EXPLANATORY NOTE

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

These Regulations modify, in relation to motor vehicles which are specified in international motor insurance cards provided for visitors under international arrangements by the Motor Insurers' Bureau of Great Britain or a Bureau of a foreign country and are brought temporarily into Great Britain by visitors, the provisions of Part II of the Road Traffic Acts, 1930 to 1934, which relate to the insurance of motorists against third-party risks.

The main modifications are—

(*a*) for the purposes of section 35 of the 1930 Act, which requires users of motor vehicles to be insured against third-party risks, the card is treated as if it were a policy of insurance complying with the requirements of Part II of that Act;

(*b*) for the purposes of section 40 of the 1930 Act, which inter alia requires drivers of motor vehicles to produce a certificate of insurance on request by a police constable, the card is treated as if it were such a certificate; and

(*c*) section 13 of the 1934 Act, which requires persons against whom claims are made to give certain information as to policies of insurance, is correspondingly modified.

Provision is also made by the Regulations for the notification in writing of third-party claims to the Motor Insurers' Bureau of Great Britain, the production of cards and the treatment of motor vehicles brought temporarily into Great Britain from Northern Ireland by visitors who hold cards and by those who do not.

Part II of the Motor Vehicles (Third-Party Risks) Regulations, 1941, which makes special provision as regards the insurance of visitors' motor vehicles, is revoked except in relation to vehicles brought into Great Britain before the 1st March, 1953.

PEDESTRIAN CROSSINGS

1952 No. 420

The Pedestrian Crossings (General) (Amendment) Regulations, 1952

Made - - - -	*4th March*, 1952
Laid before Parliament	*6th March*, 1952
Coming into Operation	*12th March*, 1952

The Minister of Transport in exercise of the powers conferred upon him by sections 48 and 59 of the Road Traffic Act, 1930(**a**), and section 18 of the Road Traffic Act, 1934(**b**), and of all other powers him enabling in that behalf hereby makes the following Regulations:—

1.—(1) These Regulations shall come into operation on the twelfth day of March, 1952, and may be cited as "The Pedestrian Crossings (General) (Amendment) Regulations, 1952".

(a) 20 & 21 Geo. 5. c. 43. (b) 24 & 25 Geo. 5. c. 50.

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

2. The Pedestrian Crossings (General) Regulations, 1951(b), shall have effect as though—

(1) In Regulation 6

(*a*) the words " or for the purpose of complying with Regulation 4 " were inserted immediately after the words " Regulation 7 of these Regulations ", and

(*b*) the following words were added at the end of the Regulation:—

" For the purposes of this Regulation the expression " vehicle " shall not include a bicycle not having a sidecar attached thereto, whether mechanically propelled or not."

(2) In Part I of the First Schedule

(*a*) the following sub-paragraph were substituted for sub-paragraph (2) of paragraph 1—

" (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, except where the Minister otherwise authorises in the case of any particular crossing, be less than 8 feet nor more than 16 feet from the nearest point on the other line:

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 " ; and

(*b*) the following proviso were substituted for the proviso to sub-paragraph (3) of paragraph 1—

" 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."

(3) In Part II of the First Schedule the following sub-paragraphs were substituted for sub-paragraphs (2) and (3) of paragraph 6:—

" (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 6 inches from that line to the other line so formed or to a part of the crossing which is not more than 6 inches from that line ; and

(a) 52 & 53 Vict. c. 63. (b) S.I. 1951/1192; 1951 II, p. 553.

(*b*) be of a width of not less than 20 inches nor, in the case of the first stripe at each end of the crossing, more than 50 inches, or in the case of any other stripe, more than 28 inches.

(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, so long as the general appearance of the pattern of stripes is not thereby materially impaired."

Given under the Official Seal of the Minister of Transport this fourth day of March, 1952.

(L.S.)

John S. Maclay,
The Minister of Transport.

EXPLANATORY NOTE

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

These Regulations amend the Pedestrian Crossings (General) Regulations, 1951. The principal changes are:—

1. Bicycles, whether or not mechanically propelled, which are not fitted with side-cars, are exempted from the restrictions imposed by Regulation 6 of the 1951 Regulations on the stoppage of vehicles in the vicinity of uncontrolled pedestrian crossings the approaches to which have been duly marked. It is also expressly provided that these restrictions do not apply to vehicles which are stopping in order to accord precedence to pedestrians using a crossing.

2. It is provided that a failure to comply strictly with the requirements of the First Schedule as to the layout of the lines of studs by which all crossings are indicated or as to the black and white stripes by which uncontrolled crossings are indicated shall not prejudice the validity of any crossing if the general indication of the lines of studs or of the black and white stripes, as the case may be, is not thereby materially impaired.

3. The Minister of Transport is given power, in particular cases, to authorise crossings exceeding 16 feet or less than 8 feet in width.

4. The first stripe at each side of an uncontrolled crossing is no longer required to be black.