

1997 No. 2400

ROAD TRAFFIC

The Zebra, Pelican and Puffin  
Pedestrian Crossings  
Regulations and General  
Directions 1997

<i>Made</i> - - - -	<i>3rd October 1997</i>
<i>Laid before Parliament</i>	<i>20th October 1997</i>
<i>Coming into force</i>	<i>15th December 1997</i>



£7.20

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**ARRANGEMENT OF INSTRUMENT**

**PART I—THE ZEBRA, PELICAN AND PUFFIN PEDESTRIAN CROSSINGS  
REGULATIONS 1997**

**SECTION I**

*Preliminary*

1. Citation and commencement
2. Revocation
3. Interpretation
4. Application of regulations

**SECTION II**

*Form of crossings*

5. Traffic signs and road markings for indicating crossings
6. Give-way and stop lines and controlled areas
7. Dimensions
8. Additional equipment
9. Additional traffic signs
10. Non-compliance with requirements of this Section

**SECTION III**

*Significance of traffic signs at crossings*

11. Scope of Section III
12. Significance of vehicular light signals at Pelican crossings
13. Significance of vehicular light signals at Puffin crossings
14. Significance of give-way lines at Zebra crossings
15. Significance of pedestrian light signals and figures on pedestrian demand units
16. Significance of additional traffic signs

## SECTION IV

### *Movement of traffic at crossings*

17. Scope of Section IV
18. Prohibition against the stopping of vehicles on crossings
19. Pedestrians not to delay on crossings
20. Prohibition against the stopping of vehicles in controlled areas
21. Exceptions to regulation 20
22. Further exceptions to regulation 20
23. Prohibition against vehicles proceeding across Pelican or Puffin crossings
24. Prohibition against vehicles overtaking at crossings
25. Precedence of pedestrians over vehicles at Zebra Crossings
26. Precedence of pedestrians over vehicles at Pelican Crossings

## SCHEDULES TO THE REGULATIONS

1. Traffic signs and road markings to indicate Zebra crossings and Zebra controlled areas
2. Traffic signs to indicate Pelican crossings
3. Traffic signs to indicate Puffin crossings
4. Road markings to indicate Pelican and Puffin crossings, Pelican and Puffin controlled areas and stop lines

## PART II—THE PELICAN AND PUFFIN PEDESTRIAN CROSSINGS GENERAL DIRECTIONS 1997

1. Citation and commencement
2. Revocation
3. Interpretation
4. Vehicular light signals at Pelican and Puffin crossings
5. Pedestrian light signals and indicators for pedestrians at Pelican crossings
6. Pedestrian demand units at Puffin crossings
7. Additional traffic signs
8. Colouring of containers and posts
9. Approval of equipment
10. Special directions by the Secretary of State

### Appendix—Exercise of Powers

The Secretary of State for Transport, the Secretary of State for Scotland and the Secretary of State for Wales, acting in the manner and in exercise of the powers specified in the Appendix to this Instrument, hereby—

- (a) after consultation with representative organisations in accordance with section 134(2) of the Road Traffic Regulation Act 1984(a), make the Regulations set out in Part I, and
- (b) give the Directions set out in Part II, of this Instrument.

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(a) 1984 c.27.

**PART I**  
**THE ZEBRA, PELICAN AND PUFFIN PEDESTRIAN CROSSINGS**  
**REGULATIONS 1997**

**SECTION I**  
**PRELIMINARY**

**Citation and commencement**

1. This Part of this Instrument—
  - (a) may be cited—
    - (i) as the Zebra, Pelican and Puffin Pedestrian Crossings Regulations 1997, and
    - (ii) together with Part II of this Instrument, as the Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997; and
  - (b) shall come into force on 15th December 1997.

**Revocation**

2.—(1) The “Zebra” Pedestrian Crossings Regulations 1971(a), the “Zebra” Pedestrian Crossings (Amendment) Regulations 1990(b) and, so far as they consist of or comprise regulations, the “Pelican” Pedestrian Crossings Regulations and General Directions 1987(c) are hereby revoked.

(2) Any crossing which, immediately before the coming into force of these Regulations, was constituted a Pelican or a Zebra crossing in accordance with the regulations revoked by paragraph (1) which were applicable to it (“the applicable regulations”) shall, notwithstanding the revocation of the applicable regulations, be treated as constituted in accordance with these Regulations for so long as the traffic signs situated at or near it and the manner in which its presence and limits are indicated comply with the applicable regulations.

(3) Paragraph (2) shall cease to have effect on 15th December 2002.

**Interpretation**

3.—(1) In these Regulations unless the context otherwise requires—

“the 1984 Act” means the Road Traffic Regulation Act 1984;

“the 1994 Regulations” means the Traffic Signs Regulations 1994(d);

“carriageway” means—

(a) in relation to a crossing on a highway in England or Wales or on a road in Scotland, a way constituting or comprised in the highway or road being a way over which the public has a right of way for the passage of vehicles; and

(b) in relation to a crossing on any other road in England or Wales to which the public has access, that part of the road to which vehicles have access,

but does not include in either case any central reservation (whether within the limits of the crossing or not);

“central reservation” means—

(a) in relation to a road comprising a single carriageway, any provision (including a refuge for pedestrians) which separates one part of the carriageway from another part;

(b) in relation to a road which comprises two or more carriageways any land or permanent work which separates those carriageways from one another;

“controlled area” means a Pelican controlled area, a Puffin controlled area or a Zebra controlled area;

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(a) S.I. 1971/1524.

(b) S.I. 1990/1828.

(c) S.I. 1987/16.

(d) Part I of S.I. 1994/1519, to which there are amendments not relevant to these Regulations.

“crossing” means a crossing for pedestrians established–

- (a) in the case of a trunk road, by the Secretary of State pursuant to section 24 of the 1984 Act; and
- (b) in the case of any other road, by a local traffic authority pursuant to section 23 of that Act;

“driver” in relation to a vehicle which is a motor cycle or pedal cycle means the person riding the vehicle who is in control of it;

“give-way line” means a road marking placed adjacent to a Zebra crossing in accordance with regulation 6(1) and Schedule 1;

“indicator for pedestrians” means the traffic sign of that description prescribed for the purposes of a Pelican crossing by regulation 5(2)(a) and paragraphs 2(c) and 5 of Part I and Part II of Schedule 2;

“layout or character” in relation to a road means the layout or character of the road itself and does not include the layout or character of any land or premises adjacent to the road;

“mm” means millimetres;

“one-way street” means a road on which the driving of vehicles otherwise than in one particular direction is prohibited;

“pedestrian demand unit” means the traffic sign of that description prescribed for the purposes of a Puffin crossing by regulation 5(3)(a) and paragraphs 1(b) and 3 of Part I and Part II of Schedule 3;

“pedestrian light signals” means the traffic sign of that description prescribed for the purposes of a Pelican crossing by regulation 5(2)(a) and paragraphs 2(b) and 4 of Part I of Schedule 2;

“Pelican controlled area” means an area of carriageway in the vicinity of a Pelican crossing the limits of which are indicated in accordance with regulation 6(2) and Schedule 4;

“Pelican crossing” means a crossing–

- (a) at which there are traffic signs of the size, colour and type prescribed by regulation 5(2)(a) and Schedule 2;
- (b) the limits of which are indicated in accordance with regulation 5(2)(b) and Schedule 4;

“primary signal” means vehicular light signals so placed as to face vehicular traffic approaching a Pelican or a Puffin crossing and placed beyond the stop line and in front of the line of studs nearest the stop line indicating the limits of the crossing in accordance with regulation 6(3) and Schedule 4;

“Puffin controlled area” means an area of the carriageway in the vicinity of a Puffin crossing the limits of which are indicated in accordance with regulation 6(2) and Schedule 4;

“Puffin crossing” means a crossing–

- (a) at which there are traffic signs of the size, colour and type prescribed by regulation 5(3)(a) and Schedule 3;
- (b) the limits of which are indicated in accordance with regulation 5(3)(b) and Schedule 4;

“refuge for pedestrians” means a part of a road to which vehicles do not have access and on which pedestrians may wait after crossing one part of the carriageway and before crossing the other;

“retroreflecting material” means material which reflects a ray of light back towards the source of that light;

“road marking” means a traffic sign consisting of a line or mark or legend on a road and includes a stud;

“secondary signal” means vehicular light signals so placed as to face vehicular traffic approaching a Pelican or Puffin crossing but sited beyond the furthest limit of the crossing as viewed from the direction of travel of the traffic;

“stop line” means, in relation to a vehicle approaching a Pelican or Puffin crossing, the transverse continuous white line (indicated in accordance with regulation 6(3) and Schedule 4 and parallel to the limits of the crossing) which is on the same side of the crossing as the vehicle;

“stud” means a mark or device on the carriageway, whether or not projecting above the surface of the carriageway;

“system of staggered crossings” means two or more Pelican crossings or two or more Puffin crossings provided on a road on which there is a central reservation and where—

- (a) there is one crossing on each side of the central reservation; and
- (b) taken together the two crossings do not lie along a straight line;

“two-way street” means a road which is not a one-way street;

“vehicular light signals” means, in relation to a Pelican or Puffin crossing, the traffic sign of that description prescribed (in the case of a Pelican crossing) by regulation 5(2)(a) and paragraphs 2(a) and 3 of Part I of Schedule 2 or (in the case of a Puffin crossing) by regulation 5(3)(a) and paragraphs 1(a) and 2 of Part I of Schedule 3;

“Zebra controlled area” means an area of carriageway in the vicinity of a Zebra crossing the limits of which are indicated in accordance with regulation 6(1) and Part II of Schedule 1; and

“Zebra crossing” means a crossing—

- (a) at which there are traffic signs of the size, colour and type prescribed by regulation 5(1)(a) and Part I of Schedule 1; and
- (b) the limits of which are indicated in accordance with regulation 5(1)(b) and Part II of Schedule 1.

(2) In these Regulations, unless it is expressly provided otherwise or the context otherwise requires—

- (a) a reference to a numbered regulation or Schedule is a reference to the regulation or, as the case may be, the Schedule so numbered in these Regulations;
- (b) a reference in a regulation or Schedule to a numbered paragraph is a reference to the paragraph so numbered in the regulation or, as the case may be, in the Schedule in which the reference occurs; and
- (c) a reference to a sub-paragraph followed by a number or letter is a reference to the sub-paragraph bearing that number or letter in the paragraph in which the reference occurs.

### **Application of Regulations**

- 4. These Regulations apply to a crossing which is a Zebra, Pelican or Puffin crossing.

## **SECTION II**

### **FORM OF CROSSINGS**

#### **Traffic signs and road markings for indicating crossings**

5.—(1) A Zebra crossing shall be indicated by—

- (a) the placing at or near the crossing of traffic signs of the size, colour and type specified in Part I of Schedule 1;
- (b) the placing on the carriageway to indicate the limits of the crossing of road markings of the size, colour and type specified in Part II of Schedule 1.

(2) A Pelican crossing shall be indicated by—

- (a) the placing at or near the crossing of traffic signs of the size, colour and type specified in Schedule 2;
- (b) the placing on the carriageway to indicate the limits of the crossing of road markings of the size, colour and type specified in Schedule 4.

(3) A Puffin crossing shall be indicated by—

- (a) the placing at or near the crossing of traffic signs of the size, colour and type specified in Schedule 3;
- (b) the placing on the carriageway to indicate the limits of the crossing of road markings of the size, colour and type specified in Schedule 4.

### Give-way and stop lines and controlled areas

6.—(1) On each side of a Zebra crossing, there shall be laid out a Zebra controlled area (including a give-way line) indicated by road markings of the size, colour and type, and generally in the manner, specified in Part II of Schedule 1.

(2) On each side of a Pelican or Puffin crossing, there shall be laid out a Pelican controlled area or a Puffin controlled area indicated by road markings of the size, colour and type, and generally in the manner, specified in Schedule 4.

(3) A stop line or stop lines of the size, colour and type specified in Schedule 4 shall be placed next to a Pelican or Puffin crossing in the manner specified in that Schedule.

### Dimensions

7.—(1) Dimensions indicated on any diagram shown in the Schedules to these Regulations are expressed in millimetres.

(2) A dimension (other than one specified as a maximum or minimum dimension) specified in a diagram in Schedule 2 or 3 may be varied if, in the case of a dimension of the length specified in column (2) of an item in the table below, the variation does not exceed the extent specified in column (3) of the item.

TABLE

(1) <i>Item</i>	(2) <i>Length of dimension</i>	(3) <i>Extent of variation</i>
(1)	less than 10 mm	1 mm
(2)	10 mm or more but less than 50 mm	10% of the dimension
(3)	50 mm or more but less than 300 mm	7.5% of the dimension
(4)	300 mm or more	5% of the dimension

(3) A dimension (other than one specified as a maximum or minimum dimension) specified in any diagram in Schedule 1 or in Schedule 4 may be varied if, in the case of a dimension of the length specified in column (2) of an item in the table below, the variation does not exceed the extent specified in column (3) of the item.

TABLE

(1) <i>Item</i>	(2) <i>Length of dimension</i>	(3) <i>Extent of variation</i>
(1)	300 mm or more	(i) 20% of the dimension where the varied dimension is greater than the specified dimension; or (ii) 10% of the dimension where the varied dimension is less than the specified dimension
(2)	less than 300 mm	(i) 30% of the dimension where the varied dimension is greater than the specified dimension; or (ii) 10% of the dimension where the varied dimension is less than the specified dimension.

(4) Where maximum and minimum dimensions are specified for any element of a traffic sign or road marking, the dimension chosen for that element must not be less than the minimum and must not exceed the maximum.

(5) Where any diagram in a Schedule to these Regulations specifies a dimension for an element of a traffic sign or road marking together with a dimension for that element in brackets, the dimensions so specified shall be alternatives.

(6) A dimension specified in the 1994 Regulations in relation to a traffic sign prescribed by those Regulations and referred to in these Regulations may be varied to the extent permitted by the 1994 Regulations.

#### **Additional equipment**

8. A traffic authority may provide at, or fix to any traffic sign or post placed for the purposes of, a crossing in accordance with these Regulations any object, device, apparatus or equipment—

- (a) in connection with the proper operation of the crossing; or
- (b) which they consider appropriate for giving information or assistance to disabled persons wishing to use the crossing.

#### **Additional traffic signs**

9. In addition to the traffic signs prescribed in regulation 5 a traffic sign shown in diagram 610, 611, 612, 613 or 616 in Schedule 2 or diagram 810 in Schedule 4, or a road marking shown in diagram 1029 or the white triangular markings included in the road marking shown in diagram 1061 of Schedule 6, to the 1994 Regulations may, if the traffic authority think fit, be placed at or near a crossing.

#### **Non-compliance with requirements of this Section**

10.—(1) Where, as respects a crossing or controlled area, the requirements of this Section of these Regulations as to the placing of traffic signs and road markings to indicate the crossing or controlled area have not been complied with in every respect, the crossing or, as the case may be, the controlled area shall nevertheless be treated as complying with these Regulations if the non-compliance—

- (a) is not such as materially to affect the general appearance of the crossing or the controlled area;
- (b) does not, in the case of a Pelican or Puffin crossing, affect the proper operation of the vehicular and pedestrian signals at the crossing; and
- (c) does not relate to the size of the controlled area.

(2) Nothing in any other provision of these Regulations shall be taken to restrict the generality of paragraph (1).

### **SECTION III**

#### **SIGNIFICANCE OF TRAFFIC SIGNS AT CROSSINGS**

##### **Scope of Section III**

11. The provisions of this Section of these Regulations (except regulation 16) are made under section 64(1) of the Road Traffic Regulation Act 1984 for the purpose of prescribing the warnings, information, requirements, restrictions and prohibitions which are to be conveyed to traffic by traffic signs and road markings of the size, colour and type prescribed by Section II.

##### **Significance of vehicular light signals at Pelican crossings**

12.—(1) The significance of the vehicular light signals prescribed by regulation 5(2)(a) and paragraph 3 of Schedule 2 for the purpose of indicating a Pelican crossing shall be as follows—

- (a) the green signal shall indicate that vehicular traffic may proceed beyond the stop line and across the crossing;



- (b) the green arrow signal shall indicate that vehicular traffic may proceed beyond the stop line and through the crossing only for the purpose of proceeding in the direction indicated by the arrow;
- (c) except as provided by sub-paragraph (e) the steady amber signal shall convey the same prohibition as the red signal except that, as respects a vehicle which is so close to the stop line that it cannot safely be stopped without proceeding beyond the stop line, it shall convey the same indication as the green signal or, if the amber signal was immediately preceded by a green arrow signal, as that green arrow signal;
- (d) except as provided in sub-paragraph (e), the red signal shall convey the prohibition that vehicular traffic shall not proceed beyond the stop line;
- (e) when a vehicle is being used for fire brigade, ambulance, national blood service or police purposes and the observance of the prohibition conveyed by the steady amber or the red signal in accordance with sub-paragraph (c) or (d) would be likely to hinder the use of that vehicle for the purpose for which it is being used, then those sub-paragraphs shall not apply to the vehicle, and the steady amber and the red signal shall each convey the information that the vehicle may proceed beyond the stop line if the driver—
  - (i) accords precedence to any pedestrian who is on that part of the carriageway which lies within the limits of the crossing or on a central reservation which lies between two crossings which do not form part of a system of staggered crossings; and
  - (ii) does not proceed in a manner or at a time likely to endanger any person or any vehicle approaching or waiting at the crossing, or to cause the driver of any such vehicle to change its speed or course in order to avoid an accident; and
- (f) the flashing amber signal shall convey the information that traffic may proceed across the crossing but that every pedestrian who is on the carriageway or a central reservation within the limits of the crossing (but not if he is on a central reservation which lies between two crossings forming part of a system of staggered crossings) before any part of a vehicle has entered those limits, has the right of precedence within those limits over that vehicle, and the requirement that the driver of a vehicle shall accord such precedence to any such pedestrian.

(2) Vehicular traffic proceeding beyond a stop line in accordance with paragraph (1) shall proceed with due regard to the safety of other road users and subject to any direction given by a constable in uniform or a traffic warden or to any other applicable prohibition or restriction.

(3) In this regulation, references to the “stop line” in relation to a Pelican crossing where the stop line is not visible are to be treated as references to the post or other structure on which the primary signal is mounted.

### **Significance of vehicular light signals at Puffin crossings**

**13.**—(1) The significance of the vehicular light signals at a Puffin crossing prescribed by regulation 5(3)(a) and paragraph 2 of Schedule 3 shall be as follows—

- (a) the green signal shall indicate that vehicular traffic may proceed beyond the stop line and across the crossing;
- (b) the green arrow signal shall indicate that vehicular traffic may proceed beyond the stop line and through the crossing only for the purpose of proceeding in the direction indicated by the arrow;
- (c) except as provided by sub-paragraph (f), the amber signal shall, when shown alone, convey the same prohibition as the red signal, except that, as respects any vehicle which is so close to the stop line that it cannot safely be stopped without proceeding beyond the stop line, it shall convey the same indication as the green signal or, if the amber signal was immediately preceded by a green arrow signal, as that green arrow signal;
- (d) except as provided in sub-paragraph (f), the red signal shall convey the prohibition that vehicular traffic shall not proceed beyond the stop line;

- (e) except as provided by sub-paragraph (f), the red-with-amber signal shall denote an impending change to green in the indication given by the signals but shall convey the same prohibition as the red signal;
- (f) when a vehicle is being used for fire brigade, ambulance, national blood service or police purposes and the observance of the prohibition conveyed by the amber, red or red-with-amber signal in accordance with sub-paragraph (c), (d) or (e) would be likely to hinder the use of that vehicle for the purpose for which it is being used, then those sub-paragraphs shall not apply to the vehicle, and the red signal, red-with-amber and amber signals shall each convey the information that the vehicle may proceed beyond the stop line if the driver—
  - (i) accords precedence to any pedestrian who is on that part of the carriageway which lies within the limits of the crossing or on a central reservation which lies between two crossings which do not form part of a system of staggered crossings; and
  - (ii) does not proceed in a manner or at a time likely to endanger any person or any vehicle approaching or waiting at the crossing, or to cause the driver of any such vehicle to change its speed or course in order to avoid an accident.

(2) Vehicular traffic proceeding beyond a stop line in accordance with paragraph (1) shall proceed with due regard to the safety of other road users and subject to any direction given by a constable in uniform or a traffic warden or to any other applicable prohibition or restriction.

(3) In this regulation, references to the “stop line” in relation to a Puffin crossing where the stop line is not visible are to be treated as references to the post or other structure on which the primary signal is mounted.

#### **Significance of give-way lines at Zebra crossings**

**14.** A give-way line included in the markings placed pursuant to regulation 5(1)(b) and Part II of Schedule 1 shall convey to vehicular traffic proceeding towards a Zebra crossing the position at or before which a vehicle should be stopped for the purpose of complying with regulation 25 (precedence of pedestrians over vehicles at Zebra crossings).

#### **Significance of pedestrian light signals and figures on pedestrian demand units**

**15.—(1)** The significance of the red and steady green pedestrian light signals whilst they are illuminated at a Pelican crossing and of the red and green figures on a pedestrian demand unit whilst they are illuminated at a Puffin crossing shall be as follows—

- (a) the red pedestrian light signal and the red figure shall both convey to a pedestrian the warning that, in the interests of safety, he should not cross the carriageway; and
- (b) the steady green pedestrian light signal and the steady green figure shall both indicate to a pedestrian that he may cross the carriageway and that drivers may not cause vehicles to enter the crossing.

(2) The flashing green pedestrian light signal at a Pelican crossing shall convey—

- (a) to a pedestrian who is already on the crossing when the flashing green signal is first shown the information that he may continue to use the crossing and that, if he is on the carriageway or a central reservation within the limits of that crossing (but not if he is on a central reservation which lies between two crossings which form part of a system of staggered crossings) before any part of a vehicle has entered those limits, he has precedence over that vehicle within those limits; and
- (b) to a pedestrian who is not already on the crossing when the flashing green light is first shown the warning that he should not, in the interests of safety, start to cross the carriageway.

(3) Any audible signal emitted by any device for emitting audible signals provided in conjunction with the steady green pedestrian light signal or the green figure, and any tactile signal given by any device for making tactile signals similarly provided, shall convey to a pedestrian the same indication as the steady green pedestrian light signal or as the green figure as the case may be.

### **Significance of additional traffic signs**

16. A traffic sign placed in accordance with regulation 9 shall convey the information, prohibition or requirement specified in relation to it by the 1994 Regulations.

## **SECTION IV**

### **MOVEMENT OF TRAFFIC AT CROSSINGS**

#### **Scope of Section IV**

17. This Section of these Regulations is made under section 25 of the 1984 Act with respect to the movement of traffic at and in the vicinity of crossings.

#### **Prohibition against the stopping of vehicles on crossings**

18. The driver of a vehicle shall not cause the vehicle or any part of it to stop within the limits of a crossing unless he is prevented from proceeding by circumstances beyond his control or it is necessary for him to stop to avoid injury or damage to persons or property.

#### **Pedestrians not to delay on crossings**

19. No pedestrian shall remain on the carriageway within the limits of a crossing longer than is necessary for that pedestrian to pass over the crossing with reasonable despatch.

#### **Prohibition against the stopping of vehicles in controlled areas**

20.—(1) For the purposes of this regulation and regulations 21 and 22 the word “vehicle” shall not include a pedal bicycle not having a sidecar attached to it, whether or not additional means of propulsion by mechanical power are attached to the bicycle.

(2) Except as provided in regulations 21 and 22 the driver of a vehicle shall not cause it or any part of it to stop in a controlled area.

#### **Exceptions to regulation 20**

21. Regulation 20 does not prohibit the driver of a vehicle from stopping it in a controlled area—

- (a) if the driver has stopped it for the purpose of complying with regulation 25 or 26;
- (b) if the driver is prevented from proceeding by circumstances beyond his control or it is necessary for him to stop to avoid injury or damage to persons or property;  
or
- (c) when the vehicle is being used for police, fire brigade or ambulance purposes.

#### **Further exceptions to regulation 20**

22.—(1) Regulation 20 does not prohibit the driver of a vehicle from stopping it in a controlled area—

- (a) for so long as may be necessary to enable the vehicle to be used for the purposes of—
  - (i) any building operation, demolition or excavation;
  - (ii) the removal of any obstruction to traffic;
  - (iii) the maintenance, improvement or reconstruction of a road; or
  - (iv) the laying, erection, alteration, repair or cleaning in or near the crossing of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any telecommunications apparatus kept installed for the purposes of a telecommunications code system or of any other telecommunications apparatus lawfully kept installed in any position,  
but only if the vehicle cannot be used for one of those purposes without stopping in the controlled area; or

- (b) if the vehicle is a public service vehicle being used–
  - (i) in the provision of a local service; or
  - (ii) to carry passengers for hire or reward at separate fares, and the vehicle, having proceeded past the crossing to which the controlled area relates, is waiting in that area in order to take up or set down passengers; or
- (c) if he stops the vehicle for the purpose of making a left or right turn.

(2) In paragraph (1) “local service” has the meaning given in section 2 of the Transport Act 1985(a) but does not include an excursion or tour as defined by section 137(1) of that Act.

### **Prohibition against vehicles proceeding across Pelican or Puffin crossings**

**23.** When vehicular light signals at a Pelican or Puffin crossing are displaying the red light signal the driver of a vehicle shall not cause it to contravene the prohibition given by that signal by virtue of regulation 12 or 13.

### **Prohibition against vehicles overtaking at crossings**

**24.—(1)** Whilst any motor vehicle (in this regulation called “the approaching vehicle”) or any part of it is within the limits of a controlled area and is proceeding towards the crossing, the driver of the vehicle shall not cause it or any part of it–

- (a) to pass ahead of the foremost part of any other motor vehicle proceeding in the same direction; or
- (b) to pass ahead of the foremost part of a vehicle which is stationary for the purpose of complying with regulation 23, 25 or 26.

(2) In paragraph (1)–

- (a) the reference to a motor vehicle in sub-paragraph (a) is, in a case where more than one motor vehicle is proceeding in the same direction as the approaching vehicle in a controlled area, a reference to the motor vehicle nearest to the crossing; and
- (b) the reference to a stationary vehicle is, in a case where more than one vehicle is stationary in a controlled area for the purpose of complying with regulation 23, 25 or 26, a reference to the stationary vehicle nearest the crossing.

### **Precedence of pedestrians over vehicles at Zebra crossings**

**25.—(1)** Every pedestrian, if he is on the carriageway within the limits of a Zebra crossing, which is not for the time being controlled by a constable in uniform or traffic warden, before any part of a vehicle has entered those limits, shall have precedence within those limits over that vehicle and the driver of the vehicle shall accord such precedence to any such pedestrian.

(2) Where there is a refuge for pedestrians or central reservation on a Zebra crossing, the parts of the crossing situated on each side of the refuge for pedestrians or central reservation shall, for the purposes of this regulation, be treated as separate crossings.

### **Precedence of pedestrians over vehicles at Pelican crossings**

**26.** When the vehicular light signals at a Pelican crossing are showing the flashing amber signal, every pedestrian, if he is on the carriageway or a central reservation within the limits of the crossing (but not if he is on a central reservation which forms part of a system of staggered crossings) before any part of a vehicle has entered those limits, shall have precedence within those limits over that vehicle and the driver of the vehicle shall accord such precedence to any such pedestrian.

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(a) 1985 c.67.

**TRAFFIC SIGNS AND ROAD MARKINGS TO INDICATE ZEBRA CROSSINGS AND  
ZEBRA CONTROLLED AREAS**

**PART I**

**TRAFFIC SIGNS**

**1.**—(1) Subject to the following provisions of this Part of this Schedule the traffic signs which are to be placed at or near a Zebra crossing for the purpose of indicating it shall consist of globes each of which is—

- (a) coloured yellow or fluorescent yellow;
- (b) not less than 275 nor more than 335 mm in diameter;
- (c) illuminated by a flashing light or, where the Secretary of State so authorises in writing in relation to a particular crossing a constant steady light; and
- (d) mounted on a post or bracket so that the lowest part of a globe is not less than 2.1 metres nor more than 3.1 metres above the surface of the ground immediately beneath it.

(2) One globe shall be placed at each end of the crossing and, if there is a refuge for pedestrians or central reservation on the crossing, one or more globes may, if the traffic authority thinks fit, be placed on the refuge or central reservation.

**2.** Where a globe is mounted on or attached to a post, whether or not specially provided for the purpose—

- (a) the post shall be coloured in alternate black and white bands, the lowest band being coloured black;
- (b) the bands shall be not less than 275 mm nor more than 335 mm wide except that the lowest band may be up to 1 metre wide; and
- (c) the post may be internally illuminated.

**3.** A globe or the post on which it is mounted may be fitted with all or any of the following—

- (a) a backing board or other device designed to improve the conspicuousness of the globe;
- (b) a shield or other device designed to prevent or reduce light shining into adjacent premises;
- (c) a light to illuminate the crossing.

**4.** A crossing shall not be taken to have ceased to be indicated in accordance with this Part of this Schedule by reason only of—

- (a) the imperfection, disfigurement or discolouration of any globe or post, or
- (b) the failure of illumination of any of the globes.

**5.** Nothing in this Part of this Schedule shall be taken to restrict regulation 8 or 9.

**PART II**

**ROAD MARKINGS**

**Road markings**

**6.** Subject to the following provisions of this Part of this Schedule—

- (a) within the limits of a Zebra crossing the carriageway shall be marked with a series of alternate black and white stripes;
- (b) the Zebra controlled areas shall be marked with give-way lines, a line of studs and zig-zag lines,

of the size and type, and generally in the manner, shown in the diagram at the end of this Part of this Schedule.

**Number of studs and stripes**

**7.** The number of studs and stripes may be varied.

**Limits of the crossing**

**8.**—(1) If it provides a reasonable contrast with the white stripes, the colour of the surface of the carriageway may be used to indicate the stripes shown coloured black in the diagram.

- (2) The white stripes may be illuminated by retroreflecting material.
- (3) Subject to paragraph (4) each black and each white stripe shall be of the same size and not less than 500 mm nor more than 715 mm wide as measured across the carriageway.
- (4) The first stripe at each end may be up to 1300 mm wide and, if the traffic authority consider it appropriate in relation to a particular crossing having regard to the layout of the carriageway or other special circumstances, the other stripes may be not less than 380 mm nor more than 840 mm wide as measured across the carriageway.

#### **Studs**

- 9.—(1) The studs may be omitted altogether.
- (2) If studs are provided—
    - (a) they shall be coloured white, silver or light grey;
    - (b) they shall be either—
      - (i) circular in shape with a diameter of not less than 95 mm nor more than 110 mm; or
      - (ii) square in shape with each side not less than 95 mm nor more than 110 mm long;
    - (c) they may illuminated by retroreflecting material;
    - (d) if they consist of a device fixed to the carriageway, they shall—
      - (i) not be fitted with reflecting lenses;
      - (ii) be so fixed that they do not project more than 20 mm above the adjacent surface of the carriageway at their highest points nor more than 6 mm at their edges;
    - (e) the distance from the centre of any stud to the centre of the next stud in the same line shall not be less than 250 mm nor more than 715 mm and the distance between the edge of the carriageway at each end of a line of studs and the centre of the nearest stud shall be not more than 1.3 metres; and
    - (f) the two lines of studs need not be at right angles to the edge of the carriageway, but shall form straight lines and, so far as is reasonably practicable, shall be parallel to each other.

#### **Zig-zag lines**

10.—(1) The pattern of the central zig-zag lines may be reversed or, on a road having a carriageway not more than 6 metres wide, those lines may be omitted altogether so long as they are replaced by the road marking shown in diagram 1004 in Schedule 6 to the 1994 Regulations.

(2) Subject to sub-paragraph (4) the number of marks in a zig-zag line shall not be less than 8 nor more than 18 and a zig-zag line need not contain the same number of marks as any other zig-zag line.

(3) Each mark in a zig-zag line shall be coloured white and may be illuminated by retroreflecting material.

(4) Where the traffic authority is satisfied that, by reason of the layout or character of any roads in the vicinity of a Zebra crossing, it would be impracticable to lay out a Zebra controlled area in accordance with this Schedule—

- (a) the number of marks in any zig-zag line in that area may be reduced to not less than 2; and
- (b) the length of any of the marks may be varied to not less than 1 metre.

#### **Give-way line**

11.—(1) The give-way line shall be coloured white and may be illuminated by retroreflecting material.

(2) The angle of the give-way line in relation to, and its distance from, the edge of the crossing may be varied, if the traffic authority is satisfied that the variation is necessary having regard to the angle of the crossing in relation to the edge of the carriageway.

(3) The maximum distance of 3 metres between the give-way line and the limits of the crossing shown in the diagram in this Part of this Schedule may, if the traffic authority think fit having regard to the layout or character of the road in the vicinity of the crossing, be increased to not more than 10 metres.

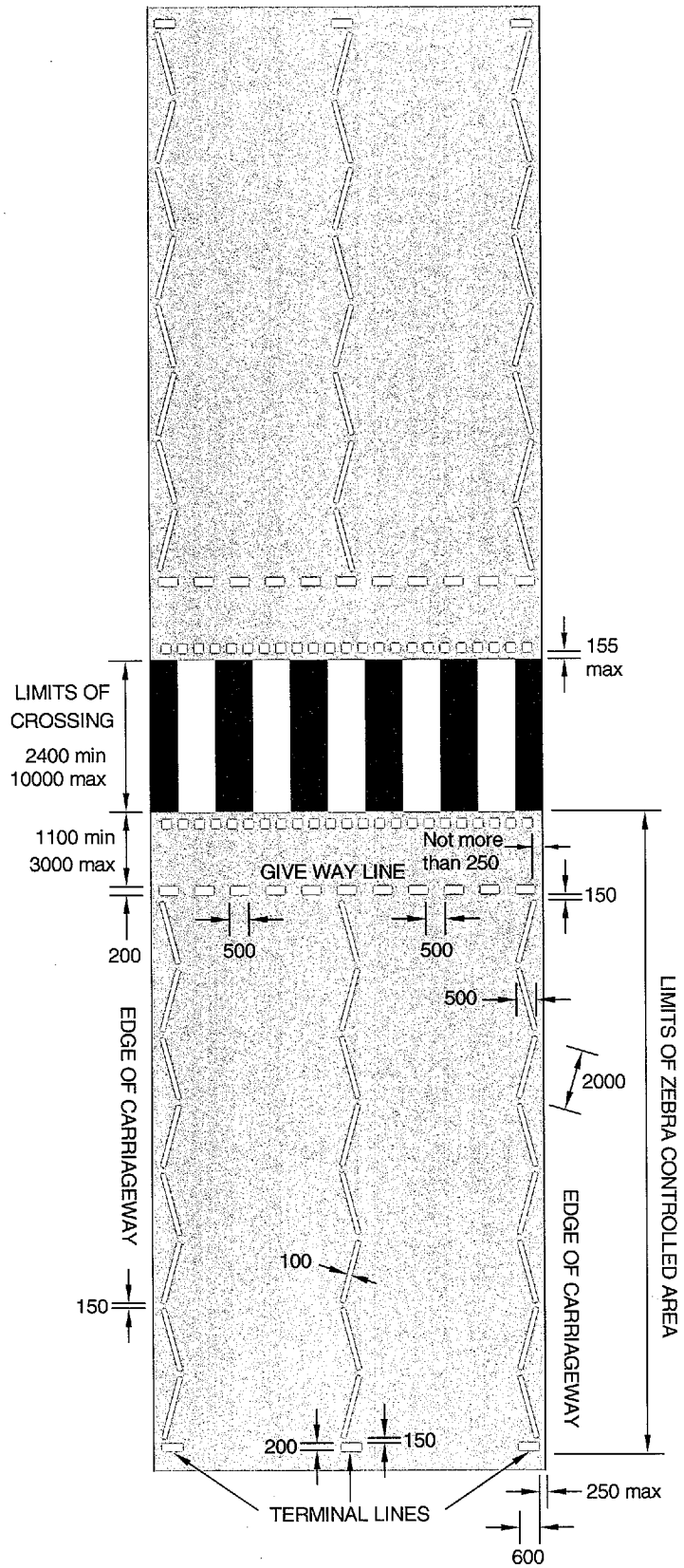
#### **Discolouration or partial displacement of markings**

12. A Zebra crossing or a Zebra controlled area shall not be deemed to have ceased to be indicated in accordance with this Schedule by reason only of the discolouration or partial displacement of any of the road markings prescribed by this Schedule, so long as the general appearance of the pattern of the lines is not impaired.

SCHEDULE 1

PART II

DIAGRAM



## TRAFFIC SIGNS TO INDICATE PELICAN CROSSINGS

## PART I

## TRAFFIC SIGNS TO BE PLACED AT OR NEAR PELICAN CROSSINGS

**Interpretation**

1. In this Schedule “push button” has the meaning given by paragraph 5(c).

**Traffic signs**

2. The traffic signs which are to be placed at or near a Pelican crossing shall consist of a combination of—

- (a) vehicular light signals;
- (b) pedestrian light signals; and
- (c) indicators for pedestrians,

of the size, colour and type specified in the following provisions of this Part of this Schedule, together with any additional traffic signs placed in accordance with regulation 9.

**Vehicular light signals**

3.—(1) The vehicular light signals shall be of the size, colour and type of the signals shown in diagram 3000 in Schedule 8 to the 1994 Regulations, except that a green arrow may be substituted for the green aspect in the manner shown in diagram 3003 in that Schedule or in accordance with any variant permitted by those Regulations in respect of that diagram.

(2) The lamp showing an amber light shall be capable of showing a light which is either steady or which flashes at a rate of not less than 70 nor more than 90 flashes per minute.

(3) The vehicular light signals shall be illuminated in the following sequence—

- (a) steady green,
- (b) steady amber,
- (c) steady red,
- (d) flashing amber.

**Pedestrian light signals**

4.—(1) The pedestrian light signals shall be of the size, colour and type of the signals shown in diagram 4002 in Schedule 9 to the 1994 Regulations.

(2) The signals shall be so designed that—

- (a) they operate in the following sequence—
  - (i) steady red,
  - (ii) steady green,
  - (iii) flashing green;

(b) the red figure can be internally illuminated by a steady light;

(c) the green figure can be internally illuminated by a steady light or a light which flashes at a rate of not less than 70 nor more than 90 flashes per minute; and

(d) when one signal is illuminated the other is not.

(3) The signals may incorporate a device for emitting audible signals whilst the green figure is illuminated by a steady light.

**Indicators for pedestrians**

5. The indicators for pedestrians—

- (a) shall be of the size, colour and type shown in the diagram in Part II of this Schedule;
- (b) shall be so constructed that the word “WAIT” as shown on the diagram can be illuminated;
- (c) shall incorporate a push button or other switching device (referred to in this Schedule as a “push button”) which can be used by pedestrians with the effect described in paragraphs 6 and 7;
- (d) shall be so constructed that the instruction for pedestrians shown in the diagram can be internally illuminated; and
- (e) may be so constructed that a device giving audible or tactile signals is provided for use when the green figure shown in the diagram is illuminated by a steady light.



### **Co-ordination of light signals and indicators for pedestrians**

**6.—(1)** The vehicular light signals, pedestrian light signals and the indicators for pedestrians shall be so constructed that—

- (a) before the signals and indicators are operated by the pressing of a push button (or by remote control in accordance with paragraph 7)—
  - (i) the vehicular light signals show a green or red light,
  - (ii) the pedestrian light signals show a red light,
  - (iii) the word “WAIT” on the indicators for pedestrians is not illuminated,
  - (iv) any device for giving tactile signals is inactive; and
  - (v) any device for giving audible signals is silent;
- (b) when a push button is pressed or the signals and indicators are operated by remote control—
  - (i) the signals and indicators show lights in the sequences specified in descending order in—
    - (a) column (1) in the case of vehicular light signals;
    - (b) in column (2) in the case of pedestrian light signals; and
    - (c) in column (3) in the case of indicators for pedestrians, of either Part III or Part IV of this Schedule;
  - (ii) when the pedestrian light signals are showing a steady green light, the word “WAIT” in the indicators for pedestrians is not illuminated;
  - (iii) when the pedestrian light signals are showing a flashing green light, the word “WAIT” in the indicators for pedestrians is illuminated immediately and the signals and indicators are caused to show lights in the sequence specified in paragraph (i) above at the end of the next vehicle period; and
  - (iv) when the pedestrian light signals are showing a red light, the word “WAIT” in the indicators for pedestrians is illuminated immediately and the vehicular light signals and indicators for pedestrians are caused to show lights in the sequence specified in paragraph (i);
- (c) the periods during which lights are shown by the signals and indicators, begin and end in relation to each other as shown in either Part III or Part IV of this Schedule as if each horizontal line in those Parts represented one moment of time, subsequent moments occurring in descending order, but the distances between the horizontal lines do not represent the lengths of the periods during which lights shown by the signals and indicator are, or are not, lit.

(2) Where a device for emitting audible signals is provided pursuant to paragraph 4(3) or (5)(e), it shall be so constructed that the device operates only when the pedestrian light signals are showing a steady green light and at the same time the vehicular light signals are showing a red light.

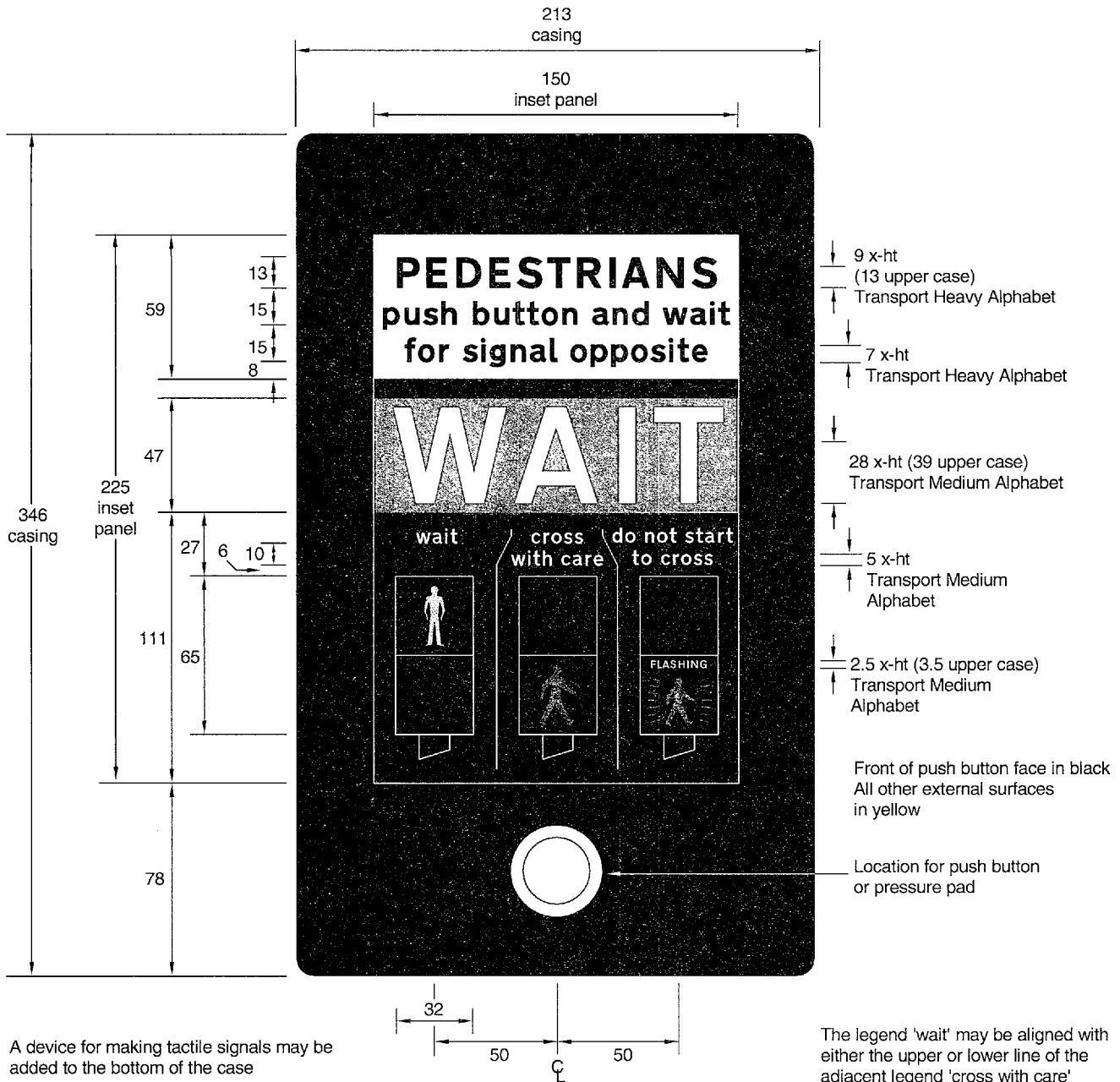
(3) Where a device for giving tactile signals is provided pursuant to paragraph 5(e), it shall be so constructed that, when it is operating, a regular movement perceptible to touch by pedestrians is made only when the pedestrian light signals are showing a steady green light and at the same time the vehicular light signals are showing a red light.

(4) In this paragraph “vehicle period” means such period as may be fixed from time to time in relation to a Pelican crossing, being a period which begins when the vehicular light signals cease to show a flashing amber light and during which those signals show a green light.

### **Operation by remote control**

**7.** The vehicular light signals, pedestrian light signals, indicators for pedestrians and any device for giving tactile signals or emitting audible signals, when they are placed at or near a Pelican crossing may also be so constructed that they can be operated by remote control.

SCHEDULE 2  
PART II  
INDICATOR FOR PEDESTRIANS



## SCHEDULE 2

### PART III

#### SEQUENCE OF OPERATION OF VEHICULAR AND PEDESTRIAN LIGHT SIGNALS AND INDICATOR FOR PEDESTRIANS (BUT NOT THE AUDIBLE OR TACTILE SIGNALS)

<i>Sequence of vehicular traffic light signals</i>	<i>Sequence of pedestrian signals</i>	
(1)	<i>Pedestrian light signals</i> (2)	<i>Indicator for pedestrians</i> (3)
Green light	Red light	The word "WAIT" is illuminated
Amber light		
Red light	Green light	The word "WAIT" is not illuminated
Flashing amber light	Flashing green light	The word "WAIT" is illuminated
Green light	Red light	

## SCHEDULE 2

### PART IV

#### ALTERNATIVE SEQUENCE OF OPERATION OF VEHICULAR AND PEDESTRIAN LIGHT SIGNALS AND INDICATOR FOR PEDESTRIANS (BUT NOT THE AUDIBLE OR TACTILE SIGNALS)

<i>Sequence of vehicular traffic light signals</i>	<i>Sequence of pedestrian signals</i>	
(1)	<i>Pedestrian light signals</i> (2)	<i>Indicator for pedestrians</i> (3)
Green light	Red light	The word "WAIT" is illuminated
Amber light		
Red light	Green light	The word "WAIT" is not illuminated
Flashing amber light	Flashing green light	The word "WAIT" is illuminated
Green light	Red light	

## PART I

## TRAFFIC SIGNS TO INDICATE PUFFIN CROSSINGS

**Traffic signs at or near a Puffin crossing**

1. The traffic signs which are to be placed at or near a Puffin crossing by virtue of regulation 5(3)(a) shall consist of a combination of—

- (a) vehicular light signals; and
- (b) pedestrian demand units,

of the size, colour and type specified in the following provisions of this Schedule, together with any additional traffic signs placed in accordance with regulation 9.

**Vehicular light signals**

2.—(1) The vehicular light signals shall be of the size, colour and type shown in diagram 3000 in Schedule 8 to the 1994 Regulations, except that a green arrow may be substituted for the green aspect in the manner shown in diagram 3003 in that Schedule or in accordance with any variant permitted by those Regulations in respect of that diagram.

(2) The vehicular lights shall be illuminated in the following sequence—

- (a) red,
- (b) red and amber together,
- (c) green,
- (d) amber.

**Pedestrian demand unit**

3.—(1) A pedestrian demand unit shall be placed at each end of a crossing.

(2) Each such unit shall consist of a device the principal features of which are a signal display of the size, colour and type shown in the diagram in Part II of this Schedule and which—

- (a) complies with the requirements of sub-paragraph (3); and
- (b) includes a push button or other switching device which in some way indicates to pedestrians that it has been operated.

(3) The requirements referred to in sub-paragraph (2)(a) are—

- (a) the signal display must comprise a red figure and a green figure, both of which can be internally illuminated;
- (b) while one figure is illuminated the other figure must not be capable of being illuminated; and
- (c) the green figure must be capable of being illuminated only whilst there is conveyed to vehicular traffic, by means of the red vehicular light signal prescribed by paragraph 2, a prohibition against entering the limits of the Puffin crossing at or near which the unit is displayed and at no other time.

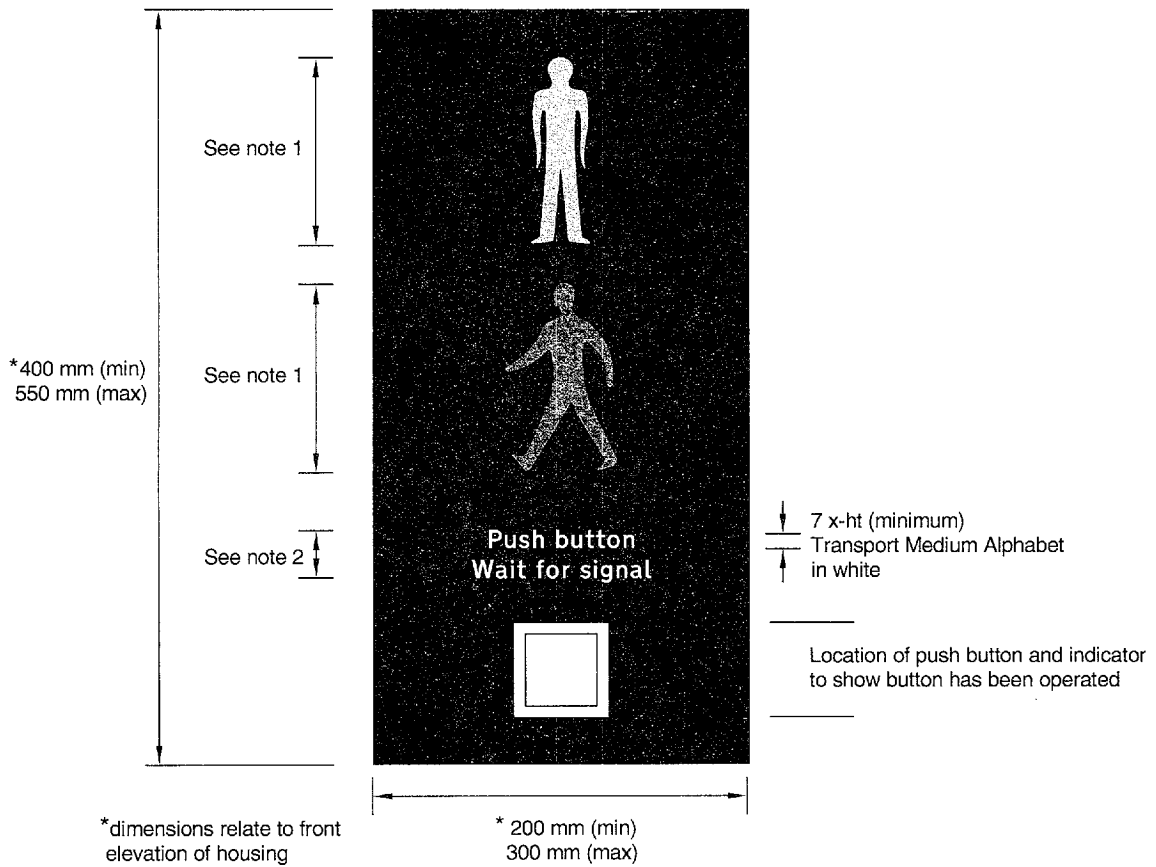
(4) The pedestrian demand unit may incorporate a device for emitting tactile or audible signals whilst the green figure is illuminated.

(5) Units consisting of only the red and green figures or the push button and legend comprised in a pedestrian demand unit may be provided at a crossing in addition to pedestrian demand units.

# SCHEDULE 3

## PART II

### PEDESTRIAN DEMAND UNIT



Background colour of demand unit face to be black. All other external surfaces yellow.  
The demand unit face need not be flat, and may comprise more than one unit.

Note 1 The figures shall be each 100 mm high (minimum) and of the colour and type shown in diagram 4002 in the 1994 Regulations.  
The direction of the GREEN figure may be reversed.  
More than one RED and GREEN figure may be provided.

Note 2 The legend may be varied to  
"Push button  
Stand on mat  
Wait for signal"  
or another legend approved by the Secretary of State.

## PART I

## ROAD MARKINGS TO INDICATE PELICAN AND PUFFIN CROSSINGS, PELICAN AND PUFFIN CONTROLLED AREAS AND STOP LINES

**Interpretation of Schedule**

1. In this Schedule, except where otherwise stated,—
  - (a) a reference to a “crossing” is to a Pelican crossing or a Puffin crossing;
  - (b) a reference to a “controlled area” is to a Pelican controlled area or a Puffin controlled area;
  - (c) a reference to a numbered diagram is a reference to the diagram in Part II of this Schedule so numbered.

**Indication of limits of crossings and of controlled areas and stop lines**

2.—(1) Subject to the provisions of this Schedule, the limits of a crossing on a two-way street and of its controlled areas and stop lines shall be indicated by road markings consisting of lines and studs on the carriageway of the size and type shown—

- (a) in diagram 1 where there is no central reservation;
- (b) in diagram 2 where there is a central reservation, but the crossing does not form part of a system of staggered crossings; and
- (c) in diagram 3 where the crossing forms part of a system of staggered crossings.

(2) Subject to the provisions of this Schedule, the limits of a crossing on a one-way street and of its controlled areas and stop lines shall be indicated by road markings consisting of lines and studs placed on the carriageway of the size and type shown—

- (a) in diagram 4 where there is no central reservation;
- (b) in diagram 5 where there is a central reservation but the crossing does not form part of a system of staggered crossings; and
- (c) in diagram 6 where the crossing forms part of a system of staggered crossings.

(3) The two lines of studs indicating the limits of a crossing need not be at right angles to the edge of the carriageway, but shall form straight lines and shall, as near as is reasonably practicable, be parallel to each other.

**Controlled areas and stop lines on a two-way street**

3.—(1) Where a crossing is on a two-way street the road markings to indicate each controlled area and stop line shall consist of—

- (a) a stop line parallel to the nearer row of studs indicating the limits of the crossing and extending, in the manner indicated in the appropriate diagram, across the part of the carriageway used by vehicles approaching the crossing from the side on which the stop line is placed; and
- (b) two or more longitudinal zig-zag lines or, in the case of a road having more than one carriageway, two or more such lines on each carriageway, each zig-zag line containing not less than 8 nor more than 18 marks and extending away from the crossing.

(2) Subject to paragraph (3), where a central reservation is provided, the road marking shown in diagram 1040 in Schedule 6 to the 1994 Regulations may be placed between the zig-zag lines on the approaches to the central reservation.

(3) Where a central reservation is provided connecting crossings which form part of a system of staggered crossings, the road marking shown in diagram 1040.2 in Schedule 6 to the 1994 Regulations shall be placed in the manner indicated in diagram 3.

(4) The distance between the studs and the terminal marks on the exit sides shall be not less than 1700 mm nor more than 3000 mm.

**Controlled areas and stop line on a one-way street**

4.—(1) Where a crossing is on a one-way street the road markings to indicate a controlled area and stop line shall consist of—

- (a) a stop line parallel to the nearer row of studs indicating the limits of the crossing and extending—
  - (i) in the case of a crossing of the type shown in diagram 4 or 5, from one edge of the carriageway to the other; and

- (ii) in the case of a crossing of the type shown in diagram 6, from the edge of the carriageway to the central reservation; and
- (b) two or more zig-zag lines, each containing not less than 8 nor more than 18 marks and extending away from the crossing.

(2) Subject to paragraph (3), where a central reservation is provided, the road marking shown in diagram 1041 in Schedule 6 to the 1994 Regulations may be placed between the zig-zag lines on the approaches to the central reservation.

(3) Where a central reservation is provided connecting crossings which form part of a system of staggered crossings, the road marking mentioned in paragraph (2) shall be placed in the manner indicated in diagram 6.

#### **Variations in relation to a controlled area or stop line**

5.—(1) Where the traffic authority is satisfied that, by reason of the layout or character of the roads in the vicinity of a crossing, it is impracticable to indicate a controlled area in accordance with the requirements of the preceding provisions of this Schedule, the following variations shall be permitted—

- (a) the number of marks in each zig-zag line may be reduced to not less than 2;
- (b) the marks comprised in a zig-zag line may be varied to a length of not less than 1 metre, in which case—
  - (i) each mark in each zig-zag line must be of the same or substantially the same length as the other marks in the same line;
  - (ii) and the number of marks in each line must be not more than 8 nor less than 2.

(2) The angle of a stop line in relation to the nearer line of studs indicating the limits of a crossing may be varied, if the traffic authority is satisfied that the variation is necessary having regard to the angle of the crossing in relation to the edge of the carriageway.

(3) The maximum distance of 3 metres between a stop line and the nearer line of studs indicating the limits of the crossing shown in the diagrams in this Schedule may be increased to such greater distance, not exceeding 10 metres, as the traffic authority may decide.

(4) Each zig-zag line in a controlled area need not contain the same number of marks as the others and the pattern of the central lines may be reversed or, if the carriageway is not more than 6 metres wide, may be omitted altogether if replaced by the road marking shown in diagram 1004 in Schedule 6 to the 1994 Regulations.

#### **Colour and illumination of road markings**

6. Subject to paragraph 7, the road markings shown in the diagrams in this Schedule shall be coloured white and may be illuminated by retroreflecting material.

#### **Form and colour of studs**

7.—(1) The studs shown in the diagrams in this Schedule shall be—

- (a) coloured white, silver or light grey and shall not be fitted with reflective lenses; and
- (b) either circular in shape with a diameter of not less than 95 mm nor more than 110 mm or square in shape with the length of each side being not less than 95 mm nor more than 110 mm.

(2) Any stud which is fixed or embedded in the carriageway shall not project more than 20 mm above the carriageway at its highest point nor more than 6 mm at its edges.

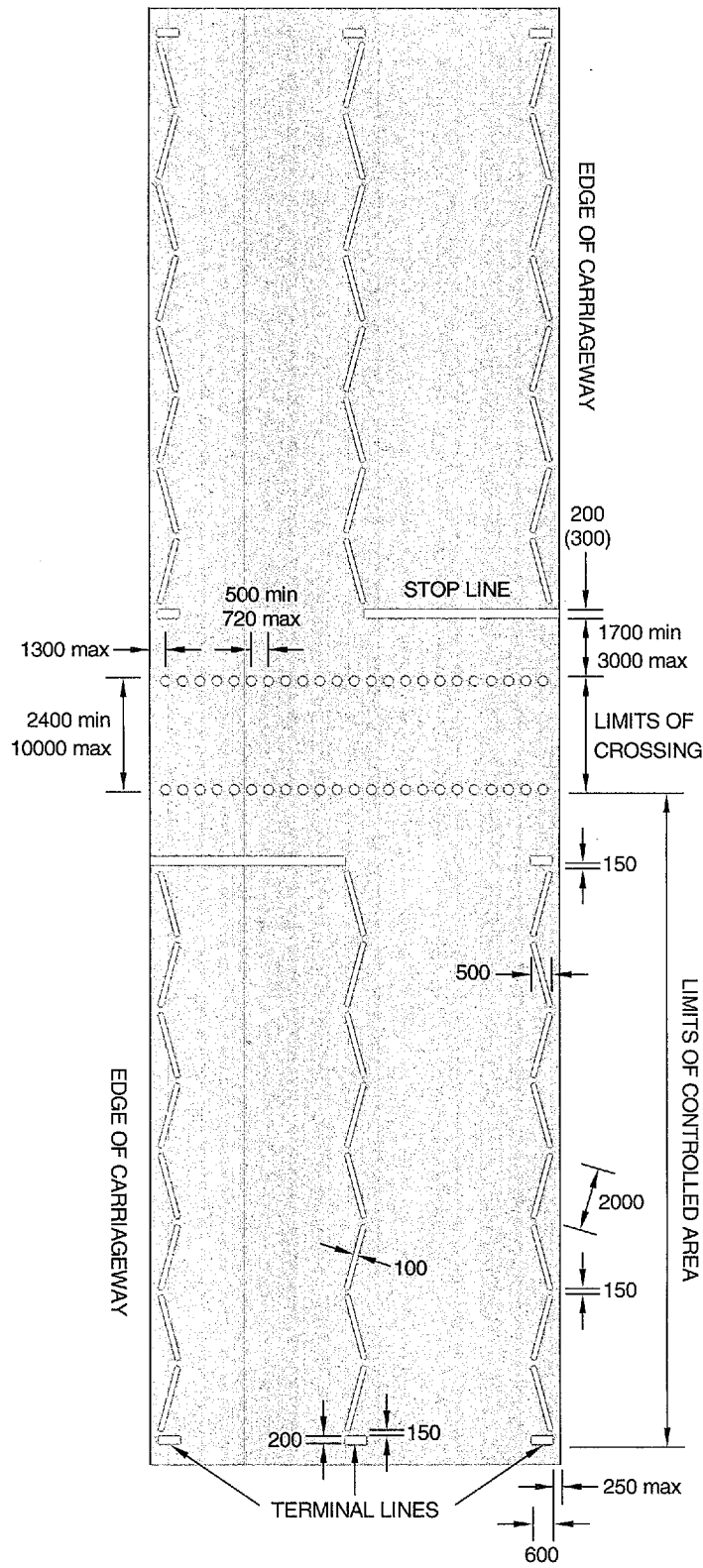
#### **Supplementary**

8. The requirements of this Schedule shall be regarded as having been complied with in the case of any crossing or controlled area, if most of the road markings comply with those requirements, even though some of the studs or lines do not so comply by reason of discolouration, temporary removal or a displacement or for some other reason, so long as the general appearance of the road markings as a whole is not thereby materially impaired.

SCHEDULE 4

PART II

DIAGRAM 1

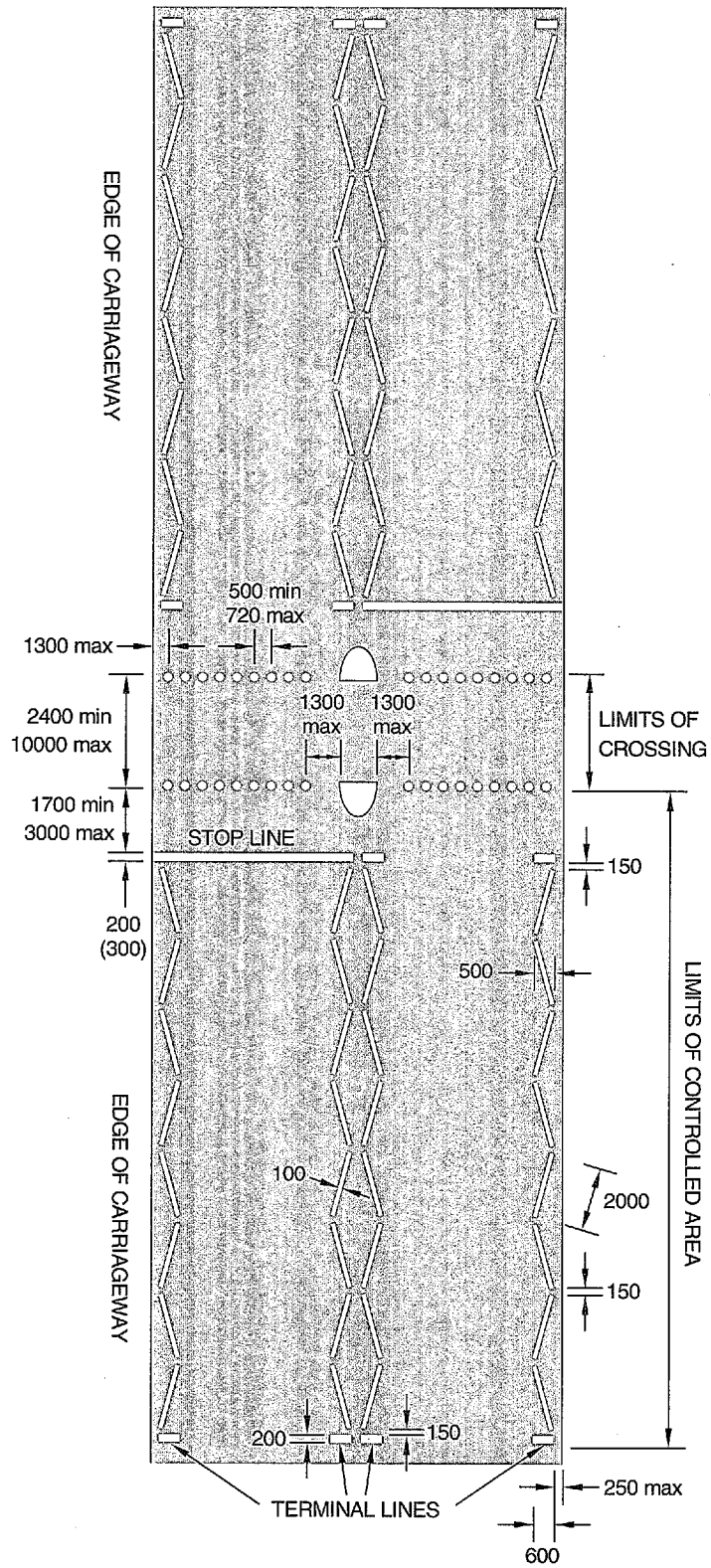




SCHEDULE 4

PART II

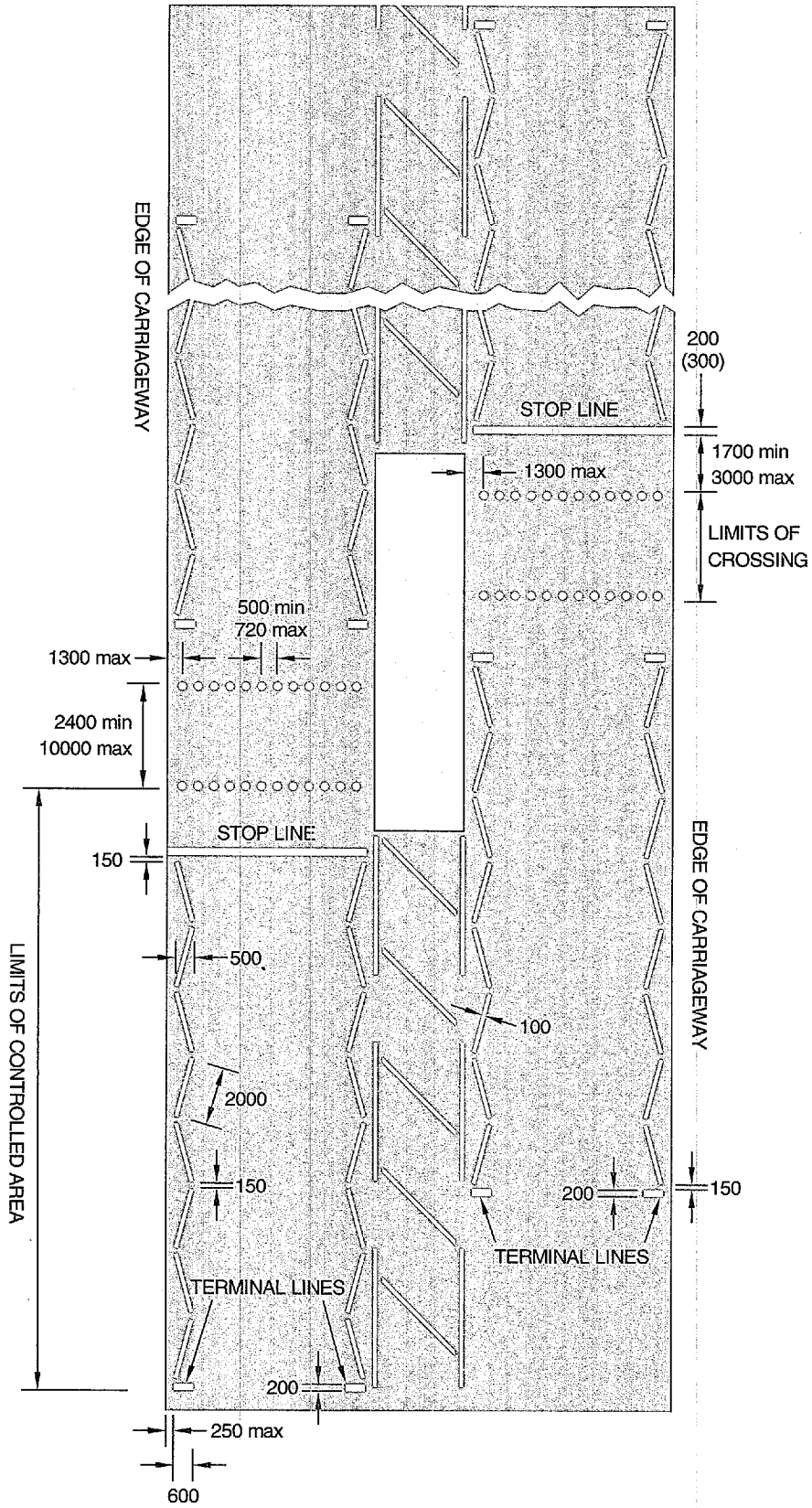
DIAGRAM 2



SCHEDULE 4

PART II

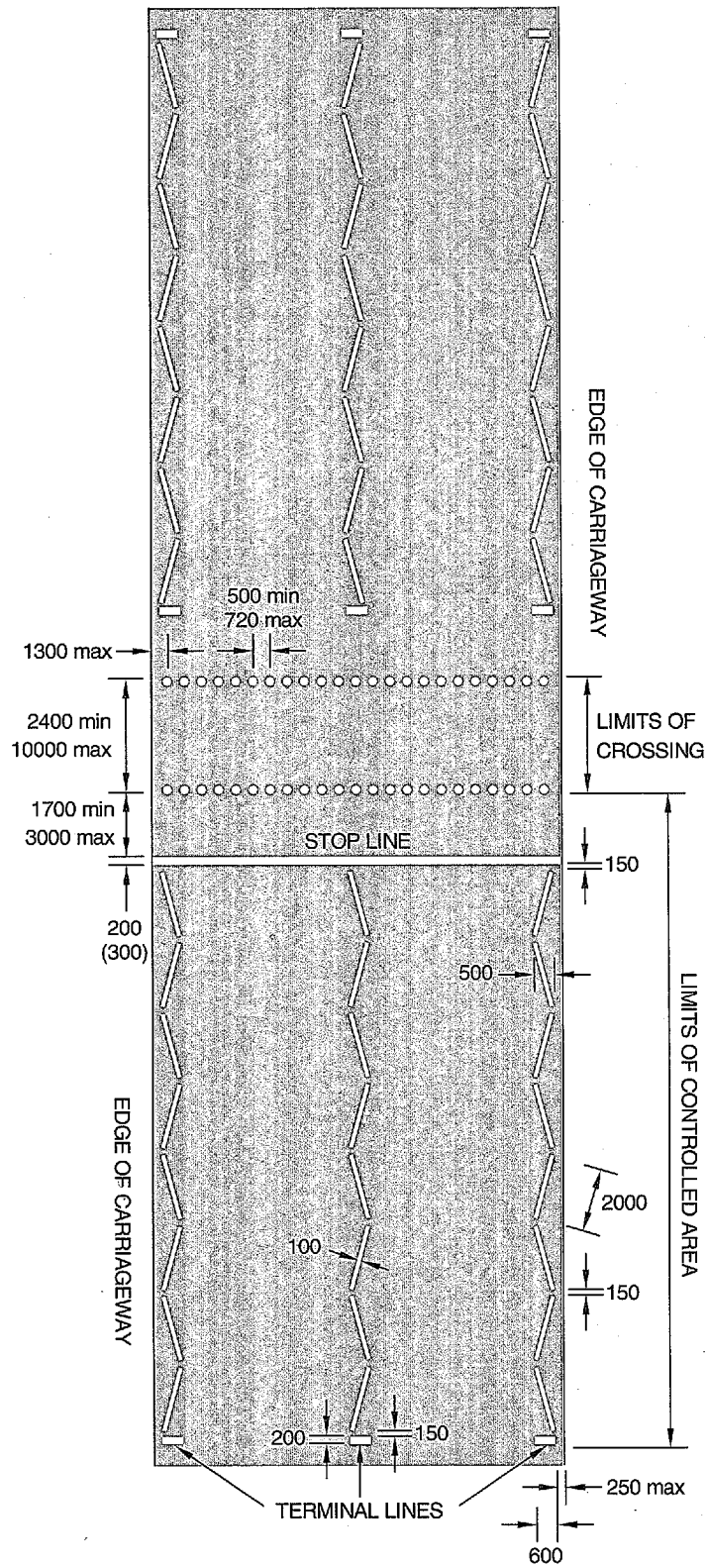
DIAGRAM 3



SCHEDULE 4

PART II

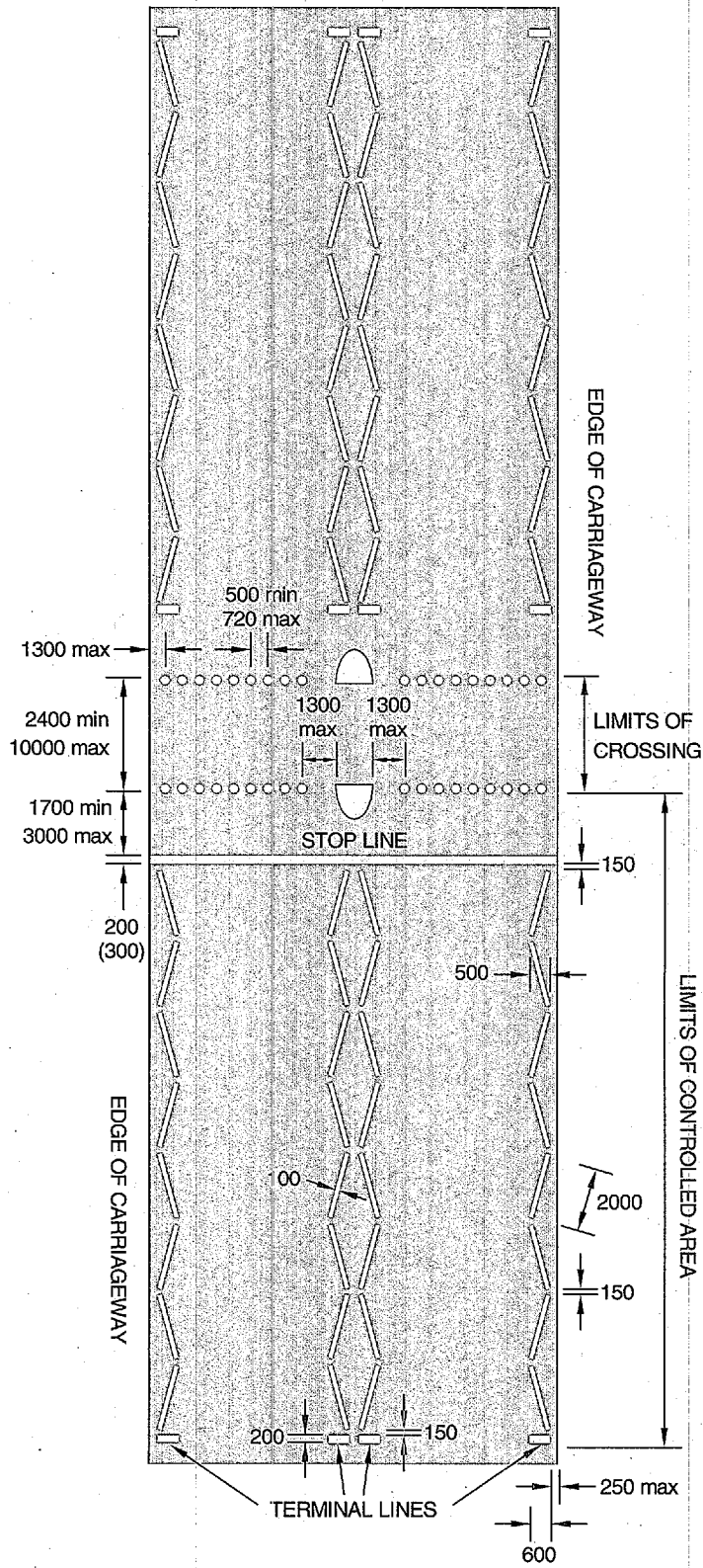
DIAGRAM 4



SCHEDULE 4

PART II

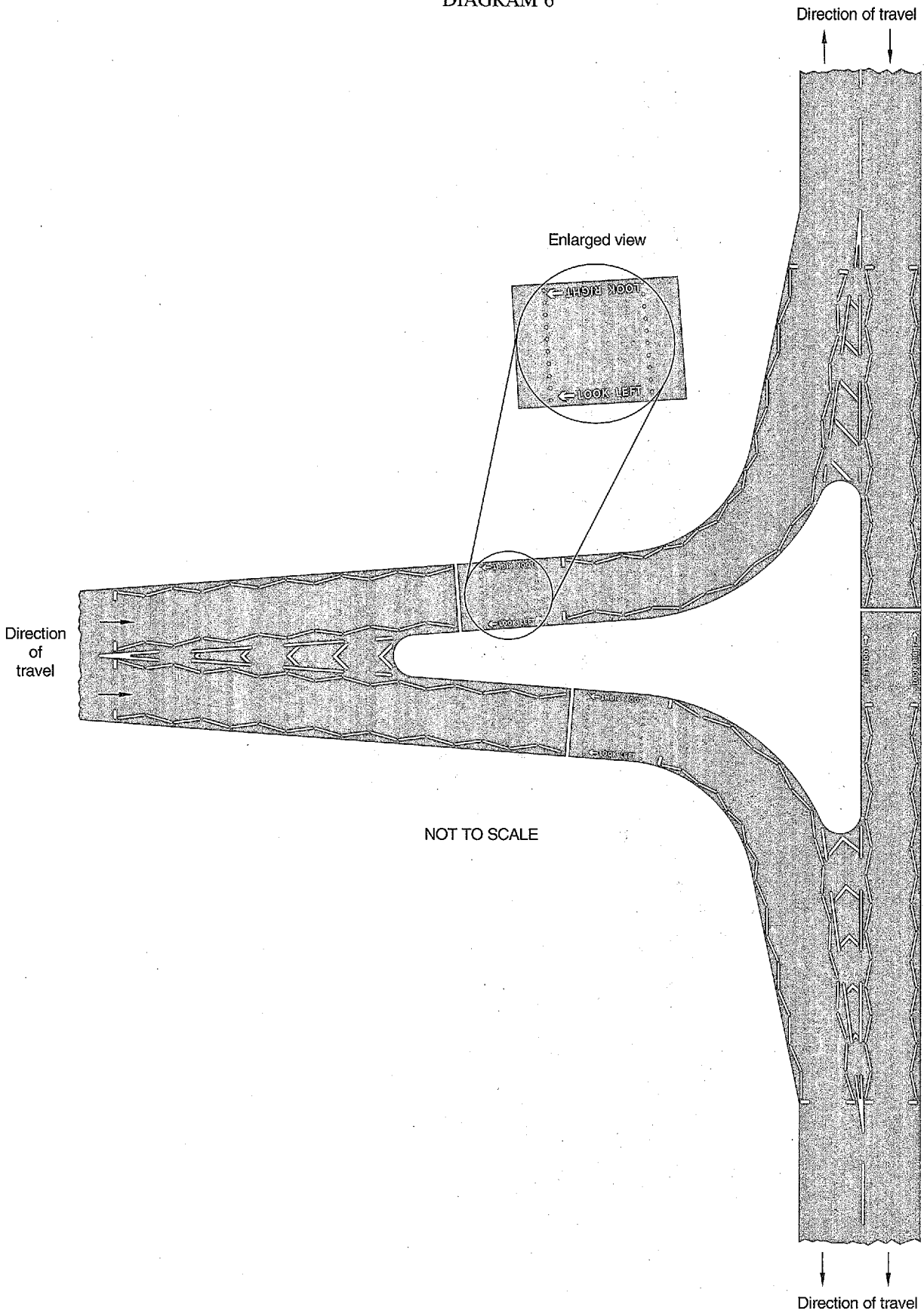
DIAGRAM 5



SCHEDULE 4

PART II

DIAGRAM 6



## PART II

### THE PELICAN AND PUFFIN PEDESTRIAN CROSSINGS GENERAL DIRECTIONS 1997

#### Citation and commencement

1. This Part of this Instrument—
  - (a) may be cited—
    - (i) as the Pelican and Puffin Pedestrian Crossings General Directions 1997, and
    - (ii) together with Part I of this Instrument, as the Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997; and
  - (b) shall come into force on 15th December 1997.

#### Revocation

2. So far as they consist of or comprise general directions, the “Pelican” Pedestrian Crossings Regulations and General Directions 1987 are hereby revoked.

#### Interpretation

- 3.—(1) In these Directions—
  - (a) “the Regulations” means the Zebra, Pelican and Puffin Pedestrian Crossings Regulations 1997(a); and
  - (b) the expressions listed in paragraph (2) have the same meanings as in the Regulations.
- (2) Those expressions are—
  - “the 1994 Regulations”;
  - “carriageway”;
  - “central reservation”;
  - “indicator for pedestrians”
  - “one-way street”;
  - “pedestrian light signals”;
  - “pedestrian demand unit”;
  - “Pelican crossing”;
  - “primary signal”;
  - “Puffin crossing”;
  - “secondary signal”;
  - “system of staggered crossings”;
  - “two-way street”; and
  - “vehicular light signals”.
- (3) In these Directions a reference to a numbered paragraph is to the paragraph so numbered in the direction in which the reference occurs.

#### Vehicular light signals at Pelican and Puffin crossings

- 4.—(1) In this direction references to the left or right hand side of a crossing are to the left or right hand side as viewed from the direction of travel of vehicular traffic approaching the crossing.
- (2) Subject to paragraph (4) the vehicular light signals to be provided facing each direction of approaching traffic at a Pelican or Puffin crossing which is on a two-way street and is of a type specified in column (1) of the table below shall be as specified in relation to that type of crossing in column (2).

---

(a) Part I of this instrument.

TABLE

<i>(1) Type of crossing on a two-way street</i>	<i>(2) Vehicular light signals facing each direction of traffic</i>
Crossing not forming part of a system of staggered crossings and not having a refuge for pedestrians or central reservation within the limits of the crossing	One primary signal on the left hand side of the crossing and one secondary signal on the right hand side of the crossing
Crossing not forming part of a system of staggered crossings and having a refuge for pedestrians or central reservation within the limits of the crossing	One primary signal on the left hand side of the crossing and one secondary signal on the right hand side or on the refuge for pedestrians or central reservation
Crossing forming part of a system of staggered crossings	One primary signal on the left hand side of the crossing and one other signal, which may be either a primary signal or a secondary signal, on the right hand side of the crossing

(3) Subject to paragraph (4) the vehicular light signals to be provided facing the direction of approaching traffic at a Pelican or Puffin crossing which is on a one-way street and is of a type specified in column (1) of the table below shall be as specified in relation to that type of crossing in column (2).

TABLE

<i>(1) Type of crossing on a one-way street</i>	<i>(2) Vehicular light signals to be provided</i>
Crossing not forming part of a system of staggered crossings and not having a refuge for pedestrians or central reservation within the limits of the crossing	One primary signal on the left hand side of the crossing and one other signal, which may be either a primary or a secondary signal, on the right hand side of the crossing
Crossing not forming part of a system of staggered crossings and having a refuge for pedestrians or central reservation within the limits of the crossing	One primary signal on each side of the crossing and one other signal which may be either a primary signal (in which case it must be on the refuge for pedestrians or the central reservation) or a secondary signal
Crossing forming part of a system of staggered crossings	One primary signal on the left hand side of the crossing and a signal, which may be either a primary or a secondary signal, on the right hand side of the crossing

(4) In addition to the signals required to be placed by paragraph (2) or (3) the traffic authority may place such other primary or secondary signals at a Pelican or Puffin crossing as it thinks fit.

**Pedestrian light signals and indicators for pedestrians at Pelican crossings**

5.—(1) At least one pedestrian light signal and at least one indicator for pedestrians shall be placed at each end of a Pelican crossing.

(2) Each pedestrian light signal shall be so placed as to be clearly visible to any person on the other side of the carriageway who wishes to use the crossing.

(3) Where there is a central reservation in a Pelican crossing, at least one indicator for pedestrians shall be placed on the central reservation.

(4) Each indicator for pedestrians shall be so placed that the push button on it may be reached by any person wishing to press it.

### **Pedestrian demand units at Puffin crossings**

6.—(1) At least one pedestrian demand unit shall be placed at each end of a Puffin crossing.

(2) Each pedestrian demand unit shall be so placed that the push button on it may be reached by any person wishing to press it.

### **Additional traffic signs**

7. A traffic sign of the size, colour and type shown in diagram 610 or 611 in Schedule 2 to the 1994 Regulations may only be placed on a refuge for pedestrians or a central reservation within the limits of a Pelican or Puffin crossing or on a central reservation which lies between two Pelican or Puffin crossings which form part of a system of staggered crossings.

### **Colouring of containers and posts**

8.—(1) The containers of vehicular light signals at a Pelican or Puffin crossing—

- (a) shall be coloured black; and
- (b) may be mounted on a backing board,

and, if so mounted the backing board shall be coloured black and may have a white border not less than 45 mm nor more than 55 mm wide which may be made of reflective material.

(2) The containers of pedestrian light signals at a Pelican crossing shall be coloured black.

(3) Where, at a Pelican or Puffin crossing, vehicular light signals, pedestrian light signals, an indicator for pedestrians or a pedestrian demand unit is mounted on a post specially provided for the purpose, the part of the post extending above ground level shall be of a single colour, which may be grey, brown, dark green or dark blue but may have marked on it one yellow or white band not less than 140 mm nor more than 160 mm deep, the lower edge of the band being not less than 1.5 metres nor more than 1.7 metres above the level of the immediately adjacent ground.

(4) Any box attached to a post or other structure on which vehicular light signals, pedestrian light signals, an indicator for pedestrians or a pedestrian demand unit are mounted and housing apparatus designed to control, or to monitor, the operation of the signals or unit shall be coloured grey, black, brown, dark green or dark blue.

### **Approval of equipment**

9.—(1) In this direction “equipment” means all equipment (including the content of all instructions stored in, or executable by it) capable of giving visible, audible or tactile signals used in connection with vehicular light signals, pedestrian light signals, indicators for pedestrians or pedestrian demand units to secure that those signals, indicators or units comply with the relevant provisions of the Regulations.

(2) All equipment placed on a road for the purposes of a Pelican or Puffin crossing shall be of a type approved in writing by the Secretary of State.

(3) If, after equipment has been placed in accordance with an approval under paragraph (2), the signals, indicator or unit used in connection with it is altered, the signal, indicator or unit shall not be further used unless that alteration is approved in writing by the Secretary of State.

(4) When any equipment which has been placed at a Pelican or Puffin crossing is of a type approved under paragraph (2), the equipment shall, subject to paragraph (3), be regarded as continuing to be approved until notice is given in writing by the Secretary of State—

- (a) to the traffic authority; and
- (b) either—
  - (i) to the supplier of the equipment; or
  - (ii) where an alteration has been approved in accordance with paragraph (3), to the person who carried out the alteration,

of a date which the equipment is no longer to be so regarded.

(5) Where notice is given under paragraph (4) that equipment is no longer to be regarded as being approved, the equipment and, unless the Secretary of State approves any alternative equipment for the same purpose, any signal, indicator or unit in connection with it shall be removed from the road on or before the date given in the notice.



**Special directions by the Secretary of State**

10. Nothing in these Directions shall be taken to limit the power of the Secretary of State by any special direction to dispense with, add to or modify any of the requirements of these Directions in their application to any particular case.

Signed by authority of  
the Secretary of State for Transport

25th September 1997

*Helene Hayman*  
Parliamentary Under Secretary of State,  
Department of the Environment, Transport and the Regions

3rd October 1997

*Malcolm Chisholm*  
Parliamentary Under Secretary of State,  
Scottish Office

Signed by authority of  
the Secretary of State for Wales

26th September 1997

*Win Griffiths*  
Parliamentary Under Secretary of State,  
Welsh Office

APPENDIX

EXERCISE OF POWERS

1. The Regulations in Part I of this Instrument are made by the Secretary of State for Transport, the Secretary of State for Scotland and the Secretary of State for Wales—

- (a) acting jointly, in exercise of the powers conferred on them by section 64(1), (2) and (3) of the Road Traffic Regulation Act 1984(a); and
- (b) acting severally, in relation to England, to Scotland and to Wales respectively, in exercise of the powers conferred on them by section 25 of that Act

and of all other powers enabling them in that behalf.

2. The Directions in Part II of this Instrument are given by the said Secretaries of State acting jointly, in exercise of the powers conferred on them by sections 65(1) and (1A)(b) of the Road Traffic Regulation Act 1984.

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(a) 1984 c.27. For the meaning of "the Ministers" in sections 64(1)(a) and 65(1), see section 142(1).  
(b) Section 65(1) was substituted by the New Roads and Street Works Act 1991 (c.22), Schedule 8, paragraph 28 and section 65(1A) was inserted by the Road Traffic Regulation Act 1991 (c.40), Schedule 8, paragraph 22.

## EXPLANATORY NOTE

*(This note is not part of the Instrument)*

This Instrument revokes the existing Regulations relating to Zebra and Pelican pedestrian crossings and the General Directions relating to Pelican crossings and replaces them with a single Instrument. This comprises Regulations relating to both Zebra and Pelican crossings and to a new type of pedestrian crossing to be known as a Puffin crossing, together with General Directions relating to Pelican and Puffin crossings. The Instrument applies to England and Wales and to Scotland.

Part I of the Instrument comprises the Regulations. In Section I of the Regulations, regulation 1 provides for their citation and for a collective citation for both Parts of the Instrument. The existing Zebra and Pelican Regulations are revoked by regulation 2 and regulation 3 provides for the interpretation of the Regulations. Some of the definitions also apply for the interpretation of the Directions (see direction 3).

Section II of the Regulations provides for the form of the three types of crossing. Regulation 5 specifies by reference to Schedules 1 to 4 the traffic signs and road markings required to indicate each type of crossing and regulation 6 specifies by reference to Schedules 1 and 4 road markings for the give-way and stop lines and for controlled areas. The dimensions of the traffic signs and road markings may be varied in accordance with regulation 7 and regulation 8 enables additional equipment to be provided at pedestrian crossings. Regulation 9 authorises the placing of certain other traffic signs at or near a crossing, if the traffic authority think fit. By virtue of regulation 10, non-compliance with Section II is to not affect the validity of a crossing or controlled area if the non-compliance does not materially affect its general appearance, does not affect the proper operation of the signals at a Pelican or Puffin crossing and does not relate to the size of the controlled area.

Section III prescribes the indications which are to be conveyed to traffic by the signs and road markings at crossings. The significance of vehicular light signals at Pelican and Puffin crossings is prescribed by regulations 12 and 13. Regulation 14 prescribes the significance of the pedestrian light signals at Pelican crossings and the figures on pedestrian demand units at Puffin crossings and regulation 16 provides for any additional traffic signs placed under regulation 9 to convey the indications prescribed for them by the Traffic Signs Regulations 1994.

Section IV of the Regulations makes provision with respect to the movement of traffic at and in the vicinity of crossings. By virtue of regulation 18 a driver must not stop his vehicle within the limits of any sort of crossing unless he is prevented by circumstances beyond his control or he has to stop to avoid injury or damage. Regulation 19 prohibits pedestrians from delaying on crossings.

Regulation 20 contains a general prohibition on the stopping of a vehicle (which for this purpose does not include a pedal cycle) within a controlled area save where one of the exceptions in regulations 21 and 22 applies.

Regulation 23 prohibits any vehicle (including a pedal cycle) from going across a Pelican or Puffin crossing when a red light is showing and regulation 24 contains a general prohibition against overtaking by motor vehicles at crossing. Regulation 25 gives pedestrians precedence within the limits of a Zebra crossing and regulation 26 specifies the circumstances in which a pedestrian has precedence over vehicles at a Pelican crossing.

Schedule 1 makes detailed provision for the size, colour and type of traffic signs and road markings to indicate Zebra crossings and Zebra controlled areas, Schedule 2 for the traffic signs to indicate Pelican crossings, Schedule 3 for the traffic signs to indicate Puffin crossings and Schedule 4 for the road markings to indicate Pelican and Puffin crossings and controlled areas and stop lines.

Part II of the Instrument contains General Directions as to the placing of traffic signs and road markings at Pelican and Puffin crossings. The Directions impose requirements relating to the placing of vehicular light signals at both types of crossings (direction 4) and to the placing of pedestrian light signals and indicators for pedestrians at Pelican crossings (direction 5) and pedestrian demand units at Puffin crossings (direction 6).

Direction 7 restricts the use of certain additional traffic signs and direction 8 imposes requirements as to the colouring of the containers and mounting of light signals. The Secretary of State's approval is required for equipment (as defined) used in connection with crossings (direction 9) and the Secretary of State's power of special direction is preserved by direction 10.

These Regulations and Directions have been notified to the European Commission pursuant to Directive 83/189/EEC of 28th March 1983 laying down a procedure for the provision of information in the field of technical standards and regulations (OJ 1983 L109, p. 9) as amended by Council Directive 88/182/EEC of 22nd March 1988 (OJ 1988 L81, p. 75) and European Parliament and Council Directive 94/10/EEC of 23 March 1994 (OJ 1994 L100, p. 30). Copies of the Directives can be obtained from the Stationery Office.

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