STATUTORY INSTRUMENTS

1967 No. 178

ROAD TRAFFIC

The Pedestrian Crossings (Push Button Control) Regulations and General Directions 1967

Made - - - -	*10th February* 1967
Laid before Parliament	*22nd February* 1967
Coming into Operation	*6th March* 1967

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 enabling powers, and after consultation with representative organisations in accordance with the provisions of section 260(2) of the Act of 1960;

(*b*) in so far as they contain other provisions relating to crossings for foot passengers, are made the Secretary of State (as respects such of those provisions as relate to crossings for foot passengers on roads in Scotland and Wales) and the Minister of Transport (as respects such of those provisions as relate to crossings for foot passengers on roads in England) respectively, each acting in exercise of his powers under section 46 of the Act of 1960, and, as respects such of those provisions as relate to crossings for foot passengers on roads in Wales, in exercise of those powers as read with the Secretary of State for Wales and Minister of Land and Natural Resources Order 1965(b), and of all other enabling powers, and after such consultation as aforesaid.

The following General Directions are given by the Secretary of State and the Minister of Transport acting jointly in exercise of their powers under section 52 of the Act of 1960, as amended by section 51 of and Schedule 4 to the Road Traffic Act 1962(c), and of all other enabling powers.

PART I—REGULATIONS

1. These Regulations may be cited as the Pedestrian Crossings (Push Button Control) Regulations 1967.

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

"the appropriate Minister" means, in relation to a crossing established on a road in Scotland or Wales, the Secretary of State, and in relation to a

(a) 8 & 9 Eliz. 2. c. 16.
(b) S.I. 1965/319 (1965 I, p. 785).
(c) 10 & 11 Eliz. 2. c. 59.

crossing established on a road in England, the Minister of Transport;

"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;

"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—

(*a*) at which there are traffic signs of the size, colour and type prescribed by Regulation 4 of and Schedule 1 to these Regulations placed at or near that crossing, and

(*b*) the presence and limits of which are indicated in accordance with Regulation 5 of and Schedule 2 to these Regulations;

"stop line" in relation to the driver of a motor vehicle approaching a push button controlled pedestrian crossing means the white line indicating the approach to the crossing in accordance with paragraph 3 of Schedule 2 to these Regulations, which is parallel to the limits of the crossing and on the same side of the crossing as the driver;

"stud" means any mark or device on the carriageway, whether or not projecting above the surface thereof;

"vehicular traffic light signal" and "pedestrian light signal" mean respectively light signals of the size, colour and type prescribed by Regulation 4 of and Schedule 1 to these Regulations in relation to light signals of those descriptions.

(2) Any reference in these Regulations to a light shown by a signal or indicator is a reference to a light of constant intensity unless the contrary intention appears.

(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, and as if for the purposes of section 38 of that Act these Regulations were an Act of Parliament and the Regulations revoked by Regulation 3 of these Regulations were an Act of Parliament thereby repealed.

3.—(1) The Pedestrian Crossings (Push Button Control) Regulations 1962(b) are hereby revoked as from 6th March 1968.

(2) The Pedestrian Crossings Regulations 1954(c), as amended by the Pedestrian Crossings (Push Button Control) Regulations 1962, shall have effect as if there were added to the end of the definition of the expression

(a) 52 & 53 Vict. c. 63.
(b) S.I. 1962/425 (1962 I, p. 479).
(c) S.I. 1954/370 (1954 II p. 1948).

"crossing" in Regulation 2(1) the words "or the Pedestrian Crossings (Push Button Control) Regulations 1967", but as from 6th March 1968 the said definition shall have effect as if the words "the Pedestrian Crossings (Push Button Control) Regulations 1962 or" were deleted.

4. The provisions of Schedule 1 to these Regulations shall have effect as respects the size, colour and type and the significance of the traffic signs which are to be placed at or near a crossing for the purpose of constituting it a push button controlled crossing.

5. The provisions of Schedule 2 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.

7.—(1) When the vehicular traffic light signal is showing a white light the driver of a vehicle may proceed across the crossing.

(2) When the vehicular traffic light signal is showing an amber light the driver of a vehicle shall not cause the vehicle or any part thereof to proceed beyond the stop line, or if that line is not for the time being visible or there is no stop line, beyond the vehicular traffic light signals facing the driver, unless, when the amber light is first shown, the vehicle is so close to the stop line or signals that it cannot safely be stopped before passing the line or signals.

(3) When the vehicular traffic light signal is showing a red light the driver of a vehicle shall not cause the vehicle or any part thereof to proceed beyond the stop line, or if that line is not for the time being visible or there is no stop line, beyond the vehicular traffic light signals facing the driver.

(4) When the vehicular traffic light signal is showing a flashing amber light every foot passenger on the carriageway within the limits of a push button controlled crossing shall have precedence within those limits over any vehicle and the driver of a vehicle shall accord precedence to any such foot passenger, if the foot passenger is on the carriageway within those limits before any part of the vehicle has entered those limits.

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 an 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 3 of Schedule 2 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 an 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.

12.—(1) Any variation in a dimension (other than as to the height of a letter) specified in Part III of Schedule 1 to these Regulations shall be treated as permitted by these Regulations if the variation—

(*a*) in the case of a dimension of less than 2 inches, does not exceed 10% of that dimension;

(*b*) in the case of a dimension of 2 inches or more but less than 12 inches, does not exceed 5% of that dimension; or

(*c*) in the case of a dimension of 12 inches or more, does not exceed 2½% of that dimension.

(2) Any variation in a dimension as to the height of a letter specified in Part III of Schedule 1 to these Regulations shall be treated as permitted by these Regulations if the variation does not exceed 5% of that dimension.

(3) Any variation in a dimension of a white line specified in Part II or III of Schedule 2 to these Regulations shall be treated as permitted by these Regulations if the variation—

(*a*) in the case of a dimension of 10 feet or more, does not exceed 5% of that dimension;

(*b*) in the case of a dimension of 1 foot or more but less than 10 feet, does not exceed 10% of that dimension; or

(*c*) in the case of a dimension of less than 1 foot, where the actual dimension exceeds the dimension so specified, does not exceed 20% of the dimension so specified, and where the actual dimension is less than the dimension so specified, does not exceed 10% of the dimension so specified.

SCHEDULE 1 (See Regulation 4)

THE NATURE AND SIGNIFICANCE OF TRAFFIC SIGNS 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*) three lights shall be used, one red, one amber, and one white;

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

(*c*) each lamp shall be separately illuminated and, subject to sub-paragraph (*f*) of this paragraph, 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 lens in the lamp showing the white light from the surface of the carriageway in the immediate vicinity 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 9 feet;

(*e*) the distance between the centres of the lenses of adjacent lamps shall not be more than 14 inches;

(*f*) the glass of the lowermost lamp shall be masked so that when lit the lamp shows a white light in the form of a cross of the size and shape shown in Part II of this Schedule;

(*g*) the lamp showing the amber light shall be capable of showing a steady light or a flashing light such that it flashes at a rate of not less than 75 nor more than 125 flashes per minute;

(*h*) 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.

3. The pedestrian light signals shall be of the size, colour and type shown in Schedule 4 to the Traffic Signs Regulations 1964(a) and shall be in accordance with paragraphs (2) and (3) of Regulation 35 of those Regulations except that paragraph (3)(*b*) of the said Regulation shall have effect for the purposes of this paragraph as if for the number '54' there were substituted the number '75'.

4.—(1) The indicator for pedestrians shall be of the size, colour and type shown in the diagram set out in Part III 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 there is incorporated in the indicator a

(a) S.I. 1964/1857 (1964 III, p. 4053).

device (hereinafter referred to as "a push button") which can be used by foot passengers with the effect hereinafter described.

(2) A device for emitting audible signals may be provided in conjunction with an indicator for pedestrians.

5.—(1) The vehicular traffic and pedestrian light signals and the indicators for pedestrians when they are placed at or near any crossing shall be so designed and constructed that—

(*a*) before the signals and indicators are operated by the pressing of a push button or as described in paragraph 6 of this Schedule the vehicular traffic light signal shows a white light, the pedestrian light signal shows a red light, the indicator for pedestrians is not illuminated and any device for emitting audible signals is silent;

(*b*) when a push button is pressed—

(i) after the expiration of the vehicle period but before the vehicular traffic light signals are showing an amber light, the signals and indicators, unless they are working as described in paragraph 6(*b*) of this Schedule, are caused to show lights in the sequences specified in descending order in column 2 in the case of vehicular traffic light signals, in column 4 in the case of the indicators for pedestrians and in column 5 in the case of pedestrian light signals, of the table in Part IV of this Schedule;

(ii) when the vehicular traffic light signals are showing an amber light or a red light, there is no effect;

(iii) when the pedestrian light signals are showing a flashing green light, the word "WAIT" in each of the indicators for pedestrians is illuminated at the expiration of the period when the flashing green light is shown and the signals and indicators are caused to show lights in the sequence specified in sub-paragraph (i) of this paragraph at the end of the next vehicle period;

(iv) after the pedestrian light signals have ceased to show a flashing green light and before the end of the next vehicle period, the word "WAIT" in each of the indicators for pedestrians is illuminated and the signals and indicators are caused to show lights in the sequence specified in sub-paragraph (i) of this paragraph at the end of the vehicle period;

(*c*) the periods, during which lights are shown by the signals and the indicators, commence and terminate in relation to each other as shown in the columns of the table in Part IV of this Schedule as if each horizontal line therein represented one moment in time, subsequent moments occurring in descending order.

(2) Where a device for emitting audible signals is provided in conjunction with an indicator for pedestrians placed at or near any crossing it shall be so designed and constructed that—

(*a*) when a push button is pressed—

(i) after the expiration of the vehicle period but before the vehicular traffic light signals are showing an amber light, a continuous sound is emitted throughout the period when the pedestrian light signals are showing a green light;

(ii) when the vehicular traffic light signals are showing an amber or red light, there is no effect;

(iii) when the pedestrian light signals are showing a flashing green light or at the end of this period and before the end of the next vehicle period, a continuous sound is emitted throughout the period when the pedestrian light signals next show a green light;

(*b*) the period, during which the audible signal is given, commences and terminates in relation to the periods during which the light signals specified in sub-paragraph (i) of this paragraph are given as shown in those columns as if each horizontal line had the significance specified in that paragraph.

(3) In this paragraph "vehicle period" means such period as may be fixed from time to time in relation to a push button controlled crossing, which commences when the vehicular traffic light signals cease to show a flashing amber light and during which the vehicular traffic light signals show a white light.

6. The vehicular traffic light signals, pedestrian light signals, indicators for pedestrians and any device for emitting audible signals when they are placed at or near any crossing may also be so designed and constructed that they can by remote control be made to operate:—

(*a*) as if a push button had been pressed;

(*b*) so that the pressing of a push button has no effect, other than causing the word "WAIT" on each of the indicators for the pedestrians to be illuminated, until normal operation is resumed.

7.—(1) The significance of lights shown by the vehicular traffic light signals, the pedestrian light signals and the indicators for pedestrians, shall be as follows:—

(*a*) each light shown by the vehicular traffic light signals shall convey to drivers of vehicles that they have the rights or are required to accord the precedence or are subject to the prohibitions specified in the provision of these Regulations specified in column 1 of the table in Part IV of this Schedule in relation to the light specified in column 2 of that table;

(*b*) each light shown by the pedestrian light signals shall convey to pedestrians the information specified in column 6 of the said table in relation to the light specified in column 5 of that table;

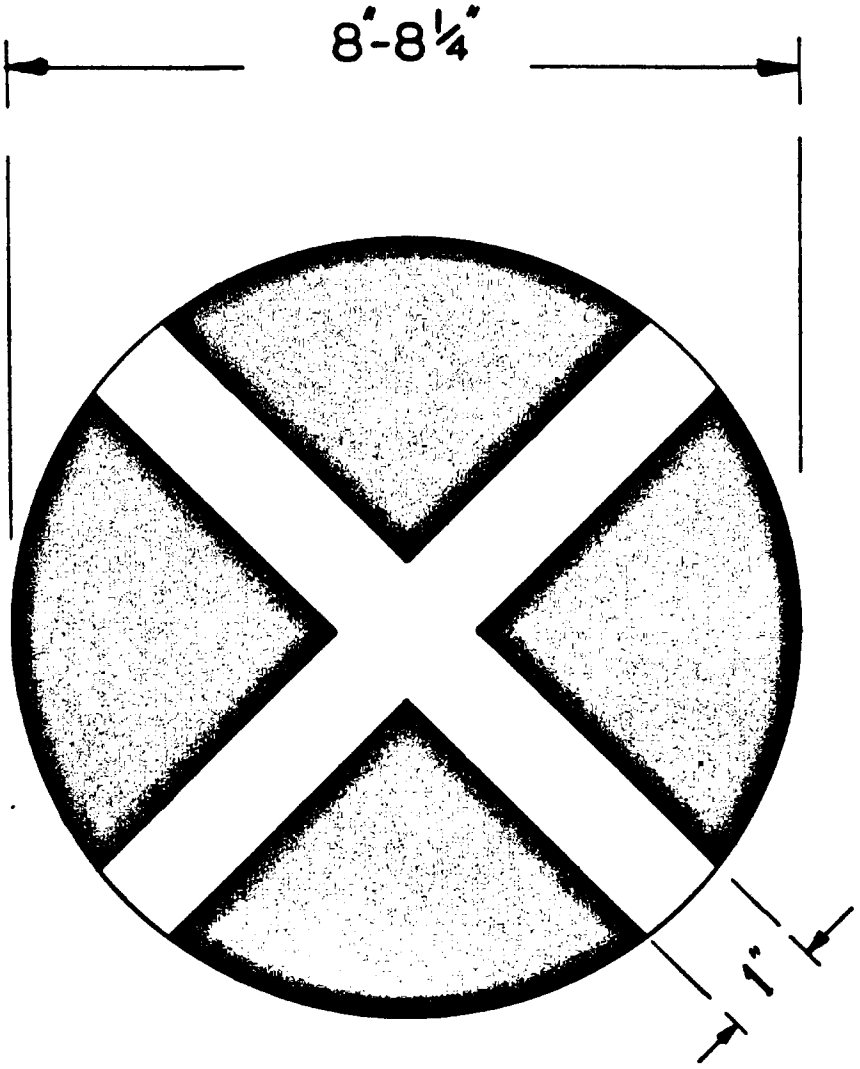
(*c*) the word "WAIT" when illuminated shown by the indicator for pedestrians shall convey to pedestrians that they should not in the interests of safety use the crossing.

(2) The significance of any audible signal emitted by any device provided in conjunction with the indicator for pedestrians shall be the same as that of the green light shown by the pedestrian light signals.

SCHEDULE 1

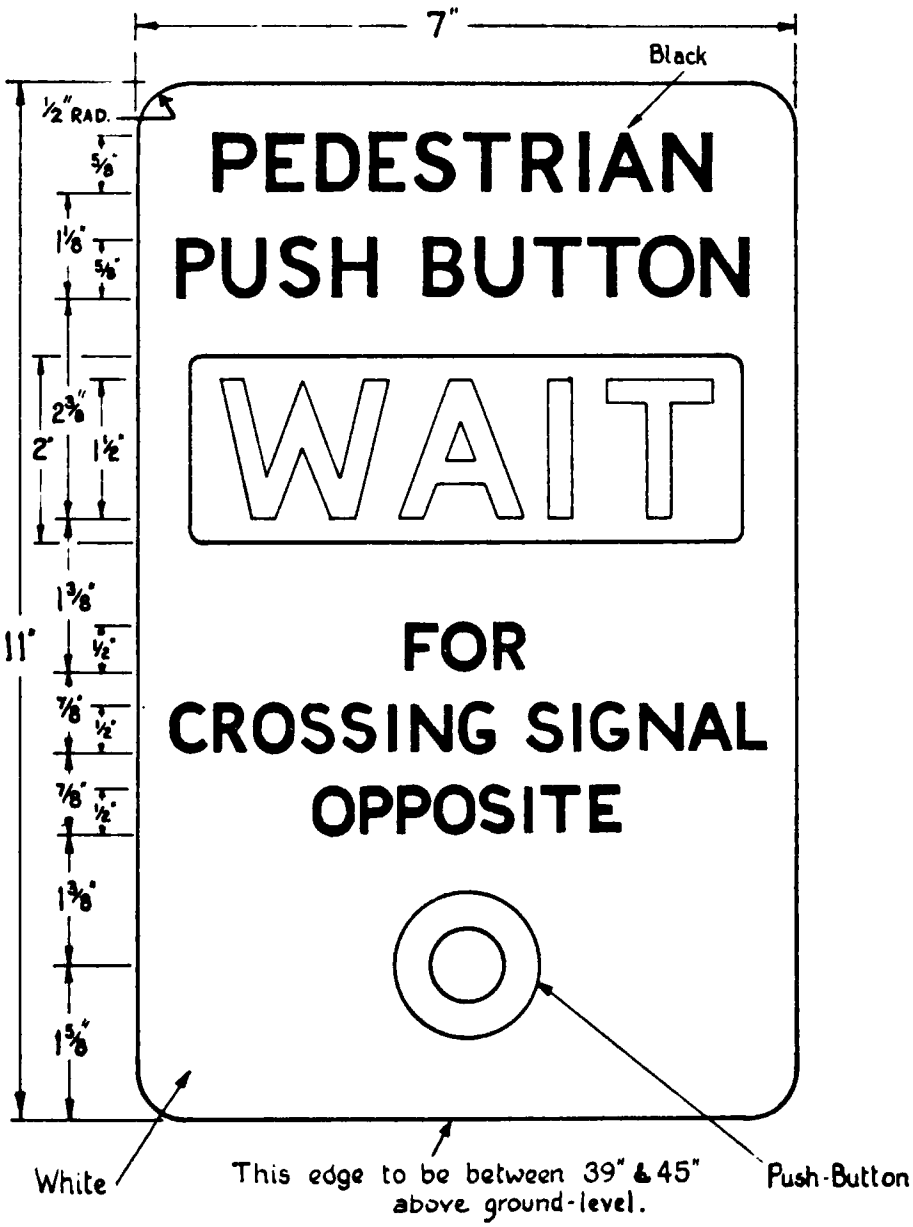
PART II

FORM OF WHITE LIGHT SHOWN BY VEHICULAR TRAFFIC LIGHT SIGNAL



SCHEDULE 1

PART III



SCHEDULE 1

PART IV

1.	2.	3.	4.	5.	6.
Significance of signals shown by vehicular traffic light signals	Sequence of vehicular traffic light signals	Audible signal	Sequence of indicator for pedestrians	Sequence of pedestrian light signals	Significance of signals shown by pedestrian light signals
See Reg. 7(1)	White light	None	The word "WAIT" is illuminated	Red light	Pedestrians should not in the interests of safety use the crossing.
See Reg. 7(2)	Amber light				
See Reg. 7(3)	Red light	Continuous sound	The word "WAIT" is not illuminated	Green light	Pedestrians may use the crossing and drivers may not cause their vehicles to enter the limits of the crossing.
See Reg. 7(4)	Flashing amber light	None		Flashing green light	Pedestrians may use the crossing and drivers of vehicles should accord precedence to pedestrians on the crossing.
		None		Red light	Pedestrians should not in the interests of safety use the crossing.
See Reg. 7(1)	White light				

SCHEDULE 2 (See Regulation 5)

The Manner of Indicating the Presence and Limits of 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 by the appropriate Minister in the case of any particular crossing:

Provided that the foregoing 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.

(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 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.

(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 $3\frac{1}{2}$ inches nor more than $4\frac{1}{2}$ inches in length and the diameter of a circular stud not being less than $3\frac{1}{2}$ inches nor more than $4\frac{1}{2}$ inches; and

(*c*) so fixed that they do not project more than $\frac{3}{8}$ of an inch above the carriageway at their highest points not more than $\frac{1}{4}$ 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) 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 and white lines marked 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 and white lines shall comply with the requirements shown in Part II of this Schedule and on a road being a one-way street the pattern of studs and white lines shall comply with the requirements shown in Part III of this Schedule, and the relevant dimensions shall be those shown in the said Parts without brackets:

Provided that in the case of a road on which a speed limit on the driving of motor vehicles is not in force by virtue of any enactment—

(*a*) of 30 miles per hour or less, where figures appear in the relevant Part in brackets alongside other figures in relation to the dimensions of the pattern of studs, the figures in brackets shall apply in substitution for the said other figures;

(*b*) of 40 miles per hour or less, where figures appear in the relevant Part in brackets alongside other figures in relation to the dimensions of the pattern of white lines, the figures in brackets shall apply in substitution for the said other figures.

(3) The requirements of this paragraph and Parts II and III of this Schedule shall be regarded as having been complied with in the case of any pattern of studs or white lines if most of the studs or the lengths of white lines comply with those requirements notwithstanding that one or more studs or some of the lengths of white line may not comply with those requirements so long as the general appearance of the pattern of studs or white lines is not thereby materially impaired.

(4) The approach to a crossing shall not be regarded as having ceased to be indicated by a pattern of studs or white lines in accordance with the foregoing provisions by reason only of the discoloration, temporary removal or displacement of one or more studs in the pattern of studs or a length of white line in the pattern of white lines so long as the general appearance of the pattern of studs or white lines is not thereby materially impaired.

(5) The provisions of sub-paragraph (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 sub-paragraph.

(6) 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 sub-paragraph, 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 Part II 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 sub-paragraph, it shall not be necessary for that approach to be indicated in accordance with this paragraph:

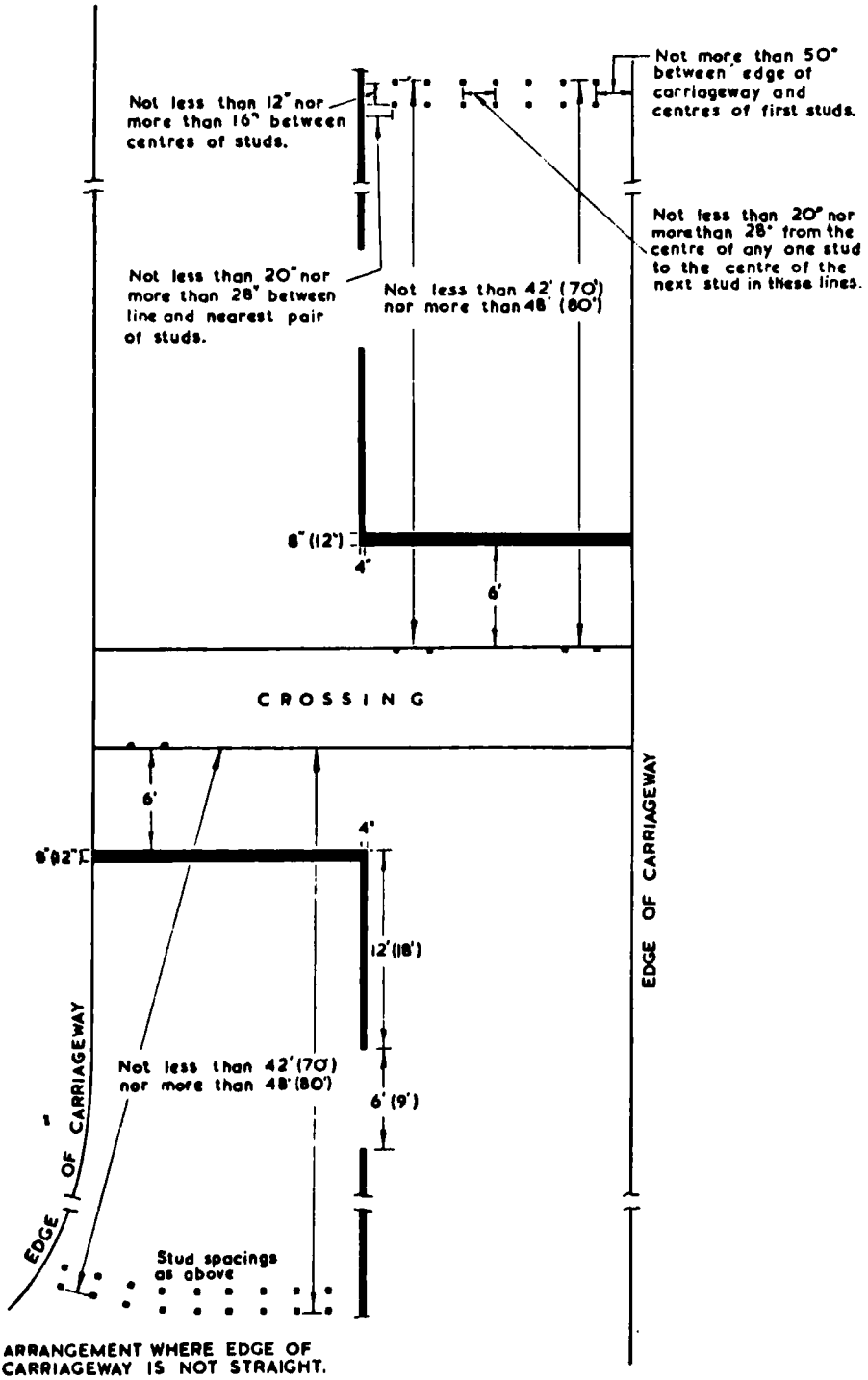
Provided that for the purpose of the application of this sub-paragraph to a crossing which is on a road which is a one-way street the foregoing provisions of this sub-paragraph shall have effect as if the words "and on the same side of the road" were omitted.

In this sub-paragraph the expression "appropriate authority" means, in relation to an approach to a crossing which is on a trunk road in England, the Minister, and in relation to an approach to a crossing which is on a trunk road in Scotland or Wales, 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.

SCHEDULE 2

PART II (See paragraph 3 of this Schedule)

INDICATION OF APPROACHES IN A ROAD OTHER THAN A ONE WAY STREET

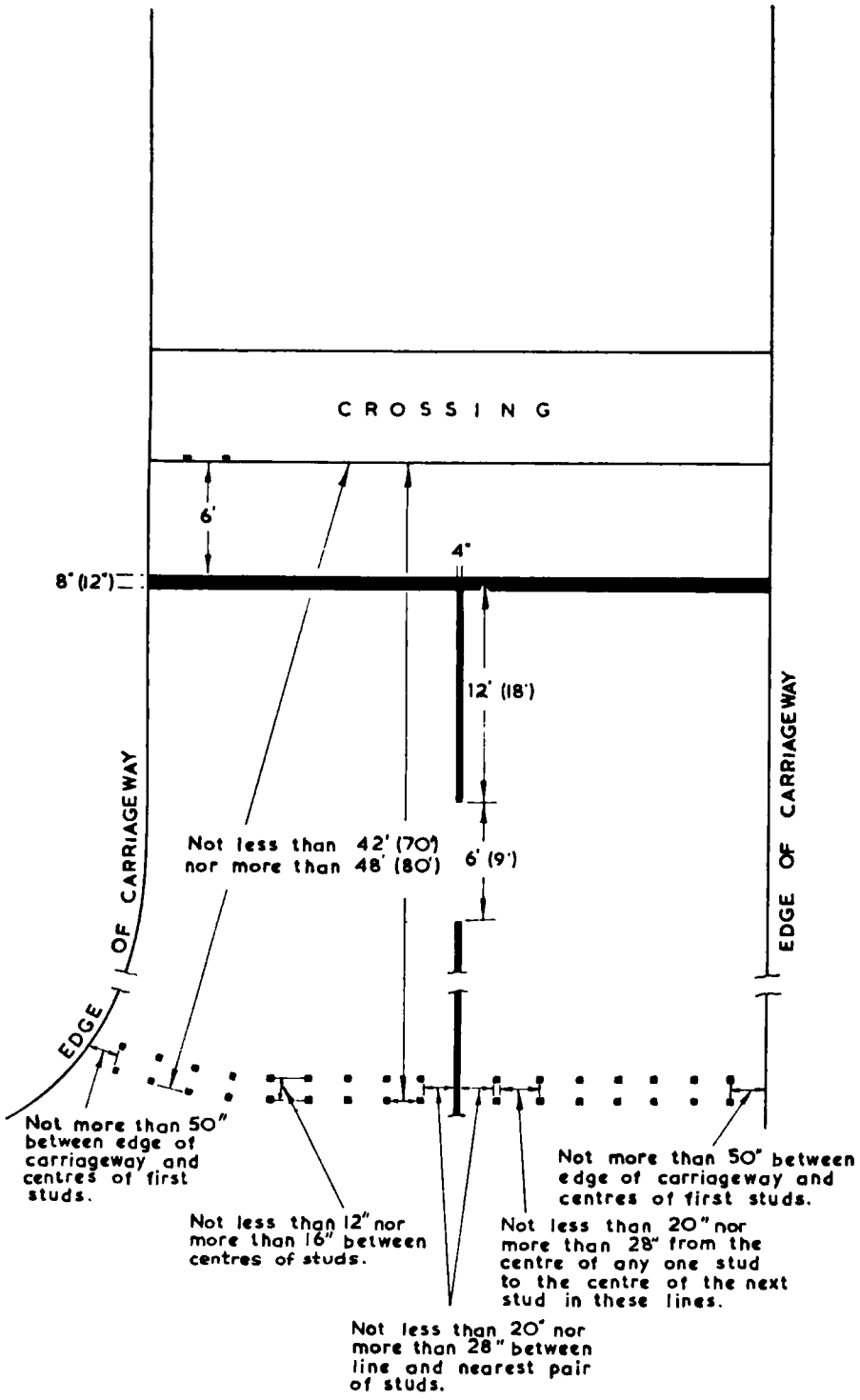


ARRANGEMENT WHERE EDGE OF CARRIAGEWAY IS NOT STRAIGHT.

SCHEDULE 2

PART III (See paragraph 3 of this Schedule)

INDICATION OF APPROACH IN A ONE WAY STREET



PART II—General Directions

1. These Directions may be cited as the Traffic Signs (Push Button Controlled Crossings) General Directions 1967.

2.—(1) In these Directions—

"the appropriate Minister" means, in relation to a crossing established on a road in Scotland or Wales, the Secretary of State, and in relation to a crossing established on a road in England, the Minister of Transport;

"crossing" means a "push button controlled crossing";

"indicators for pedestrians", "pedestrian light signals" and "vehicular traffic light signals", mean traffic signs of the size, colour and type prescribed by Regulation 4 of and Schedule 1 to the Pedestrian Crossings (Push Button Control) Regulations 1967, in relation to traffic signs of those descriptions, and other expressions to which a meaning is assigned by those Regulations shall have the same meaning in these Directions.

(2) The Interpretation Act 1889 shall apply for the interpretation of these Directions as it applies for the interpretation of an Act of Parliament, and as if for the purposes of section 38 of that Act these Directions were an Act of Parliament and the Directions revoked by the next following paragraph were Acts of Parliament thereby repealed.

(3) The Traffic Signs (Push Button Controlled Crossings) General Directions 1962 are revoked as from 6th March 1968.

3.—(1) The vehicular traffic light signals, pedestrian light signals and indicators for pedestrians placed at or near a crossing on a road which is not a one-way street shall be placed so that there are two vehicular traffic light signals, one pedestrian light signal and two indicators for pedestrians on each side of the carriageway:

Provided that where there is a street refuge or central reservation on the crossing, the said vehicular traffic light signals shall be so placed that there is one on each side of the carriageway and two on the refuge or reservation.

(2) The said light signals and indicators placed at or near a crossing on a road which is a one-way street shall be placed so that one vehicular traffic light signal, one pedestrian light signal and two indicators for pedestrians are on each side of the carriageway:

Provided that where there is a street refuge or central reservation on the crossing an additional vehicular traffic light signal shall be placed on that refuge or reservation.

4. Subject to the following provisions of these Directions the light signals and indicators placed at or near any crossing in accordance with the foregoing provisions of these Directions shall be so arranged that—

(*a*) each vehicular traffic light signal shall face the stream of traffic it is intended to control,

(*b*) each pedestrian light signal placed on either side of the carriageway shall face across the carriageway, and

(*c*) each indicator for pedestrians shall be so placed that the push button in the indicator is readily accessible to foot passengers who wish to press it.

5. Subject to the following provisions of these Directions, one or more additional vehicular traffic light signals, pedestrian light signals or indicators for pedestrians may be placed at or near any crossing with the prior approval in writing of the appropriate Minister.

6.—(1) The containers of the vehicular traffic light signals and of the pedestrian light signals shall be coloured black.

(2) Any post on which a vehicular traffic light signal or a pedestrian light signal is mounted shall, in so far as it extends above ground level, be coloured black and white in alternate horizontal bands, the lowest band visible to approaching traffic being coloured black and not less than 11 inches nor more than 3 feet 3 inches in width and, except in the case of the band which coincides with the lower edge of the lowest lamp supported by the post, each other band being not less than 11 inches nor more than 13 inches in width:

Provided that the part of any post on which such a signal is mounted, which is at the same height as or higher than the signal, shall be coloured black.

7. Vehicular traffic light signals, pedestrian light signals and indicators for pedestrians, may be placed at or near any crossing only—

(*a*) at sites approved in writing by or on behalf of the appropriate Minister after consideration of such plans for the sites, particulars of the apparatus to be used and information as to the volume and character of traffic affected as the appropriate Minister may require, and

(*b*) if the mechanism by means of which the signals and indicators can be made to show lights as described in Schedule 1 to the Pedestrian Crossings (Push Button Control) Regulations 1967 has been approved in writing by or on behalf of the appropriate Minister.

8. Nothing in these Directions shall be taken to limit the power of the appropriate Minister by any special Direction to dispense with, add to or modify any of the requirements of these Directions in relation to any particular case.

PART III

General Citation and Commencement

This Instrument may be cited as the Pedestrian Crossings (Push Button Control) Regulations and General Directions 1967, and shall come into operation on the 6th March 1967.

Given under the Seal of the Secretary of State the 9th February 1967.

(L.S.)

William Ross
One of Her Majesty's Principal Secretaries of State.

Dated the 10th February 1967.

Cledwyn Hughes
One of Her Majesty's Principal Secretaries of State.

Given under the Official Seal of the Minister of Transport the 10th February 1967.

(L.S.)

Barbara Castle
The Minister of Transport.

EXPLANATORY NOTE

(This Note is not part of the Instrument.)

This Instrument in Part I provides a new method of regulating traffic at pedestrian 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 3 revokes the Pedestrian Crossings Regulations 1962.

Regulation 4 and Schedule 1 prescribe the nature of the traffic signs which are to be placed at or near push button controlled crossings. Schedule 1 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 (paragraph 1),

(*b*) that the vehicular traffic light signals shall comprise three lamps, one of which is to show a red light, one an amber light and one a white light in the form of a cross (paragraph 2),

(*c*) that the pedestrian light signals shall be of the size, colour and type shown in Schedule 4 to the Traffic Signs Regulations 1964 (paragraph 3),

(*d*) that the indicators for pedestrians shall be of the size, colour and type shown in Part III of Schedule 1 and shall incorporate a push button which may be used by foot passengers (paragraph 4),

(*e*) that (except when the light signals and indicators are working by remote control) the use of the push button shall cause the light signals and indicators to show lights in the manner and sequence set out in Part IV of Schedule 1, which will include—

(i) the showing by the vehicular traffic light signals of an amber light followed by a red light followed by a flashing amber light followed by a light in the form of a white cross which 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 a red light while the vehicular traffic light signals are showing a white light or an amber light, a green light while the vehicular traffic light signals are showing a red light and a flashing green light while the vehicular traffic light signals are showing a flashing amber light;

(iii) the emission of a continuous audible signal, where provided, while the pedestrian light signals are showing a green light;

(*f*) for authorising the light signals and indicators to be so designed and constructed as to be capable of working by remote control or for their operation to be suspended (Schedule 1 paragraph 6).

Regulation 5 and Schedule 2 provide for the manner in which the presence and limits of push button controlled crossings are to be indicated. Schedule 2 (paragraph 3) includes provision for marking the carriageway on the approach to a crossing with transverse and longitudinal white lines conforming to the pattern and dimensions shown in Part II or III of Schedule 2.

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*) permitting the driver of a vehicle to proceed when the vehicular traffic light signals are showing a white light in the form of a cross (Regulation 7(1));

(*b*) prohibiting the driver of a vehicle from causing the vehicle to proceed beyond the stop line marked on the carriageway, or, if that line is not for the time being visible or there is no stop, beyond the vehicular traffic light signals when the signal is showing an amber light unless the vehicle is so close to the stop line or signal that it cannot safely be stopped before passing the line or signal (Regulation 7(2));

(*c*) prohibiting the driver of a vehicle from causing the vehicle to proceed beyond the stop line marked on the carriageway or, if that line is not for the time being visible or there is no stop line, beyond the vehicular traffic light signal when the signal is showing a red light (Regulation 7(3));

(*d*) 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(4).

Regulation 12 provides that slight variations from the prescribed dimensions of the traffic signs and indicators placed at a push button controlled crossing are permissible.

Part II of this Instrument provides for the number, placing and arrangement of vehicular traffic light signals, pedestrian light signals and indicators for pedestrians at a push button controlled crossing.