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S T A T U T O R Y   I N S T R U M E N T S

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1971 No. 1524

**ROAD TRAFFIC**

**The 'Zebra' Pedestrian Crossings Regulations 1971**

<i>Made - - - -</i>	<i>14th September 1971</i>
<i>Laid before Parliament</i>	<i>28th September 1971</i>
<i>Coming into Operation</i>	<i>29th September 1971</i>

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The following Regulations—

- (a) in so far as they contain provisions prescribing traffic signs to be used in connection with crossings for foot passengers, are made by the Secretary of State for the Environment, the Secretary of State for Scotland and the Secretary of State for Wales acting jointly in exercise of their powers under section 54(1) and (2) of the Road Traffic Regulation Act 1967(a) (hereinafter referred to as “the Act of 1967”) and of all other enabling powers, and after consultation with representative organisations in accordance with the provisions of section 107(2) of the Act of 1967;
- (b) in so far as they contain other provisions relating to crossings for foot passengers, are made by the Secretary of State for the Environment (as respects such of those provisions as relate to crossings for foot passengers on roads in England excluding Monmouthshire), the Secretary of State for Scotland (as respects such of those provisions as relate to crossings for foot passengers on roads in Scotland) and the Secretary of State for Wales (as respects such of those provisions as relate to crossings for foot passenger on roads in Wales and Monmouthshire) respectively, each acting in exercise of his powers under section 23(1) and (2) of the Act of 1967, and of all other enabling powers, and after such consultation as aforesaid.

#### PART I—GENERAL

##### *Commencement and citation*

1. These Regulations shall come into operation on the 29th September 1971 and may be cited as the ‘Zebra’ Pedestrian Crossings Regulations 1971.

##### *Revocation and savings*

2.—(1) Subject to the provisions of the next two paragraphs, the Pedestrian Crossings Regulations 1954(b) and the Regulations amending those Regulations specified in Schedule 1 are hereby revoked and the said Regulations of 1954 as so amended are hereinafter referred to as “the Regulations of 1954”.

(2) Where immediately before the coming into operation of these Regulations a crossing within the meaning of the Regulations of 1954 other than a zebra crossing has been indicated in accordance with Part I of Schedule 1 to the Regulations of 1954, then notwithstanding the revocation effected by the last paragraph the Regulations of 1954 shall continue to apply to that crossing until the 30th November 1973.

(3) Where immediately before the coming into operation of these Regulations, the approach for vehicular traffic to a zebra crossing has been indicated by a pattern of studs on a road in accordance with the provisions of paragraph 8 of Part II of Schedule 1 to the Regulations of 1954, then notwithstanding the revocation effected by paragraph (1) of this Regulation or any variation of a speed limit on that road that approach may until the 30th November 1973 continue to be so indicated so long as the said pattern of studs does not lie within a zebra controlled area or in the vicinity of such an area on the same side of the crossing as that pattern.

##### *Interpretation*

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

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(a) 1967 c. 76.

(b) S.I. 1954/370 (1954 II, p. 1948).

“the appropriate Secretary of State” means, in relation to a crossing established on a road in England excluding Monmouthshire, the Secretary of State for the Environment, in relation to a crossing established on a road in Scotland, the Secretary of State for Scotland, and, in relation to a crossing established on a road in Wales or Monmouthshire, the Secretary of State for Wales;

“appropriate authority” means, in relation to a crossing on a trunk road, the appropriate Secretary of State, and in relation to any other crossing the local authority in whose scheme submitted and approved under section 21 of the Act of 1967 the crossing is for the time being included;

“carriageway” does not include that part of any road which consists of a street refuge or central reservation, whether within the limits of a crossing or not;

“central reservation” means any provision, not consisting of a street refuge, made in a road for separating one part of the carriageway of that road from another part of that carriageway for the safety or guidance of vehicular traffic using that road;

“crossing” means a crossing for foot passengers established either—

(a) by a local authority in accordance with the provisions for the time being in force of a scheme submitted and approved under section 21 of the Act of 1967, or

(b) in the case of a trunk road, by the appropriate Secretary of State in the discharge of the duty imposed on him by section 22 of the Act of 1967;

but does not include a ‘Pelican’ crossing within the meaning of the ‘Pelican’ Pedestrian Crossings Regulations 1969(a);

“dual-carriageway road” means a length of road on which a part of the carriageway thereof is separated from another part thereof by a central reservation;

“give-way line” has the meaning assigned to it by paragraph 2 of Schedule 3;

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

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

“zebra controlled area” means, in relation to a zebra 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, being an area the presence and limits of which are indicated in accordance with Schedule 3;

“zebra crossing” means a crossing the presence and limits of which are indicated in accordance with the provisions of Schedule 2;

“uncontrolled zebra crossing” means a zebra crossing at which traffic is not for the time being controlled by a police constable in uniform or by a traffic warden.

(2) Any reference in these Regulations to a numbered Regulation or Schedule is a reference to the Regulation or Schedule bearing that number in these Regulations except where otherwise expressly provided.

(3) Any reference in these Regulations to any enactment shall be construed as a reference to that enactment as amended by any subsequent enactment.

(4) The Interpretation Act 1889(b) shall apply for the interpretation of these Regulations as it applies for the interpretation of an Act of Parliament, and as

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(a) S.I. 1969/888 (1969 II, p. 2527).

(b) 1889 c. 63.

if for the purposes of section 38 of that Act these Regulations were an Act of Parliament and the Regulations revoked by Regulation 2 were Acts of Parliament thereby repealed.

## PART II

### MARKS, SIGNS AND OTHER PARTICULARS AS RESPECTS ZEBRA CROSSINGS

#### *Zebra crossings*

4.—(1) The provisions of Part I of Schedule 2 shall have effect for regulating the manner in which the presence and limits of a crossing are to be indicated by marks or studs on the carriageway for the purpose of constituting it a zebra crossing.

(2) The provisions of Part II of Schedule 2 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 zebra crossing.

#### *Zebra controlled areas and give-way lines*

5.—(1) Subject to paragraph (3) of this Regulation, the provisions of Schedule 3 shall have effect as respects the size, colour and type of the traffic signs which shall be placed in the vicinity of a zebra crossing for the purpose of constituting a zebra controlled area in relation to that crossing and of indicating the presence and limits of that area.

(2) A give-way line (included among the said signs) shall, where provided, also convey to vehicular traffic proceeding towards a zebra crossing the position at or before which a driver of a vehicle should stop it for the purpose of complying with Regulation 8.

(3) Where the appropriate authority is satisfied in relation to a particular area of carriageway in the vicinity of a zebra crossing that, by reason of the layout of, or character of, the roads in the vicinity of the crossing, the application of such a prohibition as is mentioned in Regulation 10 or 12 to that particular area or the constitution of that particular area as a zebra controlled area by the placing of traffic signs in accordance with Schedule 3 would be impracticable, it shall not be necessary for that area to be constituted a zebra controlled area but, if by virtue of this paragraph it is proposed that no area, on either side of the limits of a zebra crossing (not on a trunk road), is to be constituted a zebra controlled area by the 30th November 1973, a notice in writing shall be sent by the appropriate authority before that date to the appropriate Secretary of State stating the reasons why it is proposed that no such area should be so constituted.

#### *Variations in dimensions shown in Schedule 3*

6. Any variations in a dimension specified in the diagram in Schedule 3 or otherwise specified in that Schedule 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.

*Lamps for illumination of pedestrians at crossings*

7.—(1) Where the appropriate authority is satisfied that the presence of a foot passenger—

- (a) at the end of a zebra crossing, being an end at or near which a globe has been placed in accordance with paragraph 2 of Part II of Schedule 2, or
- (b) on a street refuge or central reservation on such a crossing, being a refuge or reservation on which a globe has been placed in accordance with the said paragraph 2,

should be better indicated during the hours of darkness as defined in the Road Transport Lighting Act 1957(a) the authority may provide a lamp (showing a white light) beneath the globe so as to illuminate during the said hours any such foot passenger.

(2) Every such lamp shall be so arranged that the lowest part thereof is not less than 2 metres above the surface of the ground in the immediate vicinity and that the source of the illumination given thereby is not visible to drivers of approaching vehicles.

PART III

REGULATIONS GOVERNING USE OF ZEBRA CROSSINGS AND ZEBRA CONTROLLED AREAS

*Precedence of pedestrians over vehicles*

8. Every foot passenger on the carriageway within the limits of an uncontrolled zebra crossing shall have precedence within those limits over any vehicle and the driver of the vehicle shall accord such precedence to the foot passenger, if the foot passenger is on the carriageway within those limits before the vehicle or any part thereof has come on to the carriageway within those limits.

For the purpose of this Regulation, in the case of such a crossing on which there is a street refuge or central reservation the parts of the crossing which are situated on each side of the street refuge or central reservation as the case may be shall each be treated as a separate crossing.

*Prohibition against the waiting of vehicles and pedestrians on zebra crossings*

9.—(1) The driver of a vehicle shall not cause the vehicle or any part thereof to stop within the limits of a zebra 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 foot passenger shall remain on the carriageway within the limits of a zebra crossing longer than is necessary for the purpose of passing over the crossing with reasonable despatch.

*Prohibition against overtaking at zebra crossings*

10. The driver of a vehicle while it or any part of it is in a zebra controlled area and it is proceeding towards the limits of an uncontrolled zebra crossing in relation to which that area is indicated (which vehicle is in this and the next succeeding Regulation referred to as “the approaching vehicle”) shall not cause the vehicle, or any part of it—

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(a) 1957 c. 51.

- (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 8.

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 zebra 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;
- (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 8, a reference to that vehicle and, in a case where more than one other vehicle is stopped for the purpose of complying with that Regulation, a reference to such one of those vehicles as is nearest to the limits of the crossing.

**11.—**(1) For the purposes of this Regulation, in the case of an uncontrolled zebra crossing, which is on a road, being a one-way street, and on which there is a street refuge or central reservation, the parts of the crossing which are situated on each side of the street refuge or central reservation as the case may be shall each be treated as a separate crossing.

(2) Nothing in paragraph (b) of the last preceding Regulation 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 8 in relation to an uncontrolled zebra crossing which by virtue of this Regulation is treated as a separate crossing from the uncontrolled zebra crossing towards the limits of which the approaching vehicle is proceeding.

*Prohibition on stopping in areas adjacent to zebra 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 14 and 15, the driver of a vehicle shall not cause the vehicle or any part thereof to stop in a zebra controlled area.

**13.—**(1) The provisions of this Regulation shall cease to have effect as from the 30th November 1973.

(2) Save as provided in Regulation 14 the driver of a vehicle shall not cause the vehicle or any part thereof to stop on the carriageway between—

- (a) an uncontrolled zebra crossing, the approach to which is indicated by a pattern of studs in accordance with the provisions specified in Regulation 2(3), and
- (b) the line of studs in that pattern situated furthest from the crossing, on the side of the road on which the pattern of studs is placed or, if the road is a one-way street, on either side of the road.

14. A vehicle shall not by Regulation 12 or 13 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 8 or Regulation 10(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 traffic sign or sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any telegraph or telephone wires, cables, posts or supports.

15. A vehicle shall not by Regulation 12 be prevented from stopping in a zebra controlled area—

- (a) if the vehicle is stopped for the purpose of making a left or right turn;
- (b) if the vehicle is a public service vehicle, being a stage carriage or an express carriage being used otherwise than on an excursion or tour within the meaning of section 159(1) of the Transport Act 1968(a), and the vehicle is waiting, after having proceeded past the zebra crossing in relation to which the zebra controlled area is indicated, for the purpose of enabling persons to board or alight from the vehicle.

Signed by authority of the Secretary of State  
Dated 14th September 1971.

*John Peyton,*  
Minister for Transport Industries,  
Department of the Environment.

Dated 14th September 1971.

*Gordon Campbell,*  
Secretary of State for Scotland.

Dated 14th September 1971.

*Peter Thomas,*  
Secretary of State for Wales.

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(a) 1968 c. 73.

## Regulation 2(1)

## SCHEDULE 1

## REGULATIONS REVOKED—REGULATION 2(1)

Title	Year and Number
The Pedestrian Crossings Regulations 1954.	S.I. 1954/370 (1954 II, p. 1948).
The Pedestrian Crossings (England and Wales) (Amendment) Regulations 1958.	S.I. 1958/305 (1958 II, p. 2107).
The Pedestrian Crossings (Amendment) (Scotland) Regulations 1958.	S.I. 1958/310 (1958 II, p. 2108).
The Pedestrian Crossings (England and Wales) (Amendment) Regulations 1959.	S.I. 1959/2296 (1959 II, p. 2379).
The Pedestrian Crossings (Amendment) (Scotland) Regulations 1960.	S.I. 1960/13 (1960 III, p. 2929).
The Pedestrian Crossings (Wales) (Amendment) Regulations 1966.	S.I. 1966/476 (1966 I, p. 986).
The Pedestrian Crossings (England) (Amendment) Regulations 1966.	S.I. 1966/492 (1966 I, p. 1010).
The Pedestrian Crossings (Scotland) (Amendment) Regulations 1966.	S.I. 1966/519 (1966 II, p. 1105).
The Pedestrian Crossings (Amendment) Regulations 1968.	S.I. 1968/1196 (1968 II, p. 3214).

## Regulation 4

## SCHEDULE 2

## MANNER OF INDICATING PRESENCE AND LIMITS OF ZEBRA CROSSINGS

## PART I

## Studs and Marks

1.—(1) Every crossing and its limits shall be indicated by two lines of studs placed across the carriageway in accordance with the following provisions of this paragraph.

(2) Each line formed by the outside edges of the studs shall be so separated from the other line so formed that no point on one line shall be less than 2·4 metres nor more than 5 metres or such greater distance (not being more than 10·1 metres) as the appropriate Secretary of State may authorise in writing in the case of any particular crossing from the nearest point on the other line:

Provided that the preceding provisions of this sub-paragraph shall be regarded as having been complied with in the case of any crossing which for the most part complies with those provisions notwithstanding that those provisions may not be so complied with as respects the distance from one or more points on one line to the nearest point on the other line, so long as the general indication of the lines is not thereby materially impaired.

(3) The studs of which each line is constituted shall be so placed that the distance from the centre of any one stud to the centre of the next stud in the line is not less than 250 millimetres nor more than 715 millimetres, and a distance of not more than 1·3 metres is left between the edge of the carriageway at either end of the line and the centre of the stud nearest thereto:

Provided that the preceding provisions of this sub-paragraph shall be regarded as having been complied with in the case of any line where most of the studs constituting it comply with those provisions notwithstanding that those provisions may not be complied with as respects one or more such studs, so long as the general indication of the line is not thereby materially impaired.

(4) Studs shall not be fitted with reflecting lenses and shall be—

(a) white, silver or light grey in colour;

(b) square or circular in plan, the sides of a square stud not being less than 95 millimetres nor more than 110 millimetres in length and the diameter of a circular stud not being less than 95 millimetres nor more than 110 millimetres, and



(c) so fixed that they do not project more than 16 millimetres above the carriageway at their highest points nor more than 7 millimetres at their edges.

2. A crossing or its limits shall not be deemed to have ceased to be indicated in accordance with the preceding provisions of this Part of this Schedule by reason only of the discoloration or temporary removal or displacement of one or more studs in any line so long as the general indication of the line is not thereby materially impaired.

3. Without derogation from the provisions of the preceding paragraphs of this Part of this Schedule, every crossing shall be further indicated in accordance with the following provisions of this Part and of Part II of this Schedule.

4.—(1) The carriageway shall be marked within the limits of every such crossing with a pattern of alternate black and white stripes:

Provided that where the colour of the surface of the carriageway provides a reasonable contrast with the colour of white that surface may itself be utilised for providing stripes which would otherwise be required to be black.

(2) Every stripe shall—

(a) extend along the carriageway from one line formed by the inside edges of the studs or from a part of the crossing which is not more than 155 millimetres from that line to the other line so formed or to a part of the crossing which is not more than 155 millimetres from that line; and

(b) be of a width of not less than 500 millimetres or of such smaller width not being less than 380 millimetres as in the case of any particular crossing the appropriate authority may consider necessary having regard to the layout of the carriageway and, in the case of the first stripe at each end of the crossing, not more than 1.3 metres, or in the case of any other stripe, not more than 715 millimetres or of such greater width not being more than 840 millimetres as in the case of any particular crossing the appropriate authority may consider necessary having regard to the layout of the carriageway.

(3) The preceding provisions of this paragraph shall be regarded as having been complied with in the case of any crossing which for the most part complies with those provisions notwithstanding that those provisions may not be complied with as respects one or more stripes and a crossing shall not be deemed to have ceased to be indicated in accordance with those provisions by reason only of the imperfection, discoloration or partial displacement of one or more of the stripes, so long as the general appearance of the pattern of stripes is not materially impaired.

## PART II

### Traffic Signs

1. The traffic signs which are to be placed at or near a crossing for the purpose of constituting it and indicating it as a zebra crossing shall consist of globes in relation to which the following provisions in this Part of this Schedule are complied with.

2.—(1) At or near each end of every crossing there shall be placed, and in the case of a crossing on which there is a street refuge or central reservation there may be placed on the refuge or reservation, in accordance with the following provisions of this paragraph globes mounted on posts or brackets.

(2) Globes shall be—

(a) yellow in colour;

(b) not less than 275 millimetres nor more than 335 millimetres in diameter; and

(c) so mounted that the height of the lowest part of the globe is not less than 2.1 metres nor more than 3.1 metres above the surface of the ground in the immediate vicinity.

(3) Globes shall be illuminated by a flashing light or, where the appropriate Secretary of State so authorises in writing in the case of any particular crossing, by a constant light.

(4) Where globes are mounted on or attached to posts specially provided for the purpose, every such post shall, in so far as it extends above ground level, be coloured black and white in alternate horizontal bands, the lowest band visible to approaching traffic being coloured black and not less than 275 millimetres nor more than 1 metre in width and each other band being not less than 275 millimetres nor more than 335 millimetres in width:

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

3. A crossing shall not be deemed to have ceased to be indicated in accordance with the preceding provisions of this Part of this Schedule by reason only of—

- (a) the imperfection, discoloration or disfigurement of any of the globes, posts or brackets; or
- (b) the failure of the illumination of any of the globes:

Provided that this sub-paragraph shall not apply unless at least one globe is illuminated in accordance with the provisions of sub-paragraph (3) of the last preceding paragraph.

#### Regulation 5

#### SCHEDULE 3

#### MANNER OF INDICATING ZEBRA CONTROLLED AREA AND PROVISION AS TO PLACING OF GIVE-WAY LINE

##### PART I

##### Traffic Signs

1. Subject to the provisions of Regulation 5(3), the traffic signs which are to be placed on a road in the vicinity of a zebra crossing for the purpose of constituting a zebra controlled area lying on both sides of the limits of the crossing or on only one side of such limits and indicating the presence and limits of such an area shall consist of a pattern of lines of the size and type shown in the diagram in Part II of this Schedule and so placed as hereinafter provided.

2. A pattern of lines shall, subject as hereinafter provided, consist of:—

- (a) a transverse white broken line (hereinafter referred to as a “give-way line”) placed on the carriageway 1 metre from and parallel to the nearer line of studs indicating the limits of the crossing and shall extend across the carriageway in the manner indicated in the said diagram; and
- (b) 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 at a point 150 millimetres from the nearest part of the give-way line on the same side of the crossing to a point 150 millimetres from the nearest part of a terminal line of the size and type shown in the said diagram (hereinafter referred to as a “terminal line”).

3. Where the appropriate authority is satisfied in relation to a particular area of carriageway in the vicinity of a zebra 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 diagram in Part II of this Schedule and in accordance with the preceding paragraph 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;
- (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.

4. The angle of the give-way line (if any) in relation to and its distance from 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.

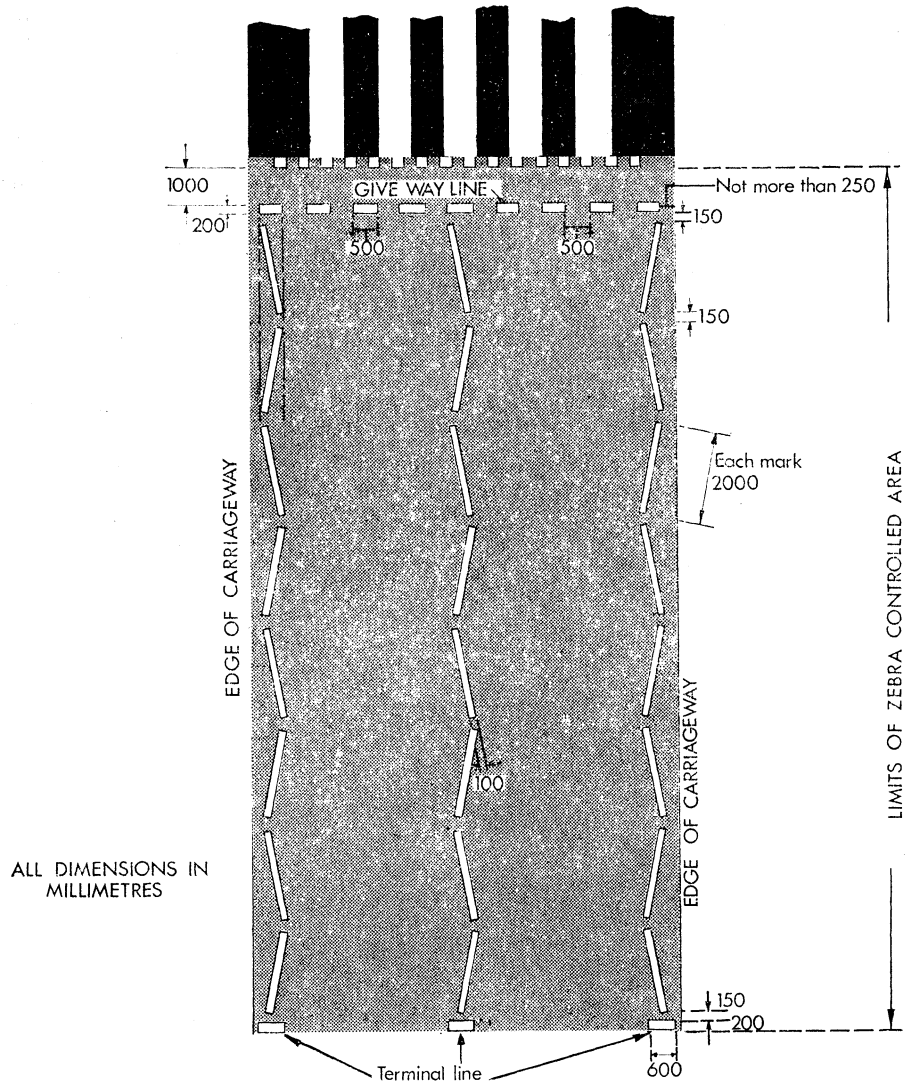
5. Where by reason of Regulation 5(3) an area of carriageway in the vicinity of a zebra crossing is not constituted a zebra controlled area by the placing of a pattern of lines as provided in the foregoing provisions of this Schedule, a give-way line shall nevertheless be placed on the carriageway as previously provided in this Schedule unless the appropriate authority is satisfied that by reason of the position of that crossing it is impracticable so to place the line.

6. Each mark contained in a give-way line or in a zig-zag line and each terminal line may be illuminated by the use of reflecting material.

7. A zebra controlled area or its limits shall not be deemed to have ceased to be indicated in accordance with the provisions of this Schedule by reason only of the imperfection, discoloration or partial displacement of either a terminal line or one or more of the marks comprised in a give-way line or a zig-zag line, so long as the general indication of any such line is not thereby materially impaired.

PART II—DIAGRAM

Pattern of lines on one or both sides of a crossing indicating zebra controlled area.



ALL DIMENSIONS IN MILLIMETRES

Note. Each zig-zag line need not contain the same number of marks

## EXPLANATORY NOTE

*(This Note is not part of the Regulations.)*

These Regulations re-enact with amendments the Pedestrian Crossings Regulations 1954 and the amending Regulations set out in Schedule 1 to these Regulations. Accordingly, the Regulations continue to specify the manner in which crossings (commonly known as “zebra crossings”) are to be indicated by marks on the carriageway and by traffic signs and to impose the same duties as respects the according of precedence by drivers of vehicles to pedestrians on zebra crossings. The principal changes are:—

1. Regulation 5 and Schedule 3 make provision for new traffic signs to be placed on the carriageway in the vicinity of a zebra crossing for the purpose of making that carriageway a zebra controlled area in relation to the crossing.
2. Regulation 10 introduces a prohibition against the overtaking in a zebra controlled area of another moving or stationary vehicle by drivers of vehicles proceeding towards a zebra crossing.
3. Regulation 11 modifies the prohibition as to overtaking a stationary vehicle in the case of certain crossings where they are in a one-way street.
4. Regulation 12 prohibits vehicles (other than certain pedal cycles) from stopping in zebra controlled areas, subject to the exceptions in Regulations 14 and 15.
5. As from 30th November 1973, the pattern of studs which by virtue of the 1954 Regulations marks the approach to a zebra crossing will cease to be of effect (Regulations 2(3) and 13(1)).

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STATUTORY INSTRUMENTS

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**ROAD TRAFFIC**

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