
ALDERNEY STATUTORY INSTRUMENT

No. 2 — 2004

**The Alderney Road Traffic (Pedestrian Crossings)
Regulations, 2004**

Made	...	...	...	...	...	...	...	2nd March, 2004
Coming into force	...	...	...	...	...	...	...	22nd March, 2004
Laid before the States	...	...	...	...	...	...	...	21st April, 2004

THE STATES OF ALDERNEY GENERAL SERVICES COMMITTEE, in exercise of the powers conferred on it by sections 2 and 35 of the Alderney Road Traffic and Public Highways Ordinance, 1966(a), as amended and all other powers enabling it, hereby makes the following Regulations -

Establishment of pedestrian crossing.

1. A pedestrian crossing is established and indicated by marking, at the direction of the Committee, on a carriageway, traffic signs -

- (a) in the manner; and
- (b) of the size, colour and type,

illustrated in the relevant part of the diagram and described in paragraphs 1, 2 and 3 of Part I of the Schedule, subject to any variation, exception or other matter mentioned in those paragraphs or any other provision of these Regulations.

Significance of give-way lines at pedestrian crossing.

2. A give-way line shall convey to vehicular traffic proceeding towards a pedestrian crossing the position at or before which a vehicle should be stopped for the purpose of complying with regulation 9 (precedence of pedestrians over vehicles at pedestrian crossings).

Prohibition against the stopping of vehicles on crossings.

3. The driver of a vehicle shall not cause the vehicle or any part of it to stop within the limits of a crossing unless -

(a) Ordinance Nos. 47; 119; 142; 154; 201; 204 and 241A.

- (a) he is prevented from proceeding by circumstances beyond his control; or
- (b) it is necessary for him to stop to avoid injury or damage to persons or property.

Pedestrian not to delay on crossings.

4. No pedestrian shall remain on the carriageway within the limits of a pedestrian crossing longer than is necessary for that pedestrian to pass over the crossing with reasonable despatch.

Prohibition against the stopping of vehicles in controlled areas.

5. (1) For the purposes of this regulation and regulations 6 and 7 the word “vehicle” shall not include a pedal bicycle not having a sidecar attached to it.

(2) Except as provided in regulations 6 and 7 the driver of a vehicle shall not cause it or any part of it to stop in a controlled area.

Exceptions to regulation 5.

6. Regulation 5 does not prohibit the driver of a vehicle from stopping it in a controlled area-

- (a) if the driver has stopped if for the purpose of complying with regulation 9;
- (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; or
- (c) when the vehicle is being used for police, fire brigade or ambulance purposes.

Further exceptions to regulation 5.

7. Regulation 5 does not prohibit the driver of a vehicle from stopping it in a controlled area -

- (a) for so long as may be necessary to enable the vehicle to be used for the purposes of -
 - (i) any building operation, 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 pedestrian crossing of any sewer or of any main, pipe or apparatus for the supply of water or electricity, or of any telecommunications apparatus kept installed for the purposes of a telecommunications code system or of any other telecommunications apparatus lawfully kept installed in any position, but only if the vehicle cannot be used for one of those purposes without stopping in the controlled area; or
- (b) if he stops the vehicle for the purpose of making a left or right turn.

Prohibition against vehicles overtaking at crossings.

8. (1) Whilst any motor 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 pedestrian crossing, the driver of the vehicle shall not cause it or any part of it -

- (a) to pass ahead of the foremost part of any other motor 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 9.
- (2) In paragraph (1)
- (a) the reference to a motor vehicle in sub-paragraph (a) is, in a case where more than one motor vehicle is proceeding in the same direction as the approaching vehicle in a controlled area, a reference to the motor vehicle nearest to the pedestrian crossing; and
 - (b) the reference to a stationary vehicle is, in a case where more than one vehicle is stationary in a controlled area for the purpose of complying with regulation 9, a reference to the stationary vehicle nearest the pedestrian crossing.

Precedence of pedestrians over vehicles at pedestrian crossings.

9. (1) Every pedestrian, if he is on the carriageway within the limits of a pedestrian crossing, which is not for the time being controlled by an officer of police 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 refuge for pedestrians or central reservation on a pedestrian crossing, the parts of the crossing situated on each side of the refuge for pedestrians or central reservation shall, for the purposes of this regulation, be treated as separate crossings.

Discolouration, temporary removal or partial displacement of traffic signs.

10. A pedestrian crossing or a pedestrian controlled area shall not be deemed to have ceased to be established, indicated or marked in accordance with these Regulations by reason only of the discolouration, temporary removal or partial displacement of any of the traffic signs prescribed in these Regulations, so long as the general appearance of the pattern of the signs is not significantly impaired.

Dimensions.

11. (1) Dimensions indicated on the diagram are expressed in millimetres.

(2) A dimension (other than one specified as a maximum or minimum dimension) specified in the diagram may be varied, provided that the variation does not exceed 20 per cent of the dimension so specified.

Interpretation.

12. (1) In these Regulations, unless the context otherwise requires -

“**carriageway**” means a way constituting or comprised in a public highway being a way over which the public has a right of way for the passage of vehicles;

“**central reservation**” means -

(a) in relation to a public highway comprising a single carriageway, any provision (including a refuge for pedestrians) which separates one part of the carriageway from another part; and

(b) in relation to a public highway which comprises two or more carriageways and land or permanent work which separates those carriageways from one another;

“**controlled area**” means an area of carriageway in the vicinity of a pedestrian crossing, the limits of which are indicated by give-way lines and zig-zag lines;

“**the diagram**” means the diagram set out in Part II of the Schedule;

a **“give-way line”** means a traffic sign marked on a carriageway -

- (a) in the manner; and
- (b) of the size, colour and type,

illustrated in the relevant part of the diagram and described in paragraph 5 of Part I of the Schedule, subject to any variation, exception or other matter mentioned in that paragraph or any other provision of these Regulations;

“Guernsey enactment” means an enactment passed by the States of Deliberation of Guernsey;

“pedestrian crossing” means a crossing for pedestrians across a carriageway established under and in accordance with regulation 1;

“refuge for pedestrians” means a part of a public highway to which vehicles do not have access and on which pedestrians may wait after crossing one part of the carriageway and before crossing the other;

“the Schedule” means the schedule to these Regulations; and

“zig-zag line” means a traffic sign marked on a carriageway -

- (a) in the manner; and
- (b) of the size, colour and type,

illustrated in the relevant part of the diagram and described in paragraph 4 of Part I of the Schedule, subject to any variation, exception or other matter mentioned in that paragraph or any other provision of these Regulations.

(2) The provisions of the Interpretation (Guernsey) Law, 1948**(b)** apply to the interpretation of these Regulations as they apply to the interpretation of a Guernsey enactment.

(3) In these Regulations, unless the context otherwise requires, references to an enactment are references thereto as amended, re-enacted (with or without modification), extended or applied.

(4) In these Regulations, unless it is expressly provided otherwise or the context otherwise requires -

- (a) a reference to a numbered regulation is a reference to the regulation so numbered in these Regulations;
- (b) a reference in a regulation to a numbered paragraph is a reference to the paragraph so numbered in the regulation in which the reference occurs; and

- (c) a reference to a sub-paragraph followed by a number or letter is a reference to the sub-paragraph bearing that number or letter in the paragraph in which the reference occurs.

Citation.

13. These Regulations may be cited as the Alderney Road Traffic (Pedestrian Crossing) Regulations, 2004.

Dated 2nd March, 2004

B Pengilley, Deputy Chairman
General Services Committee
for and on behalf of the Committee

Regulations 1 and 11**SCHEDULE****TRAFFIC SIGNS ESTABLISHING, INDICATING
OR COMPRISING PEDESTRIAN CROSSINGS,
ZIG-ZAG LINES AND GIVE-WAY LINES****PART I****Markings.**

1. Subject to the provisions of this Part of the Schedule within the limits of a pedestrian crossing the carriageway shall be marked with a series of alternate black and white stripes.

Number of stripes.

2. The number of stripes may be varied.

Limits of the crossing.

3. (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.

(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 mm nor more than 715 mm wide as measured across the carriageway.

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

Zig-zag lines.

4. (1) The pattern of the central zig-zag lines may be reversed or, on a carriageway not more than 6 metres wide, those lines may be omitted altogether.

(2) Subject to sub-paragraph (4) the number of marks in a zig-zag line shall not be 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 Committee is satisfied that, by reason of the layout or character of any roads in the vicinity of a pedestrian crossing, it would be impracticable to lay out a controlled area using zig-zag lines comprising the number of marks referred to in sub-paragraph (2) of this Schedule or as indicated in the relevant part of the diagram -

(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 of the marks may be varied to not less than 1 metre.

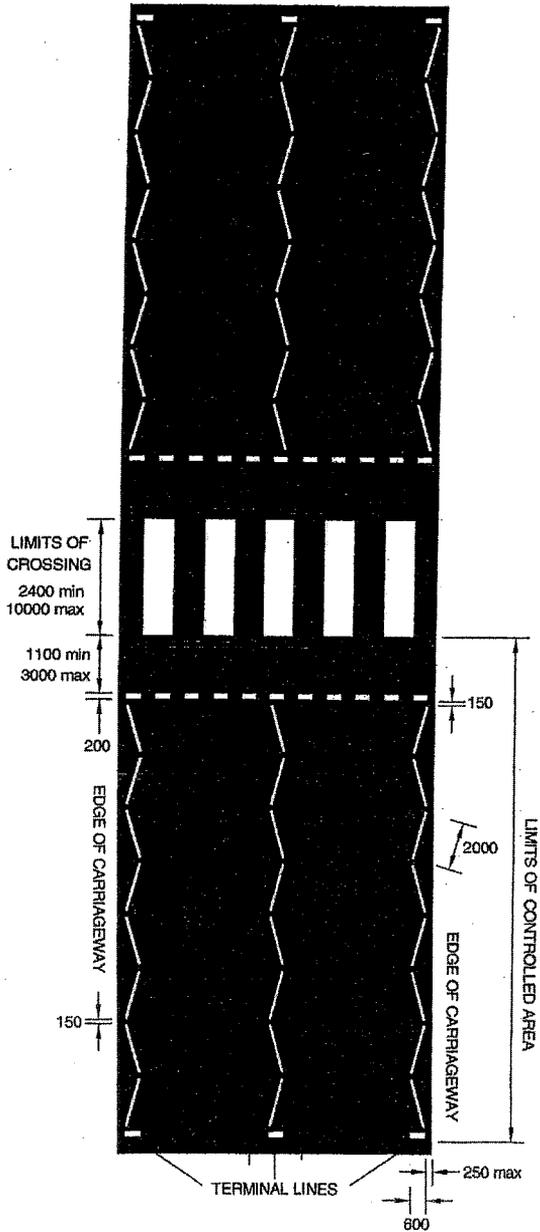
Give-way line.

5. (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 pedestrian crossing may be varied, if the Committee 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 pedestrian crossing shown in the diagram may, if the Committee think 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.

PART II DIAGRAM



D.V. JENKINS
Clerk of the States

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