authority have not, at the commencement of this order, determined a rate of interest, be four per cent. per annum.

Given under the official seal of the Minister of Housing and Local Government this seventh day of May, nineteen hundred and fifty-two.

(L.S.) *H. Symon,*
Under Secretary,
Ministry of Housing and Local Government.

EXPLANATORY NOTE

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

This order prescribes 4 per cent. as the maximum rate of interest which a London sanitary authority may charge on certain expenses recoverable by them from owners of premises. Section 8 of the London County Council (General Powers) Act, 1951, provides that until an order is made by the Minister under that section the maximum rate shall be 2½ per cent., and so the effect of this order is to supersede that provision.

LONDON TRAFFIC

1952 No. 421

The Pedestrian Crossings (London) (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 section 10 of the London Traffic Act, 1924(**a**), as amended by section 63 of the London Passenger Transport Act, 1933(**b**), and sections 48 and 59 of the Road Traffic Act, 1930(**c**), and section 18 of the Road Traffic Act, 1934(**d**), 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 (London) (Amendment) Regulations, 1952".

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

2. The Pedestrian Crossings (London) Regulations, 1951(**f**), 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

(a) 14 & 15 Geo. 5. c. 34.
(b) 23 & 24 Geo. 5. c. 14.
(c) 20 & 21 Geo. 5. c. 43.
(d) 24 & 25 Geo. 5. c. 50.
(e) 52 & 53 Vict. c. 63.
(f) S.I. 1951/1193; 1951 I, p. 1257.

(*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 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

(*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 (London) 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.

LUNACY AND MENTAL TREATMENT, ENGLAND

1952 No. 366

The Broadmoor Institutions Rules, 1952

Made - - - -	*25th February*, 1952
Laid before Parliament	*25th February*, 1952
Coming into Operation	*1st March*, 1952

The Board of Control, in exercise of the power conferred on them by subsection (5) of section 62 of the Criminal Justice Act, 1948(**a**), and with the approval of the Minister of Health, hereby make the following Rules for the care and treatment of patients detained in Broadmoor Institutions.

1.—(1) These Rules may be cited as the Broadmoor Institutions Rules, 1952 and shall come into operation on the first day of March, 1952.

(2) The Interpretation Act, 1889(**b**), applies to the interpretation of these Rules as it applies to the interpretation of an Act of Parliament.

Medical Superintendent

2. The Medical Superintendent of a Broadmoor Institution shall be duly registered under the Medical Acts (**c**), to practise Medicine and Surgery.

3. He shall be the chief officer of the Institution, and shall be responsible for the general management thereof, subject to these Rules and in accordance

(a) 11 & 12 Geo. 6. c. 58. (b) 52 & 53 Vict. c. 63.
(c) 21 & 22 Vict. c. 90; 49 & 50 Vict. c. 48; 17 & 18 Geo. 5. c. 39; 11 & 12 Geo. 6. c. 11; 14 Geo. 6. c. 29.