ROAD TRAFFIC AND VEHICLES

HIGHWAY CROSSINGS

1954 No. 370

The Pedestrian Crossings Regulations, 1954

Made - - - -	22*nd March*, 1954
Laid before Parliament	29*th March*, 1954
Coming into Operation	1*st July*, 1954

The Minister of Transport and Civil Aviation (hereinafter referred to as "the Minister") in exercise of his powers under 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 first day of July, 1954, and may be cited as "The Pedestrian Crossings Regulations, 1954".

(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 in accordance with the provisions of section 18 of the Road Traffic Act, 1934;

"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 road which consists of a street refuge or central reservation, whether within the limits of a crossing or not;

"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;

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

(**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.

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

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.

For the purpose 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 or for the purpose of complying with Regulation 4 of these Regulations, the driver of a vehicle shall not cause the vehicle or any part thereof to stop on the carriageway between—

(*a*) an uncontrolled crossing, the approach to which is indicated by a pattern of studs as provided in paragraph 8 of Part II of the First Schedule to these Regulations, and

(*b*) the line of studs in that pattern situate 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.

7. A vehicle shall not by Regulation 6 of these Regulations be prevented 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 purpose 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.

(a) 52 & 53 Vict. c. 63.

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 despatch.

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 and Civil Aviation this twenty-second day of March, 1954.

(L.S.) *Alan Lennox-Boyd,*
The Minister of Transport and Civil Aviation.

FIRST SCHEDULE

PART I

1.—(1) 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 or such greater distance (not being more than 33 feet) as the Minister may authorise in writing in the case of any particular crossing 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.

(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 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.

(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 $\frac{5}{8}$ of an inch above the carriageway at their highest points nor 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 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

3. 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 other than a crossing at which traffic is subject to control by a police officer in uniform, being a control which is normally in operation during periods amounting in the aggregate to not less than twenty hours in any week.

4. Without derogation from the provisions of Part I of this Schedule every crossing to which the provisions of this Part of this Schedule apply shall be further indicated in accordance with the following provisions of this Part of this Schedule.

5.—(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—

(*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 or of such smaller width (not being less than 15 inches) as the Minister may authorise in writing in the case of any particular crossing, and, in the case of the first stripe at each end of the crossing, not more than 50 inches, or in the case of any other stripe, not more than 28 inches or of such greater width (not being more than 33 inches) as the Minister may authorise in writing in the case of any particular crossing.

(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.

6.—(1) At or near each end of every crossing to which the provisions of this Part of this Schedule apply there shall be placed, and in the case of such a crossing on which there is a street refuge or central reservation there may be placed on the refuge or reservation, 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) Globes placed at or near the end of a crossing shall be, and globes placed on a street refuge or central reservation may be, illuminated by a flashing light or, where the Minister so authorises in writing in the case of any particular crossing, by a constant light.

(4) Where globes are mounted on or attached to posts specially provided for that purpose, such posts 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:

Provided that nothing in this sub-paragraph shall apply to any container fixed on any such post which encloses the apparatus for providing the illumination of a globe.

7. 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;

(*b*) the imperfection, discoloration or disfigurement of any of the globes, posts or brackets; or

(*c*) the failure of the illumination of any of the globes:

Provided that this sub-paragraph shall not apply unless at least two globes mounted on separate posts are illuminated in accordance with the provisions of sub-paragraph (3) of the last preceding paragraph.

8.—(1) Subject to the following provisions of this paragraph, the approach for vehicular traffic to a crossing to which the provisions of this part of this Schedule apply 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 the Second Schedule to these Regulations 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 Schedule:

Provided that the requirements shown in the relevant diagram 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 sub-paragraph (4) of paragraph 1 of Part I of this Schedule shall apply to the studs mentioned in this paragraph as they apply to the studs mentioned in that sub-paragraph.

(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 preceding 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 6 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

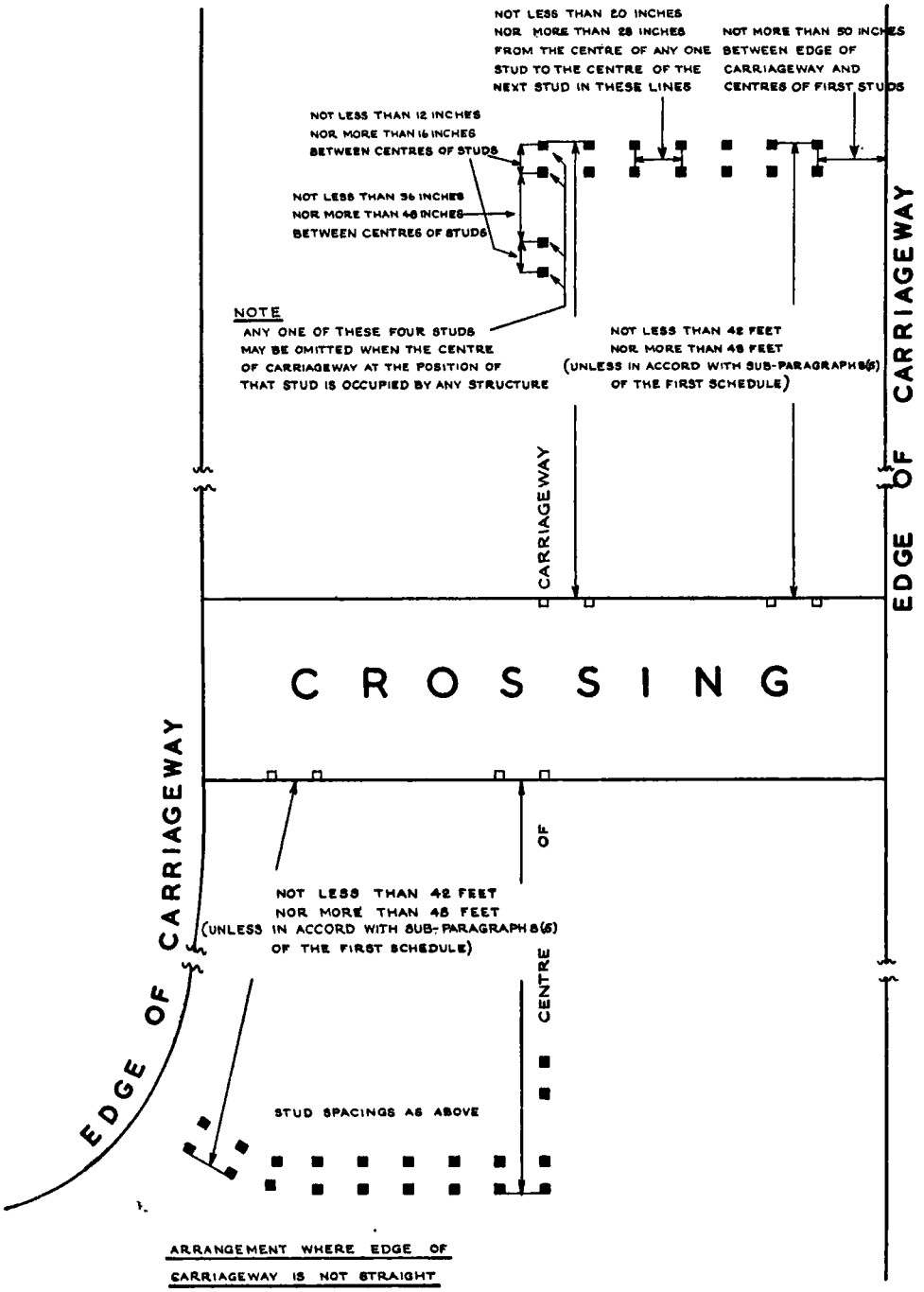
(*b*) that the application of the said Regulation 6 in relation to that approach would be inappropriate even if the pattern of studs were varied as aforesaid,

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 the relevant diagram in the Second Schedule to these Regulations of such shorter distance (not being less than 30 feet) as the appropriate authority may think fit, or, 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, the Minister, and in relation to an approach to any other crossing the Council in whose scheme under section 18 of the Road Traffic Act, 1934, the crossing is for the time being included.

SECOND SCHEDULE



ARRANGEMENT WHERE EDGE OF CARRIAGEWAY IS NOT STRAIGHT

DIAGRAM 1. INDICATION OF APPROACHES IN ROAD OTHER THAN ONE WAY STREET

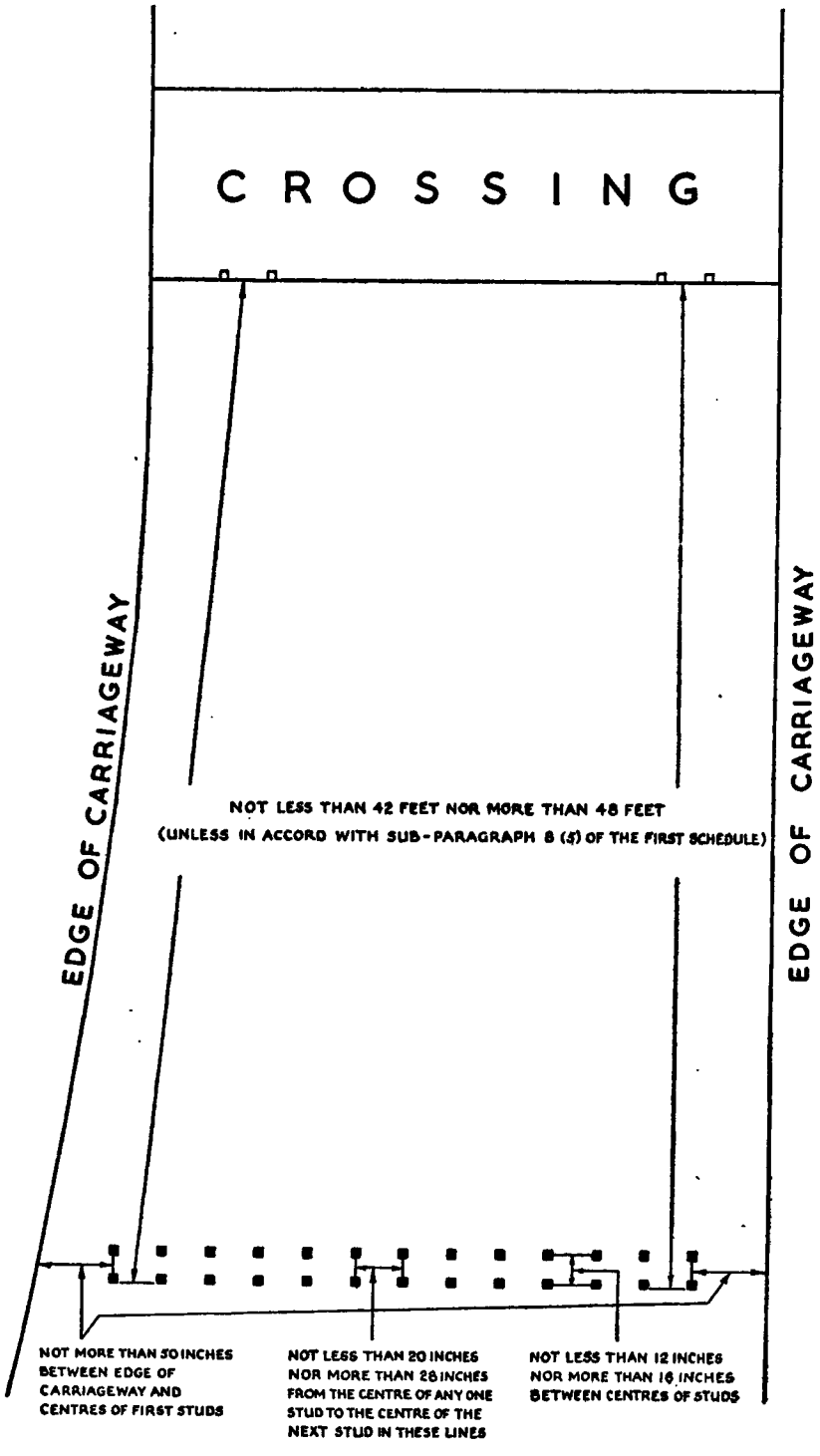


DIAGRAM 2. INDICATION OF APPROACH IN A ONE WAY STREET

THIRD SCHEDULE

The Pedestrian Crossings (General) Regulations, 1951(a).
The Pedestrian Crossings (London) Regulations, 1951(b).
The Pedestrian Crossings (General) (Amendment) Regulations, 1952(c).
The Pedestrian Crossings (London) (Amendment) Regulations, 1952(d).

EXPLANATORY NOTE

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

These Regulations consolidate with amendments the Pedestrian Crossings (General) Regulations, 1951, and the Pedestrian Crossings (London) Regulations, 1951, and the amending Regulations set out in the Third Schedule.

The principal changes are:—

1. Separate Regulations no longer apply to pedestrian crossings established in the London Traffic Area and to those not so established. (Regulation 2 (1).)
2. The mark to indicate the approach to an uncontrolled crossing (commonly known and in this Note referred to as a "zebra crossing") is altered to a pattern of studs and the placing of this mark in the vicinity of a zebra crossing is made compulsory except in the circumstances referred to in paragraph 9 below. (Regulation 6 and First Schedule, paragraph 8.)
3. Motor bicycles are no longer exempted from the restrictions imposed by the Regulations on the stopping of vehicles on duly marked approaches to zebra crossings, and those restrictions are now extended so that, except for pedal bicycles without sidecars, no vehicles are permitted to stop on those approaches to allow persons to get on or off the vehicles or goods to be loaded on to or unloaded from them. (Regulations 6 and 7.)
4. Crossings at which traffic light signals are not installed are not required to be marked with black and white stripes and globes mounted on posts or brackets, if at those crossings traffic is normally controlled by the police for periods amounting to twenty hours or more in the week. (First Schedule, paragraph 3.)
5. The Minister of Transport and Civil Aviation is given power, in particular cases, to authorise the width of black and white stripes on zebra crossings to be, within limits, lesser or greater than the width specified for this purpose in the Regulations. (First Schedule, paragraph 5 (2).)
6. Globes may be placed on street refuges and central reservations on zebra crossings as well as at the ends of such crossings. (First Schedule, paragraph 6 (1).)
7. Globes at the ends of zebra crossings are required to be, and globes on street refuges or central reservations may be, illuminated by a flashing light or, if the Minister of Transport and Civil Aviation authorises in particular cases, by a constant light. (First Schedule, paragraph 6 (3).)
8. It is provided that the failure of the illumination of any of the globes shall not prejudice the validity of any zebra crossing if at least two globes mounted on separate posts are illuminated. (First Schedule, paragraph 7.)
9. The appropriate authority is allowed in certain cases to modify the requirements for the marking of an approach to a zebra crossing or to dispense altogether with the marking of such an approach. (First Schedule, paragraph 8.)

(a) S.I. 1951/1192 (1951 II, p. 553).
(b) S.I. 1951/1193 (1951 I, p. 1257).
(c) S.I. 1952/420 (1952 III, p. 2904).
(d) S.I. 1952/421 (1952 II, p. 1581).