
STATUTORY INSTRUMENTS

1994 No. 1519

The Traffic Signs Regulations and General Directions 1994

PART I

THE TRAFFIC SIGNS REGULATIONS 1994

SECTION 1

PRELIMINARY

Citation and commencement

1. This Part of this Instrument—
 - (a) may be cited—
 - (i) as the Traffic Signs Regulations 1994, and
 - (ii) together with Part II below, as the Traffic Signs Regulations and General Directions 1994; and
 - (b) shall come into force on 12th August 1994.

Revocations

2. The Instruments specified in Appendix 2 to this Instrument, so far as they consist of or comprise regulations, are hereby revoked except that for the purposes of the Traffic Signs (Welsh and English Language Provisions) Regulations 1985(1) the revocations of the Regulations marked with an asterisk in Appendix 2 shall have no effect.

Savings

3.—(1) Subject to paragraph (2), any traffic sign which immediately before the coming into force of these Regulations is placed on or near any road shall be treated as prescribed by these Regulations, notwithstanding any provisions of these Regulations to the contrary, provided that—

- (a) it is a sign prescribed, or to be treated as if prescribed, by the 1981 Regulations; and
- (b) it continues to comply with those Regulations,

as if those Regulations had not been revoked.

- (2) Paragraph (1) shall cease to have effect—
 - (a) on 1st January 1996 in relation to any road markings shown in diagrams RM 2 to RM 29 in the Second Schedule to the Traffic Signs Regulations 1957(2), in relation to the sign shown in diagram 623 in Schedule 1 and any road markings shown in diagrams 1005 to

(1) S.I.1985/713.

(2) S.I. 1957/13, amended by S.I. 1957/149, 1959/761, 1960/1095.

1008, 1013, 1015, 1016, 1027, 1028, 1030, 1031 and 1034 to 1039 in Schedule 2 to the Traffic Signs Regulations 1964(3); and

- (b) on 1st January 1999 in relation to any sign shown in any of the diagrams 508, 509, 537.1, 537.2, 537.3, 537.4, 542.1, 542.2, 554 (when varied to “Ice” or “Snowdrifts”), 556.3, 556.4, 577, 603, 605.1 and 622.1A (when varied to indicate a 16.5 tonne maximum gross weight prohibition) in Schedule 1 and diagrams 1016.1, 1018, 1020 and 1021 in Schedule 2 to the 1981 Regulations; and
- (c) on 1st January 2005 in relation to any sign shown in any of the diagrams 403 to 405, 412A to 418, 422 to 433, 435 to 459, 468 to 472, and 474 to 495 in the First Schedule to the Traffic Signs Regulations 1957, in diagrams 742, 746, 837, and 838 in Schedule 1 to the Traffic Signs Regulations 1964, and in diagrams 626.1, 627, 628.1, 641, 642.1, 653, 734.7, 739.3, 742.1, 742.2, 742.3, 742.4, 742.5, 742.6, 747, 748, 749, 750, 751, 752, 752.1, 753, 753.1, 758, 759, 837.1, 838.1 and 905 in Schedule 1 to the 1981 Regulations; and
- (d) on 1st January 2015 in relation to any sign shown in diagrams 728.1, 728.2, 729, 729.1, 729.2, 729.3, 730, 730.1, 732, 732.1, 732.2, 733, 733.1, 734.1, 734.2, 734.3, 734.4, 734.5, 734.6, 734.8, 734.9, 734.10, 736, 736.1, 737.1, 760 and 761 in Schedule 1 to the 1981 Regulations.

(3) A sign which is of the size, colour and type shown in diagram 701, 702, 702.1, 703, 703.1, 703.2, 703.3, 704, 705, 706, 707, 708, 709, 710, 710.1, 711.1, 712, 712.1, 713, 714, 715, 716, 717, 718, 718.1, 718.2, 718.3, 719, 719.1, 719.2, 719.3A, 719.4, 720, 721.1, 722, 723, 724, 724.1, 724.2, 725, 726, 727, 727.2, 728, 728.1, 728.2, 728.3, 729, 729.1, 729.2, 729.3, 730, 730.1, 732, 732.1, 732.2, 732.4, 732.5, 733, 733.1, 734.1, 734.2, 734.3, 734.4, 734.5, 734.6, 734.7, 734.8, 734.9, 734.10, 735.1, 735.2, 736, 736.1, 737.1, 739, 739.1, 739.2, 739.3, 739.4, 739.5, 741, 741.1 or 905 in Schedule 1 to the 1981 Regulations may be erected on or near a road after the coming into force of these Regulations, notwithstanding that it is not of the size, colour and type shown in any diagram in these Regulations, provided that the design or manufacture of the sign had begun before the coming into force of these Regulations.

Interpretation general

4. In these Regulations unless the context otherwise requires—

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

“the 1988 Act” means the Road Traffic Act 1988;

“the 1981 Regulations” means the Traffic Signs Regulations and General Directions 1981(4);

“articulated vehicle” means a motor vehicle with a trailer so attached to it as to be partially superimposed upon it;

“automatic half-barrier level crossing” means a level crossing where barriers are installed to descend automatically across part of the road when a railway vehicle or tramcar approaches and the operation of the barriers is monitored remotely from the crossing;

“automatic barrier crossing (L)” means a level crossing where barriers are installed to descend automatically across part of the road when a railway vehicle or tramcar approaches and the driver of the railway vehicle or tramcar is required to monitor the operation of the barriers when the railway vehicle or tramcar is at or near the crossing;

“automatic open crossing (L)” means a level crossing without automatic barriers where light signals are so installed as to be operated automatically by a railway vehicle or tramcar

(3) S.I.1964/1857, amended by S.I. 1966/490, 1969/1269, 1970/468, 1970/1972, 1971/2095.

(4) S.I. 1981/859, amended by S.I., 1982/1879, 1982/1880, 1983/1086, 1983/1088, 1984/966, 1986/1859, 1987/1706, 1989/2139, 1990/704.

approaching the crossing and the driver of the railway vehicle or tramcar is required to monitor the operation of the light signals when the railway vehicle or tramcar is at or near the crossing;

“automatic open crossing (R)” means a level crossing without automatic barriers where light signals are so installed as to be operated automatically by a railway vehicle or tramcar approaching the crossing and the operation of the light signals is monitored remotely from the crossing;

“automatic level crossing” means an automatic half-barrier level crossing, an automatic barrier crossing (L), an automatic open crossing (L) or an automatic open crossing (R);

“central reservation” means—

- (a) any land between the carriageways of a road comprising two carriageways; or
- (b) any permanent work (other than a traffic island) in the carriageway of a road,

which separates the carriageway or, as the case may be, the part of the carriageway which is to be used by traffic moving in one direction from the carriageway or part of the carriageway which is to be used (whether at all times or at particular times only) by traffic moving in the other direction;

“contra-flow” means a part of a carriageway of a road where—

- (a) traffic is authorised to proceed in the opposite direction to the usual direction of traffic on that part; or
- (b) a specified class of traffic is authorised to proceed in the opposite direction to other traffic on that carriageway;

“cycle lane” means a part of the carriageway of a road which—

- (a) starts with the marking shown in diagram 1009; and
- (b) is separated from the rest of the carriageway—
 - (i) if it may not be used by vehicles other than pedal cycles, by the marking shown in diagram 1049; or
 - (ii) if it may be used by vehicles other than pedal cycles, by the marking shown in diagram 1004 or 1004.1;

“dual carriageway road” means a road which comprises a central reservation;

“enactment” includes any Act or subordinate legislation as defined in section 21(1) of the Interpretation Act 1978⁽⁵⁾;

“excursion or tour” has the meaning given in section 137(1) of the Transport Act 1985⁽⁶⁾;

“goods vehicle” means a motor vehicle or trailer constructed or adapted for use for the carriage or haulage of goods or burden of any description;

“hours of darkness” means the time between half an hour after sunset and half an hour before sunrise;

“level crossing” means a place where a road is crossed by a railway or a tramway on a reserved track on the level;

“local bus” means a public service vehicle used for the provision of a local service not being an excursion or tour;

“local service” has the meaning given in section 2 of the Transport Act 1985;

“major road” means the road at a road junction into which there emerges vehicular traffic from a minor road;

(5) 1978 c. 30.

(6) 1985 c. 67.

“manually operated” means a change from one sign to another or one signal aspect to another set in process by an operator;

“maximum gross weight” means—

- (a) in the case of a motor vehicle not drawing a trailer or in the case of a trailer, its maximum laden weight;
- (b) in the case of an articulated vehicle, its maximum laden weight (if it has one) and otherwise the aggregate maximum laden weight of all the individual vehicles forming part of that articulated vehicle; and
- (c) in the case of a motor vehicle (other than an articulated vehicle) drawing one or more trailers, the aggregate maximum laden weight of the motor vehicle and the trailer or trailers drawn by it,

and the foregoing references to the maximum laden weight of a vehicle (including a vehicle which is a trailer) are references—

- (i) in the case of a vehicle as respects which a gross weight not to be exceeded in Great Britain is specified in construction and use requirements (as defined by section 41(8) of the 1988 Act), to the weight so specified, or
- (ii) in the case of a vehicle as respects which no such weight is so specified, to the weight which the vehicle is designed or adapted not to exceed when in normal use and travelling on a road laden.

“minor road” means a road on which, at its junction with another road, there is placed the sign shown in diagram 601.1 or 602 or the road marking shown in diagram 1003;

“mobile road works” means works on a road carried out by or from a vehicle or vehicles which move slowly along the road or which stop briefly from time to time along that road;

“motorway” means a special road—

- (a) which in England or Wales (save as otherwise provided by or under regulations made under, or having effect as if made under, section 17 of the 1984 Act) can only be used by traffic of Class I or II as specified in Schedule 4 to the Highways Act 1980(7); or
- (b) which in Scotland can only be used by traffic of Class I or Class II as specified in Schedule 3 to the Roads (Scotland) Act 1984(8);

“non-primary route” means a route, not being a primary route or a motorway or part of a primary route or of a motorway;

“passenger vehicle” means a vehicle constructed or adapted for the carriage of passengers and their effects;

“pedal cycle” means a unicycle, bicycle, tricycle, or cycle having four or more wheels, not being in any case mechanically propelled unless it is an electrically assisted pedal cycle of such class as is to be treated as not being a motor vehicle for the purposes of the 1984 Act;

“pedestrian zone” means an area—

- (a) which has been laid out to improve amenity for pedestrians; and
- (b) to which the entry of vehicles is prohibited or restricted;

“Pelican crossing” means a pedestrian crossing which conforms to The “Pelican” Pedestrian Crossings Regulations and General Directions 1987(9);

(7) 1980 c. 66. Schedule 4 was amended by the Road Traffic (Consequential Provisions) Act 1988 (c. 54), Schedule 3, paragraph 21(3).

(8) 1984 c. 54.

(9) S.I. 1987/16.

“plate” means a sign which by virtue of general directions given in exercise of the power conferred by section 65 of the 1984 Act must always be placed in combination or in conjunction with another sign and which is supplementary to that other sign;

“police vehicle” means a vehicle being used for police purposes or operating under the instructions of a chief officer of police;

“primary route” means a route, not being a route comprising any part of a motorway, in respect of which the Secretary of State—

- (a) in the case of a trunk road is of the opinion, and
- (b) in any other case after consultation with the traffic authority for the road comprised in the route is of the opinion,

that it provides the most satisfactory route for through traffic between places of traffic importance;

“principal road” means a road for the time being classified as a principal road—

- (a) by virtue of section 12 of the Highways Act 1980 (whether as falling within subsection (1) or classified under subsection (3)), or
- (b) by the Secretary of State under section 11(1) of the Roads (Scotland) Act 1984;

“public service vehicle” has the meaning given in section 1 of the Public Passenger Vehicles Act 1981⁽¹⁰⁾;

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

“road maintenance vehicle” means a vehicle which—

- (a) in England and Wales is specially designed or adapted for use on a road by or on behalf of a highway authority for the purposes of the Highways Act 1980 for the purposes of road maintenance; or
- (b) in Scotland is specially designed or adapted for use on a road by or on behalf of a roads authority for the purposes of the Roads (Scotland) Act 1984⁽¹¹⁾ for the purposes of road maintenance;

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

“route” includes any road comprised in a route;

“scheduled express service” means a service provided by a public service vehicle—

- (a) used to carry passengers for hire or reward at separate fares otherwise than in the provision of a local service; and
- (b) which is operated in accordance with a timetable;

“school bus” means a vehicle constructed or adapted to carry 12 or more passengers and being used to carry persons to or from a school as defined in section 114(1) of the Education Act 1944⁽¹²⁾ and, in Scotland, as defined in the Education (Scotland) Act 1980⁽¹³⁾;

“sign” means a traffic sign;

“stud” means a prefabricated device fixed or embedded as a mark in the carriageway of a road;

“taxi” means—

- (a) in England and Wales, a vehicle licensed under—

⁽¹⁰⁾ 1981 c. 14. Section 1 was amended by the Transport Act 1985 (c. 67), Schedule 8.

⁽¹¹⁾ 1984 c. 54.

⁽¹²⁾ 1944 c. 31.

⁽¹³⁾ 1980 c. 44 as amended by the Self-Governing Schools etc (Scotland) Act 1989 (1989 c. 39).

- (i) section 37 of the Town Police Clauses Act 1847⁽¹⁴⁾; or
- (ii) section 6 of the Metropolitan Public Carriage Act 1869⁽¹⁵⁾;
or under any similar enactment; and

- (b) in Scotland, a taxi licensed under section 10 of the Civic Government (Scotland) Act 1982⁽¹⁶⁾;

“taxi rank” means an area of carriageway reserved for use by taxis waiting to pick up passengers;

“temporary statutory provision” means—

- (a) a provision having effect under section 9 (experimental traffic orders), section 12 (experimental traffic schemes in Greater London) or section 14 (temporary restriction of traffic on roads) of the 1984 Act or under a provision referred to in section 66 (traffic signs for giving effect to local traffic regulations) of that Act;
- (b) a prohibition, restriction or requirement indicated by a traffic sign placed pursuant to section 67 (emergencies and temporary obstructions) of the 1984 Act; or
- (c) a provision having effect under section 62 (temporary prohibition or restriction of traffic etc on roads for reasons of safety or public convenience) of the Roads (Scotland) Act 1984;

“terminal sign” means a sign placed in accordance with direction 8 or 9 of the Traffic Signs General Directions 1994⁽¹⁷⁾;

“tourist attraction” means a permanently established excursion destination which—

- (a) is recognised by a local authority, the English Tourist Board, the Scottish Tourist Board or the Wales Tourist Board;
- (b) caters primarily for visitors to the area in which the attraction is located rather than for local residents;
- (c) is open to the public without prior booking during its normal opening hours; and
- (d) does not have retailing or catering as its main purpose;

“Tourist Information Centre” means a staffed information service centre recognised and supported by the English, Scottish or Wales Tourist Board;

“Tourist Information Point” means a display of tourist information approved by a regional, area or local tourist board;

“traffic lane” means, in relation to a road, a part of the carriageway having, as a boundary which separates it from another such part, a road marking of the type shown in diagram 1004, 1004.1, 1005, 1005.1, 1008, 1008.1, 1010, 1013.1, 1013.3, 1040, 1040.2 or 1049;

“tramcar” has the meaning given in section 141A(4) of the 1984 Act⁽¹⁸⁾;

“trolley vehicle” has the meaning given in section 141A(4) of the 1984 Act;

“trunk road” as respects England and Wales has the meaning given in section 329(1) of the Highways Act 1980 and as respects Scotland in section 151(1) of the Roads (Scotland) Act 1984;

“unladen vehicle” has the meaning given in Schedule 18;

⁽¹⁴⁾ 1847 c. 89. Section 37 was amended by the Transport Act 1985 (c. 67) section 16(a) and Schedule 8.

⁽¹⁵⁾ 1869 c. 115. Section 6 was amended by the Statute Law (Repeals) Act 1976 (c. 16) and by the Transport Act 1981 sections 35(1) and 40(1) and Schedule 12, Part III.

⁽¹⁶⁾ 1982 c. 45.

⁽¹⁷⁾ Part II of this Instrument.

⁽¹⁸⁾ This section was inserted by section 46 of the Road Traffic Act 1991 (1991 c. 40).

“variable message sign” has the meaning given in regulation 46(1);

“with-flow lane” means a traffic lane reserved for a specified class of traffic proceeding in the same direction as general traffic in an adjoining traffic lane; and

“works bus” means a vehicle constructed or adapted to carry 12 or more passengers (excluding the driver) which has been provided by an employer for the purpose of carrying persons employed by him or on his behalf to or from their place of employment and is being used for that purpose.

Interpretation of “speed limit”

5.—(1) In these Regulations “speed limit” means—

(a) a maximum or minimum limit of speed on the driving of vehicles on a road—

(i) imposed by an order under section 14 of the 1984 Act (temporary prohibition or restriction of traffic on roads);

(ii) imposed by regulations under section 17 of the 1984 Act (traffic regulation on special roads);

(iii) arising by virtue of the road being restricted for the purposes of section 81 of the 1984 Act (general speed limit for restricted roads);

(iv) imposed by an order under section 84 of the 1984 Act (speed limits on roads other than restricted roads);

(v) imposed by an order under section 88 of the 1984 Act (temporary speed limits); or

(vi) imposed by or under a local Act; or

(b) a maximum limit of speed on the driving of vehicles on a road advised by a traffic authority, and “maximum speed limit” and “minimum speed limit” should be construed accordingly.

(2) In these Regulations “national speed limit” means any prohibition imposed on a road by the 70 miles per hour, 60 miles per hour and 50 miles per hour (Temporary Speed Limit) Order 1977(19) or by regulation 3 of the Motorways (Speed Limit) Regulations 1974(20).

References in the Regulations

6. In these Regulations, unless it is expressly provided otherwise or the context otherwise requires—

(a) a reference to a numbered regulation is a reference to the regulation so numbered in these Regulations;

(b) a reference to a numbered paragraph is a reference to the paragraph so numbered in the regulation in which the reference occurs;

(c) a reference to a sub-paragraph followed by a number or letter is a reference to the sub-paragraph bearing that number or letter in the paragraph in which the reference occurs;

(d) a reference to a numbered diagram is a reference to the diagram so numbered in a Schedule to these Regulations;

(e) a reference to a sign or road marking shown in a diagram in a Schedule to these Regulations means a sign or road marking of the size, colour and type shown in that diagram and

(19) This Order is not a Statutory Instrument. It was amended by the 70 miles per hour, 60 miles per hour and 50 miles per hour (Temporary Speed Limit) (Variation) Order 1978 and its provisions were continued in force indefinitely by the 70 miles per hour, 60 miles per hour and 50 miles per hour (Temporary Speed Limit) (Continuation) Order 1978, S.I. 1978/1548.

(20) S.I. 1974/502.

prescribed by these Regulations and includes a reference to that sign or road marking as varied in accordance with these Regulations;

- (f) a reference to the information, warning, requirement, restriction, prohibition or speed limit conveyed by a sign shown in a diagram includes a reference to that information, warning, requirement, restriction, prohibition or speed limit, however expressed, as varied to accord with any variation of the diagram made in accordance with these Regulations; and
- (g) in any provision which includes a table, references to a table or to a numbered table are to the table or as the case may be to the table so numbered in that provision.

Interpretation of Schedules 1 to 12

7.—(1) In any untitled table under or beside any diagram (in this paragraph referred to as “the diagram”) in Schedules 1 to 12—

- (a) in item 1 any regulations which are specified are regulations in these Regulations in which a specific reference is made to the diagram;
- (b) in item 2 any directions which are specified are directions in the Traffic Signs General Directions 1994(21) in which a specific reference is made to the diagram;
- (c) in item 3 any diagrams which are specified are diagrams in the Schedules to these Regulations which show signs which may or must be placed in conjunction or in combination with the sign shown in the diagram;
- (d) in item 4 any item which is specified is an item in Schedule 16 which specifies permitted variants to the diagram; and
- (e) in item 5 any item which is specified is an item in Schedule 17 which specifies the illumination requirements for the sign shown in the diagram.

(2) The table entitled “Table of combinations” under or beside any diagram in Part III of Schedule 12 indicates the manner in which the sign shown in that diagram may be varied in accordance with paragraphs (6) to (8) of regulation 17.

(3) Dimensions indicated on any diagram shown in Schedules 1 to 12 are expressed in millimetres unless otherwise specified.

SECTION 2

GENERAL PROVISIONS

Authorisations by the Secretary of State

8. Nothing in these Regulations shall be taken to limit the powers of the Secretary of State under section 64 of the 1984 Act to authorise the erection or retention of traffic signs of a character not prescribed by these Regulations.

Temporary obstructions

9. Nothing in these Regulations shall have effect so as to authorise any persons not otherwise authorised to do so to place on or near a road any object or device for warning traffic of a temporary obstruction.

Application of section 36 of the Road Traffic Act 1988 to signs and disqualification for offences

10.—(1) Section 36 of the 1988 Act shall apply to—

- (a) the signs shown in any of the diagrams 601.1, 602, 606, 610, 611.1, 614, 616, 626.2, 629.2, 629.2A, 784, 953, 953.1 and 7023 and to the sign shown in diagram 602 when placed in combination with that shown in diagram 778 or 778.1;
- (b) the red light signal when displayed by the light signals prescribed by regulation 30 or by regulation 32;
- (c) the road markings shown in diagram 1013.1 or 1013.3 insofar as those markings convey the requirements specified in regulation 26;
- (d) the road marking shown in diagram 1003 insofar as that marking conveys the requirements specified in regulation 25;
- (e) the road markings shown in diagrams 1043, 1044 and 1045;
- (f) the light signals prescribed by regulation 30(2) as varied in accordance with regulation 31 when they are displaying the green arrow signals shown in diagrams 3000.4, 3000.6, 3002, 3003, 3004, 3005, 3006, 3007, 3008, 3009.1, 3011.1 and 3011.2 insofar as they convey the restrictions specified in paragraphs (1)(f) and (1)(g) of regulation 33; and
- (g) the light signal shown in diagram 3013.1.

(2) The signs hereby specified for the purposes of column 5 of the entry in Schedule 2 to the Road Traffic Offenders Act 1988(22) relating to offences under section 36 of the 1988 Act are:—

- (a) the signs shown in diagrams 601.1 and 616;
- (b) the signs shown in diagrams 629.2 and 629.2A;
- (c) the sign shown in diagram 784;
- (d) the red light signal when displayed by the light signals prescribed by regulation 30 or by regulation 32;
- (e) the road markings shown in diagram 1013.1 or 1013.3 insofar as those markings convey the requirements specified in regulation 26(2); and
- (f) the light signals prescribed by regulation 30(2) when they are displaying the green arrow signals shown in diagrams 3000.4, 3000.6, 3002, 3003, 3004, 3005, 3006, 3007, 3008, 3009.1, 3011.1 and 3011.2 insofar as they convey the restrictions specified in paragraphs (1)(f) and (1)(g) of regulation 33.

Signs, markings and signals to be of the sizes, colours and types shown in the diagrams

11.—(1) Subject to the provisions of these Regulations, a sign for conveying information or a warning, requirement, restriction, prohibition or speed limit of the description specified under a diagram in Schedules 1 to 7, Part II of Schedule 10 and Schedule 12 to traffic on roads shall be of the size, colour and type shown in the diagram.

(2) The signs shown in diagrams 515.1, 515.1A, 515.2, 1012.2, 1012.3, 1049.1 and 7102 shall be of the size, colour and type shown in the two parts of those diagrams.

(3) In Schedule 6, a road marking shown in a diagram as a horizontal line shall be laid transversely, and a marking shown as a vertical line shall be laid longitudinally, to the flow of traffic, except so far as the nature of the diagram or the caption to the diagram indicates that it may or should be laid in another direction.

(4) The road marking shown in diagram 1055 shall be white, silver or light grey in colour.

Variations of dimensions

12.—(1) Where any diagram in Schedules 1 to 12 specifies a dimension for an element of a sign together with a dimension for that element in brackets, the dimensions so specified shall, subject to paragraph (2), be alternatives.

(2) Subject to paragraphs (3) and (4), where alternative dimensions are specified for more than one element of a sign, the dimensions chosen for each element must correspond with one another so that the shape and proportions of the sign are as shown in the diagram.

(3) Paragraph (2) does not apply to the road marking shown in diagram 1009 and the respective lengths of the lines comprised in that sign and of the gaps between them may be either—

- (a) 600 and 300 millimetres, in which case the width of the lines may be 100, 150 or 200 millimetres; or
- (b) 300 and 150 millimetres, in which case the width of the lines shall be 100 millimetres.

(4) Paragraph (2) does not apply to the road markings shown in diagrams 1013.3, 1035, 1036.1, 1036.2, 1037.1, 1040, 1040.2, 1040.4 and 1041.

(5) Where any diagram in Schedules 1 to 12 specifies a maximum and a minimum dimension for an element of a sign, the dimension chosen for that element shall, subject to the footnote to Table 1, be not more than the maximum and not less than the minimum.

(6) Where maximum and minimum dimensions are specified for more than one element of a sign, the dimensions chosen for each element must correspond with one another so that the shape and proportions of the sign are as shown in the diagram.

(7) Where a sign shown in diagram 606, 607, 609, 610, 611, 611.1, 612, 613, 614, 616, 636, 638, 642, 643, 644 or 645 is placed temporarily on a road by a constable or a person acting under the instructions (whether general or specific) of the chief officer of police for the purposes of indicating a temporary statutory provision, any dimension in the diagram for the diameter of a roundel, or for the sign may be reduced so long as any dimension shown in the diagram for the diameter of a roundel or for the measurement horizontally of the sign is at least 200 millimetres, and the height of any lettering is at least 20 millimetres.

(8) Any sign shown in diagrams 960, 960.1, 7201, 7202, 7203, 7203.1, 7204, 7205, 7206, 7207, 7210, 7211, 7212, 7213, 7214, 7215, 7216, 7217, 7218, 7220, 7221, 7230, 7231, 7232, 7233, 7234, 7235, 7236, 7237, 7238, 7239, 7240, 7250, 7251, 7252, 7253, 7254, 7255, 7256 or in a diagram in Schedule 7 (other than diagrams 2032, 2130, 2208, 2708, 2711, 2712, 2713, 2714, 2715, 2922, 2923 and 2932) shall be of such dimensions as, having regard to the character of the road and the speed of the vehicular traffic generally using it, are necessary to accommodate any place name, route symbol or number, arrow, indication of distance, symbol or any other indication which, in accordance with these Regulations, may be shown on the sign and which it is appropriate to show for the purpose for which that sign is placed on the road.

(9) Any sign shown in a diagram in Part III of Schedule 12 shall be of such dimensions as, having regard to the character of the road and the speed of traffic generally using it, are necessary to accommodate the route symbols or arrows appropriate to the number of traffic lanes and the nature of the road works in relation to which the sign is placed.

(10) Any dimension (not being an angle or specified as a maximum or minimum) specified in these Regulations shall be treated as permitted by these Regulations if it is varied in accordance with the following Tables, subject, in the case of Tables 1 and 2, to the Notes to those Tables.

Table 1**Diagrams in Schedules 1 to 5, 7, 10 and 12 Height of letters or numbers**

(1) <i>Item</i>	(2) <i>Dimensions shown in diagrams</i>	(3) <i>Permitted variations</i>
1.	100 millimetres or more	Up to 5% of the dimension
2.	Less than 100 millimetres	Up to 7.5% of the dimension

NOTE: Where the height of letters or numbers is expressed as a range within maximum and minimum dimensions the permitted variations indicated in this Table shall apply to those dimensions shown as the maximum and minimum.

Table 2**Diagrams in Schedule 6 All dimensions**

(1) <i>Item</i>	(2) <i>Dimensions shown in diagrams</i>	(3) <i>Permitted variations</i>
1.	3 metres or more	(i) Up to 15% of the dimension where the varied dimension is greater than the specified dimension; or (ii) Up to 10% of the dimension where the varied dimension is less than the specified dimension.
2.	300 millimetres or more, but less than 3 metres	(i) Up to 20% of the dimension where the varied dimension is greater than the specified dimension; or (ii) Up to 10% of the dimension where the varied dimension is less than the specified dimension.
3.	10 millimetres or more but less than 300 millimetres	(i) Up to 30% of the dimension where the varied dimension is greater than the specified dimension; or (ii) Up to 10% of the dimension where the

NOTE: Where a dimension denoting the length or width of a road marking is varied in accordance with this Table, and there is a space between two parts of the marking, the dimensions of that space may be varied as required to accommodate the variation of the length or width of the marking, provided that the character of the marking is maintained.

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(1) <i>Item</i>	(2) <i>Dimensions shown in diagrams</i>	(3) <i>Permitted variations</i>
		varied dimension is less than the specified dimension.
4.	Less than 10 millimetres	(i) Up to 2 millimetres more than the dimension where the varied dimension is greater than the specified dimension; or (ii) Up to 1 millimetre less than the dimension where the varied dimension is less than the specified dimension.

NOTE: Where a dimension denoting the length or width of a road marking is varied in accordance with this Table, and there is a space between two parts of the marking, the dimensions of that space may be varied as required to accommodate the variation of the length or width of the marking, provided that the character of the marking is maintained.

Table 3

All dimensions other than those in Tables 1 and 2

(1) <i>Item</i>	(2) <i>Dimensions shown in diagrams</i>	(3) <i>Permitted variations</i>
1.	300 millimetres or more	Up to 5% of the dimension
2.	50 millimetres or more, but less than 300 millimetres	Up to 7.5% of the dimension
3.	Less than 50 millimetres	Up to 10% of the dimension

(11) Any variation of any angle specified in any diagram in Schedule 1, 6 or 8, except diagrams 1043 and 1044, shall be treated as permitted by these Regulations if the variation does not exceed 5 degrees.

(12) Where—

- (a) overall dimensions are given for a sign shown in any diagram in the Schedules to these Regulations; and
- (b) the legend on that sign is varied in accordance with regulation 17 and with item 4 of the table appearing under or beside that diagram,

the overall dimensions or the number of lines filled by the legend, or both, may be varied so far as necessary to give effect to the variation of the legend.

Proportions and form of letters, numerals, symbols and other characters

13.—(1) Subject to paragraphs (2), (3) and (5)

- (a) all letters, numerals and other characters incorporated in the signs or parts of the signs shown in the diagrams in Schedules 1 to 5, 7, 10 and 12 which have a red, blue, brown,

black or green background (other than those incorporated in the bottom panel of diagram 674, diagrams 973, 973.1, 2401, 2402, 2403, 2607, 2610, 2610.1, 2610.2, the top panels of diagrams 2919 and 2920, the petrol price display in diagram 2919, and diagrams 5001.1, 5001.2, 5003, 5003.1, 5005 and 5005.1, the top and bottom panels of diagram 7008 and the words “National Trust for Scotland” used in conjunction with the symbol shown in diagram T303 in Part IV of Schedule 14) and the signs shown in diagrams 2714 and 2715 shall have the proportions and form shown in Part I of Schedule 13; and

- (b) all letters, numerals and other characters incorporated in the signs or the parts of signs shown in the diagrams in Schedules 1 to 5, 7, 10 and 12 which have a white, yellow or orange background (other than those incorporated in the bottom panel of diagram 674, diagrams 973, 973.1, 2401, 2402, 2403, 2610, 2610.1, 2610.2, 2714, 2715, the top panels of diagrams 2919 and 2920, and the top and bottom panels of diagram 7008) shall have the proportions and form shown in Part II of Schedule 13.

(2) Letters and numerals used for the purpose of indicating a route number on any sign shown in a diagram in Part X of Schedule 7 (other than those incorporated in diagram 2913 and 2914) shall have the proportions and form shown in Part III of Schedule 13, except where a route number is indicated in brackets on a sign shown in diagram 2904, 2904.1, 2906, 2908 or 2909 in which case those letters and numerals shall have the proportions and form shown in either Part I or Part III of Schedule 13 as appropriate.

(3) Letters and numerals used for the purpose of indicating a route number on any sign shown in a diagram in Part III of Schedule 12 when used on a motorway shall have the proportions and form shown in Part IV of Schedule 13.

(4) Subject to and within the limits of any dimension specified as a maximum or minimum in diagrams 973, 973.1, 2401, 2402, 2403, 2607, 2610, 2610.1, 2610.2, the top panels of diagrams 2919 and 2920, the petrol price display in diagram 2919, and the top and bottom panels of diagram 7008 any letters or numerals or other characters incorporated in those diagrams may have proportions and form other than the proportions and form shown in Schedule 13.

(5) All letters, numerals, symbols and other characters incorporated in variable message signs shall have the general proportions and form shown in Part V of Schedule 13 where the construction or method of operation of the sign does not permit the use of letters, numerals and other characters of the proportions and form shown in Part I, II, III or IV of Schedule 13 or of symbols shown in diagrams in Schedules 1 to 5, 10 or 12.

(6) All letters, numerals and other characters incorporated in the road markings shown in the diagrams in Schedule 6 shall have the proportions and form shown in Part VI of Schedule 13.

(7) Symbols incorporated in signs for the purpose of indicating diversion routes to be followed in an emergency shall have the proportions and form shown in Part VII of Schedule 13.

(8) Symbols incorporated in signs for the purpose of indicating the type of a tourist attraction shall have the proportions and form shown in Schedule 14.

Signs attached to vehicles

14.—(1) A sign attached to a vehicle of the description and in the position on that vehicle specified in an item in column (2) of the Table, when the vehicle is on a road which is subject to a maximum speed limit specified in column (3) of that item, shall be of the size, colour and type shown in one of the diagrams specified in column (4) of that item.

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Table

(1) <i>Item</i>	(2) <i>Description of vehicle, and position</i>	(3) <i>Maximum speed limit</i>	(4) <i>Diagram numbers</i>
1.	Road maintenance vehicle, on the front	30 mph or under	610, 7001 and 7001.1
2.	Road maintenance vehicle, on the rear	30 mph or under	610, 7001, 7001.1, 7401, 7401.1, 7402, 7403 and 7404
3.	Road maintenance vehicle, on the rear	More than 30 mph	7401, 7401.1, 7402, 7403 and 7404
4.	Police vehicle, on the front or the rear	70 mph or under	829.1, 829.2, 829.3 and 829.4

(2) The operating requirements for the lamps that form part of the signs shown in diagrams 7401, 7402 and 7403 are that—

- (a) the lamps shall be illuminated only when the signs are being used in accordance with the Table; and
- (b) each lamp shall show an intermittent amber light at a rate of flashing of not less than 60 nor more than 90 flashes per minute, and in such a manner that the lights of one horizontal pair are always shown when the lights of the other horizontal pair are not shown.

SECTION 3

WARNING, REGULATORY AND INFORMATORY TRAFFIC SIGNS

Sign shown in diagram 610 and its significance

15.—(1) Except as provided in paragraphs (2) and (3), the requirement conveyed by the sign shown in diagram 610 shall be that vehicular traffic passing the sign must keep to the left of the sign where the arrow is pointed downwards to the left, or to the right of the sign where the arrow is pointed downwards to the right.

(2) On an occasion where a vehicle is being used for fire brigade, ambulance or police purposes and the observance of the requirement specified in paragraph (1) would be likely to hinder the use of that vehicle for one of those purposes then, instead of that requirement, the requirement conveyed by the sign in question shall be that the vehicle shall not proceed beyond that sign in such a manner or at such a time as to be likely to endanger any person.

(3) The requirement specified in paragraph (1) does not apply to a tramcar or trolley vehicle.

Signs shown in diagrams 601.1, 602, 778, 778.1 and 784 and their significance

16.—(1) The requirements conveyed to vehicular traffic on roads by a sign shown in the diagram specified in column (2) of an item in the Table are specified in column (3) of that item.

Table

(1) <i>Item</i>	(2) <i>Diagram number</i>	(3) <i>Requirements</i>
1.	601.1	<p>(a) (a) Every vehicle shall stop before crossing the transverse line shown in diagram 1002.1 or, if that line is not clearly visible, before entering the major road in respect of which the sign shown in diagram 601.1 has been provided; and</p> <p>(b) no vehicle shall cross the transverse line shown in diagram 1002.1 or, if that line is not clearly visible, enter the major road in respect of which the sign shown in diagram 601.1 has been provided, so as to be likely to endanger the driver of or any passenger in any other vehicle or to cause that driver to change the speed or course of his vehicle in order to avoid an accident.</p>
2.	602	No vehicle shall cross the transverse line shown in diagram 1003 nearer to the major road at the side of which that line is placed, or if that line is not clearly visible, enter that major road, so as to be likely to endanger the driver of or any passenger in any other vehicle or to cause that driver to change the speed or course of his vehicle in order to avoid an accident.
3.	602 when placed in combination with 778 or 778.1	No vehicle shall cross the transverse line shown in diagram 1003 nearer to the

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(1) <i>Item</i>	(2) <i>Diagram number</i>	(3) <i>Requirements</i>
		level crossing at the side of which that line is placed, or if that line is not clearly visible, enter that level crossing, so as to be likely to endanger the driver of or any passenger in any railway vehicle or tramcar or to cause that driver to change the speed of his vehicle in order to avoid an accident.
4.	784	<p>No abnormal transport unit shall proceed onto or over an automatic half-barrier level crossing or an automatic open crossing (R) unless—</p> <ul style="list-style-type: none"> (a) the driver of the unit has used a telephone provided at or near the crossing for the purpose of obtaining from a person, authorised in that behalf by the railway or tramway authority, permission for the unit to proceed; (b) that permission has been obtained before the unit proceeds; and (c) the unit proceeds in accordance with any terms attached to that permission. <p>Provided that sub-paragraphs (b) and (c) above shall not apply if—</p> <ul style="list-style-type: none"> (i) on the use by the driver of the telephone placed at or near the crossing he receives an indication for not less than two minutes that the telephone at the other end of the telephone line is being called, but no duly authorised person answers it, or he receives no indication at all due to a fault or malfunction of the telephone; and

(1) <i>Item</i>	(2) <i>Diagram number</i>	(3) <i>Requirements</i>
		(ii) the driver then drives the unit on to the crossing with the reasonable expectation of crossing it within times specified in a railway or tramway notice at that telephone as being times between which railway vehicles or tramcars do not normally travel over that crossing.

(2) In this regulation—

“abnormal transport unit” means—

- (a) a motor vehicle or a vehicle combination
 - (i) the overall length of which, inclusive of the load (if any) on the vehicle or the combination, exceeds 55 feet; or
 - (ii) the overall width of which, inclusive of the load (if any) on the vehicle or the combination, exceeds 9 feet 6 inches; or
 - (iii) the maximum gross weight of which exceeds 38 tonnes; or
- (b) a motor vehicle, or a vehicle combination, which in either case is incapable of proceeding, or is unlikely to proceed, over an automatic railway level crossing at a speed exceeding 5 miles per hour;

“driver” in relation to an abnormal transport unit, means where that unit is a single motor vehicle the driver of that vehicle and, where that unit is a vehicle combination, the driver of the only or the foremost motor vehicle forming part of that combination; and

“vehicle combination” means a combination of vehicles made up of one or more motor vehicles and one or more trailers all of which are linked together when travelling.

Permitted variants

17.—(1) Where the circumstances in which a sign shown in a diagram in a Schedule (other than Schedule 6) to these Regulations is to be placed so require or where appropriate in those circumstances, the form of the sign shall or may be varied—

- (a) in the manner (if any) allowed or required in item 4 of the untitled table below or beside the diagram; or
- (b) in the manner allowed or required in column (3) of an item in Schedule 16, if the diagram is one whose number is given in column (2) of that item.

(2) A symbol in the form of a prescribed sign to which direction 7 of the Traffic Signs General Directions 1994 applies shall not be incorporated in a sign in accordance with item 31 of Schedule 16, except in circumstances where it could be placed as a sign in accordance with that direction.

(3) A symbol incorporated as mentioned in paragraph (2) shall or may be varied in the same manner as the sign which the symbol represents or from which it is derived.

(4) In each of the signs shown in diagrams 780, 780.1 and 780.2 the safe height shown on the sign shall be varied where necessary so that it is between 1 ½ and 2 feet (450 to 600 millimetres)

less than the height of the lowest part of the overhead wire, of which the sign gives warning, over the highest part of the surface of the carriageway beneath that wire.

(5) Where a sign shown in a diagram in Schedule 7 indicates a road or a route, and that road or route is temporarily closed, there may be affixed to the sign or to that part of the sign where that road or route is indicated, in order to cancel temporarily the indication, a board coloured red and displaying in white lettering the words “Road temporarily closed” or “Route temporarily closed”.

(6) In this paragraph and paragraphs (7) and (8)—

- (a) “combination sign” means a sign shown in diagram 7201, 7210, 7211, 7212, 7213, 7214, 7215, 7216, 7217, 7218, 7220, 7221, 7230, 7231, 7232, 7233, 7234, 7235, 7236, 7237, 7238, 7239 or 7240;
- (b) “panel” means a sign shown in diagram 7260, 7261, 7262, 7263, 7264, 7270, 7271, 7272, 7273, 7274 or 7275 when used as part of a combination sign and references to a panel whose number is shown in a Table of combinations are to a sign shown in a diagram having a number so shown;
- (c) “permitted combination” means one of the combinations specified in paragraph (8);
- (d) “the table” in relation to a combination sign means the Table of combinations appearing below or beside the diagram in which that sign is shown;
- (e) “top panel” means a panel shown at the top of a combination sign and “bottom panel” means a panel shown at the bottom of such a sign.

(7) If and only if the top and bottom panels of the sign as varied together constitute a permitted combination, a combination sign may be varied in the following ways—

- (a) by substituting for the top panel or, where a top panel is not shown, by adding as a top panel, a panel whose number is shown in item (1) of the table;
- (b) by substituting for the bottom panel or, where a bottom panel is not shown by adding as a bottom panel, a panel whose number is shown in item (2) of the table;
- (c) if the word “none” appears in item (1) of the table, by omitting the top panel;
- (d) if the word “none” appears in item (2) of the table, by omitting the bottom panel.

(8) Each of the following is a permitted combination—

- (a) a top panel whose number appears in item (1) of a column in the table and a bottom panel whose number appears in item (2) of the same column;
- (b) a top panel whose number appears in item (1) of a column in the table and, if the word “none” appears in item (2) of the same column, no bottom panel;
- (c) a bottom panel whose number appears in item (2) of a column in the table and, if the word “none” appears in item (1) of the same column, no top panel;
- (d) if the word “none” appears in both items of the same column of the table, no top panel and no bottom panel.

(9) Where the form of a sign is varied in accordance with these Regulations, the information, warning, requirement, restriction, prohibition or speed limit conveyed to traffic by the sign is varied to accord with the form of the sign as varied.

Illumination of signs

18.—(1) Subject to paragraph (2), every sign shown in a diagram whose number is indicated in column (2) of an item in Schedule 17 shall be illuminated in the manner and at the times described in column (3) of that item.

(2) Where a sign shown in a diagram whose number is indicated in column (2) of an item in Schedule 17 is placed for the purpose of conveying to vehicular traffic a warning, information,

prohibition, restriction or requirement which applies only at certain times, the sign shall be illuminated in accordance with that Schedule only during those times.

(3) Where a sign shown in a diagram whose number is indicated in column (2) of an item in Schedule 17 is illuminated by means of external lighting, then that means of lighting shall be fitted to—

- (a) the sign; or
- (b) the structure on which the sign is mounted or which is otherwise specially provided,

except that if a sign is mounted on a bridge, tunnel or similar structure over a road the means of lighting may alternatively be mounted separately in a manner such as to illuminate the face of the sign effectively.

19.—(1) Nothing in this regulation shall apply to the signs shown in diagrams 560, 561, 776, 781, 5001.1, 5001.2, 5003, 5003.1, 5005 and 5005.1.

(2) Subject to the provisions of regulation 18 and paragraph (1), any sign shown in a diagram in Schedules 1 to 5, 7, 10 and 12—

- (a) when placed as part of a road works scheme must, and
- (b) in other situations may,

be illuminated by the use of retroreflecting material in accordance with the following provisions of this regulation.

(3) Subject to paragraph (4), where retroreflecting material is used on any part of a sign shown in a diagram, all other parts of that sign shall also be illuminated by means of retroreflecting material.

(4) No retroreflecting material shall be applied to—

- (a) any part of a sign coloured black;
- (b) that part of the sign shown in diagram 605.2 which is coloured fluorescent yellow, unless the retroreflecting material is applied to that part in horizontal strips with a gap between each strip, or unless the retroreflecting material is itself also fluorescent;
- (c) that part of a sign shown in diagram 2714 or 2715 which is coloured orange,

and in this paragraph the word “part”, in relation to a sign, means any part of that sign which is uniformly coloured and bounded by parts of a different colour.

Illumination of plates

20.—(1) Where a plate is placed in combination with a sign shown in a diagram in Schedules 1 to 5 or 12, and that sign is illuminated in accordance with regulation 18, the plate shall, subject to paragraph (2), be illuminated by the same means as the sign.

(2) Paragraph (1) shall not apply where the means of lighting provided for the illumination of the sign adequately illuminates the plate.

Illumination of signs shown in diagrams 560 and 561

21.—(1) The signs shown in diagrams 560 and 561 shall not be illuminated by the fitting of a means of internal or external lighting.

(2) A sign shown in a diagram whose number appears in column (2) of an item in the Table and having the dimension specified in column (3) of that item shall be illuminated by either of the methods prescribed in paragraph (3) which are shown in column (4) of the item, and by no other method.

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Table

(1) <i>Item</i>	(2) <i>Diagram number</i>	(3) <i>Dimension</i>	(4) <i>Method of illumination</i>
1.	560	150 millimetres diameter	Paragraph 3(a) or (b)
2.	560	75 millimetres or more but less than 150 millimetres diameter	Paragraph 3(c) or (d)
3.	561	180 square centimetres area	Paragraph 3(b) or (e)

(3) The prescribed methods of illumination are—

- (a) the use of 14 circular reflectors of the corner cube type, each reflector having a diameter of 22 millimetres;
- (b) the use of retroreflecting material extending over the whole surface of the sign;
- (c) the use of a single circular reflector of the corner cube type extending over the whole surface of the sign;
- (d) the use of reflectors consisting of bi-convex lenses extending over the whole surface of the sign; and
- (e) the use of a single rectangular reflector of the corner cube type extending over the whole surface of the sign.

Buses and coaches

22.—(1) In the signs shown in the permitted variants of diagrams 618.1, 618.2, 618.3, 618.3A, 620 and 820, in diagrams 877, 954, 954.1, 954.2, 954.3, 970, 973, 973.1, 974, 975, 1025, 1025.1, 1025.2 and 1025.3 and in the permitted variant of diagram 1028.2 the expressions “bus”, “buses” and “buses and coaches” have the meanings given in paragraphs (2) and (3).

(2) “Buses” in the signs referred to in paragraph (1) means—

- (a) before 1st January 1997—
 - (i) public service vehicles used for the provision of local services or scheduled express services;
 - (ii) school buses; or
 - (iii) works buses; and
- (b) after 31st December 1996—
 - (i) motor vehicles constructed or adapted to carry more than 8 passengers (exclusive of the driver); and
 - (ii) local buses not so constructed or adapted;

and “bus” shall be construed accordingly.

(3) The expression “buses and coaches” referred to in paragraph (1) means until 31st December 1996 vehicles constructed or adapted to carry 12 or more passengers (exclusive of the driver).

Bus lanes

23.—(1) In the sign shown in diagram 962, 962.2, 963, 963.2, 964, 1048 or 1048.1 the expression “bus lane” has the meaning given in paragraphs (2) and (3).

(2) Before 1st January 1997 “bus lane” in the signs referred to in paragraph (1) means a traffic lane reserved for—

- (a) public service vehicles used in the provision of local services or scheduled express services;
- (b) school buses;
- (c) works buses; and
- (d) pedal cycles and taxis where indicated on the sign shown in diagram 958 or 959 and pedal cycles where indicated on the sign shown in diagram 960, 962.2, 963.2 or 1048.1.

(3) After 31st December 1996 “bus lane” in the signs referred to in paragraph (1) means a traffic lane reserved for—

- (a) motor vehicles constructed or adapted to carry more than 8 passengers (exclusive of the driver);
- (b) local buses not so constructed or adapted; and
- (c) pedal cycles and taxis where indicated on the sign shown in diagram 958 or 959 and pedal cycles where indicated on the sign shown in diagram 960, 962.2, 963.2 or 1048.1.

Bus symbols

24.—(1) Before 1st January 1997 the symbol representing a bus (“the bus symbol”) in the sign or the permitted variant of the sign shown in a diagram whose number is indicated in column (2) of an item in the Table refers to the vehicles indicated in column (3) of that item.

Table

(1) <i>Item</i>	(2) <i>Diagram number</i>	(3) <i>Vehicles</i>
1.	952	All motor vehicles constructed or adapted to carry more than 12 passengers (exclusive of the driver), except— <ul style="list-style-type: none"> (a) public service vehicles used in the provision of local services; (b) scheduled express services; (c) school buses; or (d) works buses.
2.	953, the permitted variant of 953.1 with the bus symbol, the permitted variants of 958 and 959 without the legend “local”, 960, 962, 962.2, 963, 963.2 and 970	<ul style="list-style-type: none"> (a) (a) Public service vehicles used in the provision of local services; (b) scheduled express services; (c) school buses; or

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(1) <i>Item</i>	(2) <i>Diagram number</i>	(3) <i>Vehicles</i>
		(d) works buses.
3.	<ul style="list-style-type: none"> (a) (a) The permitted variants of 640.2A, 665 and 666 with the bus symbol; (b) 969 and 2106; (c) the permitted variants of 958 and 959 with the legend “& coaches” placed on the symbol; and (d) the permitted variants of diagrams 832.3, 832.4, 832.5, 832.6 and 832.7 	All motor vehicles constructed or adapted to carry 12 or more passengers (exclusive of the driver).
4.	972	Public service vehicles used in the provision of excursions or tours.

(2) After 31st December 1996 the bus symbol when incorporated into any sign refers to—

- (a) motor vehicles constructed or adapted to carry more than 8 passengers (exclusive of the driver); or
- (b) local buses not so constructed or adapted.

(3) In the signs shown in diagrams 953, the permitted variant of 953.1, 958, 959 and 960 the word “local” on the bus symbol indicates that the road or the traffic lane on or near which the sign has been placed shall be used only by local buses.

SECTION 4

ROAD MARKINGS

Road marking shown in diagram 1003 and its significance

25.—(1) The requirements conveyed to vehicular traffic on roads by the road marking shown in diagram 1003 shall be as follows.

(2) Except as provided by paragraphs (3) and (4), the requirement conveyed by the transverse lines shown in diagram 1003, whether or not they are placed in conjunction with the sign shown in diagram 602 or 1023, shall be that no vehicle shall proceed past such one of those lines as is nearer the major road into that road in a manner or at a time likely to endanger the driver of or any passenger in a vehicle on the major road or to cause the driver of such a vehicle to change its speed or course in order to avoid an accident.

(3) Wherever the transverse lines are placed in conjunction with the sign shown in diagram 602, and that sign is at the same time placed in combination with the sign shown in diagram 778 or 778.1 at a level crossing, then the requirement shall be that no vehicle shall proceed past such one of those lines as is nearer the level crossing in a manner or at a time likely to endanger the driver of or any passenger in a railway vehicle or tramcar, or to cause that driver to change the speed of his vehicle in order to avoid an accident.

(4) Wherever the transverse lines are placed in advance of a point in the road where the width of the carriageway narrows significantly, then the requirement shall be that no vehicle shall proceed past such one of these lines as is nearer to the point of narrowing in a manner or at a time likely to endanger the driver of or any passenger in a vehicle that is proceeding in the opposite direction to the first-mentioned vehicle, or to necessitate the driver of such a vehicle to change its speed or course in order to avoid an accident.

Road markings shown in diagrams 1013.1 and 1013.3 and their significance

26.—(1) A road marking for conveying the requirements specified in paragraph (2) and the warning specified in paragraph (5) shall be of the size, colour and type shown in diagram 1013.1 or 1013.3.

(2) The requirements conveyed by the road marking mentioned in paragraph (1) shall be that—

- (a) subject to paragraph (3), no vehicle shall stop on any length of road along which the marking has been placed at any point between the ends of the marking; and
- (b) subject to paragraph (4), every vehicle proceeding on any length of road along which the marking has been so placed that, as viewed in the direction of travel of the vehicle, a continuous line is on the left of a broken line or of another continuous line, shall be so driven as to keep the first-mentioned continuous line on the right hand or off side of the vehicle.

(3) Nothing in paragraph (2)(a) shall apply—

(a) so as to prevent a vehicle stopping on any length of road so long as may be necessary for any of the following purposes—

- (i) to enable a person to board or alight from the vehicle,
- (ii) to enable goods to be loaded on to or to be unloaded from the vehicle,
- (iii) to enable the vehicle to be used in connection with—

- (a) any building operation or demolition;
- (b) the removal of any obstruction to traffic;
- (c) the maintenance, improvement or reconstruction of that length of road; or
- (d) the laying, erection, alteration or repair in or near 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 telecommunications apparatus as defined in paragraph 1(1) of Schedule 2 to the Telecommunications Act 1984(23),

if the vehicle cannot be used for such a purpose without stopping on the length of road;

- (b) so as to prevent a vehicle stopping in a lay-by;
- (c) to a vehicle for the time being used for fire brigade, ambulance or police purposes;
- (d) to a pedal bicycle not having a sidecar attached thereto, whether additional means of propulsion by mechanical power are attached to the bicycle or not;
- (e) to a vehicle stopping in any case where the person in control of the vehicle is required by law to stop, or is obliged to do so in order to avoid an accident, or is prevented from proceeding by circumstances outside his control;
- (f) to anything done with the permission or at the direction of a constable in uniform or in accordance with the direction of a traffic warden; or
- (g) to a vehicle on a road with more than one traffic lane in each direction.

(4) Nothing in paragraph (2)(b) shall be taken to prohibit a vehicle from being driven across, or so as to straddle, the continuous line referred to in that paragraph, if it is safe to do so and if necessary to do so—

- (a) to enable the vehicle to enter, from the side of the road on which it is proceeding, land or premises adjacent to the length of road on which the line is placed, or another road joining that road;
- (b) in order to pass a stationary vehicle;
- (c) owing to circumstances outside the control of the driver;
- (d) in order to avoid an accident;
- (e) in order to pass a road maintenance vehicle which is in use, is moving at a speed not exceeding 10 miles per hour, and is displaying to the rear the sign shown in diagram 610 or 7403;
- (f) in order to pass a pedal cycle moving at a speed not exceeding 10 miles per hour;
- (g) in order to pass a horse that is being ridden or led at a speed not exceeding 10 miles per hour; or
- (h) for the purposes of complying with any direction of a constable in uniform or a traffic warden.

(5) The warning conveyed by the road marking mentioned in paragraph (1) shall be that no vehicle while travelling next to a broken line placed on the left of a continuous line, as viewed in the direction of travel of the vehicle, should cross or straddle the first-mentioned line unless it is seen by the driver of the vehicle to be safe to do so.

Permitted variants

27.—(1) Where the circumstances in which a road marking shown in a diagram in Schedule 6 is to be placed so require or where appropriate in those circumstances, the form of the marking shall or may be varied as follows

- (a) in the manner (if any) allowed or required in item 4 of the untitled table below or beside the diagram; or
- (b) in the manner allowed or required in column (3) of an item in Schedule 16, if the diagram is one whose number is given in column (2) of that item.

(2) In the road marking shown in diagram 1035, route numbers, place names and the direction in which any arrow-head points shall be varied to accord with the circumstances but the words “turn left”, “ahead” or “turn right” shall not be included in the marking.

(3) Where the form of a road marking is varied in accordance with this regulation, the information, warning, requirement, restriction, prohibition or speed limit conveyed by the marking is varied to accord with the form of marking as varied.

Illumination of road markings

28.—(1) Subject to paragraph (2) a road marking shown in diagram 1001, 1002.1, 1003, 1003.1, 1003.3, 1003.4, 1004, 1004.1, 1005, 1005.1, 1008, 1008.1, 1009, 1010, 1012.1, 1012.2, 1012.3, 1013.1, 1013.3, 1014, 1022, 1023, 1024, 1024.1, 1036.1, 1036.2, 1037.1, 1039, 1040, 1040.2, 1040.3, 1040.4, 1040.5, 1041, 1042, 1046, 1049, 1060, 1060.1, 1061 or 1061.1 shall be illuminated with retroreflecting material.

(2) Paragraph (1) shall not apply to a road marking shown in diagram 1003, 1023 or 1049 when varied for use on a cycle track as defined in the Highways Act 1980 or The Roads (Scotland) Act 1984.

(3) Subject to paragraph (4), studs incorporating reflectors or retroreflecting material and so spaced as to form a single line of studs not less than 3 nor more than 4.5 metres apart shall be fitted—

(a) between the two lines constituting the marking shown in diagram 1013.1 unless that marking—

(i) is placed on an automatic level crossing;

(ii) is placed on a length of the road situated within 90 metres of the transverse stop line shown in diagram 1001 provided in association with any such crossing; or

(iii) is so placed that the continuous lines shown in version B of diagram 1013.1 are more than 175 millimetres apart and are separated by an area of cross-hatching so shown;

(b) between the two continuous parallel lines forming part of the marking shown in diagram 1013.3.

(4) Where the marking shown in diagram 1013.1 is placed in any of the cases referred to in paragraphs (i), (ii) and (iii) of paragraph (3)(a) then the studs mentioned in paragraph (3) shall be fitted either in opposite pairs within the width of each of the two lines or in a single line between them.

(5) Subject to the foregoing provisions of this regulation, and to paragraph (6), any road marking may be illuminated with retroreflecting material, and studs incorporating reflectors or retroreflecting material may be used with a road marking shown in diagram 1004, 1004.1, 1005, 1005.1, 1008, 1008.1, 1009, 1010, 1012.1, 1012.2, 1012.3, 1025.2, 1025.3, 1035, 1040, 1040.2, 1040.3, 1040.4, 1040.5, 1041 or 1042 in such a manner that any such stud shall not be fitted to any part of the marking coloured white or yellow but shall be applied to the surface of the carriageway in the gaps between parts of the marking.

(6) In the case of a road marking shown in diagram 1012.1, 1012.2, 1012.3 or 1042 the studs shall, if fitted, be applied to the surface of the carriageway at the side of and adjacent to the line shown in the diagram.

(7) Reflectors or retroreflecting material incorporated in studs shall be white except that in the case of studs used with a road marking shown in diagram 1009, 1010, 1012.1, 1012.2, 1012.3, 1025.2, 1025.3, 1040.3, 1041 or 1042 the reflectors or retroreflecting material shall reflect—

(a) red light where the near side edge of a carriageway is indicated to drivers of approaching vehicles, or when placed in conjunction with the markings shown in diagrams 1041 and 1042 to indicate the off side edge of a carriageway;

(b) amber light to indicate the off side edge of a carriageway which is contiguous to a central reservation or to traffic cones or cylinders at road works or the road marking shown in diagram 1040.3, or which carries traffic in one direction only; and

(c) green light when placed in conjunction with a road marking shown in diagram 1009, 1010, 1025.2 or 1025.3 where the edge of any part of the carriageway available for through traffic at a road junction, a lay-by or a parking place is so indicated to drivers of approaching vehicles.

(8) The colour of the parts of the stud other than the reflectors or retroreflecting material shall either be the same as the reflectors or retroreflecting material, or be white, or be a natural metallic finish or other neutral colour, or shall be fluorescent green/yellow in the case of studs placed temporarily at road works.

Height of road markings and size of studs

29.—(1) The size and shape of a stud incorporating reflectors or retroreflecting material shall be such that the part which is visible above the surface of the road can be contained within—

- (a) an overall length in the direction of travel of traffic of not less than 35 millimetres and not exceeding 250 millimetres; and
 - (b) an overall width of not less than 84 millimetres and not exceeding 230 millimetres.
- (2) No road marking or stud shall project above the surface of the adjacent carriageway more than 6 millimetres at any point except—
- (a) a depressible stud, which shall not project above that surface more than 25 millimetres at its highest point, whether depressed or not;
 - (b) a non-depressible stud, which shall not project above that surface more than 20 millimetres at its highest point;
 - (c) the road marking shown in diagram 1003.4, which shall not project above that surface more than 125 millimetres at its highest point or 6 millimetres at its perimeter;
 - (d) the road marking shown in diagram 1012.2, the raised ribs on which shall project above the surface of the remainder of the marking by 11 millimetres; or
 - (e) the road marking shown in diagram 1012.3, the raised ribs on which shall project above the surface of the remainder of the marking by 8 millimetres; and
 - (f) the road marking shown in diagram 1049.1, the height of which above the surface of the adjacent carriageway shall be within the range of dimensions indicated on the second part of that diagram illustrating the cross-section of the marking.
- (3) In this regulation, the expression “depressible stud” means a stud so fitted that the height by which it, or part of it, projects above the surface of the adjacent carriageway is apt to be reduced when pressure is applied to the stud from above; and “non-depressible stud” and “depressed” shall be construed accordingly.

SECTION 5

LIGHT SIGNALS AND WARNING LIGHTS

Use of different types of light signals

30.—(1) Light signals used for the control of vehicular traffic shall be of the size, colour and type prescribed in paragraph (2), (3), (5), (7) or (9).

(2) Subject to regulation 31, light signals used to control vehicular traffic at road junctions, at places where the headroom or the width of the road is permanently restricted, or at places where pedestrians cross the road (other than Pelican crossings) shall be of the size, colour and type shown in diagram 3000, 3000.3, 3000.4, 3000.5 or 3000.6 and be illuminated in the sequence prescribed in paragraph (4).

(3) Light signals used to control vehicular traffic consisting solely of pedal cycles shall be of the size, colour and type shown in diagram 3000.2 and be illuminated in the sequence prescribed in paragraph (4).

(4) The sequence of illumination of the lights shown by the signals prescribed in paragraphs (2) and (3) shall be as follows—

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

provided that where the light signals are varied as prescribed in regulation 31, the green arrow shown in diagram 3000.4 or 3000.6 and shown as a permitted variant of diagram 3000.3 or 3000.5 or

one of the green arrows shown as a permitted variant of diagram 3000.3, 3000.4 or 3000.6 may be illuminated while any of the lights referred to in sub-paragraphs (a), (b), (c) and (d) are illuminated.

(5) Light signals used to control vehicular traffic entering or proceeding along a motorway or dual carriageway road shall be—

- (a) of the size, colour and type shown in diagram 6031.1 or 6032.1; and
- (b) operated as prescribed in paragraph (6).

(6) The operating requirements for the light signals prescribed in paragraph (5) are that—

- (a) each lamp shall show an intermittent red light at a rate of flashing of not less than 60 nor more than 90 flashes per minute, and in such a manner that the lights of one vertical pair are always shown when the lights of the other vertical pair are not shown; and
- (b) the red cross or the white symbol shown in diagram 6031.1 or 6032.1 shall be illuminated by a steady light when the red lights are flashing.

(7) Light signals used to control road traffic at level crossings, swinging or lifting bridges, tunnels, airfields or in the vicinity of premises used regularly by fire, police or ambulance service vehicles shall be—

- (a) of the size, colour and type shown in diagram 3014; and
- (b) illuminated in the sequence prescribed in paragraph (8).

(8) The sequence for the illumination of the light signals prescribed in paragraph (7) shall be as follows—

- (a) a single steady amber light,
- (b) two intermittent red lights, each of which will be shown at a rate of flashing of not less than 60 nor more than 90 flashes per minute, and in such a manner that one light is always shown when the other light is not shown.

(9) Light signals used to control tramcars shall—

- (a) be of the size, colour and type shown in diagram 3013; and
- (b) display the aspects shown in diagrams 3013.1, 3013.2, 3013.3, 3013.4 and 3013.5 in the sequence prescribed in paragraph (10).

(10) The sequence for the illumination of the light signals prescribed in paragraph (9) shall be as follows—

- (a) the horizontal line shown in diagram 3013.1,
- (b) the vertical line shown in diagram 3013.2 or either of the diagonal lines shown in diagram 3013.3 or 3013.4,
- (c) the central circle shown in diagram 3013.5.

(11) When the light signals prescribed in paragraph (9) (“tram signals”) are affixed to the light signals mentioned in paragraph (2) (“standard signals”) in the manner shown in diagram 3000.3, 3000.4, 3000.5 or 3000.6 their aspect may be such that they convey to the driver of a tramcar a significance (within the meaning of regulation 33) which is different from that conveyed at the same time to the drivers of other vehicular traffic by the aspect of the standard signals to which the tram signals are affixed.

Permitted variants of green arrow light signals

31.—(1) A lens or lenses of the size and colour shown in either diagram 3001 or 3001.1 which, when illuminated, shows a green arrow

- (a) may be substituted for the lens showing the green light in the light signals referred to in regulation 30(2) using any of the methods shown in diagram 3003, 3005, 3006, 3011.1 or 3011.2; or
 - (b) may be affixed to the light signals referred to in regulation 30(2) or to those signals as altered in accordance with sub-paragraph (a) using any of the methods shown in diagram 3000.4, 3000.6, 3002, 3004, 3005, 3006, 3007, 3008, 3009.1, 3011.1 or 3011.2.
- (2) The direction of the arrow prescribed as the permitted variant of diagram 3000.3 and shown in diagram 3000.4 may be varied so that the head of the arrow points to any position on the 90° arc shown in diagram 3002 or 3004.
- (3) The direction of the arrow prescribed as the permitted variant of diagrams 3000 and 3000.5 and shown in diagram 3000.6 may be varied so that the head of the arrow points to any position on the 180° arc shown in diagram 3003 or 3009.1.
- (4) The direction of any arrow prescribed as a permitted variant of diagrams 3000.3 and 3000.4 where the arrow is substituted for the green light may be varied so that the head of the arrow points to any position on the 90° arcs shown in diagram 3005 or 3006, provided that there is a difference of not less than 45° between the directions in which paired arrows point.
- (5) The direction of either of the green arrows included in diagram 3000.4, where the sign shown in that diagram has been varied by the substitution of a green arrow for the tram signal aspect, may be varied so that the head of the arrow points to any position on the 45° arcs shown in diagram 3007 or 3008 provided that there is a difference of not less than 45° between the directions in which paired arrows point.
- (6) The direction of either of the green arrows included in diagram 3000.6, where the sign shown in that diagram has been varied by the substitution of a green arrow for the tram signal aspect, may be varied so that—
- (a) when the arrows are illuminated and extinguished simultaneously, the head of the upper arrow may point in any direction on the 135° arc and the head of the lower arrow may point in any direction on either of the two 45° arcs shown in diagram 3011.1, provided that there is a difference of not less than 45° between the directions in which the two arrows point ; and
 - (b) when the arrows are illuminated and extinguished independently, the head of either of the arrows may point in any direction on the two 180° arcs shown in diagram 3011.2, provided that there is a difference of not less than 45° between the directions in which the two arrows point.

Portable light signals

32. Portable light signals—

- (a) shall be of the size, colour and type shown in diagram 3000.1; and
- (b) shall be illuminated in the sequence prescribed by regulation 30(4).

Significance of light signals

33.—(1) The significance of the light signals prescribed in paragraphs (2) and (3) of regulation 30 and in regulation 32 shall be as follows—

- (a) except as provided in sub-paragraphs (b), (f) and (g) the red signal shall convey the prohibition that vehicular traffic other than tramcars shall not proceed beyond the stop line;
- (b) when a vehicle is being used for fire brigade, ambulance or police purposes and the observance of the prohibition conveyed by the red signal in accordance with sub-paragraph (a) would be likely to hinder the use of that vehicle for the purpose for which it

is being used, then sub-paragraph (a) shall not apply to the vehicle, and the red signal shall convey the prohibition that that vehicle shall not proceed beyond the stop line in a manner or at a time likely to endanger any person or to cause the driver of any vehicle proceeding in accordance with the indications of light signals operating in association with the signals displaying the red signal to change its speed or course in order to avoid an accident;

- (c) except as provided in sub-paragraph (f), the red-with-amber signal shall denote an impending change to green or a green arrow in the indication given by the signals but shall convey the same prohibition as the red signal;
- (d) the green signal shall indicate that vehicular traffic other than tramcars may proceed beyond the stop line and proceed straight on or to the left or to the right;
- (e) the amber signal shall, when shown alone, convey the same prohibition as the red signal, except that, as respects any vehicle other than a tramcar which is so close to the stop line that it cannot safely be stopped without proceeding beyond the stop line, it shall convey the same indication as the green signal or green arrow signal which was shown immediately before it;
- (f) save as provided in sub-paragraph (g), the green arrow signal shall indicate that vehicular traffic other than tramcars may, notwithstanding any other indication given by the signals, proceed beyond the stop line only in the direction indicated by the arrow for the purpose of proceeding in that direction through the junction controlled by those signals; and
- (g) where more than one green arrow is affixed to light signals in accordance with regulation 31(1)(b), vehicular traffic other than tramcars may, notwithstanding any other indication given by the signals, proceed beyond the stop line only in the direction indicated by any one of the green arrows for the purpose of proceeding in that direction through the junction controlled by those signals.

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

(3) The significance of the light signals prescribed in regulation 30(5) shall be as follows—

- (a) when placed beside the carriageway of a road, they shall convey the prohibition that vehicular traffic (other than vehicles being used in the circumstances described in paragraph (1)(b)) shall not proceed beyond the signals; and
- (b) when displayed on a gantry over the carriageway, they shall convey the prohibition that vehicular traffic (other than vehicles being used in the circumstances described in paragraph (1)(b)) proceeding in the traffic lane immediately below the signals shall not proceed beyond them in that lane,

and for the purposes of this paragraph light signals which are mounted on a post situated beside the carriageway but which are projected over it or part of it shall be treated as light signals placed beside the carriageway of that road.

(4) The significance of the light signals prescribed in regulation 30(7) shall be as follows—

- (a) the amber signal shall convey the prohibition that traffic shall not proceed beyond the stop line on the carriageway, except for a vehicle which is so close to the stop line that it cannot safely be stopped without proceeding beyond the stop line; and
- (b) the intermittent red signals shall convey the prohibition that traffic shall not proceed beyond the stop line.

(5) The significance of the light signals prescribed in regulation 30(9) shall be as follows—

- (a) the aspect shown in diagram 3013.1 shall convey the prohibition that a tramcar shall not proceed beyond the stop line;

- (b) the aspect shown in diagram 3013.2 shall indicate that a tramcar may proceed beyond the stop line and proceed straight ahead;
 - (c) the aspect shown in diagram 3013.3 shall indicate that a tramcar may proceed beyond the stop line and proceed to the left;
 - (d) the aspect shown in diagram 3013.4 shall indicate that a tramcar may proceed beyond the stop line and proceed to the right; and
 - (e) the aspect shown in diagram 3013.5 shall convey the prohibition that a tramcar shall not proceed beyond the stop line except that, as respects a tramcar which is so close to the stop line that it cannot safely be stopped without proceeding beyond the stop line, it shall convey the same indication as the aspect which was shown immediately before it.
- (6) In this regulation—
- (a) “primary signals” means light signals erected on or near the carriageway of a road and sited near either one or both ends of the stop line, or if there is no stop line, sited at either or both edges of the carriageway or part of the carriageway which is in use by traffic approaching and controlled by the signals;
 - (b) “secondary signals” means light signals erected on or near the carriageway facing traffic approaching from the direction of the primary signals but sited beyond those signals as viewed from the direction of travel of such traffic;
 - (c) “stop line” in relation to light signals means the road marking shown in diagram 1001 placed on a carriageway in conjunction with those light signals being either primary signals alone, or secondary signals alone or both primary and secondary signals and, where no stop line is provided or the stop line is not visible, references in the preceding paragraphs of this regulation to the stop line are—
 - (i) in a case where the sign shown in diagram 7011 is placed in conjunction with the light signals, to be treated as references to that sign; and
 - (ii) in any other case, to be treated as references to the post or other structure on which the primary signals are mounted; and
 - (d) any reference to light signals, to the signals or to a signal of a particular colour is, where secondary signals have been placed, a reference to the light signals displayed by both the primary and secondary signals or, as the case may be, by the primary signals operating without the secondary signals or by the secondary signals operating without the primary signals.

Light signals for lane control of vehicular traffic

34.—(1) A light signal placed above the carriageway and facing the direction of oncoming vehicular traffic used for the control of that traffic proceeding along the traffic lane over which those signals have been placed shall be of the size, colour and type shown in diagram 5001.1, 5001.2, 5003, 5003.1, 5005 or 5005.1.

(2) The height of the centre of each light signal from the surface of the carriageway in the immediate vicinity shall be not less than 5.5 metres nor more than 9 metres.

- (3) The signals prescribed by this regulation shall be so designed that—
- (a) the red cross shown in diagram 5003 or 5003.1 (“the red cross”) can be internally illuminated in such a manner as to show a steady red light;
 - (b) the green arrow shown in diagram 5001.1 or 5001.2 (“the downward green arrow”) can be internally illuminated in such a manner as to show a steady green light;
 - (c) the white arrow shown in diagram 5005 or 5005.1 (“the diagonal white arrow”) can be internally illuminated in such a manner as to show a steady white light; and

- (d) whenever one of the signals referred to in sub-paragraphs (a) to (c) is illuminated neither of the other signals referred to in those sub-paragraphs shall be illuminated when placed over the same traffic lane.
- (4) The significance of the light signals prescribed in this regulation shall be as follows—
 - (a) the red cross shall convey to vehicular traffic proceeding in the traffic lane above which it is displayed the prohibition that such traffic shall not proceed beyond the red cross in the traffic lane until that prohibition is cancelled by a display over that traffic lane of the downward green arrow or diagonal white arrow or by a display over that traffic lane or beside the carriageway of the traffic sign shown in diagram 5015 or 6001;
 - (b) the downward green arrow shall convey to vehicular traffic proceeding in the traffic lane above which it is displayed the information that such traffic may proceed or continue to do so in the lane beneath the arrow; and
 - (c) the diagonal white arrow shall convey to vehicular traffic proceeding in the traffic lane above which it is displayed the warning that such traffic should move into the adjacent traffic lane in the direction indicated by the arrow as soon as traffic conditions permit.

Warning signal for motorways and dual carriageway roads

35.—(1) A traffic sign for conveying the warning specified in paragraph (2) to vehicular traffic on a motorway or a dual carriageway road shall be a light signal of the size, colour and type shown in diagram 6023.

- (2) The warning conveyed by the light signal shall be that—
 - (a) there is a hazard ahead on the motorway or dual carriageway road; and
 - (b) drivers should drive at a speed which does not exceed 30 miles per hour until they are certain that the hazard has been passed or removed.
- (3) When the light signal prescribed by this regulation is operated, each lamp shall show an intermittent amber light at a rate of flashing of not less than 60 nor more than 90 flashes per minute and in such a manner that one light is always shown when the other light is not shown.

Matrix signs for motorways and dual carriageway roads

36.—(1) In this regulation “matrix sign” means a sign shown in a diagram in Part I of Schedule 11 for conveying to traffic on motorways and dual carriageway roads information or a warning, requirement, restriction, prohibition or speed limit—

- (a) relating to or arising out of temporary hazardous conditions on or near the motorway or dual carriageway road; and
- (b) specified under a diagram contained in Part I of that Schedule.
- (2) A matrix sign shall be a light signal and shall be of the size, colour and type prescribed by this regulation and shown in a diagram in Part I of Schedule 11.
- (3) Where a matrix sign is placed beside the carriageway of a road the warning, requirement, restriction, prohibition or speed limit conveyed by the sign shall apply to all vehicular traffic facing that sign and proceeding along the carriageway beside which the sign is placed.
- (4) For the purposes of this regulation a sign which is mounted on a post situated beside the carriageway but is projected over it or part of it shall be treated as a sign placed beside the carriageway of that road.
- (5) Where a matrix sign mounted on a gantry or other structure is so placed that a traffic lane of the carriageway passes directly beneath it, the warning, requirement, restriction, prohibition or

speed limit conveyed by the sign shall apply only to vehicular traffic facing that sign and proceeding along the traffic lane passing directly beneath it.

(6) The legend or symbol in a matrix sign shall be displayed by means of white or off-white light and except in the case of the sign shown in diagram 6012 shall be accompanied by the four lamps prescribed in paragraph (7).

(7) The four lamps mentioned in paragraph (6)—

- (a) shall be of the size, colour and type shown in diagram 6022 when placed beside the carriageway or in diagram 6021 when mounted on a gantry or other structure over the carriageway; and
- (b) when a matrix sign other than the one shown in diagram 6012 is displayed, each lamp shall show an intermittent amber light at a rate of flashing of not less than 60 nor more than 90 flashes per minute and in such a manner that one horizontal pair of lights is always shown when the lights of the other horizontal pair of lights is not shown.

Light signals for pedestrians

37.—(1) Light signals for conveying to pedestrians the information mentioned in paragraph (3) shall be of the size, colour and type shown in diagram 4002.

(2) The signals shall be so designed that—

- (a) the red figure shown in diagram 4002 (“the red signal”) can be internally illuminated by a steady light;
- (b) the green figure shown in diagram 4002 (“the green signal”) can be internally illuminated by a steady light;
- (c) when one signal is illuminated the other signal is not illuminated; and
- (d) the green signal is and remains illuminated only for so long as there is conveyed to vehicular traffic a requirement, prohibition or restriction against entering that part of the carriageway across which the light signals for pedestrians are facing, being a requirement, prohibition or restriction indicated by—
 - (i) the light signals prescribed in paragraphs (2), (3) or (9) of regulation 30;
 - (ii) the light signals prescribed in regulation 30(2) varied in accordance with regulation 31 as respects the direction of the green arrow; or
 - (iii) a traffic sign shown in diagram 606, 612, 613 or 616.

(3) The period during which, in the interests of safety, pedestrians—

- (a) should not cross the carriageway shall be shown by the red signal during such time as it is illuminated; and
- (b) may cross the carriageway shall be shown by the green signal during such time as it is illuminated by the steady light.

(4) Any audible signal emitted by any device for emitting audible signals provided in conjunction with the green signal, and any tactile signal made by any device for making tactile signals similarly provided, shall convey to pedestrians the information mentioned in paragraph (3)(b).

(5) A sign of the size, colour and type shown in diagram 4003 shall during such time as the word “WAIT” is illuminated indicate to pedestrians the warning mentioned in sub-paragraph (a) of paragraph (3).

38.—(1) Light signals conveying to pedestrians at level crossings the prohibition mentioned in paragraph (2) shall be of the size, colour and type shown in diagram 4006 and so designed that—

- (a) the red figure shown in diagram 4006 is internally illuminated by an intermittent red light which is shown at a rate of flashing of not less than 60 nor more than 90 flashes per minute; and
- (b) the red figure is illuminated only when the intermittent red lights prescribed in regulation 30(8)(b) are illuminated.

(2) The red figure when illuminated in the manner described in paragraph (1) shall convey the prohibition that pedestrians shall not proceed beyond the transverse road marking shown in diagram 1003.2 on the footway or diagram 1001 on the carriageway.

School crossing patrol signs and warning lights

39.—(1) A sign which is exhibited by a school crossing patrol for the purpose of stopping any vehicle in accordance with section 28 of the 1984 Act shall be of the size, colour and type shown in diagram 605.2.

(2) A sign for conveying a warning to vehicular traffic, which is approaching a place in a road where children on their way to or from school or on their way from one part of a school to another cross or seek to cross that road (“a crossing place”), that the crossing place lies ahead and is being patrolled by a school crossing patrol or is otherwise in use by such children—

- (a) shall be a light signal of the size, colour and type shown in diagram 4004, each lamp of which when operated shall show an intermittent amber light at a rate of flashing of not less than 60 nor more than 90 flashes per minute and in such a manner that one light is always shown when the other light is not shown; and
- (b) may be erected on or near part of the road in advance of a crossing place in relation to oncoming traffic.

Cattle crossing signs and warning lights

40.—(1) A sign of the size, colour and type shown in diagram 4005 may be erected on or near a road in advance of a place in that road where cattle under the supervision of a herdsman on their way from one part of a farm to another cross the road (“a cattle crossing”) to convey to oncoming traffic the warning specified in paragraph (2).

(2) The warning conveyed by the sign shall be that—

- (a) a cattle crossing lies ahead and may be in use; and
- (b) traffic should be prepared to stop.

(3) When the sign is operated, each lamp shall show an intermittent amber light at a rate of flashing of not less than 60 nor more than 90 flashes per minute and in such a manner that one light is always shown when the other light is not shown.

SECTION 6

MISCELLANEOUS TRAFFIC SIGNS

Certain temporary signs

41.—(1) A temporary sign shall be of such size, colour and type as is specified in this regulation.

(2) The shape of a temporary sign shall be—

- (a) rectangular;
- (b) rectangular but with the corners rounded; or
- (c) pointed at one end but otherwise rectangular in accordance with (a) or (b).

- (3) A temporary sign may incorporate—
- (a) wording;
 - (b) numerals;
 - (c) arrows or chevrons;
 - (d) any appropriate symbol taken from any diagram in any Schedule; and
 - (e) the arms, badge or other device of a traffic authority, police authority or an organisation representative of road users,

and shall be of a size appropriate to the circumstances in which it is placed.

(4) Every letter and numeral incorporated in a temporary sign other than any letter incorporated in the sign in accordance with paragraph (3)(e) shall be not less than 40 nor more than 350 millimetres in height, and every arrow so incorporated shall be not less than 250 nor more than 1000 millimetres in length.

(5) Every letter, numeral, arrow, chevron or symbol, other than a sign shown in a diagram in Schedules 1 to 5 when used as a symbol, incorporated in a temporary sign shall be—

- (a) black on a background of white or of yellow;
- (b) white on a blue background;
- (c) blue on a white background;
- (d) if the sign conveys information or warnings of the kind mentioned in sub-paragraphs (c) or (d) of paragraph (7), white on a red background, except where it is placed on a motorway when it shall be black on a yellow background; or
- (e) if the sign is a variable message sign, yellow on a black background or black on a yellow background, except when the sign is not in use when it shall display a plain black or grey face.

(6) No temporary sign shall convey to traffic any information, warning, requirement, restriction or prohibition of a description which can be conveyed either by a sign shown in a diagram in Schedules 1 to 12 or by a sign so shown placed in combination or in conjunction with another sign so shown in such a diagram.

(7) In this regulation “temporary sign” means a sign placed temporarily on or near a road for conveying to traffic—

- (a) information as respects deviations or alternative traffic routes;
- (b) information as respects the route which may conveniently be followed on the occasion of a sports meeting, exhibition or other public gathering which in each case it is anticipated will attract a considerable volume of traffic;
- (c) information as to the date from which works are to be executed on or near a road;
- (d) information or warnings as to the avoidance of any temporary hazards occasioned by works being executed on or near a road, by adverse weather conditions or other natural causes, by the failure of street lighting or by malfunction of or damage to any apparatus, equipment or facility used in connection with the road or anything situated on, near or under it or by damage to the road itself; or
- (e) requests for information by the police in connection with a road traffic accident.

Flashing beacons

42.—(1) A beacon—

- (a) showing an intermittent amber light and placed in combination with a temporary sign within the meaning of regulation 41 or the sign shown in diagram 562, 610, 7001, 7009,

7010, 7012, 7013, 7019, 7020, 7021 or 7022, and in compliance with the requirements in paragraph (2); or

- (b) showing an intermittent blue light and placed by a constable or a person acting under instructions (whether general or specific) of the chief officer of police in combination with a sign shown in diagram 606, 609, 610, 616, 633, 829.1, 829.2, 829.3, 829.4 or 7105, and in compliance with (c) and (d) of the requirements in paragraph (2),

shall convey the warning that drivers of vehicles should take special care.

(2) The requirements mentioned in paragraph (1) are—

- (a) the peak intensity of light emitted by the lens or lenses of each such beacon shall be—
 - (i) if the period between individual flashes does not exceed of a second, not less than 100 candela on the principal axis of the relevant lens;
 - (ii) if the period between individual flashes exceeds of a second, not less than 2000 candela on the principal axis; or
 - (iii) if the period between the cessation of a double flash and the start of the succeeding double flash exceeds of a second, not less than 1000 candela on the principal axis;
- (b) each lens shall be of such a shape and size that the perimeter of its area projected horizontally onto a vertical plane shall be capable of lying wholly inside a square having sides of 200 millimetres in length and wholly outside a square having sides of 100 millimetres in length;
- (c) the height of the centre of the lenses from the surface of the carriageway in the immediate vicinity shall be not less than 800 nor more than 1500 millimetres; and
- (d) the rate of flashing shall be not less than 40 nor more than 150 individual or double flashes per minute.

Road danger lamps

43.—(1) A lamp showing a steady or intermittent amber light which—

- (a) conforms to British Standard Specification BS3143: Part 1: 1985 amended by Amendment No.1 dated February 1985; or BS3143: Part 2: 1990; or an equivalent specification of a European Economic Area State; and
- (b) is illuminated separately and by a single source of light,

shall indicate to traffic the limits of a temporary obstruction of the road and in this regulation is called a “road danger lamp”.

(2) The height of the centre of each lens of a road danger lamp from the surface of the road in the immediate vicinity of the lamp shall not exceed 1500 millimetres where the speed limit on the road is 40 miles per hour or less, or 1200 millimetres where the speed limit on the road is more than 40 miles per hour.

(3) Where a road danger lamp which shows an intermittent light is placed—

- (a) within 50 metres of a street lamp lit by electricity on a road subject to a speed limit of 40 miles per hour or less, the lamp shall operate in such a way that the rate of flashing shall be not less than 40 nor more than 150 flashes per minute; and
- (b) on roads other than those mentioned in sub-paragraph (a), the rate of flashing shall be not less than 900 flashes per minute.

Cones, delineators and cylinders

44.—(1) The sign shown in diagram 7101 shall, subject to paragraph (2), consist of a conically shaped device made of rubber or flexible plastic material of which—

- (a) the base is coloured red, black, grey or brown;
- (b) the base is a polygon having not more than eight sides, which would be contained wholly within a circle with a diameter of three quarters of the height of the device; and
- (c) the part of the device coloured white is illuminated with white retroreflecting material,

and information about the manufacture of the sign required in order to comply with British Standard Specification BS 873: Part 8: 1985 or an equivalent specification of a European Economic Area State, occupying an area not exceeding 30 square centimetres, may be indicated on the part of the sign coloured white in characters not exceeding 5 millimetres in height, at least 90% of the remaining area of white colour shall be illuminated with white retroreflecting material, and the part of the device coloured red may be illuminated with red retroreflecting material.

(2) A rotating device which is red and not illuminated by means of retroreflecting material and which displays one or more of the signs shown in diagram 560 or 561, which shall be coloured amber, intermittently while rotating and constantly while static, may be mounted on top of the sign shown in diagram 7101.

(3) The sign shown in diagram 7102 shall consist of a device made of rubber or flexible plastic material of which—

- (a) the base is coloured red, black, grey or brown, except that a white line 100 millimetres wide at an angle of not more than 60° to the road surface and illuminated with retroreflecting material may be marked on one side of the base at right angles to the face of the device;
- (b) the base has a maximum width (measured parallel to the face of the device) of three quarters of the height of the device, a minimum length of three quarters of the height of the device and is no more than 70 millimetres high at the outermost edge; and
- (c) the part of the device coloured white is illuminated with white retroreflecting material,

and information about the manufacture of the sign required in order to comply with British Standard Specification BS 873: Part 8: 1985 or an equivalent specification of a European Economic Area State, occupying an area not exceeding 30 square centimetres, may be indicated on the part of the sign coloured white in characters not exceeding 5 millimetres in height and, if only one side of the device is illuminated in accordance with this paragraph, the reverse side shall be coloured red or grey in material which is not retroreflecting, and the part of the device coloured red may be illuminated with red retroreflecting material.

(4) The sign shown in diagram 7103 shall consist of a cylindrically shaped device made of rubber or flexible plastic material and—

- (a) the part of the device coloured white shall be illuminated with white retroreflecting material; and
- (b) information about the manufacture of the sign required in order to comply with British Standard Specification BS 873: Part 8: 1985 or an equivalent specification of a European Economic Area State, occupying an area not exceeding 30 square centimetres, may be indicated on the part of the sign coloured white in characters not exceeding 5 millimetres in height, and at least 90% of the remaining area of white colour shall be illuminated with white retroreflecting material; and
- (c) the part of the device coloured red may be illuminated with red retroreflecting material.

Refuge indicator lamps

45. A lamp in the form of an illuminated spherical globe for conveying the warning that drivers of vehicles are approaching a street refuge may be placed subject to the following conditions—

- (a) the globe shall be white;
- (b) the globe shall have a diameter of not less than 290 nor more than 310 millimetres; and
- (c) the height of the centre of the globe above the surface of the carriageway in the immediate vicinity shall be not less than 3800 millimetres nor more than 5000 millimetres.

Variable message signs

46.—(1) A device may display at different times—

- (a) a sign shown in a diagram in Schedules 1 to 5, 7, 11 or 12;
- (b) a legend of a type shown in Schedule 15 in accordance with the provisions of that Schedule; or
- (c) a blank grey or a blank black face,

and in these Regulations such a device is referred to as a “variable message sign”.

(2) A variable message sign shall be of a size appropriate to display the messages referred to in sub-paragraphs (a) and (b) of paragraph (1), having regard to the normal speed of traffic on the road on or near which the sign is situated.

(3) If the construction or method of operation of a variable message sign prevents the sign from being displayed in the colours shown for it in the appropriate diagram in Schedules 1 to 5, 7, Part I of Schedule 11 or Schedule 12, a black legend or symbol on a white or yellow background may be displayed as a white, off-white or yellow legend or symbol on a dark background, provided that any red triangle or red circle forming part of the sign is retained.

(4) When a variable message sign displays the sign shown in diagram 670, any sign shown in a diagram in Part I of Schedule 11 other than diagram 6012, or a legend of the type shown in Schedule 15, it may also display four lamps of the size, colour and type specified in regulation 36(7), save that the rate of flashing shall be not less than 60 nor more than 150 flashes per minute and the distance between the lamps shall be varied to accord with the overall size of the variable message sign.

(5) The display of a blank black or grey face on a variable message sign accompanied by four flashing lamps of the kind mentioned in paragraph (4) shall indicate to drivers that they should take special care.

(6) A variable message sign which displays alternately the signs shown in diagrams 7023 and 7024 shall be manually operated.