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STATUTORY INSTRUMENTS

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**1987 No. 16**

**ROAD TRAFFIC**

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

<i>Made</i>	- - - -	<i>12th January 1987</i>
<i>Laid before Parliament</i>		<i>28th January 1987</i>
<i>Coming into force</i>	- -	<i>18th February 1987</i>

The Secretary of State for Transport, the Secretary of State for Scotland and the Secretary of State for Wales, acting jointly in exercise of the powers conferred by sections 64 and 65(1) of the Road Traffic Regulation Act 1984(1), and acting separately in exercise of the powers conferred by section 25 of that Act, and of all other enabling powers, and after consultation with representative organisations in accordance with section 134(2) of that Act, hereby make the following Regulations and give the following Directions:

**PART I  
GENERAL**

**Citation and commencement**

1. This Instrument may be cited as the “Pelican” Pedestrian Crossings Regulations and General Directions 1987 and shall come into force on 18th February 1987.

**Revocation**

2. The “Pelican” Pedestrian Crossings Regulations and General Directions 1969(2) and the “Pelican” Pedestrian Crossings (Amendment) Regulations and General Directions 1979(3) are hereby revoked.

**Interpretation**

3.—(1) In this Instrument—

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(1) 1984 c. 27.  
(2) S.I.1969/888.  
(3) S.I. 1979/401.

- (a) any reference to a numbered regulation is a reference to the regulation bearing that number in the Regulations contained in Part II of this Instrument; and
- (b) except where otherwise stated, any reference to a numbered Schedule is a reference to the Schedule to the Regulations contained in Part II of this Instrument bearing that number.

(2) In this Instrument the following expressions have the meanings hereby respectively assigned to them—

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

“the 1969 Regulations” means the “Pelican” Pedestrian Crossing Regulations 1969;

“appropriate authority” means, in relation to a trunk road, the appropriate Secretary of State and, in relation to any other road, the local authority who established the crossing;

“appropriate Secretary of State” means, in relation to a crossing established or to be established on a road in—

- (a) England, the Secretary of State for Transport;
- (b) Scotland, the Secretary of State for Scotland; or
- (c) Wales, the Secretary of State for Wales;

“carriageway” means—

- (a) where it is in a highway, a way constituting or comprised in the highway being a way over which the public have a right of way for the passage of vehicles; and
- (b) where it is in any other road to which the public has access, that part of the road to which vehicles have access,

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

“central reservation” means any provision which separates one part of a carriageway from another part of that carriageway, and includes a refuge for pedestrians;

“crossing” means a crossing for pedestrians established either:

- (a) in the case of any road other than a trunk road, by a local authority under the provisions of section 23 of the 1984 Act; or
- (b) in the case of a trunk road, by the appropriate Secretary of State in discharge of the duty imposed on him by section 24 of the 1984 Act;

“indicator for pedestrians” means the traffic sign of that description prescribed by regulation 2(1) and Schedule 1;

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

“pedestrian” means a foot passenger;

“pedestrian light signals” means the traffic signs of that description prescribed by regulation 2(1) and Schedule 1;

““Pelican” crossing” means a crossing—

- (a) at which there are traffic signs of the size, colour and type prescribed, or treated as if prescribed, by regulation 2(1) and Schedule 1; and
- (b) the presence and limits of which are indicated, or are treated as indicated, in accordance with regulation 2(2) and Schedule 2;

““Pelican” controlled area” means, in relation to a “Pelican” crossing, the area of the carriageway in the vicinity of the crossing and lying on both sides of the crossing or only one

side of the crossing, the presence and limits of which are indicated, or are treated as indicated, in accordance with regulation 3 and Schedule 2;

“primary signal” means the traffic sign prescribed as a vehicular light signal by regulation 2(1) and Schedule 1 erected on or near the carriageway facing traffic approaching the “Pelican” crossing and sited between the stop line and the line of studs indicating the limits of the crossing in accordance with Schedule 2 nearest to the stop line;

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

“secondary signal” means the traffic sign prescribed as a vehicular light signal by regulation 2(1) and Schedule 1 erected on or near the carriageway facing traffic approaching the “Pelican” crossing but sited beyond the furthest edge of the “Pelican” crossing as viewed from the direction of travel of such traffic;

“stop line” means, in relation to the driver of a vehicle approaching a “Pelican” crossing, the transverse white line which is parallel to the limits of the crossing as indicated in accordance with Schedule 2 and on the same side of the crossing as the driver;

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

“a system of staggered crossings” means two “Pelican” crossings provided on a road where there is a central reservation in the road, each separately constituted as a “Pelican” crossing, one such crossing being on one side of the central reservation and the other such crossing being on the other side and which together do not form a straight line across the road.

- (3) Any reference in this Instrument to a vehicular light signal is—
- (a) where a primary signal has been erected without a secondary signal, a reference to the light signal displayed by the primary signal; and
  - (b) where a secondary signal has been erected as well as a primary signal, a reference to the light signal displayed by both the primary signal and the secondary signal or by either the primary signal operating without the secondary signal or by the secondary signal operating without the primary signal.

## 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(4) may be placed at or near a “Pelican” crossing.

### **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—

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

- (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(5); 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.

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(5) 1985 c. 67.

### **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.

### **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.

SCHEDULE 1

Regulation 2(1)

THE SIZE, COLOUR AND TYPE OF TRAFFIC SIGNS AT A “PELICAN” CROSSING

PART I

**Traffic signs**

1. The traffic signs which are to be placed at or near a crossing for the purpose of constituting it 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 prescribed by the following provisions of this Schedule, together with any additional traffic signs placed at or near the crossing pursuant to regulation 6.

**Vehicular light signals**

2. The vehicular light signals shall be as follows—

- (a) three lights shall be used, one red, one amber, and one green;
- (b) the lamps showing the aforesaid lights shall be arranged vertically, the lamp showing the red light being the uppermost and that showing the green light the lowermost;
- (c) each lamp shall be separately illuminated and the effective diameter of the lens thereof shall be not less than 195 millimetres nor more than 220 millimetres;
- (d) the height of the centre of the amber lens from the surface of the carriageway in the immediate vicinity shall, in the case of signals placed at the side of the carriageway or on a central reservation, be not less than 2.4 metres nor more than 4 metres and, in the case of signals placed elsewhere and over the carriageway, not less than 6.1 metres nor more than 9 metres;
- (e) the centres of the lenses of adjacent lamps shall be not less than 305 millimetres nor more than 360 millimetres apart;
- (f) the lamp showing the amber light shall be capable of showing a steady light or a flashing light such that it flashes at a rate of not less than 70 nor more than 90 flashes per minute; and
- (g) no lettering or symbols shall be used upon the lens.

**Pedestrian light signals**

3.—(1) The pedestrian light signals shall be of the size, colour and type shown in the diagrams in Part II of this Schedule.

(2) The height of the lower edge of the container enclosing the light signals from the surface of the carriageway in the immediate vicinity shall be not less than 2.1 metres nor more than 2.6 metres.

(3) The said signals shall be so designed that—

- (a) the red figure shown in the said diagrams can be internally illuminated by a steady light;
- (b) the green figure shown in the said diagrams can be internally illuminated by a steady light or by a flashing light at a rate of not less than 70 nor more than 90 flashes per minute; and
- (c) when one signal is illuminated the other signal is not illuminated.

(4) A device for emitting audible signals may be provided for use when the green figure is illuminated by a steady light.

### **Indicator for pedestrians**

4.—(1) The indicator for pedestrians shall be of the size, colour and type shown in the diagram in Part III of this Schedule.

(2) The indicator for pedestrians shall be so designed and constructed that “WAIT” as shown on the diagram can be illuminated and that there is incorporated in the indicator a device, which may be a push button or pressure pad and which is hereinafter in this Schedule referred to as “a push button”, which can be used by pedestrians with the effect hereinafter described.

(3) The instruction for pedestrians shown in the diagram may be internally illuminated.

(4) A device for making tactile signals may be provided for use when the green figure shown in the diagram is illuminated by a steady light.

### **Sequence of signals**

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

- (a) before the signals and indicators are operated by the pressing of a push button or as described in paragraph 6 of this Schedule the vehicular light signal shows a steady green light, the pedestrian light signal shows a red light, the word “WAIT” in the indicator for pedestrians is not illuminated, any device for making tactile signals is inactive, and any device for emitting audible signals is silent;
- (b) when a push button is pressed—
  - (i) after the expiration of the vehicle period but before the vehicular light signals are showing a steady amber light, the signals and indicators, unless they are working as described in paragraph 6 of this Schedule, are caused to show lights in the sequences specified in descending order in column 1 in the case of vehicular light signals, in column 2 in the case of pedestrian light signals and in column 3 in the case of the indicators for pedestrians, of either Part IV or Part V of this Schedule;
  - (ii) when the vehicular light signals are showing a steady amber light or a red light when the signal to pedestrians shows a red or steady green light, there is no effect;
  - (iii) when the pedestrian light signals are showing a flashing green light, the word “WAIT” in each of the indicators for pedestrians is illuminated immediately and the signals and indicators are caused to show lights in the sequence specified in sub-paragraph (i) of this paragraph at the end of the next vehicle period; and
  - (iv) after the pedestrian light signals have ceased to show a flashing green light and before the end of the next vehicle period, the word “WAIT” in each of the indicators for pedestrians is illuminated immediately and the signals and indicators are caused to show lights in the sequence specified in sub-paragraph (i) of this paragraph at the end of the vehicle period;
- (c) the periods during which lights are shown by the signals and the indicators, commence and terminate in relation to each other as shown in either Part IV or Part V of this Schedule as if each horizontal line therein represented one moment in time, subsequent moments occurring in descending order, but the distances between the horizontal lines do not represent the lengths of the periods during which the lights shown by the signals and the indicator are, or are not, lit.

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(2) Where a device for emitting audible signals has been provided pursuant to paragraph 3(4) of this Schedule, it shall be so designed and constructed that a pulsed sound is emitted throughout every period 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, but only during such periods and at no other times, save that such a device need not operate during the hours of darkness.

(3) Where a device for making tactile signals has been provided pursuant to paragraph 4(4) of this Schedule, it shall be so designed and constructed that a regular movement perceptible to touch by pedestrians is made throughout every period 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, but only during such periods and at no other times.

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

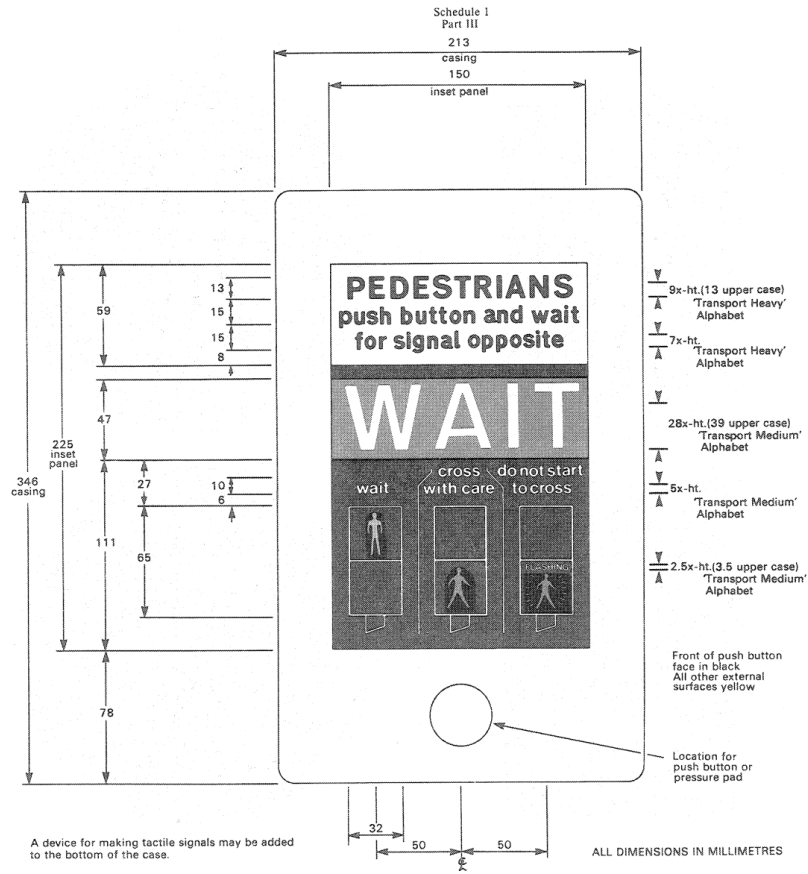
### **Operation by remote control**

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

- (a) as if a push button has been pressed; and
- (b) so that the pressing of a push button has no effect, other than causing the word “WAIT” in each of the indicators for the pedestrians to be illuminated, until normal operation is resumed.

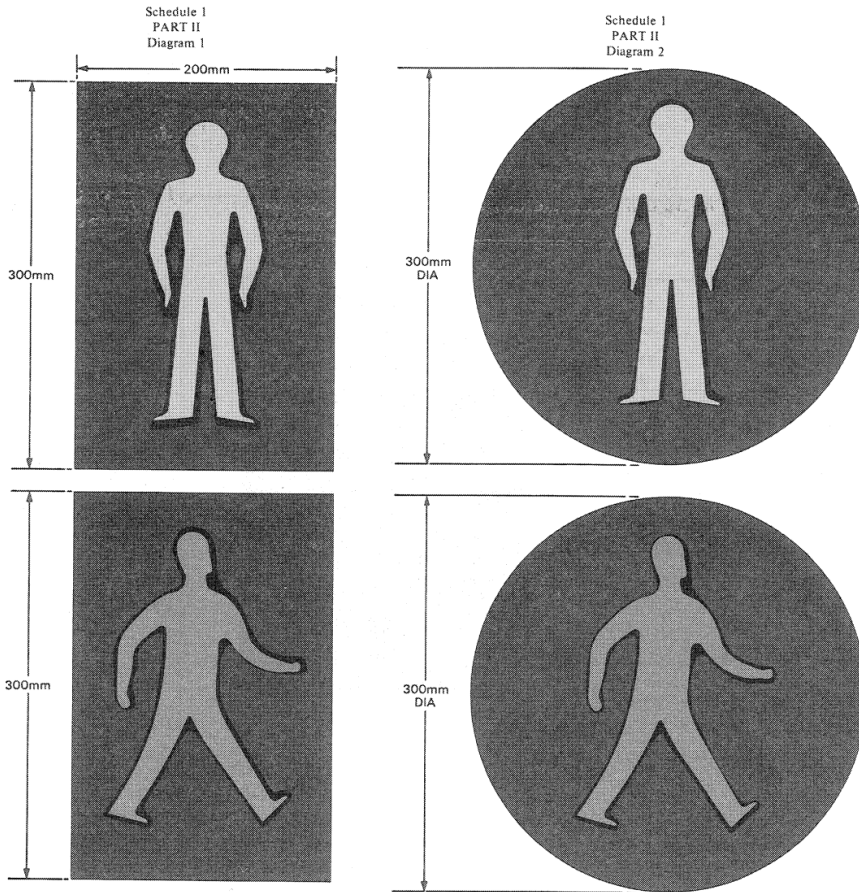
Schedule 1 PART II Diagram 1 Schedule 1 PART II Diagram 2  
Schedule 1 PART II Diagram 1 Schedule 1 PART II Diagram 2

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Schedule 1 PART III  
Schedule 1 PART III

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## PART IV

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

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<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	The word “WAIT” is not illuminated
Flashing amber light	Flashing green light	The word “WAIT” is illuminated
	Red light	
Green light		

## PART V

### ALTERNATIVE SEQUENCE OF OPERATION OF VEHICULAR AND PEDESTRIAN LIGHT SIGNALS AND INDICATOR FOR PEDESTRIANS (BUT NOT THE AUDIBLE 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 green light	The word “WAIT” is illuminated
Flashing amber light	Flashing green light	The word “WAIT” is illuminated
Flashing amber light	Red light	
Green light		

## SCHEDULE 2

Regulation 2(2)

### THE MANNER OF INDICATING THE PRESENCE AND LIMITS OF A “PELICAN” CROSSING AND “PELICAN” CONTROLLED AREA

#### General

1. In this Schedule, and except where otherwise stated, any reference to a numbered diagram is a reference to the diagram bearing that number in this Schedule.

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2.—(1) Every crossing which is a “Pelican” crossing on a road which is not a one-way street shall have its limits indicated, subject to the following provisions of this Schedule, by the pattern of studs on or in and lines on the carriageway in the manner 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) Every crossing which is a “Pelican” crossing on a road which is a one-way street shall have its limits indicated, subject to the following provisions of this Schedule, by the pattern of studs on or in and lines on the carriageway in the manner 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.

#### **Manner of indicating the limits of the crossing**

3. The limits of a “Pelican” crossing shall be indicated by two lines of studs in the positions shown, and in accordance with the measurements in, the diagram corresponding to the type of crossing.

4. The two lines of studs indicating the limits of the 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.

#### **Manner of indicating a “Pelican” controlled area and provision as to placing the stop line**

5. Subject to paragraph 8 of this Schedule, the presence and limits of a “Pelican” controlled area shall be indicated by the pattern of lines placed in the positions shown, and in accordance with the measurements, in the diagram corresponding to the type of crossing, and in accordance with the provisions of paragraphs 6 and 7 of this Schedule.

6. Where the crossing is on a road which is not a one-way street the pattern of lines shall consist of—

(1) a stop line placed on the carriageway 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;

(2) two or more longitudinal white broken lines (hereinafter referred to as “zig-zag lines”) placed on the carriageway or, where the road is a dual-carriageway road, on each part of the carriageway, each zig-zag line containing not less than 8 nor more than 18 marks and extending away from the crossing in the manner indicated in the appropriate diagram;

(3) subject to sub-paragraph (4) of this paragraph, where a central reservation is provided the road marking shown in diagram 1040.1 in Schedule 2 to the Traffic Signs Regulations 1981<sup>(6)</sup> may be placed on the carriageway between the zig-zag lines on the approaches to the central reservation;

(4) where a central reservation is provided connecting crossings which form part of a system of staggered crossings, the road markings mentioned in sub-paragraph (3) of this paragraph shall be placed on the carriageway in the manner indicated in diagram 3.

7. Where the crossing is on a road which is a one-way street the pattern of lines shall consist of:

<sup>(6)</sup> S.I. 1981/859, to which there are no relevant amending instruments.



(1) a stop line placed parallel to the nearer row of studs indicating the limits of the crossing and extending—

- (a) 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
- (b) in the case of a crossing of the type shown in diagram 6, from the edge of the carriageway to the central reservation;

(2) two or more zig-zag lines placed on the carriageway, each containing not less than 8 and not more than 18 marks, and extending away from the crossing;

(3) subject to sub-paragraph (4) of this paragraph, where a central reservation is provided the road marking shown in diagram 1041 in Schedule 2 to the Traffic Signs Regulations 1981 may be placed on the carriageway between the zig-zag lines on the approaches to the central reservation; and

(4) where a central reservation is provided connecting crossings which form part of a system of staggered crossings, the road markings mentioned in sub-paragraph (3) of this paragraph shall be placed on the carriageway in the manner indicated in diagram 6.

**8.—**(1) Where the appropriate authority is satisfied in relation to a particular area of carriageway in the vicinity of a “Pelican” crossing that by reason of the layout of, or character of, the roads in the vicinity of the crossing it would be impracticable to lay the pattern of lines as shown in the diagrams in, and in accordance with paragraphs 5 to 7 of, this Schedule any of the following variations as respects the pattern shall be permitted—

- (a) the number of marks contained in each zig-zag line may be reduced from 8 to not less than 2; and
- (b) a mark contained in a zig-zag line may be varied in length so as to extend for a distance not less than 1 metre and less than 2 metres, but where such a variation is made as respects a mark each other mark in each zig-zag line shall be of the same or substantially the same length as that mark, so however that the number of marks in each zig-zag line shall not be more than 8 nor less than 2.

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

(3) The maximum distance of 3 metres between the 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 in any case exceeding 10 metres, as the appropriate authority may decide.

(4) Where by reason of regulation 3(3) an area of carriageway in the vicinity of a “Pelican” crossing is not constituted a “Pelican” controlled area by the placing of a pattern of lines as provided in the foregoing provisions of this Schedule, a stop line shall nevertheless be placed on the carriageway as previously provided in this Schedule.

### **Colour and dimensions of road markings and studs**

**9.** The road markings shown in the diagrams in this Schedule shall be white in colour, and may be illuminated by reflecting material.

**10.—**(1) The studs shown in the diagrams shall be either white, silver or light grey in colour and shall not be fitted with reflective lenses.

(2) The said studs shall be either circular in shape with a diameter of not more than 110 millimetres or less than 95 millimetres or square in shape with each side being not more than 110 millimetres or less than 95 millimetres.

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(3) Any stud which is fixed or embedded in the carriageway shall not project more than 18 millimetres above the carriageway at its highest point nor more than 6 millimetres at its edges.

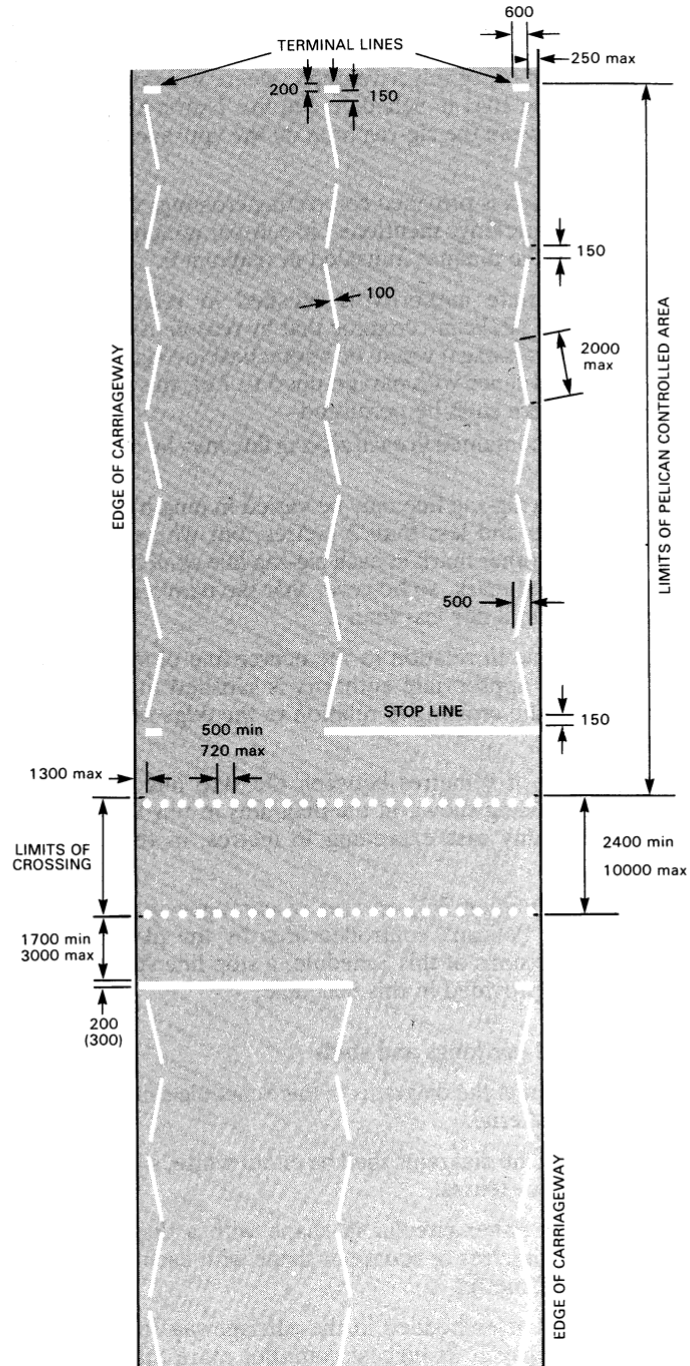
11. Where in any diagram in this Schedule a dimension or measurement is indicated in brackets against a dimension or measurement not indicated in brackets any dimension or measurement indicated in brackets may be treated as an alternative to the dimension or measurement not so indicated.

### **Supplementary**

12. The foregoing provisions of this Schedule shall be regarded as having been complied with in the case of any pattern of studs or white lines if most of the studs or lengths of white lines comply notwithstanding that one or more studs or some of the lengths of white lines may not comply with those provisions by reason of discoloration, temporary removal, displacement or for some other reason so long as the general appearance of the pattern of studs or white lines is not thereby materially impaired.

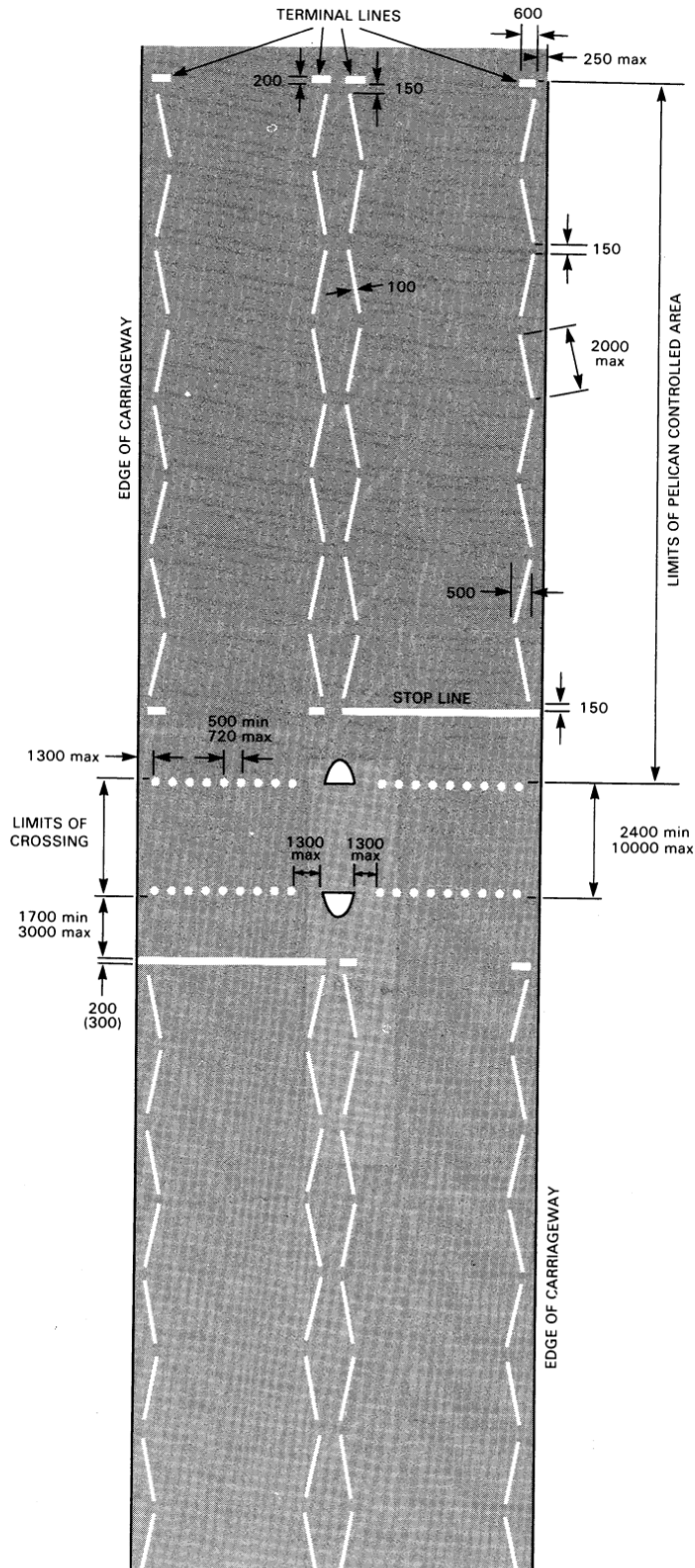
Schedule 2 Diagram 1  
Schedule 2 Diagram 1

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Schedule 2 Diagram 2  
Schedule 2 Diagram 2

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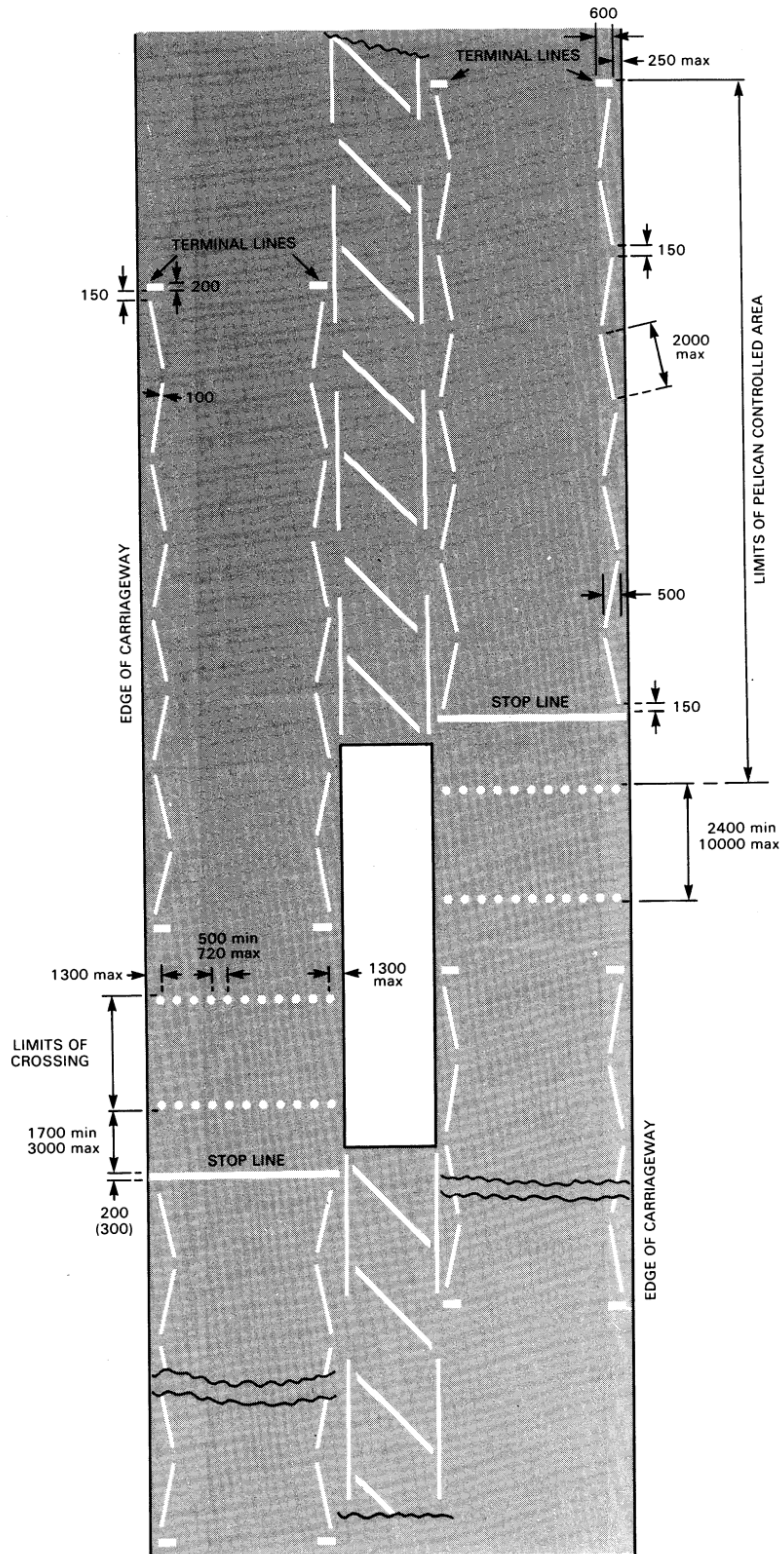
NOTE:- Each zigzag line need not contain the same number of marks.  
ALL DIMENSIONS IN MILLIMETRES

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Schedule 2 Diagram 3  
Schedule 2 Diagram 3

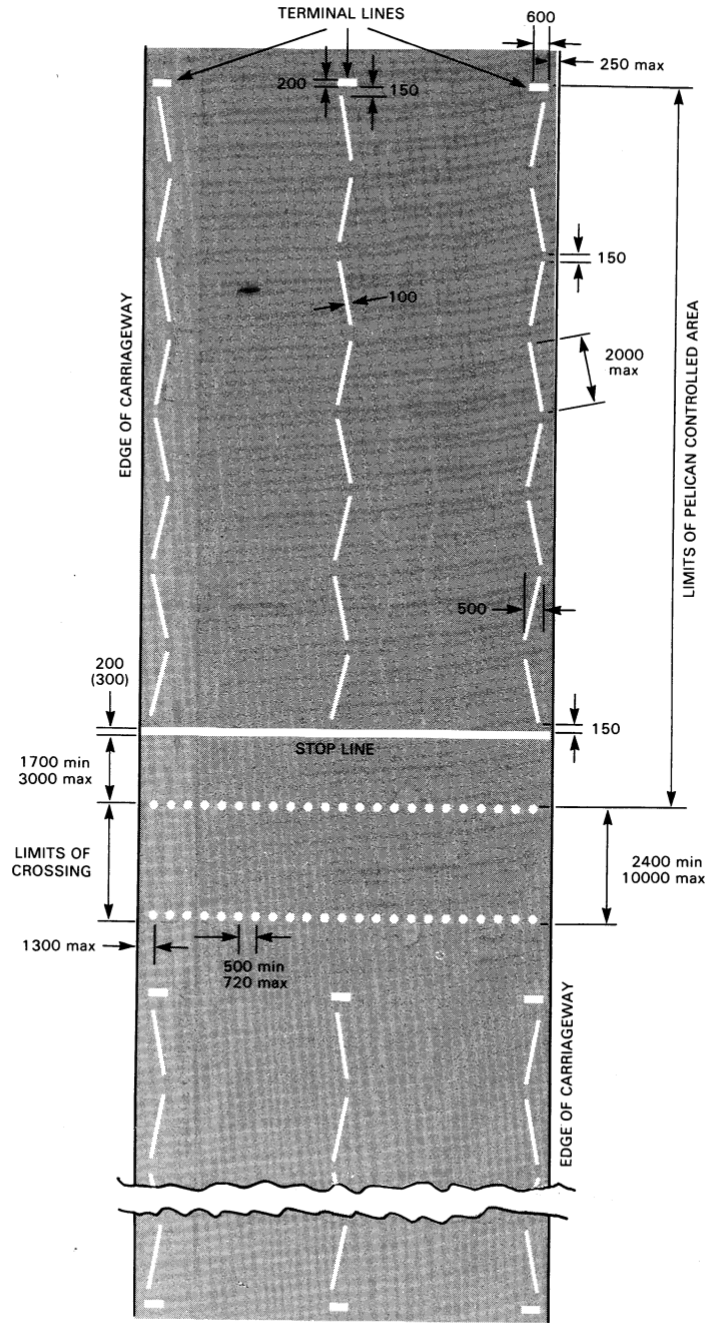
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NOTE:- Each zigzag line need not contain the same number of marks.  
The stagger may be reversed as required  
ALL DIMENSIONS IN MILLIMETRES

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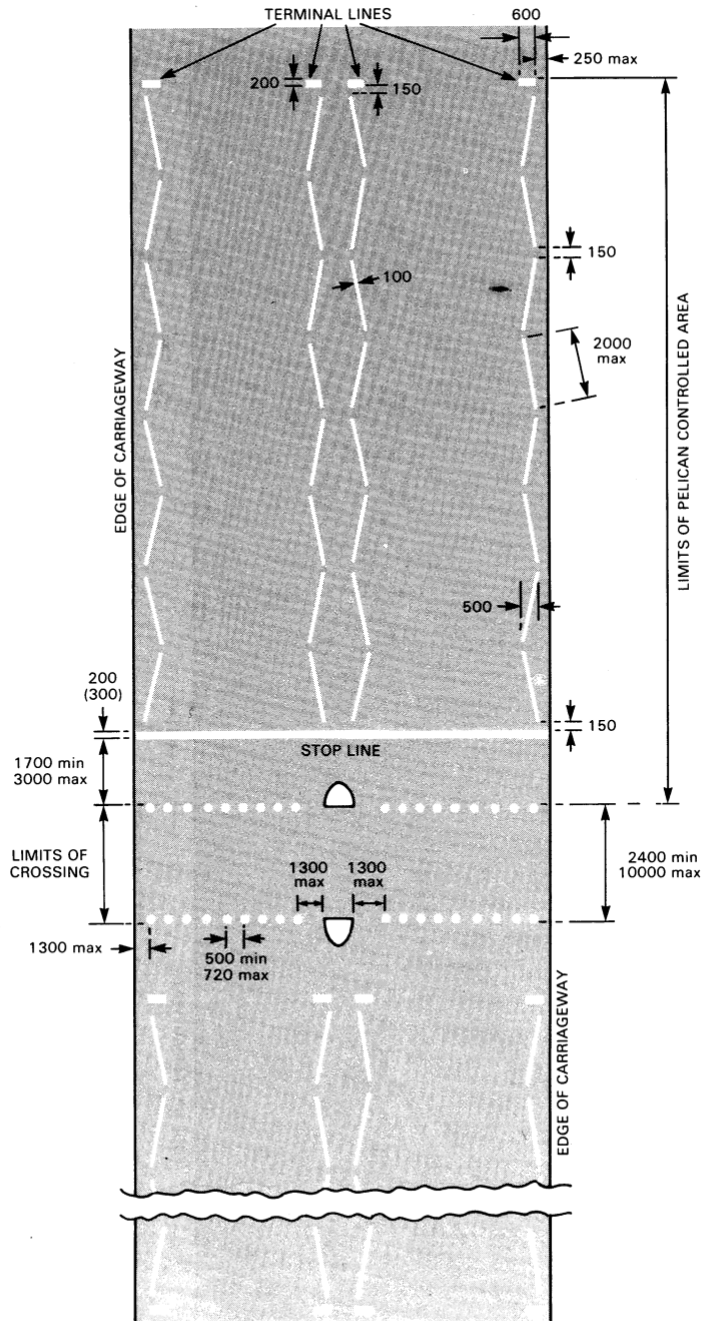
Schedule 2 Diagram 4  
 Schedule 2 Diagram 4



NOTE:- Each zigzag line need not contain the same number of marks.  
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Schedule 2 Diagram 5  
Schedule 2 Diagram 5



NOTE:- Each zigzag line need not contain the same number of marks.  
ALL DIMENSIONS IN MILLIMETRES

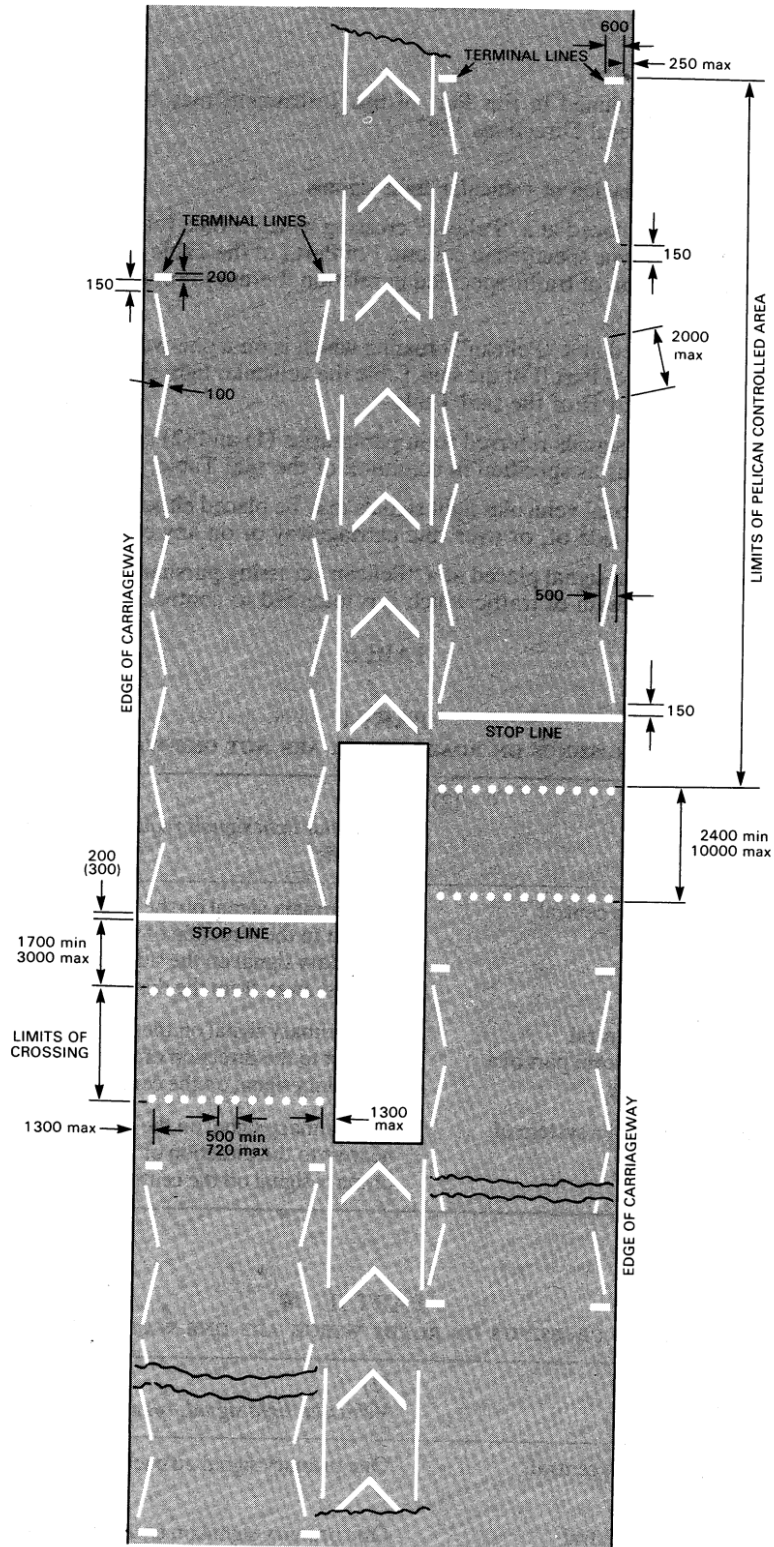


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Schedule 2 Diagram 6  
Schedule 2 Diagram 6

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NOTE:- Each zigzag line need not contain the same number of marks. The stagger may be reversed as required  
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## PART III

### GENERAL DIRECTIONS

#### Citation

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

#### Number and manner of placing of vehicular light signals

2.—(1) There shall be placed at a “Pelican” crossing which is on a road which is not a one-way street and which is of the type specified in column 1 of Part I of the Table below, the vehicular light signals facing each direction of traffic specified in relation thereto in column 2 of Part I of the said Table.

(2) There shall be placed at a “Pelican” crossing which is on a one-way street and which is of a type specified in column 1 of Part II of the said Table the vehicular light signals specified in relation thereto in column 2 of Part II of the said Table.

(3) The vehicular light signals referred to in paragraphs (1) and (2) shall be placed as primary signals or secondary signals as specified in column 2 of the said Table.

(4) One or more additional vehicular light signals may be placed either as a primary signal or as a secondary signal on the side of, or over, the carriageway or on any central reservation.

(5) Every vehicular light signal placed at a “Pelican” crossing pursuant to the provisions of this direction shall face the stream of traffic which it is intended to control.

#### TABLE

##### PART I

##### PELICAN CROSSINGS ON ROADS WHICH ARE NOT ONE-WAY STREETS

(1) <i>Type of crossing</i>	(2) <i>Vehicular light signals required facing each direction of traffic</i>
Crossing on a road without a central reservation.	One primary signal on the side of the carriageway nearest to the direction of vehicular traffic and one secondary signal on the side of the carriageway furthest away from the direction of vehicular traffic.
Crossing on a road with a central reservation which does not form part of a system of staggered crossings.	One primary signal on the side of the carriageway nearest to the direction of vehicular traffic and one secondary signal on the central reservation.
Crossing which forms part of a system of staggered crossings.	One primary signal on the side of the carriageway nearest to the direction of vehicular traffic and one primary signal on the central reservation.

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## PART II

### PELICAN CROSSINGS ON ROADS WHICH ARE NOT ONE-WAY STREETS

(1) <i>Type of crossing</i>	(2) <i>Vehicular light signals required</i>
Crossing on a road without a central reservation.	One primary signal on each side of the carriageway.
Crossing on a road with a central reservation which does not form part of a system of staggered crossings.	One primary signal on each side of the carriageway and one secondary signal on the central reservation.
Crossing which forms part of a system of staggered crossings.	One primary signal on the side of the carriageway and one primary signal on the central reservation.

#### **Number and manner of placing of pedestrian light signals and indicators for pedestrians**

3.—(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) Where there is a central reservation in a crossing, one or more additional indicators for pedestrians shall be placed on the central reservation.

(3) Each pedestrian light signal at either end of the crossing shall be so placed as to be clearly visible to any person who is about to use the crossing at the other end of the crossing.

(4) Each indicator for pedestrians shall be so placed that the push button in the indicator is readily accessible to pedestrians who wish to press it.

#### **Additional traffic signs**

4. The traffic signs specified in diagrams 610 and 611 in Schedule 1 to the Traffic Signs Regulations 1981 shall be placed only on a central reservation in a crossing, or on a central reservation which lies between two crossings which form part of a system of staggered crossings.

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

5.—(1) The containers of the vehicular light signals and of the pedestrian light signals shall be coloured black and may be mounted with a backing board and if so mounted the backing board shall be coloured black and may have a white border not less than 45 millimetres nor more than 55 millimetres in width which may be of a reflective material.

(2) Where a vehicular light signal, a pedestrian light signal or an indicator for pedestrians is mounted on a post specially provided for the purpose, that part of the post which extends above ground level shall be coloured grey and may have one white band not less than 140 millimetres nor more than 160 millimetres in depth, the lower edge of the band being not less than 1.5 metres nor more than 1.7 metres above the level of the surface of the ground in the immediate vicinity.

(3) Any box attached to a post or other structure on which pedestrian light signals or vehicular light signals are mounted and housing apparatus designed to control, or to monitor, or to control and monitor, the operation of such signals shall be coloured grey, yellow or black, or a combination of any of those colours.

### **Approval for mechanisms and sequence adjustments**

6.—(1) Vehicular light signals, pedestrian light signals and indicators for pedestrians may be placed at or near any “Pelican” crossing only if the apparatus (including the content of all instructions stored in, or executable by, it) used to secure that the signals and indicators comply with the relevant provisions of the Regulations is of a type approved in writing by or on behalf of the Secretary of State.

(2) Such signals may be retained in place notwithstanding the subsequent withdrawal of any approval relating to any such apparatus.

### **Special Cases**

7. 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 the Directions in relation to any particular case.

Signed by authority of the Secretary of State.

7th January 1987

*Peter Bottomley*  
Parliamentary Under Secretary of State,  
Department of Transport

12th January 1987

*Malcolm Rifkind*  
Secretary of State for Scotland

12th January 1987

*Nicholas Edwards*  
Secretary of State for Wales

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## **EXPLANATORY NOTE**

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

This Instrument revokes and re-enacts with amendments the provisions of the “Pelican” Pedestrian Crossing Regulations and General Directions 1969 and the “Pelican” Pedestrian Crossings (Amendment) Regulations and General Directions 1979.

The changes of substance to the “Pelican” Pedestrian Crossing Regulations 1969 (as amended) are as follows:

(1) The permitted variations in certain dimensions are increased (regulation 4 and Schedule 2).

(2) Provision is made for zig-zag markings to be placed on the carriageway in the vicinity of a “Pelican” crossing for the purpose of making that carriageway a “Pelican” controlled area in relation to a “Pelican” crossing (Schedule 2, paragraphs 5 to 8).

(3) Regulation 5 provides that certain apparatus may be housed in a box attached to the post or structure on which the vehicular light signals are mounted.

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(4) Regulation 6 provides that certain traffic signs may be placed as additional traffic signs at or near a “Pelican” crossing. Regulation 10 prescribes their significance.

(5) Provision is made that the prohibition on proceeding when the vehicular light signals show a red light and the requirement for precedence for pedestrians when the signals show a flashing amber light apply if the primary signal is operating without the secondary signal and the secondary signal is operating without the primary signal (regulations 8, 16 and 17 together with the definition of vehicular light signal in article 3(2) in Part I of this Instrument). “Primary signal” and “secondary signal” are defined in article 3(2) in Part I. Provision is made that the prohibitions on proceeding beyond the stop line when the vehicular light signals are showing red or steady amber apply, if the stop line is not visible, as prohibitions on proceeding beyond the post or other structure on which the primary signal is mounted (regulations 8(1)(b) and (c) and 16). There is an exemption (regulation 8(1)(d)) for emergency services vehicles.

(6) When the vehicular light signal is showing a flashing amber light and likewise when the pedestrian light signal is showing a flashing green light a pedestrian has precedence over vehicles 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 lies between two crossings which form part of a system of staggered crossings (regulations 8(1)(a), 9(2)(c) and 17). “Central reservation” and “system of staggered crossings” are defined in article 3(2) in Part I.

(7) Regulation 12 prohibits vehicles (other than certain pedal cycles) from stopping in “Pelican” controlled areas, subject to the exceptions in regulations 13 and 14, and, in relation to “Pelican” crossings in existence before these Regulations come into operation, subject also to regulation 15.

(8) Regulation 19 introduces a prohibition against the overtaking in a “Pelican” controlled area of another moving or stationary vehicle by drivers of vehicles proceeding towards a “Pelican” crossing.

(9) Regulation 20 modifies the prohibition as to overtaking a stationary vehicle in the case of a system of staggered crossings.

(10) As from 18th February 1989 the manner of indicating the vehicular approaches to a “Pelican” crossing and the requirements with respect to the stopping of vehicles on the approach to a “Pelican” crossing will cease to have effect (regulation 3 and Schedule 2, paragraph 3). Instead of studs, zig-zag lines will have to be used.

(11) The device which is used by pedestrians to activate the sequence of signals may be a pressure pad as well as a push button (Schedule 1, para 4(2)). There is also provision for the indicator for pedestrians to include a device for making tactile signals (Schedule 1, para 4(4)).

(12) Provision is made that on two-way roads hatched markings may be placed on the carriageway where there is a central reservation, but such a marking must be provided where the central reservation connects two crossings which form part of a system of staggered crossings (Schedule 2, paragraph 6(3) and diagram 3). Chevron markings in place of hatched markings are to be used in similar situations in one-way streets (Schedule 2, paragraph 7(3) and diagram 6).

(13) The provision to omit the stop line (formerly contained in paragraphs 5 and 9 of Schedule 2 to the 1969 Regulations) is discontinued, and the stop line becomes mandatory in all cases.

Apart from the changes of substance mentioned above, Schedule 2, which prescribes the manner of indicating the presence and limits of a “Pelican” crossing, is redrafted so that reference is made to diagrams and so as to include the manner of indicating the presence and limits of a “Pelican” controlled area.

Regulation 2(3) provides a saving provision whereby “Pelican” crossings established before the coming into operation of these Regulations shall continue to be constituted as “Pelican” crossings if they complied with the 1969 Regulations. And regulation 3(4) provides a saving provision for approaches to “Pelican” crossings until 18th February 1989.

The changes of substance to the “Pelican” Pedestrian Crossings General Directions 1969 as amended are as follows:

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(1) The General Directions provide that vehicular light signals shall be placed either as primary or as secondary signals (direction 2).

(2) Direction 4 makes provision for the placing of the additional traffic signs referred to in regulation 6.

(3) The requirement formerly contained in the amended paragraph 6(1) of the 1969 Directions for approval of the Secretary of State to the use of signals which operate with the alternative phasing specified in Table 2 in Part IV of Schedule 1 to the Regulations is discontinued.