach the crossing.

#### **16A Exception for public service vehicle stopping on approach to crossing<sup>7</sup>**

A public service vehicle shall not, by Article 14, be prevented from stopping in a zebra controlled area or, by Article 15, be prevented from stopping in the approach to a “Pelican” crossing indicated in accordance with Schedule 5, where the driver of the vehicle causes the vehicle to stop at a stand established by a Minister under Article 37(2) or (3) of the [Motor Traffic \(Jersey\) Law 1935](#) for public service vehicles of a class or description to which the vehicle belongs.

#### **17 Circumstances when a vehicle may stop in any length of road**

A vehicle shall not by Article 14 or 15 be prevented from stopping in any length of road on any side thereof –

- (a) if, in the case of a zebra crossing, the driver has stopped for the purpose of complying with Article 10(1) or 12(1)(b);
- (b) if, in the case of a “Pelican” crossing the driver has stopped for the purpose of complying with a requirement or prohibition indicated by the vehicular traffic signals at the crossing;
- (c) if the driver is prevented from proceeding by circumstances beyond the driver’s control or it is necessary for the driver to stop in order to avoid an accident; or
- (d) for so long as may be necessary to enable the vehicle, if it cannot be used for such purpose without stopping in that length of road, to be used for fire brigade, ambulance or police purposes or in connection with any building operation, demolition or excavation, the removal of any obstruction to traffic, the maintenance, improvement or reconstruction of that length of road or side thereof, or the laying, erection, alteration, repair or cleaning in or near to that length of road of any traffic sign or sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any apparatus as defined in the [Telecommunications \(Jersey\) Law 2002](#).

#### **18 Circumstances when a vehicle may stop in a zebra controlled area**

A vehicle shall not by Article 14 be prevented from stopping in a zebra controlled area if the vehicle is stopped for the purpose of making a left or right turn.

#### **19 Citation**

This Order may be cited as the Road Traffic (Pedestrian Crossings) (Jersey) Order 1982.

**SCHEDULE 1**

(Article 2(1))

**MANNER OF INDICATING PRESENCE AND LIMITS OF ZEBRA CROSSINGS AND  
"PELICAN" CROSSINGS WITH STUDS****1**

(1) Every crossing and its limits shall be indicated by 2 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 no point on one line shall be less than 2.4 metres nor more than 5 metres or such greater distance (not being more than 10 metres) as may be appropriate having regard to the layout of the carriageway and the extent to which it is used by pedestrians:

Provided that the preceding 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 500 millimetres nor more than 720 millimetres, and a distance of not more than 1.3 metres is left between the edge of the carriageway, 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 preceding 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 16 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 this Schedule 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.

**SCHEDULE 2<sup>8</sup>**

(Article 2(1) and (2))

**MANNER OF INDICATING PRESENCE AND LIMITS OF A ZEBRA CROSSING IN ADDITION TO STUDS****PART 1****Marks**

1. Without derogation from the provisions of Schedule 1, every crossing shall be further indicated in accordance with the provisions of this Schedule.
2.
  - (1) The carriageway shall be marked within the limits of every such crossing with a pattern of alternate black and white stripes:

Provided that where the colour of the surface of the carriageway provides a reasonable contrast with the colour of white that surface may itself be utilised for providing stripes which would otherwise be required to be black.
  - (2) Every stripe shall –
    - (a) extend along the carriageway from one line formed by the inside edges of the studs or from a part of the crossing which is not more than 155 millimetres from that line to the other line so formed or to a part of the crossing which is not more than 155 millimetres from that line; and
    - (b) be of a width of not less than 500 millimetres or of such smaller width not being less than 380 millimetres as in the case of any particular crossing the Minister may consider necessary having regard to the layout of the carriageway and, in the case of the first stripe at each end of the crossing, not more than 1.3 metres, or in the case of any other stripe, not more than 715 millimetres or of such greater width not being more than 840 millimetres as in the case of any particular crossing the Minister may consider necessary having regard to the layout of the carriageway.
  - (3) The preceding provisions of this 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 complied with as respects one or more stripes and a crossing shall not be deemed to have ceased to be indicated in accordance with those provisions by reason only of the imperfection, discoloration or partial replacement of one or more of the stripes, so long as the general appearance of the pattern of stripes is not materially impaired.

## PART 2<sup>9</sup>

### Traffic signs

1. The traffic signs which are to be placed at or near a crossing for the purpose of constituting it and indicating it as a zebra crossing shall consist of globes in relation to which the following provisions in this Part of this Schedule are complied with.
2.
  - (1) At or near each end of every crossing there shall be placed, and in the case of a crossing on which there is a street refuge or central reservation there may be placed on the refuge or reservation in accordance with the following provisions of this paragraph, globes mounted on posts or brackets.
  - (2) Globes shall be –
    - (a) yellow in colour;
    - (b) not less than 275 millimetres nor more than 335 millimetres in diameter; and
    - (c) so mounted that the height of the lowest part of the globe is not less than 2.1 metres nor more than 3.1 metres above the surface of the ground in the immediate vicinity.
  - (3) Globes shall be illuminated by a flashing light or, where the Minister thinks fit in the case of any particular crossing, by a constant light.
  - (4) Where globes are mounted on or attached to posts specially provided for the purpose, every such post shall, in so far as it extends above ground level, be coloured black and white in alternate horizontal bands, the lowest band visible to approaching traffic being coloured black and not less than 275 millimetres nor more than 1 metre in width and each other band being not less than 275 millimetres nor more than 335 millimetres in width:

Provided that nothing in this sub-paragraph shall apply to any container fixed on any such post which encloses the apparatus for providing the illumination of a globe.
3. A crossing shall not be deemed to have ceased to be indicated in accordance with the preceding provisions of this Part of this Schedule by reason only of –
  - (a) the imperfection, discoloration or disfigurement of any of the globes, posts or brackets; or
  - (b) the failure of the illumination of any of the globes:

Provided that this sub-paragraph shall not apply unless at least one globe is illuminated in accordance with the provisions of sub-paragraph (3) of the last preceding paragraph.
4. This Part of this Schedule shall not apply where, in the case of any particular crossing the Minister shall consider it unnecessary for the traffic



signs referred to in this Part of this Schedule to be placed at or near that crossing.

## SCHEDULE 3

(Article 3)

### MANNER OF INDICATING ZEBRA CONTROLLED AREA AND PROVISION AS TO PLACING OF GIVE-WAY LINE

#### PART 1

##### Road marks

1. Subject to the provisions of Article 3(3), the road marks which are to be placed on a road in the vicinity of a zebra crossing for the purpose of constituting a zebra controlled area lying on both sides of the limits of the crossing or on only one side of such limits and indicating the presence and limits of such an area shall consist of a pattern of lines of the size and type shown in the diagram in Part 2 of this Schedule and so placed as hereinafter provided.
2. A pattern of lines shall, subject as hereinafter provided, consist of –
  - (a) a transverse white broken line (in this Order referred to as a “give-way line”) placed on the carriageway one metre from and parallel to the nearer line of studs indicating the limits of the crossing and shall extend across the carriageway in the manner indicated in the said diagram; and
  - (b) 2 or more longitudinal white broken lines (hereinafter referred to as “zig-zag lines”) placed on the carriageway or, where the road is a dual-carriageway road, on each part of the carriageway, each zig-zag line containing not less than 8 nor more than 18 marks and extending away from the crossing at a point 150 millimetres from the nearest part of the give-way line on the same side of the crossing to a point 150 millimetres from the nearest part of a terminal line of the size and type shown in the said diagram (hereinafter referred to as a “terminal line”).
3. Where the Minister is satisfied in relation to a particular area of carriageway in the vicinity of a zebra crossing that by reason of the layout or character of the roads in the vicinity of the crossing it would be impracticable to lay the pattern of lines as shown in the diagram in Part 2 of this Schedule and in accordance with the preceding paragraph any of the following variations as respects the pattern shall be permitted –
  - (a) the number of marks contained in each zig-zag line may be reduced from 8 to not less than 2;
  - (b) a mark contained in a zig-zag line may be varied in length so as to extend for a distance not less than one metre and less than 2 metres, but where such a variation is made as respects a mark each other mark in each zig-zag line shall be of the same or substantially the

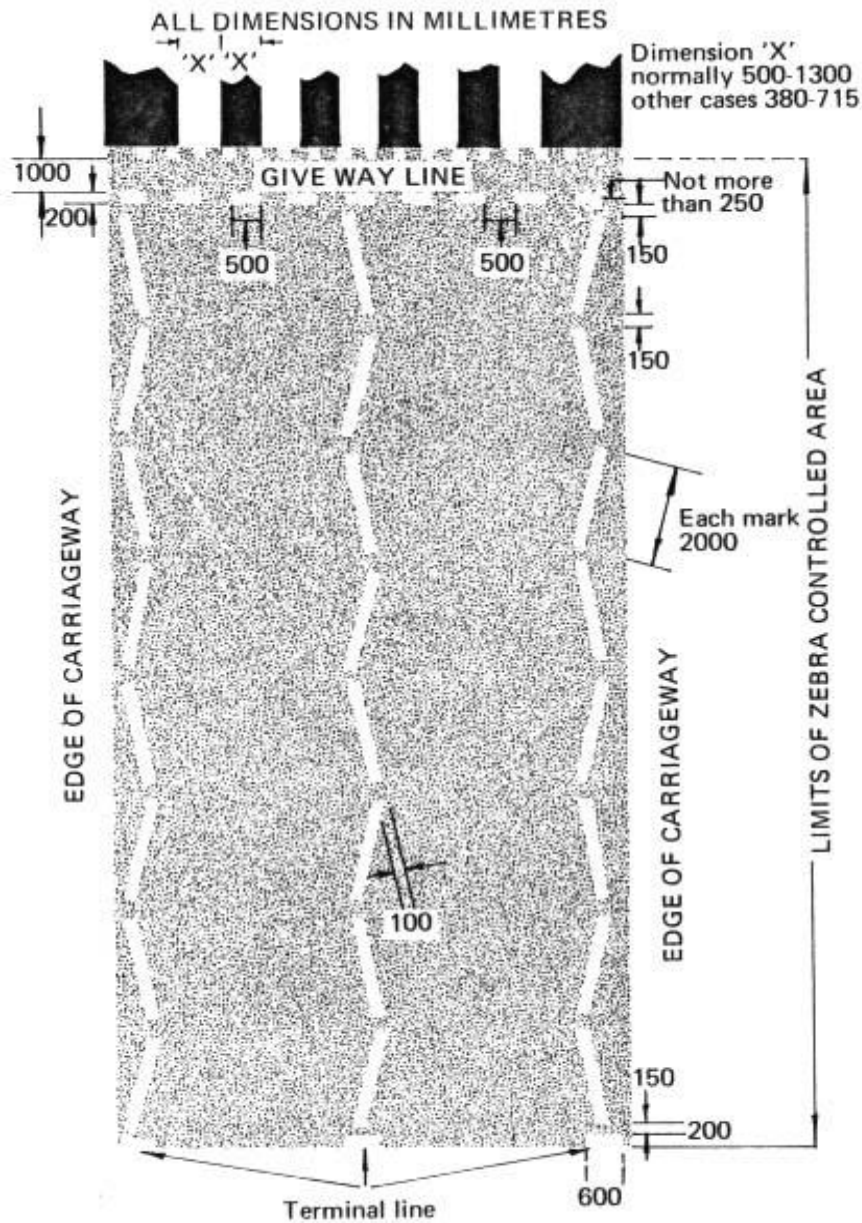
same length as that mark, so however that the number of marks in each zig-zag line shall not be more than 8 nor less than 2.

4. The angle of the give-way line (if any) in relation to, and its distance from the nearer line of studs indicating the limits of, a crossing may be varied, if the Minister is satisfied that such variation is necessary having regard to the angle of the crossing in relation to the edge of the carriageway at the place where the crossing is situated.
5. Where by reason of Article 3(3), an area of carriageway in the vicinity of a zebra crossing is not constituted a zebra controlled area by the placing of a pattern of lines as provided in the preceding provisions of this Schedule, a give-way line shall nevertheless be placed on the carriageway as previously provided in this Schedule unless the Minister is satisfied that by reason of the position of that crossing it is impracticable so to place the line.
6. Each mark contained in a give-way line or in a zig-zag line and each terminal line may be illuminated by the use of reflecting material.
7. A zebra controlled area or its limits shall not be deemed to have ceased to be indicated in accordance with the provisions of this Schedule by reason only of the imperfection, discoloration or partial displacement of either a terminal line or one or more of the marks comprised in a give-way line or zig-zag line, so long as the general indication of any such line is not thereby materially impaired.

**PART 2**

**Diagram referred to in Part 1**

Pattern of lines on one or both lines of a crossing indicating zebra controlled area



**SCHEDULE 4**

(Article 2(3))

**THE SIZE, COLOUR AND TYPE OF TRAFFIC SIGNS AT A “PELICAN” CROSSING****PART 1****1 Traffic signs**

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.

**2 Vehicular traffic light signals**

The vehicular traffic light signals shall be as follows –

- (a) 3 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.

### **3 Pedestrian light signals**

- (1) The pedestrian light signals shall be of the size, colour and type shown either in Diagram 1 or in Diagram 2 in Part 2 of this Schedule.
- (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 upper figure shown in Part 2 of this Schedule can be internally illuminated by a steady light;
  - (b) the lower figure shown in Part 2 of this Schedule 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.

### **4 Indicator for pedestrians**

- (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 3 of this Schedule.
- (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 pedestrians with the effect hereinafter described.
- (3) A device for emitting audible signals may be provided in conjunction with an indicator for pedestrians.

### **5 Sequence of signals**

- (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 of this Schedule 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) of this Schedule, 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 4 or the table in Part 5 of this Schedule,
- (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-clause (i) of this clause 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-clause (i) of this clause 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 4 or the table in Part 5 of this Schedule 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) where 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 clause (a)(i) are given as shown in the columns in the table in Part 4 or the table in Part 5 of this Schedule as if each horizontal line had the significance specified in that clause.

- (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 signals cease to show a flashing amber light and during which the vehicular traffic light signals show a green light.

## **6 Operation by remote control**

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.



**PART 2**

Diagram 1

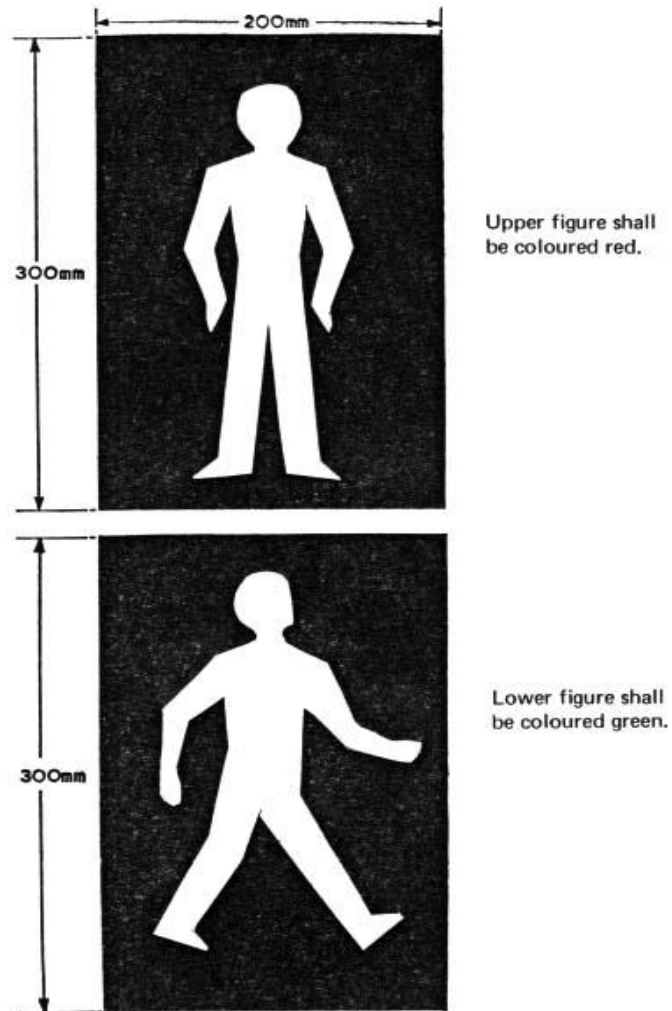
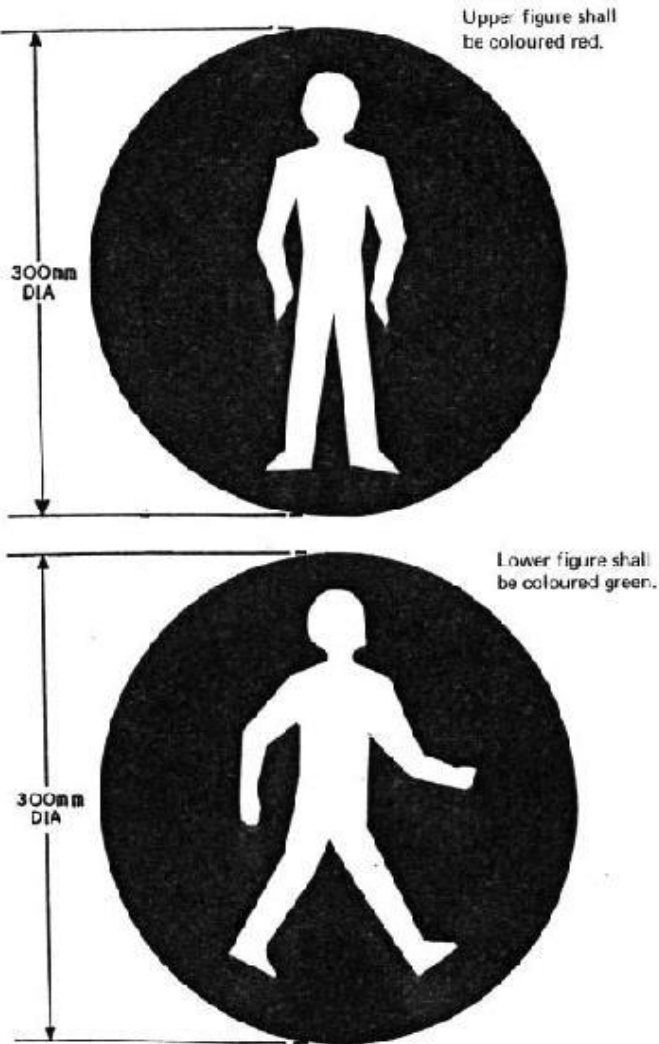
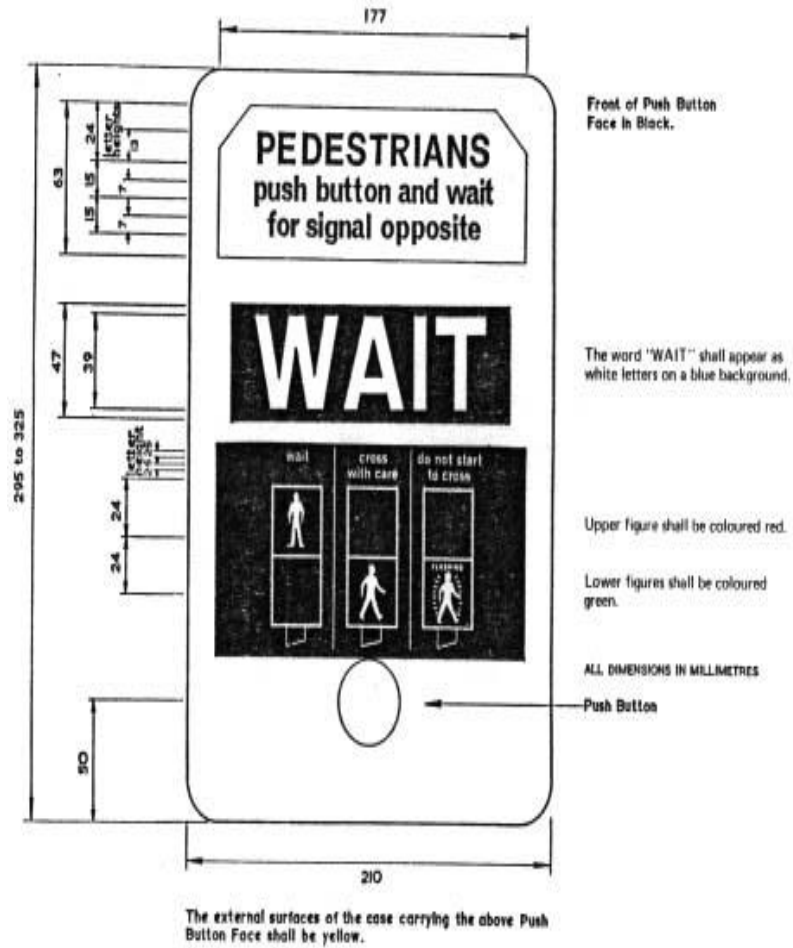


Diagram 2



**PART 3**

Diagram 1





**PART 4**

Sequence of vehicular traffic light signals 1.	Sequence of pedestrian signals		
	Pedestrian light signals 2.	Indicator for pedestrians 3.	Audible signal 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 green light	The word "WAIT" is illuminated	None
Flashing amber light	Red light		
Green light			

**PART 5**

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 5**

(Article 2(4))

**MANNER OF INDICATING THE PRESENCE AND LIMITS OF A “PELICAN”  
CROSSING IN ADDITION TO STUDS****1 Manner of indicating the vehicular approach to the crossing**

- (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 –
  - (a) there shall be a transverse stop line 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 5 strips 6.0 metres long and 4 gaps 3.0 metres long arranged alternately in such a manner that the first strip adjoins the transverse stop line;
  - (c) there shall be 2 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 2 rows shall be parallel to each other,
    - (ii) the row of studs further from the crossing shall be not less than 23.5 metres nor more than 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 2 rows of studs meet them the 2 rows of studs shall be straight and at right angles to the edge of the carriageway and in any other case the 2 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 2 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 –
- (a) there shall be a transverse stop line 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 5 strips 6.0 metres long and 4 gaps 3.0 metres long arranged alternately in such a manner that the first strip adjoins the transverse stop line;
  - (c) there shall be 2 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 2 rows shall be parallel to each other,
    - (ii) the row of studs further from the crossing shall be not less than 23.5 metres nor more than 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 2 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 2 rows meet them, the 2 rows of studs shall be straight and at right angles to the edge of the carriageway and in any other case the 2 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 2 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 2 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 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 centre line and the centre of the nearest stud thereto in each row on each side thereof.
- (4) 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.
- (5) 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.
- (6) 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 preceding 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.

- (7) Where the Minister 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 Article 15 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 Article 15 in relation to that approach would be inappropriate even if the pattern of studs were varied as aforesaid,

then, in the case mentioned in clause (a) of this sub-paragraph, that approach shall be indicated in accordance with the preceding provisions of this paragraph varied by the substitution for the distance of not less than 23.5 metres nor more than 26.5 metres specified in sub-paragraph (2) of this paragraph of such shorter distance (not being less than 9 metres) as the Minister may think fit, and, in the case mentioned in clause (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 preceding provisions of this sub-paragraph shall have effect as if the words “and on the same side of the road” were omitted.

## 2 Number of traffic signals

- (1) The vehicular traffic light signals, pedestrian light signals and indicators for pedestrians placed at or near a “Pelican” crossing which extends from one edge of the carriageway to the opposite edge of the carriageway on a road which is not a one-way street shall be placed so that there are at least 2 vehicular traffic light signals, one pedestrian light signal and one indicator for pedestrians on each side of the carriageway:

Provided that –

- (a) where there is a street refuge or central reservation on the crossing, the said vehicular traffic light signals shall be so placed that there is one on each side of the carriageway and 2 on the refuge or reservation;
- (b) one or more additional indicators for pedestrians shall be placed on the refuge or reservation; and
- (c) if vehicular traffic light signals are placed at or near a crossing in accordance with this paragraph additional vehicular traffic light signals may be placed over or at the side of the carriageway.
- (2) The said light signals and indicators placed at or near a “Pelican” crossing which extends only between the edge of the carriageway and a street refuge or a central reservation or a “Pelican” crossing on a road which is a one-way street shall be placed so that at least one vehicular traffic light signal, one pedestrian light signal and one indicator for pedestrians are on each end of the crossing on the side of the carriageway on which vehicles approach the crossing:

Provided that –

- (a) where there is a street refuge or central reservation on a “Pelican” crossing on a road which is a one-way street an additional vehicular traffic light signal shall be placed on the refuge or central reservation;
- (b) one or more additional indicators for pedestrians shall be placed on the refuge or reservation; and
- (c) if vehicular traffic light signals are placed at or near a crossing in accordance with this paragraph additional vehicular traffic light signals may be placed over or at the side of the carriageway.

### **3 Manner of placing traffic signals**

The light signals and indicators placed at or near any “Pelican” crossing in accordance with the preceding provisions of this Part shall be so arranged that –

- (a) each vehicular traffic light signal shall face the stream of traffic it is intended to control;
- (b) each pedestrian light signal at either end of the crossing shall be so placed as to be clearly visible to any person who is about to use the crossing at the other end of the crossing; and
- (c) each indicator for pedestrians shall be so placed that the push button in the indicator is readily accessible to foot passengers who wish to press it.

### **4 Colouring of containers and posts**

- (1) The containers of the vehicular traffic light signals and of the pedestrian light signals shall be coloured black and may be mounted on a black backing board with a white border not less than 45 millimetres nor more than 55 millimetres in width.
- (2) Where a vehicular traffic light signal, a pedestrian light signal or an indicator for pedestrians is mounted on a post specially provided for the purposes, that part of the post which extends above ground level shall be coloured grey and may have one white band not less than 140 millimetres nor more than 160 millimetres in depth, the lower edge of the band being not less than 1.5 metres nor more than 1.7 metres above the level of the surface of the ground in the immediate vicinity.

**SCHEDULE 6**

(Article 4)

**Variations in dimensions**

1. Any variation in a dimension specified in Schedule 3 or 5 shall be treated as permitted by this Order 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.
2. Any variation in a dimension (other than as to the height of a letter) specified in any of the diagrams in Parts 2 and 3 of Schedule 4 shall be treated as permitted by this Order 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.
3. Any variation in a dimension as to the height of a letter specified in either of the diagrams in Part 3 of Schedule 4 shall be treated as permitted by this Order if the variation does not exceed 5% of that dimension.
4. Any variation in the angle between a row of studs and the edge of a carriageway or longitudinal broken line specified in Schedule 5 shall be treated as permitted by this Order if the variation does not exceed 20 degrees.

## ENDNOTES

### Table of Legislation History

Legislation	Year and No	Commencement
Road Traffic (Pedestrian Crossings) (Jersey) Order 1982	R&O.7050	1 June 1982
Road Traffic (Pedestrian Crossings) (Amendment) (Jersey) Order 1983	R&O.7152	24 February 1983
States of Jersey (Amendments and Construction Provisions No. 7) (Jersey) Regulations 2005	<a href="#">R&amp;O.47/2005</a>	9 December 2005
States of Jersey (Amendments and Construction Provisions No. 12) (Jersey) Regulations 2005	<a href="#">R&amp;O.133/2005</a>	9 December 2005
Road Traffic (Pedestrian Crossings) (Amendment No. 2) (Jersey) Order 2008	<a href="#">R&amp;O.88/2008</a>	30 July 2008
States of Jersey (Transfer of Functions No. 8) (Miscellaneous Transfers) (Jersey) Regulations 2015	<a href="#">R&amp;O.158/2015</a>	1 January 2016

### Table of Renumbered Provisions

Original	Current
1(3),(4)	spent, omitted from this revised edition
19	spent, omitted from this revised edition
20	19

### Table of Endnote References

- <sup>1</sup> *This Order has been amended by the States of Jersey (Amendments and Construction Provisions No. 7) (Jersey) Regulations 2005 and the States of Jersey (Amendments and Construction Provisions No. 12) (Jersey) Regulations 2005. The amendments replace all references to a Committee of the States of Jersey with a reference to a Minister of the States of Jersey, and remove and add defined terms appropriately, consequentially upon the move from a committee system of government to a ministerial system of government*
- <sup>2</sup> *Article 1 amended by R&O.88/2008*
- <sup>3</sup> *Article 1(1) amended by R&O.158/2015*
- <sup>4</sup> *Article 2(2) amended by R&O.7152*
- <sup>5</sup> *Article 14(2) amended by R&O.88/2008*
- <sup>6</sup> *Article 15 amended by R&O.88/2008*

<sup>7</sup> Article 16A

*inserted by R&O.88/2008*

<sup>8</sup> Schedule 2

*Part 1, editorial change made to paragraph 2(2)(a), “more than” deleted, “more than” inserted instead*

<sup>9</sup> Schedule 2

*Part 2 amended by R&O.7152*