of the last mentioned Regulations) make the same variation in speed limits as was made by those Regulations but without setting any time limit on this variation.

As required by section 10 (4) of the Road Traffic Act, 1930, these Regulations were approved by a resolution of the House of Lords on 23rd July, 1959, and a resolution of the House of Commons on 17th July, 1959.

1959 No. 2296

The Pedestrian Crossings (England and Wales) (Amendment) Regulations, 1959

Made - - - -	*29th December*, 1959
Laid before Parliament	*5th January*, 1960
Coming into Operation	*19th January*, 1960

The Minister of Transport in exercise of his powers under section 18 of the Road Traffic Act, 1934(a), as amended by section 46 of the Road Traffic Act, 1956(b), and of all other powers him enabling in that behalf, and after consultation with representative organisations in accordance with the provisions of subsection (2) of section 111 of the Road Traffic Act, 1930(c), hereby makes the following Regulations:—

1.—(1) These Regulations shall come into operation on the nineteenth day of January, 1960, and may be cited as the Pedestrian Crossings (England and Wales) (Amendment) Regulations, 1959.

(2) The Interpretation Act, 1889(d), shall apply to the interpretation of these Regulations as it applies to the interpretation of an Act of Parliament.

2. The Pedestrian Crossings Regulations, 1954(e), as amended(f), shall have effect as though after paragraph 8 of the First Schedule the following paragraph were added—

"9.—(1) Where the appropriate authority as defined in the last preceding paragraph is satisfied that the presence of a foot-passenger—

(*a*) at the end of a crossing to which the provisions of this Part of this Schedule apply, being an end at or near which a globe has been placed in accordance with paragraph 6 of this Part of this Schedule, 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 the said paragraph 6

(a) 24 & 25 Geo. 5. c. 50.
(b) 4 & 5 Eliz. 2. c. 67.
(c) 20 & 21 Geo. 5. c. 43.
(d) 52 & 53 Vict. c. 63.
(e) S.I. 1954/370 (1954 II, p. 1948).
(f) S.I. 1958/305 (1958 II, p. 2107).

should be better indicated during the hours of darkness as defined in the Road Transport Lighting Act, 1957(a), the authority shall provide a lamp beneath the globe so as to illuminate during the said hours any such foot-passenger.

(2) Every such lamp shall be so arranged that the lowest part thereof is not less than 9 feet 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.

(3) A crossing to which the provisions of the preceding paragraphs of this Part of this Schedule apply shall not be deemed to have ceased to be indicated in accordance with those provisions by reason only of the failure of the illumination of any such lamp."

Given under the Official Seal of the Minister of Transport this 29th day of December, 1959.

(L.S.)

Ernest Marples,
The Minister of Transport.

EXPLANATORY NOTE

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

These Regulations, which apply in England and Wales, further amend the Pedestrian Crossings Regulations, 1954, by providing that, where the appropriate authority is satisfied that the presence of a pedestrian at the end of an uncontrolled crossing where there is a beacon, or on a refuge on such a crossing on which refuge there is a beacon, should be better indicated at night, the authority shall provide a lamp beneath the beacon for this purpose.

(a) 5 & 6 Eliz. 2. c. 51.