PEDESTRIAN CROSSINGS

The Pedestrian Crossings (General) Regulations, 1951

1951 No. 1192

Made - - - -	*2nd July*, 1951
Laid before Parliament	*3rd July*, 1951
Coming into Operation	*31st October*, 1951

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 thirty-first day of October, 1951, and may be cited as " The Pedestrian Crossings (General) Regulations, 1951 ".

(2) The Regulations specified in the Third Schedule to these Regulations are hereby revoked, without prejudice, however, to the validity of anything done thereunder or to any liability incurred in respect of any act or omission before the coming into operation of these Regulations.

2.—(1) In these Regulations the following expressions have the meanings hereby respectively assigned to them:—

" crossing " means a crossing for foot-passengers established on any road, not being a road in the London Traffic Area, in accordance with the provisions of section 18 of the Road Traffic Act, 1934 ;

" London Traffic Area " has the same meaning as it has in the London Traffic Act, 1924(c) ;

" uncontrolled crossing " means a crossing—

(*a*) to which the provisions of Part II of the First Schedule to these Regulations apply and the presence and limits of which are indicated in accordance with the provisions of that Schedule ; and

(*b*) at which traffic is not for the time being controlled by a police officer in uniform ;

" carriageway " does not include that part of any crossing which consists of a street refuge or central reservation ;

" central reservation " means any provision made in a road, not being the provision of a street refuge, for dividing the road for the safety or guidance of vehicular traffic.

(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.

3. Every crossing and its limits shall be indicated in accordance with the provisions of the First Schedule to these Regulations.

4. Every foot-passenger on the carriageway within the limits of an uncontrolled crossing shall have precedence within those limits over any vehicle and the driver of the vehicle shall accord such precedence to the foot-passenger, if the foot-passenger is on the carriageway within those limits before the vehicle or any part thereof has come on to the carriageway within those limits.

(a) 20 & 21 Geo. 5. c. 43. (b) 24 & 25 Geo. 5. c. 50. (c) 14 & 15 Geo. 5. c. 34.
(d) 52 & 53 Vict. c. 63.

For the purposes of this Regulation, in the case of such a crossing on which there is a street refuge or central reservation the parts of the crossing which are situate on each side of the street refuge or central reservation as the case may be shall each be treated as a separate crossing.

5. The driver of a vehicle shall not cause the vehicle or any part thereof to stop within the limits of a crossing unless either he is prevented from proceeding by circumstances beyond his control or it is necessary for him to stop in order to avoid accident.

6. Save as provided in Regulation 7 of these Regulations the driver of a vehicle shall not cause the vehicle or any part thereof to stop on the carriageway between an uncontrolled crossing, the approach to which is indicated by a sign as provided in paragraph 9 of Part II of the First Schedule to these Regulations, and that sign on that side of the road on which the sign is marked or, where there are two such signs marked in accordance with the said paragraph, on either side of the road.

7. A vehicle shall not by Regulation 6 of these Regulations be prevented from stopping in any length of road on any side thereof, if the driver is prevented from proceeding by circumstances beyond his control or it is necessary for him to stop in order to avoid accident, or for so long as may be necessary—

(*a*) to enable a person to board or alight from the vehicle ;

(*b*) to enable goods to be loaded on to or unloaded from the vehicle ; or

(*c*) to enable the vehicle, if it cannot be used for such purpose without stopping in that length of road, to be used in connection with any building operation or demolition, the removal of any obstruction to traffic, the maintenance, improvement or reconstruction of that length of road, or the laying, erection, alteration or repair in or near to that length of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any telegraph or telephone wires, cables, posts or supports.

8. No foot-passenger 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 dispatch.

9. The maximum fine to which a person shall be liable in respect of a contravention of any of the provisions of Regulations 4, 5, 6 or 8 of these Regulations shall be five pounds.

Given under the Official Seal of the Minister of Transport this 2nd day of July, 1951.

(L.S.) *Alfred Barnes,*
The Minister of Transport.

FIRST SCHEDULE

PART I

1.—(1) Subject to the provisions of this Part of this Schedule, every crossing and its limits shall be indicated by two lines of studs placed across the carriageway 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 8 feet nor more than 16 feet from the nearest point on the other line.

(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 10 inches nor more than 51 inches, and a distance of not more than 50 inches is left between the edge of the carriageway at either end of the line and the centre of the stud nearest thereto:

Provided that in the case of a crossing intersected by a tramway installation, street refuge or central reservation the distances referred to in this sub-paragraph may be varied so far as is necessary to avoid interference with the tramlines, the slot rails between tramlines, the street refuge or the central reservation as the case may be.

(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 not being less than $3\frac{7}{8}$ inches nor more than $4\frac{1}{4}$ inches in length and the diameter of a circular stud not being less than $3\frac{7}{8}$ inches nor more than $4\frac{1}{4}$ inches; and

(*c*) so fixed that they do not project more than $\frac{1}{8}$ of an inch above the carriageway at their highest points nor more than $\frac{1}{4}$ of an inch at their edges.

2. Where immediately before the coming into operation of these Regulations a line of metal or other permanent material has been placed on the carriageway in accordance with the Regulations revoked by these Regulations, as part of the indications of a crossing where apparatus for the emission of light signals for the control of traffic is installed, to indicate the line beyond which vehicles proceeding in their proper line of traffic must not proceed when signalled to stop by those signals, that line of metal or other permanent material may until the thirtieth day of June, 1953, continue to be so placed and to form part of the indications of the crossing in lieu of any studs which but for this paragraph would be required to be placed across that part of the carriageway, and paragraph 1 of this Schedule shall be construed accordingly.

3. A crossing or its limits 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 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.

PART II

4. The provisions of this Part of this Schedule shall apply to every crossing where apparatus for the emission of light signals for the control of traffic is not installed.

5. Without derogation from the provisions of Part I of this Schedule every such crossing shall be further indicated in accordance with the following provisions of this Part of this Schedule.

6.—(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 extend along the carriageway from one line of studs to the other and shall, subject to the following provisions of this paragraph, be not less than 20 inches nor more than 28 inches in width.

(3) The first stripe at each end of the crossing shall be black or, where the surface of the carriageway provides a reasonable contrast with the colour of white, the colour of that surface, and not less than 20 inches nor more than 50 inches in width.

7.—(1) At or near each end of every such crossing there shall be placed 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 11 inches nor more than 13 inches in diameter; and

(*c*) so mounted that the height of the lowest part of the globe is not less than 7 feet nor more than 10 feet above the surface of the ground in the immediate vicinity.

(3) Posts on which globes are mounted or to which globes are attached shall be circular in plan and not less than 3 inches in diameter and shall be coloured with alternate black and white bands each band being not less than 11 inches nor more than 13 inches in depth.

8. A crossing to which the provisions of this Part of this Schedule apply 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 partial displacement of one or more of the stripes so long as the general appearance of the pattern of stripes is not materially impaired; or

(*b*) the imperfection, discoloration, disfigurement, or the temporary removal or displacement of any of the globes, posts or brackets.

9.—(1) The approach to a crossing to which the provisions of this Part of this Schedule apply may be indicated by a sign of the size, colour and type shown in the Diagram set out in the Second Schedule to these Regulations.

(2) Every such sign shall be marked (in so far as it is required by the said Diagram to be marked) on the footway as near as is practicable to the edge of the carriageway with the straight sides of the segments of the sign aligned as near as is possible at right angles to the edge of the carriageway:

Provided that where—

(*a*) no footway exists; or

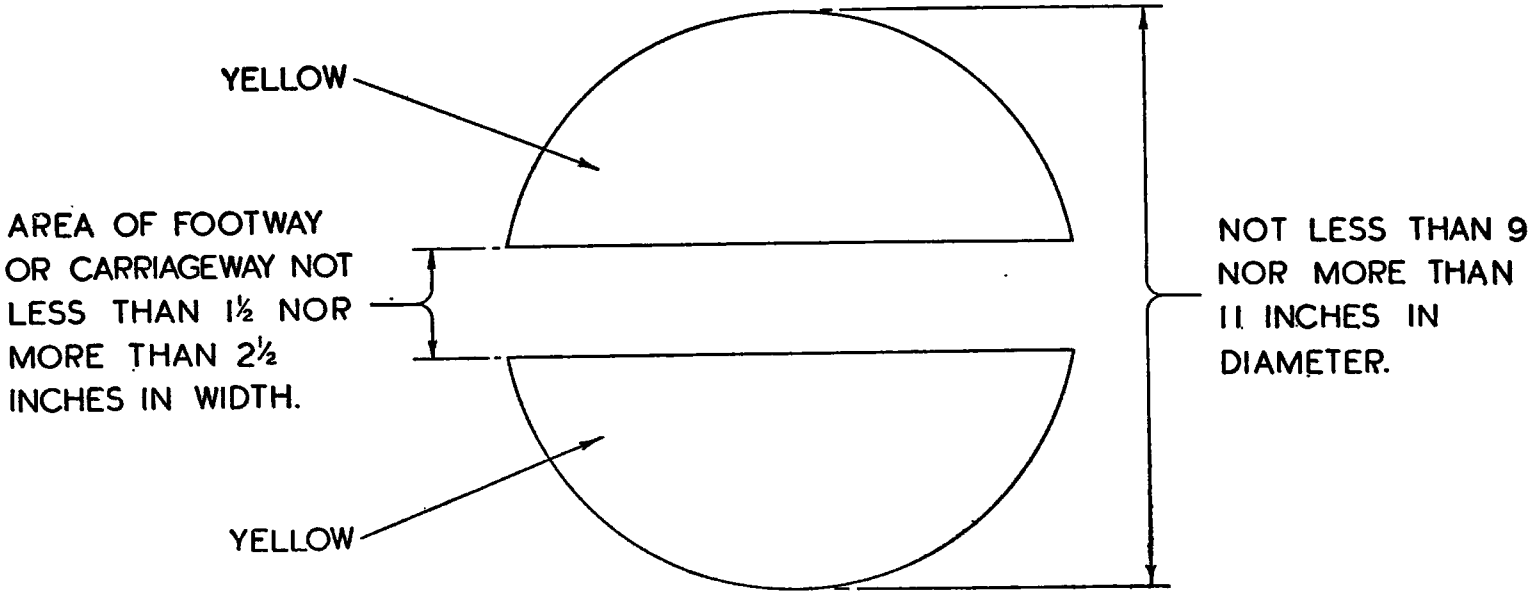
(*b*) the surface of the footway is not of a suitable nature or size for the marking of the sign,

the sign shall be marked on the carriageway as near as is practicable to its edge with the straight sides of the segments of the sign aligned as aforesaid.

(3) Every such sign shall be marked only on the footway or carriageway as the case may require on the left or near side of the road unless the road is a one-way street in which the driving of vehicles otherwise than in one direction is prohibited at all times, in which case the sign shall also be marked on the footway or carriageway as the case may require on the right or off side of the road. The distance between the nearest points of a sign and the crossing to which it relates shall not be less than 42 feet nor more than 48 feet.

SECOND SCHEDULE

Diagram



THIRD SCHEDULE

The Traffic Signs (Pedestrian Crossings) Provisional Regulations, 1934;

The Traffic Signs (Pedestrian Crossings) (Amendment) Provisional Regulations, 1934;

The Traffic Signs (Pedestrian Crossings) (No. 2) Provisional Regulations, 1934;

The Traffic Signs (Pedestrian Crossings) (Amendment) Provisional Regulations, 1935;

The Traffic Signs (Pedestrian Crossings) (Amendment) Provisional Regulations, 1938;

The Pedestrian Crossing Places (Traffic) Regulations, 1941(a).

EXPLANATORY NOTE

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

These Regulations apply to all duly established pedestrian crossings other than those in the London Traffic Area to which similar Regulations apply, namely the Pedestrian Crossings (London) Regulations, 1951 (S.I. 1951 No. 1193), and supersede the Regulations specified in the Third Schedule.

The Regulations provide for the manner in which such crossings are to be indicated and govern their use by vehicles and pedestrians.

The main provision governing the use of crossings is that precedence is accorded to pedestrians only at uncontrolled crossings. Provision is also made for restricting the stoppage of vehicles in the vicinity of an uncontrolled crossing, where the approach thereto has been duly marked in accordance with the Regulations.

PUBLIC SERVICE VEHICLES

The Public Service Vehicles (Contract Carriage Records) Regulations, 1951

1951 No. 1701

Made - - - -	21*st September*, 1951
Laid before Parliament	24*th September*, 1951
Coming into Operation	1*st January* 1952

The Minister of Transport, in exercise of the powers conferred upon him by section 94 of the Road Traffic Act, 1930(b), and section 25 of the Road Traffic Act, 1934(c), and of all other powers him enabling in that behalf hereby makes the following Regulations:—

Commencement, Citation, Revocation and Interpretation

1.—(1) These Regulations shall come into operation on the first day of January, 1952, and may be cited as "The Public Service Vehicles (Contract Carriage Records) Regulations, 1951".

(a) S.R. & O. 1941 (No. 397) I, p. 980.
(b) 20 & 21 Geo. 5. c. 43.
(c) 24 & 25 Geo. 5. c. 50.