
STATUTORY INSTRUMENTS

1987 No. 16

**The Pelican Pedestrian Crossings
Regulations and General Directions 1987**

**PART II
REGULATIONS**

Citation

1. The Regulations contained in this Part of this Instrument may be cited as the “Pelican” Pedestrian Crossings Regulations 1987.

“Pelican” crossings

2.—(1) The provisions of Schedule 1 shall have effect as respects the size, colour and type of the traffic signs which are to be placed at or near a crossing for the purpose of constituting it a “Pelican” crossing.

(2) The provisions of Schedule 2 shall have effect for regulating the manner in which the presence and limits of a crossing are to be indicated for the purpose of constituting it a “Pelican” crossing.

(3) Any crossing which, immediately before the coming into operation of these Regulations, was constituted as a “Pelican” crossing in accordance with the 1969 Regulations shall, notwithstanding the revocation of those 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 1969 Regulations.

“Pelican” controlled areas

3.—(1) The provisions of Schedule 2 shall have effect as respects the size, colour and type of the traffic signs which shall be placed in the vicinity of a “Pelican” crossing for the purpose of constituting a “Pelican” controlled area in relation to that crossing and of indicating the presence and limits of that area.

(2) A stop line shall indicate to vehicular traffic proceeding towards a “Pelican” crossing the position at which a driver of a vehicle shall stop it for the purpose of complying with regulations 16 and 17.

(3) Where the appropriate authority is satisfied in relation to a particular area of carriageway in the vicinity of the “Pelican” crossing that, by reason of the layout or character of the roads in the vicinity of the crossing, the application of such a prohibition as is mentioned in any of regulations 12, 13, 14, 19 and 20 to that particular area or the constitution of that particular area as a “Pelican” controlled area by the placing of traffic signs in accordance with Schedule 2 would be impracticable, it shall not be necessary for that area to be constituted a “Pelican” controlled area but if, by virtue of this paragraph, it is proposed that no area, on either side of the limits of a “Pelican” crossing (not on a trunk road), is to be constituted a “Pelican” controlled area by 18th February 1989, a notice

in writing shall be sent by the appropriate authority to the appropriate Secretary of State stating the reasons why it is proposed that no such area should be constituted.

(4) Where immediately before the coming into operation of these Regulations, the approach for vehicular traffic to a “Pelican” crossing has been indicated by a pattern of studs placed and white lines marked on the carriageway in accordance with the provisions of paragraph 3 of Schedule 2 to the 1969 Regulations, then, notwithstanding the revocation effected by article 2 of Part I of this Instrument, that approach may until 18th February 1989 continue to be so indicated for so long as the said pattern of studs and white lines does not lie within a “Pelican” controlled area or in the vicinity of such an area on the same side of the crossing as that pattern.

Variations in dimensions

4.—(1) Any variation in—

- (i) a dimension (other than as to the height of a letter) specified in any of the diagrams in Parts II and III of Schedule 1; or
- (ii) a dimension as to the height of a letter specified in the diagram in Part III of that Schedule,

shall be treated as permitted by these Regulations if the variation—

- (a) in the case of a dimension of less than 10 millimetres, does not exceed 1 millimetre;
- (b) in the case of a dimension of 10 millimetres or more but less than 50 millimetres, does not exceed 10% of that dimension;
- (c) in the case of a dimension of 50 millimetres or more but less than 300 millimetres, does not exceed 7½% of that dimension; or
- (d) in the case of a dimension of 300 millimetres or more, does not exceed 5% of that dimension.

(2) Any variation in a dimension specified in any of the diagrams in Schedule 2 shall be treated as permitted by these Regulations if the variation—

- (a) in the case of a dimension of 300 millimetres or more, does not exceed 20% of that dimension; or
- (b) in the case of a dimension of less than 300 millimetres, where the actual dimension exceeds the dimension so specified, does not exceed 30% of the dimension so specified, and where the actual dimension is less than the dimension so specified, does not exceed 10% of the dimension so specified.

Box for housing equipment

5. Apparatus designed to control or to monitor, or to control and monitor, the operation of the vehicular light signals and pedestrian light signals may be housed in one or more boxes attached to the post or other structure on which such signals are mounted.

Additional traffic signs

6. In addition to the traffic signs prescribed in regulation 2(1) and Schedule 1, the traffic signs specified in diagrams 610, 611, 612, 613 and 616 in Schedule 1 to the Traffic Signs Regulations 1981(1) may be placed at or near a “Pelican” crossing.

(1) S.I.1981/859, to which there are no relevant amending instruments.

Significance of traffic signs

7. Regulations 8 to 10 are made under section 64 of the 1984 Act and shall have effect for the purpose of prescribing the warnings, information, requirements and prohibitions which are to be conveyed to traffic by the traffic signs of the size, colour and type prescribed by regulations 2(1) and 6 and Schedule 1.

Significance of vehicular light signals

8.—(1) The vehicular light signal at a “Pelican” crossing shall convey the following information, requirements and prohibitions—

- (a) the steady green light shall convey the information that vehicular traffic may proceed across the crossing;
- (b) except as provided in sub-paragraph (d) below, the steady amber light shall convey the prohibition that vehicular traffic shall not proceed beyond the stop line, or, if the stop line is not for the time being visible, beyond the post or other structure on which is mounted the primary signal facing such traffic on the side of the carriageway on which vehicles approach the crossing except in the case of any vehicle which when the steady amber light is first shown is so close to the stop line, post or structure that it cannot safely be stopped before passing the line, post or structure;
- (c) except as provided in sub-paragraph (d) below, the red light shall convey the prohibition that vehicular traffic shall not proceed beyond the stop line, or, if the stop line is not for the time being visible, beyond the post or other structure on which is mounted the primary signal facing such traffic on the side of the carriageway on which vehicles approach the crossing;
- (d) on any occasion when a vehicle is being used for fire brigade, ambulance or police purposes and the observance of the prohibitions conveyed by the steady amber and red lights (as specified in sub-paragraphs (b) and (c) above respectively) would be likely to hinder the use of the vehicle for the purpose in question, then sub-paragraphs (b) and (c) above shall not apply to that vehicle. In the circumstances described in the preceding part of this sub-paragraph, the steady amber light and the red light shall each convey the information that the vehicle may only proceed beyond the stop line or (as the case may be) the post or other structure 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 a system of staggered crossings; and
 - (ii) subject to sub-paragraph (i) above, does not proceed in such a manner or at such a time as is likely to cause danger to any other vehicle approaching or waiting at the crossing, or in such a manner as to compel the driver of any such vehicle to change its speed or course in order to avoid an accident; and
- (e) the flashing amber light shall convey the information that vehicular traffic may proceed across the crossing but that every pedestrian 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 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 passing the vehicular light signal in accordance with the foregoing provisions of this regulation shall proceed with due regard to the safety of other users of the road and subject to the direction of any police constable in uniform or traffic warden who may be engaged in the regulation of traffic.

Significance of pedestrian traffic signals

9.—(1) The pedestrian traffic signal at a “Pelican” crossing shall convey to pedestrians the warnings and information specified in the following paragraphs of this regulation.

(2) The pedestrian light signal shall convey to pedestrians the following warnings and information—

- (a) the red light shall convey to a pedestrian the warning that he should not in the interests of safety use the crossing;
- (b) the steady green light shall convey to a pedestrian the information that he may use the crossing and drivers of vehicles may not cause their vehicles to enter the limits of the crossing; and
- (c) the flashing green light shall convey—
 - (i) to a pedestrian who is already on the crossing when the flashing green light is first shown the information that he may continue to use the crossing, and that if he is on the carriageway or on 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 the right of precedence within those limits over that vehicle; and
 - (ii) 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) When the word “WAIT” shown by the indicator for pedestrians is illuminated it shall convey to a pedestrian the same warning as that conveyed by the red light shown by the pedestrian light signal, that is to say, that he should not in the interests of safety use the crossing.

(4) Any audible signal emitted by any device for emitting audible signals provided in conjunction with the steady green light for pedestrians, and any tactile signal made by any device for making tactile signals similarly provided, shall convey to a pedestrian the same information as that conveyed by the steady green light, that is to say, that he may use the crossing and drivers of vehicles may not cause their vehicle to enter the limits of the crossing.

Significance of additional traffic signs

10. The traffic signs referred to in regulation 6 shall convey the information, prohibitions or requirements mentioned in relation thereto in the captions to the diagrams in Schedule 1 to the Traffic Signs Regulations 1981 mentioned in that regulation.

Movement of traffic and precedence of pedestrians

11. Regulations 12 to 20 are made under section 25 of the 1984 Act and shall have effect with respect to the movement of traffic (including pedestrians) and the precedence of pedestrians over vehicles at and in the vicinity of a “Pelican” crossing.

Prohibition on stopping in areas adjacent to “Pelican” crossings

12.—(1) For the purposes of this regulation and the next two following regulations, 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.

(2) Save as provided in regulations 13 and 14, and subject to regulation 15, the driver of a vehicle shall not cause the vehicle or any part thereof to stop in a “Pelican” controlled area.

13. A vehicle shall not by regulation 12 be prevented from stopping in any length of road on any side thereof—

- (a) if the driver has stopped for the purpose of complying with regulation 16, 17 or 19(b);
- (b) if the driver is prevented from proceeding by circumstances beyond his control or it is necessary for him to stop in order to avoid an accident; or
- (c) 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 in connection with any building operation, demolition or excavation, the removal of any obstruction to traffic, the maintenance, improvement or reconstruction of that length of road, or the laying, erection, alteration, repair or cleaning 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 telecommunication apparatus kept installed for the purposes of a telecommunications code system or of any other telecommunication apparatus lawfully kept installed in any position.

14.—(1) A vehicle shall not by regulation 12 be prevented from stopping in a “Pelican” controlled area—

- (a) if the vehicle is stopped for the purpose of making a left or right turn; or
- (b) if the vehicle is a public service vehicle being used—
 - (i) in the provision of a service which is a local service within the meaning of the Transport Act 1985(2); or
 - (ii) to carry passengers for hire or reward at separate fare otherwise than in the provision of a local service,but excluding in each case any such vehicle being used on an excursion or tour, and the vehicle is waiting, after having proceeded past the “Pelican” crossing in relation to which the “Pelican” controlled area is indicated, in order to take up or set down passengers.

(2) In sub-paragraph (b) of paragraph (1) of this regulation “local service” and “excursion or tour” have respectively the same meanings as in the Transport Act 1985.

Saving for crossings constituted in accordance with 1969 Regulations

15. In relation to any crossing which, immediately before the coming into operation of these Regulations, was constituted as a “Pelican” crossing in accordance with the 1969 Regulations, for a period of two years commencing on the date these Regulations come into operation regulations 12, 13 and 14 shall not apply and regulation 9 of the 1969 Regulations shall, notwithstanding the repeal of those Regulations, continue to have effect but only for so long during that period as the crossing remains so constituted.

Prohibition against the proceeding of vehicles across a “Pelican” crossing

16. When the vehicular traffic light signal is showing a red light, the driver of a vehicle shall not cause the vehicle or any part thereof to proceed beyond the stop line, or, if that line is not for the time being visible, beyond the post or other structure on which is mounted the primary signal facing the driver on the side of the carriageway on which vehicles approach the crossing.

(2) 1985 c. 67.

Precedence of pedestrians over vehicles on a “Pelican” crossing

17. When the vehicular traffic light signal at a “Pelican” crossing is showing a flashing amber light, every pedestrian, 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 the vehicle has entered those limits, shall have precedence within those limits over that vehicle and the driver of a vehicle shall accord such precedence to any such pedestrian.

Prohibition against the waiting of vehicles and pedestrians on a “Pelican” crossing

18.—(1) The driver of a vehicle shall not cause the vehicle or any part thereof to stop within the limits of a “Pelican” crossing unless either he is prevented from proceeding by circumstances beyond his control or it is necessary for him to stop in order to avoid an accident.

(2) No pedestrian shall remain on the carriageway within the limits of a “Pelican” crossing longer than is necessary for the purpose of passing over the crossing with reasonable despatch.

Prohibition against overtaking at a “Pelican” crossing

19. The driver of a vehicle while it or any part of it is in a “Pelican” controlled area and it is proceeding towards the limits of a “Pelican” crossing in relation to which the area is indicated (hereinafter referred to as “the approaching vehicle”) shall not cause that vehicle, or any part of it—

- (a) to pass ahead of the foremost part of another moving motor vehicle being a vehicle proceeding in the same direction wholly or partly within that area; or
- (b) subject to the next succeeding regulation, to pass ahead of the foremost part of a stationary vehicle on the same side of the crossing as the approaching vehicle, which stationary vehicle is stopped for the purpose of complying with regulation 16 or 17.

For the purposes of this regulation—

- (i) the reference to another moving motor vehicle is, in a case where only one other motor vehicle is proceeding in the same direction in a “Pelican” controlled area, a reference to that vehicle, and, in a case where more than one other motor vehicle is so proceeding, a reference to such one of those vehicles as is nearest to the limits of the crossing; and
- (ii) the reference to a stationary vehicle is, in a case where only one other vehicle is stopped for the purpose of complying with regulation 16 or 17, a reference to that vehicle, and, in a case where more than one other vehicle is stopped for that purpose, a reference to such one of those vehicles as is nearest to the limits of the crossing.

20. Nothing in paragraph (b) of regulation 19 shall apply so as to prevent the approaching vehicle from passing ahead of the foremost part of a stationary vehicle within the meaning of that paragraph, if the stationary vehicle is stopped for the purpose of complying with regulation 16 or 17 in relation to a “Pelican” crossing which is a separate crossing from the “Pelican” crossing towards the limits of which the approaching vehicle is proceeding.