STATUTORY INSTRUMENTS

1962 No. 425

ROAD TRAFFIC

The Pedestrian Crossings (Push Button Control) Regulations, 1962

Made - - - -	*26th February*, 1962
Laid before Parliament	*6th March*, 1962
Coming into Operation	*20th March*, 1962

The following Regulations—

(*a*) in so far as they contain provisions prescribing traffic signs to be used in connection with crossings for foot passengers, are made by the Secretary of State and the Minister of Transport acting jointly in exercise of their powers under section 51 of the Road Traffic Act, 1960(a) (hereinafter referred to as "the Act of 1960") and of all other powers them enabling in that behalf, and after consultation with representative organisations in accordance with the provisions of subsection (2) of section 260 of the Act of 1960;

(*b*) in so far as they contain other provisions relating to crossings for foot passengers, are made by the Secretary of State (as respects such of those provisions as relate to crossings for foot passengers on roads in Scotland) and the Minister of Transport (as respects such of those provisions as relate to crossings for foot passengers on roads in England or Wales) respectively, each acting in exercise of his powers under section 46 of the Act of 1960, and of all other powers him enabling in that behalf, and after such consultation as aforesaid.

1. These Regulations shall come into operation on the twentieth day of March, 1962, and may be cited as the Pedestrian Crossings (Push Button Control) Regulations, 1962.

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

"carriageway" does not include that part of any road which consists of a street refuge or central reservation, whether within the limits of a crossing or not;

"central reservation" means any provision, not consisting of a street refuge, made in a road for separating one part of the carriageway of that road from another part of that carriageway for the safety or guidance of vehicular traffic using that road;

"crossing" means a crossing for foot passengers established either—

(*a*) by a local authority in accordance with the provisions for the time being in force of a scheme submitted and approved under section 44 of the Act of 1960, or

(*b*) in the case of a trunk road, by the Secretary of State or the Minister in the discharge of the duty imposed on him by section 45 of the Act of 1960;

(a) 8 & 9 Eliz. 2. c. 16.

" the Minister " means the Minister of Transport ;

" one-way street " means any road on which the driving of vehicles otherwise than in one direction is prohibited at all times ;

" push button controlled crossing " means a crossing in relation to which the following conditions are fulfilled, that is to say—

(*a*) that there are traffic signs of the size, colour and type prescribed by Regulation 4 of and the First Schedule to these Regulations placed at or near that crossing, and

(*b*) that the presence and limits of the crossing are indicated in accordance with the provisions of these Regulations ;

" vehicular traffic light signal " and " pedestrian light signal " mean respectively light signals of the size, colour and type prescribed by Regulation 4 of and the First Schedule to these Regulations in relation to light signals of those descriptions.

(2) References in these Regulations to a pulsating light and a flashing light are references respectively to—

(*a*) a light which is being shown at two alternating levels of intensity in such a manner that one level is immediately followed by the other and as to make it readily apparent that the light is being shown as a pulsating light and not as a steady light or a flashing light, and

(*b*) a light which is being shown intermittently the appearances of the light succeeding each other in such a manner as to make it readily apparent that the light is being shown as a flashing light and not as a steady light or a pulsating light.

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

3. At the end of the definition of the expression " crossing " in paragraph (1) of Regulation 2 of the Pedestrian Crossings Regulations, 1954(b), there shall be added the following words " not being a push button controlled crossing within the meaning of the Pedestrian Crossings (Push Button Control) Regulations, 1962 ".

4. The provisions of the First Schedule to these Regulations shall have effect as respects the size, colour and type of the traffic signs which are to be placed at or near a crossing for the purpose of constituting that crossing a push button controlled crossing.

5. The provisions of the Second Schedule to these Regulations shall have effect for regulating the manner in which the presence and limits of a crossing are to be indicated for the purpose of constituting it a push button controlled crossing.

6. The following provisions of these Regulations shall have effect with respect to the movement of traffic (including foot passengers) and the precedence of foot passengers over vehicles at and in the vicinity of a push button controlled crossing :

Provided that the provisions of Regulations 7 and 9 of these Regulations shall not apply in relation to any crossing at any time when traffic at that crossing is being controlled by a police constable in uniform.

(a) 52 & 53 Vict. c. 63. (b) S.I. 1954/370 (1954 II, p. 1948).

7.—(1) When a vehicular traffic light signal is showing a pulsating amber light the driver of a vehicle shall not cause the vehicle or any part thereof to proceed beyond the signal unless, when the light first begins to pulsate, the vehicle is so close to the signal that it cannot safely be stopped before passing that signal.

(2) When a vehicular traffic light signal is showing a pulsating red light the driver of a vehicle shall not cause the vehicle or any part thereof to proceed beyond the signal.

(3) Every foot passenger on the carriageway within the limits of a push button controlled crossing shall have precedence within those limits over any vehicle during any period while a vehicular traffic light signal at or near the crossing is showing a flashing amber light, and the driver of the vehicle shall accord such precedence to the foot passenger during that period, if the foot passenger is on the carriageway within those limits at any time during that period before the vehicle or any part thereof has come on to the carriageway within those limits.

(4) Where for any reason a vehicular traffic light signal is showing—

(*a*) an amber light which is neither a pulsating light nor a flashing light, or

(*b*) a red light which is not a pulsating light,

the foregoing provisions of this Regulation shall apply as if, in the case mentioned in subparagraph (*a*) of this paragraph, the light shown by that signal were a pulsating amber light or, in the case mentioned in subparagraph (*b*) of this paragraph, the light shown by that signal were a pulsating red light.

8. The driver of a vehicle shall not cause the vehicle or any part thereof to stop within the limits of a push button controlled 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.

9. Save as provided in Regulation 10 of these Regulations or for the purpose of complying with any provision of Regulation 7 thereof, the driver of a vehicle shall not cause the vehicle or any part thereof to stop on the carriageway between—

(*a*) a push button controlled crossing, the approach to which is indicated by a pattern of studs as provided in paragraph 4 of the Second Schedule to these Regulations, and

(*b*) the line of studs in that pattern situated furthest from the crossing,

on the side of the road on which the pattern of studs is placed or, if the road is a one-way street, on either side of the road.

For the purposes of this Regulation, the expression "vehicle" shall not include a pedal bicycle not having a sidecar attached thereto, whether additional means of propulsion by mechanical power are attached to the bicycle or not.

10. A vehicle shall not be prevented by Regulation 9 from stopping in any length of road on any side thereof—

(*a*) 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

(*b*) for so long as may be necessary to enable the vehicle, if it cannot be used for such purposes without stopping in that length of road, to be used for fire brigade, ambulance or police purposes or for defence purposes (including civil defence purposes) or 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.

11. No foot passenger shall remain on the carriageway within the limits of a push button controlled crossing longer than is necessary for the purpose of passing over the crossing with reasonable despatch.

Given under the Seal of the Secretary of State this twenty-sixth day of February, 1962.

(L.S.)

John S. Maclay,
One of Her Majesty's Principal Secretaries of State.

Given under the Official Seal of the Minister of Transport this twenty-sixth day of February, 1962.

(L.S.)

Ernest Marples,
The Minister of Transport.

FIRST SCHEDULE (see Regulation 4)

PROVISIONS PRESCRIBING THE SIZE, COLOUR AND TYPE OF TRAFFIC SIGNS TO BE USED AT PUSH BUTTON CONTROLLED CROSSINGS

PART I

1. The traffic signs which are to be placed at or near a crossing for the purpose of constituting it a push button controlled crossing shall consist of a combination of—

(*a*) vehicular traffic light signals,

(*b*) pedestrian light signals, and

(*c*) indicators for pedestrians,

of the size, colour and type prescribed by the following provisions of this Schedule.

2. The vehicular traffic light signals shall be as follows:—

(*a*) two lights shall be used, one red and one amber;

(*b*) the lamps showing the coloured lights aforesaid shall be arranged vertically, the lamp showing the red light being uppermost;

(*c*) each lamp shall be separately illuminated and the effective diameter of the lens thereof shall be not less than 8 inches nor more than 8¼ inches;

(*d*) the height of the centre of the amber lens from the carriageway shall be 7 feet 6 inches, provided that where desirable in order to secure adequate visibility of the signal the height may be increased to not more than 10 feet;

(*e*) the distance between the centres of the lenses of the two lamps shall not be more than fourteen inches;

(*f*) the word "STOP" in black lettering shall be placed upon the lens of the lamp showing a red light and no other lettering shall be used upon the lenses or in connection with the light signal.

3. The pedestrian light signal shall consist of a single lamp the lens of which shall have an effective diameter of not less than 8 inches nor more than 8½ inches and the lamp shall be so arranged that when lit it illuminates the word "CROSS" in white letters on a black ground.

4. The indicator for pedestrians shall be of the size, colour and type shown in the diagram set out in Part II of this Schedule and shall be so designed and constructed that the word "WAIT" as shown in the said diagram can be illuminated so that it appears in white letters on a blue ground and that there is incorporated in the indicator a device (hereinafter referred to as "a push button") which can be used by foot passengers with the effect hereinafter described.

5. The vehicular traffic and pedestrian light signals and the indicators for pedestrians shall be so designed and constructed that when they are placed at or near any crossing the pressing of the push button in any of the indicators will cause all the signals and indicators placed at or near that crossing, unless they are working automatically as described in paragraph 6 of this Schedule, to show lights in the following manner and sequence, that is to say—

(*a*) except as otherwise provided in the following provisions of this paragraph, when a push button is pressed—

(i) the amber lamp of each of the vehicular traffic light signals shall show a pulsating amber light, and

(ii) the word "WAIT" in each of the indicators for pedestrians shall be illuminated as described in paragraph 4 of this Schedule;

(*b*) when the amber lamp of each of the vehicular traffic light signals ceases to show a pulsating amber light—

(i) the red lamp of each of the vehicular traffic light signals shall show a pulsating red light, and

(ii) the word "CROSS" in each of the pedestrian light signals shall be illuminated as described in paragraph 3 of this Schedule by a steady light, and

(iii) the word "WAIT" in each of the indicators for pedestrians shall cease to be illuminated;

(*c*) when the red lamp of each of the vehicular traffic light signals ceases to show a pulsating red light—

(i) the amber lamp of each of the vehicular traffic light signals shall show a flashing amber light, and

(ii) the word "CROSS" in each of the pedestrian light signals shall be illuminated as described in paragraph 3 of this Schedule by a flashing light,

and so that towards the end of the period during which the said lights are flashing their rate of flashing shall be approximately double their rate of flashing during the earlier part of that period;

(*d*) when the amber lamp in each of the vehicular traffic light signals ceases to flash—

(i) the word "CROSS" in each of the pedestrian light signals shall cease to be illuminated, and

(ii) subject to the next following subparagraph, no lights shall be shown by any of the vehicular traffic or pedestrian light signals or any of the indicators for pedestrians until the next time a push button is pressed;

(*e*) the pressing of a push button during any period when the vehicular traffic light signals are showing any such lights as are described in the foregoing provisions of this paragraph shall produce no effect and there shall be a period, which shall not be less than 13 seconds nor more than 72 seconds, starting when the amber lamp in each of the vehicular traffic light signals ceases to flash, during which if a push button is pressed it shall—

(i) cause the word "WAIT" in each of the indicators for pedestrians to be illuminated for the rest of that period as described in paragraph 4 of this Schedule, and

(ii) cause the vehicular traffic and pedestrian light signals and the indicators for pedestrians as from the end of that period to show lights in the manner and sequence described in the foregoing provisions of this paragraph as if it had been pressed at the end of that period:

Provided that the said vehicular traffic and pedestrian light signals and indicators for pedestrians may also be so designed and constructed that if a push button is pressed during the said period of not less than 13 seconds nor more than 72 seconds it shall produce no effect.

6. The vehicular traffic and pedestrian light signals and the indicators for pedestrians may also be so designed and constructed that when they are placed at or near any crossing they can be made to work automatically for any period so as to show lights in the same manner and sequence as they would do if they were working under push button control as described in the last foregoing paragraph and if a push button in any of the indicators placed at or near that crossing were being continuously pressed.

7. The significance of the lights shown by the vehicular traffic light signals and the pedestrian light signals placed at or near a crossing shall be as follows:—

(*a*) the pulsating amber and red lights shall respectively convey to vehicular traffic the information that drivers of vehicles are affected by the prohibitions respectively imposed by paragraphs (1) and (2) of Regulation 7 of these Regulations while a vehicular traffic light signal is showing such a light;

(*b*) the flashing amber light—

(i) shall convey to vehicular traffic the information that foot passengers who are on the carriageway within the limits of the crossing while the flashing amber light is being shown have the precedence over vehicles accorded to them by paragraph (3) of Regulation 7 of these Regulations, and

(ii) when it is flashing towards the end of any period of flashing at approximately double its rate of flashing during the earlier part of that period, shall convey to vehicular traffic the information that the period during which foot passengers have such precedence as aforesaid will shortly end;

(*c*) the word "CROSS" in a pedestrian light signal placed at or near any crossing—

(i) when illuminated by a steady light, shall convey to foot passengers the information—

(A) that the period during which the word is so illuminated is one during which the vehicular traffic light signals at or near that crossing are showing a pulsating red light, and

(B) that if they wish to use the crossing it is desirable that they should do so during that period;

(ii) when illuminated by a flashing light—

(A) shall convey to foot passengers the information that the period during which the word is so illuminated is one during which the vehicular traffic light signals at or near the crossing are showing a flashing amber light and foot passengers on the carriageway within the limits of the crossing have the precedence over vehicles accorded to them by paragraph (3) of Regulation 7 of these Regulations, and

(B) when it is flashing towards the end of any period of flashing at approximately double its rate of flashing during the earlier part of that period, shall also convey to foot passengers the information that the period during which the vehicular traffic light signals at or near the crossing are showing a flashing amber light and foot passengers on the carriageway within the limits of the crossing have such precedence as aforesaid will shortly end.

8. Where vehicular traffic and pedestrian light signals are placed at or near any crossing one globe which shall be—

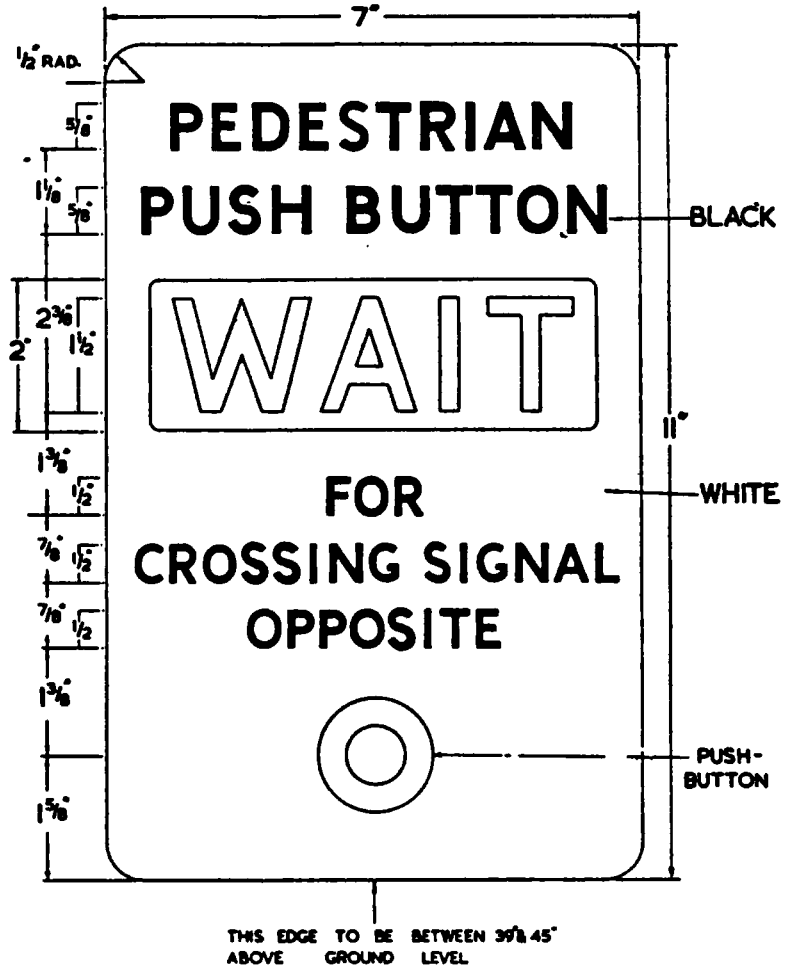
(*a*) yellow in colour,

(*b*) not less than 11 inches nor more than 13 inches in diameter, and

(*c*) marked with horizontal black stripes each having a width of 2 inches and in such a manner that the distance between any one stripe and the stripe nearest thereto is 2 inches,

shall be placed on each side of the carriageway on which any of those light signals are placed and on any street refuge or central reservation on which any of those light signals are placed so as to surmount one or more of the light signals which are on the same side of the carriageway or on that refuge or reservation, as the case may be.

PART II



SECOND SCHEDULE (see Regulation 5)

PROVISIONS RELATING TO THE MANNER OF INDICATING THE PRESENCE AND LIMITS OF A CROSSING WHICH IS A PUSH BUTTON CONTROLLED CROSSING

PART I

1.—(1) Every crossing which is a push button controlled 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 the distance between any point on one of those lines and the nearest point on the other line shall not be less than 8 feet nor more than 16 feet or such greater distance (not being more than 33 feet) as may be authorised in writing—

(i) in the case of any particular crossing on a road in England or Wales, by the Minister, or

(ii) in the case of any particular crossing on a road in Scotland, by the Secretary of State:

Provided that the foregoing provisions of this subparagraph 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.

(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 28 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 the foregoing provisions of this subparagraph 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.

(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 3¼ inches nor more than 4¼ inches in length and the diameter of a circular stud not being less than 3¼ inches nor more than 4¼ inches; and

(*c*) so fixed that they do not project more than ¼ of an inch above the carriageway at their highest points nor more than ¼ of an inch at their edges.

2. A crossing or its limits shall not be deemed to have ceased to be indicated in accordance with the provisions of the foregoing paragraph 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.

3.—(1) The presence and limits of a push button controlled crossing shall be further indicated in accordance with the following provisions of this paragraph.

(2) The carriageway shall be marked within the limits of the crossing by a pattern of black and white markings which conform to the pattern and dimensions shown in the diagram set out in Part II of this Schedule:

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 that part of the said pattern which would otherwise be required to be black.

(3) The foregoing 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 of the said markings, so long as the general appearance of the pattern of the markings is not thereby materially impaired.

(4) A crossing shall not be deemed to have ceased to be indicated in accordance with the foregoing provisions of this paragraph by reason only of the imperfection, discoloration or partial displacement of any one or more of the said markings, so long as the general appearance of the pattern of the markings is not thereby materially impaired.

4.—(1) Subject to the following provisions of this paragraph, the approach for vehicular traffic to a push button controlled crossing shall be indicated by a pattern of studs placed on the carriageway in accordance with the following provisions of this paragraph.

(2) On a road not being a one-way street the pattern of studs shall comply with the requirements shown in diagram 1 in Part III of this Schedule and on a road being a one-way street the pattern of studs shall comply with the requirements shown in diagram 2 in the said Part III:

Provided that—

(*a*) in relation to a pattern of studs on a road on which a speed limit of thirty miles per hour or less on the driving of motor vehicles is not in force by virtue of any enactment the requirements shown in the relevant diagram shall be varied by the substitution for the words "not less than 42 feet nor more than 48 feet", where the words occur in that diagram, of the words "not less than 70 feet nor more than 80 feet", and

(*b*) the requirements shown in the relevant diagram, or that diagram as varied as aforesaid, shall be regarded as having been complied with in the case of any pattern of studs where most of the studs constituting it comply with those requirements notwithstanding that those requirements may not be complied with as respects one or more studs so long as the general appearance of the pattern of studs is not thereby materially impaired.

(3) The provisions of subparagraph (4) of paragraph 1 of this Part of this Schedule shall apply to the studs mentioned in this paragraph as they apply to the studs mentioned in that subparagraph.

(4) The approach to a crossing shall not be deemed to have ceased to be indicated by a pattern of studs in accordance with the foregoing provisions of this paragraph by reason only of the discoloration or temporary removal or displacement of one or more studs in the pattern of studs so long as the general appearance of the pattern of studs is not thereby materially impaired.

(5) Where the appropriate authority is satisfied in relation to a particular approach to a crossing that by reason of the existence at or near that crossing of a road junction which is on the same side of that crossing and on the same side of the road as that approach—

(*a*) the application of Regulation 9 of these Regulations in relation to that approach will not be appropriate unless the pattern of studs by which that approach is to be indicated is varied as hereinafter provided, or

(*b*) that the application of the said Regulation 9 in relation to that approach would be inappropriate even if the pattern of studs were varied as aforesaid,

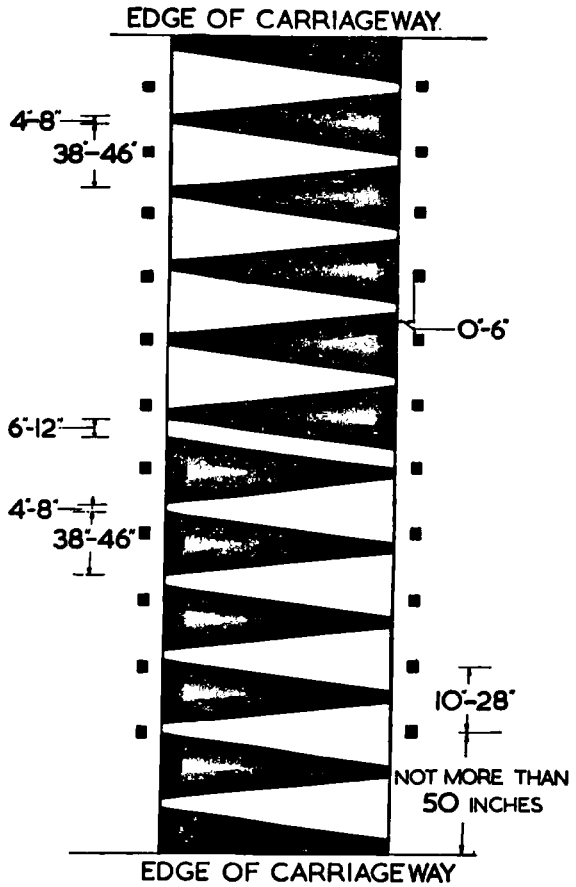
then, in the case mentioned in (*a*) of this subparagraph, that approach shall be indicated in accordance with the foregoing provisions of this paragraph varied by the substitution for the distance of not less than 42 feet nor more than 48 feet

shown in the relevant diagram in Part III of this Schedule, or for the said distance of not less than 70 feet nor more than 80 feet, as the case may be, of such shorter distance (not being less than 30 feet) as the appropriate authority may think fit, and, in the case mentioned in (*b*) of this subparagraph, it shall not be necessary for that approach to be indicated in accordance with this paragraph:

Provided that for the purpose of the application of this subparagraph to a crossing which is on a road which is a one-way street the foregoing provisions of this subparagraph shall have effect as if the words " and on the same side of the road " were omitted.

In this subparagraph the expression " appropriate authority " means, in relation to an approach to a crossing which is on a trunk road in England or Wales, the Minister, and in relation to an approach to a crossing which is on a trunk road in Scotland, the Secretary of State, and, in relation to an approach to any other crossing, the council in whose scheme under section 44 of the Act of 1960 the crossing is for the time being included.

PART II (see paragraph 3 of this Schedule)



PART III (see paragraph 4 of this Schedule)

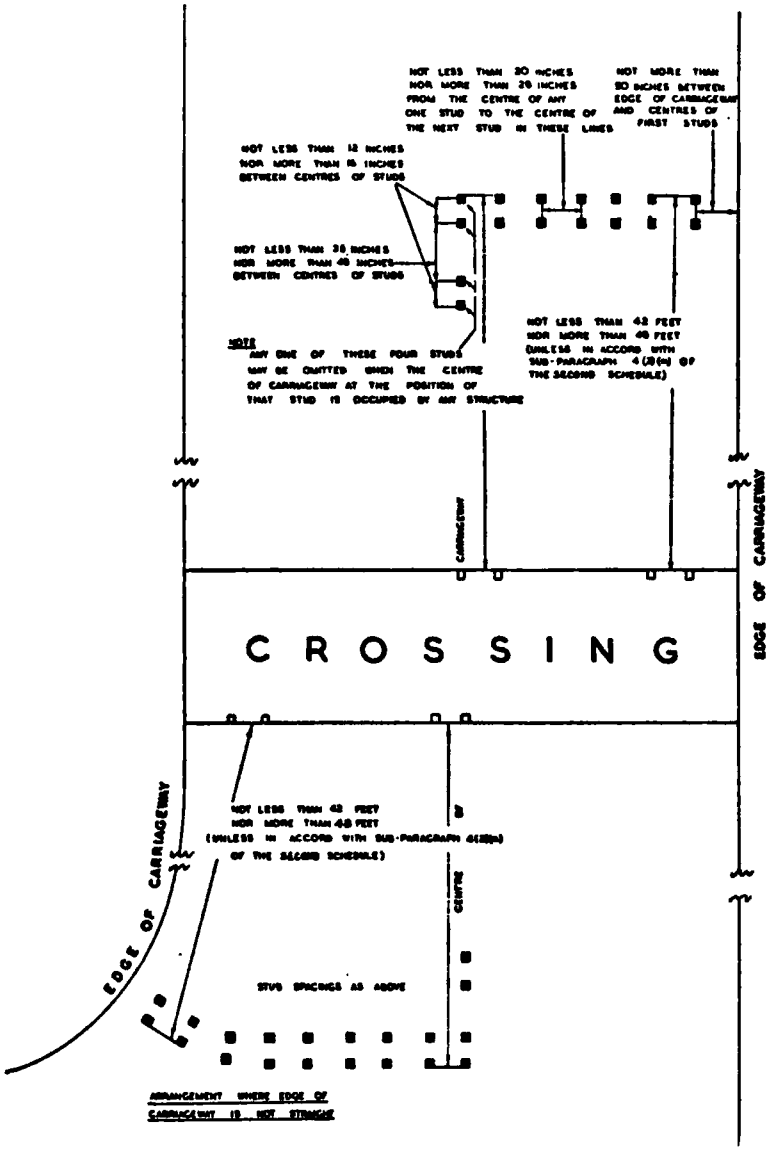


DIAGRAM I. INDICATION OF APPROACHES IN ROAD OTHER THAN ONE WAY STREET

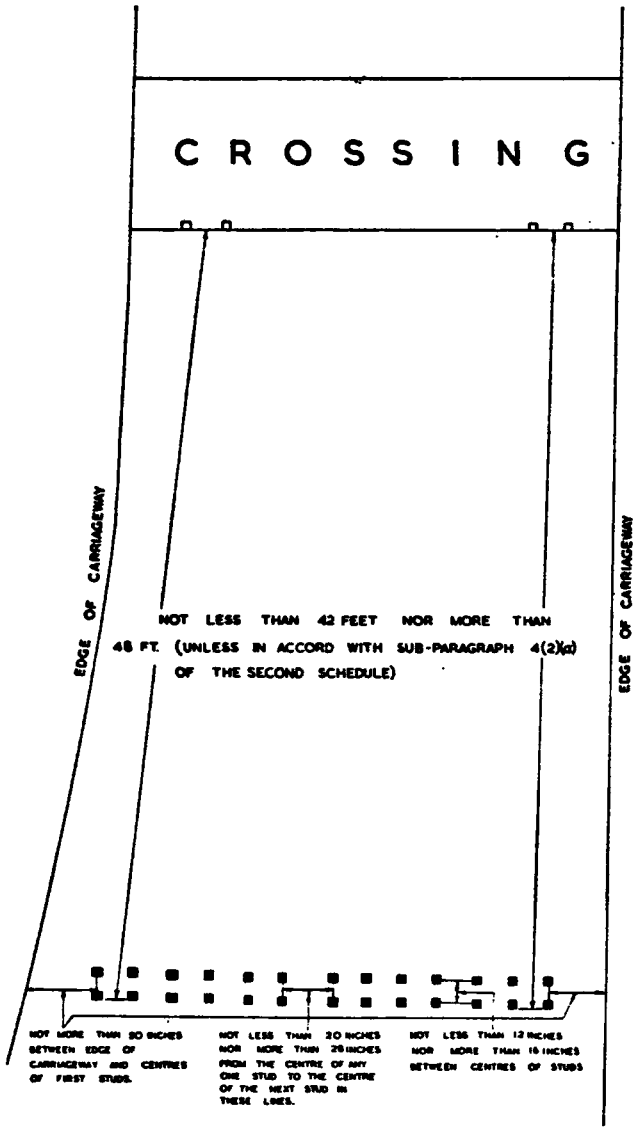


DIAGRAM 2. INDICATION OF APPROACH IN A ONE WAY STREET

EXPLANATORY NOTE

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

These Regulations provide a new method of regulating traffic at pedestrians crossings by means of light signals and indicators for pedestrians which can be made to work by pedestrians pressing a push button in the indicators. Pedestrian crossings at or near which such light signals are placed and the presence and limits of which are marked in accordance with

the provisions of these Regulations are defined as " push button controlled crossings " (see Regulation 2 (1)).

Regulation 4 and the First Schedule prescribe the size, colour and type of the traffic signs which are to be placed at or near push button controlled crossings. The First Schedule provides amongst other things—

(*a*) that such traffic signs shall consist of a combination of vehicular traffic light signals, pedestrian light signals and indicators for pedestrians (First Schedule, paragraph 1),

(*b*) that the vehicular traffic light signals shall comprise two lamps, one of which is to show a red light and the other an amber light (First Schedule, paragraph 2),

(*c*) that the pedestrian light signals shall consist of a lamp illuminating the word " CROSS " (First Schedule, paragraph 3),

(*d*) that the indicators for pedestrians shall be of the size, colour and type shown in the diagram set out in Part II of the First Schedule and shall incorporate a push button which may be used by foot passengers (First Schedule, paragraph 4),

(*e*) that (except when the light signals and indicators are working automatically) the use of the push button shall cause the light signals and indicators to show lights in the manner and sequence described in paragraph 5 of the First Schedule, which will include—

(i) the showing by the vehicular traffic light signals of a pulsating amber light followed by a pulsating red light followed by a flashing amber light followed by a period when no light will be shown until the use of the push button causes the same sequence of lights to be shown;

(ii) the showing by the pedestrian light signals of the word " CROSS " while the vehicular traffic light signals are showing a pulsating red light or a flashing amber light;

(*f*) for authorising the light signals and indicators to be so designed and constructed as to be capable of working automatically (First Schedule, paragraph 6).

Regulation 5 and the Second Schedule provide for the manner in which the presence and limits of push button controlled crossings are to be indicated. The Second Schedule (paragraph 3) includes provision for marking the carriageway within the limits of the crossing by a pattern of black and white markings conforming to the pattern and dimensions shown in the diagram set out in Part II of the Second Schedule.

Regulations 6 to 11 make provision as to the precedence of foot passengers over vehicles and the movement of traffic at and in the vicinity of push button controlled crossings. These Regulations include provisions—

(*a*) prohibiting the driver of a vehicle from causing the vehicle to proceed beyond a vehicular traffic light signal when it is showing a pulsating amber light unless the vehicle is so close to the signal when the light first begins to pulsate that the vehicle cannot safely be stopped before passing that signal (Regulation 7 (1));

(*b*) prohibiting the driver of a vehicle from causing the vehicle to proceed beyond a vehicular traffic light signal when it is showing a pulsating red light (Regulation 7 (2));

(*c*) according to foot passengers on the carriageway within the limits of a push button controlled crossing while a vehicular traffic light signal is showing a flashing amber light precedence over vehicles as provided in Regulation 7 (3).