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STATUTORY INSTRUMENTS

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**2002 No. 3113**

**The Traffic Signs Regulations and General Directions 2002**

**PART I**

**THE TRAFFIC SIGNS REGULATIONS 2002**

**SECTION 1**

*PRELIMINARY*

**Citation and commencement**

1. This Part of this Instrument—
  - (a) may be cited—
    - (i) as the Traffic Signs Regulations 2002, and
    - (ii) together with Part II below, as the Traffic Signs Regulations and General Directions 2002; and
  - (b) shall come into force on 31st January 2003.

**Revocations**

2. The Traffic Signs Regulations 1994(1) and the Traffic Signs (Amendment) Regulations 1995(2) are hereby revoked.

**Savings**

3.—(1) Subject to paragraph (2), any traffic sign which immediately before the coming into force of these Regulations was placed on or near a 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 or by the 1994 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as if those Regulations had not been revoked.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 2005 in relation to the signs shown in each of the following diagrams—
    - (i) in the Traffic Signs Regulations 1957(3), diagrams 403 to 405, 412A to 418, 422 to 433, 435 to 459, 468 to 472, and 474 to 495;
    - (ii) in the Traffic Signs Regulations 1964(4), diagrams 742, 746, 837 and 838;

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(1) Part I of S.I. 1994/1519.

(2) Part I of S.I. 1995/3107.

(3) S.I. 1957/13, amended by S.I. 1957/2149, 1959/761, 1960/1095.

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

- (iii) in the 1981 Regulations, diagrams 626.1, 627, 628.1, 641, 642.1, 649.2, 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;
  - (iv) in the 1994 Regulations, diagrams 618.1 (when varied to include the legend “buses and coaches”), 784, 818.1 (when varied to show a distance greater than 2 miles), 820 (when varied to include the legend “buses and coaches”), 954.1 and 1028.2 (when varied to “COACHES”); and
  - (v) in the 1994 Regulations, diagrams 958, 959 and 960, in each case when varied to include the legend “& coaches”;
- (b) on 1st January 2007 in relation to the signs shown in diagrams 622.1A (when varied to show “17T”), 626.2 (when displaying “17T” or “25T”), 1025 and 1025.2 in the 1994 Regulations;
- (c) on 1st January 2010 in relation to—
- (i) the signals prescribed by regulation 31(3) of the 1981 Regulations;
  - (ii) the sign shown in diagram 661 in the 1994 Regulations; and
  - (iii) the signs shown in diagrams 618.1, 618.2, 618.3, 618.3A and 620 in the 1994 Regulations when varied to include the orange badge symbol shown in diagram 661 in those Regulations;
- (d) on 1st January 2015 in relation to—
- (i) the signs 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 the 1981 Regulations; and
  - (ii) the signs shown in diagrams 2308, 2309, 2310, 2311, 2313, 2314, 2315, 2315.1 and 2919 of the 1994 Regulations.
- (3) Subject to paragraph (4), portable light signals which do not comply with regulation 35 shall be treated as prescribed by these Regulations if and so long as—
- (a) those signals are of the size, colour and type prescribed by regulation 32 of the 1994 Regulations; and
  - (b) those signals and any apparatus (including the content of all instructions stored in, or executable by them) used in connection with them are the subject of an approval given and for the time being in force under direction 49 of the Traffic Signs General Directions 1994(5).
- (4) Paragraph (3) shall cease to have effect on 1st January 2015.
- (5) Notwithstanding regulation 2, the 1994 Regulations shall be treated, in relation to a paragraph (6) sign, as remaining in force during the extension period.
- (6) In paragraph (5)—
- (a) “the extension period” means the period of 12 weeks beginning with the day on which these Regulations come into force; and
  - (b) “a paragraph (6) sign” is a sign which is of the size, colour and type shown in diagram 547.5, 547.6, 626.2, 629, 639.1A, 642.2, 643, 644, 661, 661.2, 661.3, 780, 780.1, 780.2, 784, 785, 832.10, 864, 872, 2010, 2206, 2207, 2308, 2309, 2919, 2920, 3001, 3001.1, 4002, 7002, 7003, 7007 or 7010 of the 1994 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 1981(6);
  - “the 1994 Regulations” means the Traffic Signs Regulations 1994;
  - “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 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);
  - “bus lane” has the meaning given in regulation 23;
  - “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;
  - “controlled parking zone” means either—
    - (a) an area—
      - (i) in which, except where parking places have been provided, every road has been marked with one or more of the road markings shown in diagrams 1017, 1018.1, 1019 and 1020.1; and

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(6) 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.

- (ii) into which each entrance for vehicular traffic has been indicated by the sign shown in diagram 663 or 663.1; or
- (b) an area—
  - (i) in which at least one of the signs shown in diagram 640.2A has been placed on each side of every road; and
  - (ii) into which each entrance for vehicular traffic has been indicated by the sign shown in diagram 665;

“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;

“cycle track”, in relation to England and Wales, has the same meaning as in the Highways Act 1980(7) and, in relation to Scotland, as in the Roads (Scotland) Act 1984(8);

“dual carriageway road” means a road which comprises a central reservation and “all-purpose dual carriageway road” means a dual carriageway road which is not a motorway;

“EEA Agreement” means the Agreement on the European Economic Area signed at Oporto on 2nd May 1992 as adjusted by the Protocol signed at Brussels on 17th March 1993(9);

“EEA Standard” means—

- (a) a standard or code of practice of a national standards body or equivalent body of any EEA State;
- (b) any international standard recognised for use as a standard or code of practice by any EEA State; or
- (c) a technical specification recognised for use as a standard by a public authority of any EEA State,

and a reference to a “corresponding EEA Standard”, in relation to a British or European Standard, is a reference to an EEA Standard which requires a level of performance equivalent to that required by the British or European Standard;

“EEA State” means a State which is a contracting Party to the EEA Agreement;

“enactment” includes any Act or subordinate legislation as defined in section 21(1) of the Interpretation Act 1978(10);

“equestrian crossing” means a place on the carriageway of a road—

- (a) where provision is made for equestrian traffic to cross the carriageway; and
- (b) whose presence is indicated by a combination of—
  - (i) traffic light signals to control vehicular traffic of the kind prescribed by regulation 33;
  - (ii) the signals shown in diagrams 4003.2 and 4003.3, or the signal shown in diagram 4003.4; and

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(7) 1980 c. 66.

(8) 1984 c. 54.

(9) Cmnd 2073 and 2183.

(10) 1978 c. 30.

(iii) the road marking shown in diagram 1055.1 or 1055.2;

“ES compliant” in relation to signal heads shall be construed in accordance with regulation 33(5);

“excursion or tour” has the meaning given in section 137(1) of the Transport Act 1985<sup>(11)</sup>;

“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;

“junction” means a road junction;

“level crossing” means a place where a road is crossed by a railway or a tramway on a reserved track on the same 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 junction into which there emerges vehicular traffic from a minor road;

“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;

“maximum laden weight” in relation to a vehicle (including a vehicle which is a trailer) means —

- (a) 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), the weight so specified;
- (b) in the case of a vehicle as respects which no such weight is so specified, 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 which—

- (a) 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<sup>(12)</sup>) can be used by traffic only of Class I or II as specified in Schedule 4 to the Highways Act 1980<sup>(13)</sup>; or
- (b) in Scotland can be used by traffic only of Class I or Class II as specified in Schedule 3 to the Roads (Scotland) Act 1984;

“mph” means miles per hour;

“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<sup>(14)</sup>;

“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;

“plate” means a sign which by virtue of general directions given in exercise of the power conferred by section 65 of the 1984 Act may be placed only 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;

“primary signals” has the meaning given by regulation 43(5)(a);

“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<sup>(15)</sup>;

“reflectorised” means illuminated by the use of retroreflecting material;

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

“road maintenance vehicle” means a vehicle which—

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<sup>(12)</sup> Section 17 was amended by the New Roads and Street Works Act 1991, Schedule 8, paragraph 28 and Schedule 9 and by the Road Traffic Act 1991, Schedule 4, paragraph 25 and Schedule 8.

<sup>(13)</sup> Schedule 4 was amended by the Road Traffic (Consequential Provisions) Act 1988 (c. 54), section 4 and Schedule 3, paragraph 21(3).

<sup>(14)</sup> See section 140(1)(c).

<sup>(15)</sup> 1981 c. 14; section 1 was amended by the Transport Act 1985, section 139(3) and Schedule 8.

- (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 for the purposes of road maintenance;

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

“road works” means works for the improvement, alteration or maintenance of a road and includes, in relation to England and Wales, street works as defined by section 48(3) of the New Roads and Street Works Act 1991 and, in relation to Scotland, road works as defined by section 107(3) of that Act;

“route” includes any road comprised in a route;

“school crossing place” means a place in a road where children cross or seek to cross that road on their way to or from school or on their way from one part of a school to another;

“secondary signals” has the meaning given by regulation 43;

“sign” means a traffic sign;

“signal-controlled crossing facility” means—

- (a) an equestrian crossing;
- (b) a signal-controlled pedestrian facility; or
- (c) a Toucan crossing;

“signal-controlled pedestrian facility” means a place on the carriageway of a road—

- (a) which is not a “crossing” as defined by section 25(6) of the 1984 Act;
- (b) where provision is made for pedestrians to cross the carriageway; and
- (c) whose presence is indicated by a combination of—
  - (i) traffic light signals to control vehicular traffic of the kind prescribed by regulation 33;
  - (ii) the signals shown in diagrams 4002.1 and 4003, or the signal shown in diagram 4003.1; and
  - (iii) the road marking shown in diagram 1055.1 or 1055.2;

“single carriageway road” means a road which is not a dual carriageway road;

“solo motor cycle” means a motor cycle without a side car and having two wheels;

“stop line” in relation to light signals for the control of vehicular traffic has the meaning given in regulation 43;

“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—
    - (i) section 37 of the Town Police Clauses Act 1847<sup>(16)</sup>; or
    - (ii) section 6 of the Metropolitan Public Carriage Act 1869<sup>(17)</sup>;
- or under any similar enactment; and

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<sup>(16)</sup> 1847 c. 89; section 37 was amended by the Transport Act 1985 (c. 67) sections 16(a) and 139(3) and Schedule 8.

<sup>(17)</sup> 1869 c. 115; section 6 was amended by the Statute Law (Repeals) Act 1976 (c. 16) and by the Transport Act 1976 (c. 16) and by the Transport Act 1981 sections 35(1) and 40(1) and Schedule 12 Part III.

(b) in Scotland, a taxi licensed under section 10 of the Civic Government (Scotland) Act 1982<sup>(18)</sup>;

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

“telecommunications apparatus” has the meaning given by paragraph 1(1) of Schedule 2 to the Telecommunications Act 1984<sup>(19)</sup>;

“temporary statutory provision” means—

- (a) a provision having effect under section 9 (experimental traffic orders) 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<sup>(20)</sup>; 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 2002<sup>(21)</sup>;

“Toucan crossing” means a place on the carriageway of a road—

- (a) where provision is made for both pedestrians and pedal cyclists to cross the carriageway; and
- (b) whose presence is indicated by a combination of—
  - (i) traffic light signals to control vehicular traffic of the kind prescribed by regulation 33;
  - (ii) the signals shown in diagrams 4003.5 and 4003.6, or the signal shown in diagram 4003.7; and
  - (iii) the road marking shown in diagram 1055.1 or 1055.2;

“tourist destination” means a permanently established attraction or facility which—

- (a) attracts or is used by visitors to an area;
- (b) is open to the public without prior booking during its normal opening hours;
- (c) if located in Scotland, is recognised by VisitScotland; and
- (d) if located in Wales, is recognised by the Wales Tourist Board;

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

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

“traffic calming features” means—

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<sup>(18)</sup> 1982 c. 45.

<sup>(19)</sup> 1984 c. 12.

<sup>(20)</sup> Section 9 was amended by the New Roads and Street Works Act 1991, Schedule 8, paragraph 23, by the Road Traffic Act 1991, Schedule 4, paragraph 24 and by the Local Government Act 1985 (c. 51), Schedule 4, paragraph 4(4). Section 14 was substituted by the Road Traffic (Temporary Restrictions) Act 1991 (c. 26), Schedule 1 and amended by the National Parks (Scotland) Act 2000 (asp 10), Schedule 5, paragraph 11(1). Section 66 was amended by the Roads (Scotland) Act 1984, Schedule 3, paragraph 25(4), by the New Roads and Street Works Act 1991, Schedule 8, paragraph 49 and by the Road Traffic (Consequential Provisions) Act 1988 (c. 54), Schedule 3, paragraph 25(4). Section 67 was amended by the Road Traffic (Temporary Restrictions) Act 1991, section 1(3), by the New Roads and Street Works Act 1991, Schedule 8, paragraph 51, Schedule 9 and by the Road Traffic Regulation (Special Events) Act 1994 (c. 11), Schedule, paragraph 1.

<sup>(21)</sup> Part II of this Instrument.



- (a) road humps constructed pursuant to section 90A of the Highways Act 1980(22) (“the 1980 Act”) or section 36 of the Roads (Scotland) Act 1984(23) (“the Scotland 1984 Act”) and in accordance with the Highways (Road Humps) Regulations 1999(24) or the Road Humps (Scotland) Regulations 1998(25); or
- (b) traffic calming works constructed in accordance with section 90G of the 1980 Act(26) or section 39A of the Scotland 1984 Act(27) and in accordance with the Highways (Traffic Calming) Regulations 1999(28) or the Roads (Traffic Calming) (Scotland) Regulations 1994(29);

“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, 1013.4, 1040, 1040.2, 1041, 1041.1, 1042, 1042.1 or 1049;

“tramcar” has the meaning given in section 141A(4) of the 1984 Act(30);

“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;

“variable message sign” has the meaning given in regulation 58(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;

“Zebra crossing” has the meaning given by regulation 3(1) of the Zebra, Pelican and Puffin Pedestrian Crossings Regulations 1997(31); and

“zig-zag line” means a road marking of the size, colour and type shown in diagram 1001.3 which has been placed along a length of carriageway adjacent to a signal-controlled crossing facility.

### Interpretation of speed limit

5.—(1) In these Regulations “speed limit” means a maximum or minimum limit of speed on the driving of vehicles on a road—

- (a) imposed by an order under section 14 of the 1984 Act (temporary prohibition or restriction of traffic on roads);
- (b) imposed by an order under section 16A of the 1984 Act(32) (special events);
- (c) imposed by regulations under section 17 of the 1984 Act (traffic regulation on special roads);
- (d) arising by virtue of the road being restricted for the purposes of section 81 of the 1984 Act (general speed limit for restricted roads);

(22) 1980 c. 66. Section 90A was inserted by the Transport Act 1981 (c. 56), section 32(1), Schedule 10 Part I, paragraph 2.

(23) Section 36 was amended by the Road Traffic Act 1991, Schedule 4, paragraph 38.

(24) S.I. 1999/1025.

(25) S.I. 1998/1448; relevant amending instrument is S.I. 1999/1000.

(26) Section 90G was inserted by the Traffic Calming Act 1992 (c. 30), section 1(2), Schedule 1.

(27) Section 39A was inserted by the Traffic Calming Act 1992 (c. 30), Schedule 2.

(28) S.I. 1999/1026.

(29) S.I. 1994/2488; relevant amending instrument is S.I. 1999/1000.

(30) Section 141A was inserted by the Road Traffic Act 1991 (c. 40), section 46 and was amended by the Schedule to the Road Traffic Regulation (Special Events) Act 1994 (c. 11).

(31) Part I of S.I. 1997/2400, to which there are amendments not relevant to these Regulations.

(32) Section 16A was inserted by the Road Traffic Regulation (Special Events) Act 1994, section 1(1).

- (e) imposed by an order under section 84 of the 1984 Act (speed limits on roads other than restricted roads);
- (f) imposed by an order under section 88 of the 1984 Act (temporary speed limits); or
- (g) imposed by or under a local Act,

and “maximum speed limit” and “minimum speed limit” shall 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<sup>(33)</sup> or by regulation 3 of the Motorways (Speed Limits) Regulations 1974<sup>(34)</sup>.

### Interpretation of references

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 or Schedule 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, signal, signals or road marking prescribed by a regulation or shown in a diagram in a Schedule to these Regulations means a sign, signal, signals or road marking of the size, colour and type—
  - (i) prescribed by that regulation and shown in any diagram to which that regulation refers; or as the case may be
  - (ii) shown in that diagram and prescribed by these Regulations,
 and in either case includes a reference to that sign, signal, signals 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, signal, signals or road marking prescribed by a regulation or 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 sign, signal, signals or road marking 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, to a regulation or Schedule which refers to the diagram or to a symbol which appears in the diagram or a variant of the diagram;

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<sup>(33)</sup> 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](#).

<sup>(34)</sup> [S.I. 1974/502](#).

- (b) in item 2 any directions which are specified are directions in the Traffic Signs General Directions 2002(35) containing a reference to the particular diagram or to a regulation or Schedule which refers 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 (7) to (9) 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

8. Nothing in these Regulations shall be taken to limit the powers of the Secretary of State, the Scottish Ministers and the National Assembly for Wales under section 64(1) and (2) of the 1984 Act(36) 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 each of the following signs—

- (a) the signs shown in diagrams 601.1, 602, 606, 609, 610, 611.1, 615, 616, 626.2A, 629.2, 629.2A, 784.1, 953, 953.1, 7023, 7029 (except when varied to omit the legend “NO OVERTAKING”), 7031 and 7403;
- (b) the road marking shown in diagram 1001.3;
- (c) the road marking shown in diagram 1003;
- (d) the road markings shown in diagrams 1013.1, 1013.3 and 1013.4 insofar as those markings convey the requirements specified in regulation 26;
- (e) the road markings shown in diagrams 1025.1, 1025.3 and 1025.4 insofar as those markings convey the prohibition specified by regulation 29(1) and Part I of Schedule 19;
- (f) the road markings shown in diagrams 1042, 1042.1, 1043, 1044 and 1045;

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(35) Part II of this Instrument.

(36) See S.I. 1999/672 and 1750.

- (g) the red light signal when displayed by the light signals prescribed by regulation 33 or by regulation 35;
- (h) the light signals prescribed by regulation 33 as varied in accordance with regulation 34 when they are displaying one or more of the green arrow signals shown in diagrams 3001.2 or 3001.3 insofar as they convey any of the restrictions specified in regulation 36(1)(f) or (g);
- (i) the light signal shown in diagram 3013.1;
- (j) the intermittent red light signals when displayed by the sign shown in diagram 3014; and
- (k) the light signals prescribed by regulation 37 and shown in diagrams 6031.1 and 6032.1 when indicating one of the prohibitions prescribed by regulation 38.

(2) The following signs are hereby specified for the purposes of column 5 of the entry in Schedule 2 to the Road Traffic Offenders Act 1988(37) relating to offences under section 36 of the 1988 Act—

- (a) the signs shown in diagrams 601.1, 616, 629.2, 629.2A and 784.1;
- (b) the road marking shown in diagram 1001.3;
- (c) the road markings shown in diagram 1013.1, 1013.3 or 1013.4 insofar as those markings convey the requirements specified in regulation 26;
- (d) the red light signal when displayed by the light signals prescribed by regulation 33 or by regulation 35;
- (e) the light signals prescribed by regulation 33 as varied in accordance with regulation 34 when they are displaying one or more of the green arrow signals shown in diagrams 3001.2 or 3001.3 insofar as they convey any of the restrictions specified in regulation 36(1)(f) or (g);
- (f) the intermittent red light signals when displayed by the sign shown in diagram 3014; and
- (g) the light signals prescribed by regulation 37 and shown in diagrams 6031.1 and 6032.1 when indicating one of the prohibitions prescribed by regulation 38.

### **Signs, markings and signals to be of the size, colour and type 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 indicates a marking to be laid on the carriageway of a road transversely, and a marking shown as a vertical line indicates a marking to be laid on the carriageway of a road 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 markings shown in diagrams 1055.1 and 1055.2 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, so far as reasonably practicable, 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 1001.2, 1013.3, 1013.4, 1040, 1040.2, 1040.4, 1041 and 1041.1.

(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 the maximum and minimum dimensions are specified for more than one element of a sign, the dimensions chosen for each element must (except in the case of diagrams 1003.4, 1028.2, 1028.3, 1028.4, 1032, 1033, 1043, 1044, 1045, 1050, 1055.1, 1055.2, 1066, 5001.1, 5001.2, 5003, 5003.1, 5005 and 5005.1) 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, 642 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) Where a sign shown in a diagram in Schedules 1 to 5 or Schedules 7 to 12 is varied in accordance with regulation 17, the shape, proportions and size of the sign shall be adjusted to the extent necessary to accommodate the variation.

(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, 2 and 3 to the Notes to those Tables.

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

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Dimensions shown in diagrams</i>	<i>(3)</i> <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**

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Dimensions shown in diagrams</i>	<i>(3)</i> <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.	50 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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<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Dimensions shown in diagrams</i>	<i>(3)</i> <i>Permitted variations</i>
		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**

**Diagrams in Schedules 8 and 9**

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Dimension shown in diagrams</i>	<i>(3)</i> <i>Permitted variation</i>
1.	200 millimetres	(i) up to 10% of the dimension where the varied dimension is greater than the specified dimension  (ii) up to 2.5% of the dimension where the varied dimension is less than the specified dimension

NOTE: Where the dimensions of a signal which displays an arrow or symbol are varied in accordance with this table, the dimensions chosen for the arrow or symbol must be such as to maintain the shape and proportions shown in the diagram in which the signal is shown.

**Table 4**

**All dimensions other than those in Tables 1, 2 and 3**

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Dimensions shown in diagrams</i>	<i>(3)</i> <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), (5), (6) and (9) all letters, numerals and other characters incorporated in the signs or parts of the signs shown in the diagrams in Schedules 1 to 5 and 7, Part II of Schedule 10 and Schedule 12 which have a red, blue, brown, black or green background shall have the proportions and form shown in Part I of Schedule 13.

(2) Paragraph (1) does not apply to the letters, numerals and other characters incorporated in—

- (a) the bottom panel of diagram 674;
- (b) diagrams 970, 971, 973.2, 973.3, 2401 and 2403.1;
- (c) the parts of diagrams 2505, 2505.1, 2506, 2507, 2508, 2509.1, 2510, 2511, 2512 and 2513 which indicate the availability of parking places in accordance with regulation 19(4)(c);
- (d) diagrams 2607, 2610, 2610.1 and 2610.2;
- (e) the top panels of diagrams 2919.1 and 2920.1;
- (f) the petrol price display in diagram 2919.1;
- (g) the reference to the traffic authority in diagrams 7003.1, 7006, 7006.1 and 7007.1;
- (h) the top and bottom panels of diagram 7008; and
- (i) the words “National Trust for Scotland” used in conjunction with the symbol shown in diagram T303 in Part IV of Schedule 14.

(3) Subject to paragraphs (4), (5), (6), (8) and (9) 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 shall have the proportions and form shown in Part II of Schedule 13.

(4) Paragraph (3) does not apply to the letters, numerals and other characters incorporated in—

- (a) the bottom panel of diagram 674;
- (b) diagrams 970, 971, 973.2, 973.3, 2401 and 2403.1;
- (c) diagrams 2607, 2610, 2610.1 and 2610.2;
- (d) the top panels of diagrams 2919.1 and 2920.1;
- (e) the references to the traffic authority in diagrams 7003.1, 7006, 7006.1 and 7007.1; and
- (f) the top and bottom panels of diagram 7008.

(5) 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 diagrams 2913, 2913.2, 2913.3, 2913.4, 2914, 2915, 2927.1, 2929 and 2929.1) shall have the proportions and form shown in Part III of Schedule 13, except—

- (a) where a route number is indicated in brackets on a sign shown in diagram 2904, 2904.1, 2906, 2908, 2908.1, 2909, 2913.1 or 2914.1; or
- (b) where a route number is shown on a green or white panel indicating a route that is not a motorway on a sign shown in diagram 2913.1 or 2914.1,

in either of which cases those letters and numerals shall have the proportions and form shown in either Part I or Part III of Schedule 13 as appropriate.



(6) 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.

(7) Subject to and within the limits of any dimension specified as a maximum or minimum in—

- (a) the bottom panel of diagram 674;
- (b) diagrams 970, 971, 973.2, 973.3, 2401 and 2403.1;
- (c) the parts of diagrams 2505, 2505.1, 2506, 2507, 2508, 2509.1, 2510, 2511, 2512 and 2513 which indicate the availability of spaces in accordance with regulation 19(4)(c);
- (d) diagrams 2607, 2610, 2610.1 and 2610.2;
- (e) the top panels of diagrams 2919.1 and 2920.1;
- (f) the petrol price display in diagram 2919.1;
- (g) the references to the traffic authority in diagrams 7003.1, 7006, 7006.1 and 7007.1;
- (h) the top and bottom panels of diagram 7008; and
- (i) the words “National Trust for Scotland” used in conjunction with the symbol shown in diagram T303 in Part IV of Schedule 14,

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.

(8) Letters and numerals used on a sign in diagram 2714 or 2715 shall have the proportions and form shown in Part I of Schedule 13 where those letters and numerals are white and the proportions and form shown in Part II of Schedule 13 where they are black.

(9) 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.

(10) 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.

(11) 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.

(12) Symbols incorporated in signs for the purpose of indicating types of tourist destination shall have the proportions and form shown in Schedule 14.

### Signs attached to vehicles

**14.—**(1) Any sign attached to a vehicle of the description specified in column (2) of an item in the Table and in the position on that vehicle specified in column (3) of the item, when the vehicle is on a road which is subject to a maximum speed limit specified in column (4) of that item, shall be of the size, colour and type shown in a diagram specified in column (5).

**Table**

(1) <i>Item</i>	(2) <i>Description of vehicle</i>	(3) <i>Position on vehicle</i>	(4) <i>Maximum speed limit</i>	(5) <i>Diagrams</i>
1.	Road maintenance vehicle	On the front	30 mph or under	610, 7001, 7001.1

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(1) Item	(2) Description of vehicle	(3) Position on vehicle	(4) Maximum speed limit	(5) Diagrams
2.	Road maintenance vehicle	On the rear	30 mph or under	610, 7001, 7001.1, 7402, 7403, 7404
3.	Road maintenance vehicle	On the rear	More than 30 mph	7402, 7403, 7404
4.	Road maintenance vehicle immediately ahead of a vehicle displaying the sign shown in diagram 7403	On the rear	More than 30 mph	610, 7402, 7403, 7404
5.	Police vehicle	On the front or the rear	70 mph or under	829.1, 829.2, 829.3, 829.4

(2) The operating requirements for the lamps that form part of the signs shown in diagrams 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.

(3) A sign attached to the rear of a vehicle used to escort traffic through road works, and indicating that the vehicle should not be overtaken, shall be of the size, colour and type shown in diagram 7029.  
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, bomb or explosive disposal, national blood service 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, 611.1, 778, 778.1 and 784.1 and their significance

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

**Table**

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Diagram</i>	<i>(3)</i> <i>Requirements</i>
1.	601.1	(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 (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.
2.	601.1 when used at a level crossing	(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 level crossing; and (b) no vehicle shall cross the transverse line

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<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Diagram</i>	<i>(3)</i> <i>Requirements</i>
		shown in diagram 1002.1 or, if that line is not clearly visible, enter the 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.
3.	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.
4.	602 when placed in combination with 778 or 778.1	No vehicle shall cross the transverse line shown in diagram 1003 nearer to the 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.
5.	611.1	(a) (a) A vehicle entering the junction must give priority to vehicles coming from the right at the transverse road marking shown in diagram 1003.3 associated with the

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Diagram</i>	<i>(3)</i> <i>Requirements</i>
6.	784.1	<p>sign or, if the marking is not for the time being visible, at the junction; and</p> <p>(b) a vehicle proceeding through the junction must keep to the left of the white circle at the centre of the marking shown in diagram 1003.4, unless the size of the vehicle or the layout of the junction makes it impracticable to do so; and</p> <p>(c) no vehicle shall proceed past the marking shown in diagram 1003.4 in a manner or at a time likely—</p> <ul style="list-style-type: none"><li>(i) to endanger any person, or</li><li>(ii) to cause the driver of another vehicle to change its speed or course in order to avoid an accident.</li></ul> <p>No abnormal transport unit shall proceed onto or over a level crossing unless—</p> <p>(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;</p> <p>(b) that permission has been obtained before the unit proceeds; and</p>

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<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Diagram</i>	<i>(3)</i> <i>Requirements</i>
		<p>(c) the unit proceeds in accordance with any terms attached to that permission.</p> <p>Sub-paragraphs (b) and (c) above shall not apply if—</p> <p>(i) the driver uses the telephone at the crossing and 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</p> <p>(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 the telephone as being times between which the railway vehicles or tramcars do not normally travel over that crossing.</p>

(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 61 feet 6 inches (18.75 metres); or
- (ii) the overall width of which, inclusive of the load (if any) on the vehicle or the combination, exceeds 9 feet 6 inches (2.9 metres); or
- (iii) the maximum gross weight of which exceeds 44 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 level crossing at a speed exceeding 5 mph;

“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 of upright signs

17.—(1) This regulation applies to a sign shown in a diagram in a Schedule other than Schedule 6 and such a sign is in this regulation called an “upright sign”.

(2) The form of an upright sign shall, if the circumstances in which it is placed so require, or may, if appropriate in those circumstances, 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.

(3) A symbol in the form of a prescribed sign to which direction 7 of the Traffic Signs General Directions 2002 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.

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

(5) In each of the signs shown in diagrams 780A, 780.1A and 780.2A the safe height shown on the sign shall be varied where necessary so that it is between 1 foot 3 inches and 2 feet (380 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.

(6) 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”.

(7) In this paragraph and paragraphs (8) and (9)—

- (a) “combination sign” means a sign shown in diagram 7201, 7210, 7211.1, 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, 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 (9);
- (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.

(8) 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.

(9) 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.

(10) Where an upright sign indicates a weight in tonnes using the symbol “T”, that symbol may be varied to “t”.

(11) Where the form of an upright 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 specified 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 need only be illuminated, and in the case of the sign shown in diagram 776 shall only be illuminated, in accordance with that Schedule at 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 a means of external lighting, then that means of lighting—

- (a) shall be fitted to the sign or the structure on which the sign is mounted or which is otherwise specially provided; or
- (b) if the sign is mounted on a bridge, tunnel or similar structure over a road or is provided temporarily at road works, the means of lighting may be mounted in any other manner such as to illuminate the face of the sign effectively.

### **Illumination of signs—further provisions**

**19.**—(1) Nothing in this regulation shall apply to the signs shown in diagrams 560, 561, 776 and 781.

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

- (a) when placed in consequence of the execution of road works must, and
- (b) in other situations may,

be reflectorised 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 reflectorised.

(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 7031 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) those parts of the signs shown in diagrams 2505, 2505.1, 2506, 2507, 2508, 2509.1, 2510, 2511, 2512, and 2513 which give information about the availability of parking places when that information is conveyed by means of a legend which is internally illuminated or formed of light-emitting characters,

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 by paragraph (3) which are shown in column (4) of the item, and by no other method.

**Table**

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Diagram</i>	<i>(3)</i> <i>Dimension</i>	<i>(4)</i> <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)
4.	561	not less than 45 square centimetres but not more than 180 square centimetres area	Paragraph 3(d) 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**

**22.**—(1) In the signs shown in—

- (a) the permitted variants of diagrams 618.1, 618.2, 618.3, 618.3A, 620 and 820;
- (b) diagrams 877, 953.3, 954, 954.2, 954.3, 954.5, 954.6, 954.7, 970, 973.2, 973.3, 974, 975, 1025.1, 1025.3 and 1025.4;
- (c) the permitted variants of diagram 1028.3; and
- (d) diagrams 1048, 1048.1, 1048.2, 1048.3 and 1048.4,

the expressions “bus” and “buses” have the meanings given in paragraph (2).

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

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

and “bus” shall be construed accordingly.

### **Bus lanes**

**23.**—(1) In the signs shown in the permitted variants of diagrams 877 and 878 in which the expression “bus lane” appears and in diagrams 962, 962.2, 963, 963.2, 964, 1048 and 1048.1, “bus lane” has the meaning given in paragraph (2).

(2) “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) A 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.

(2) In the signs shown in diagrams 958 and 959 and in the permitted variants of diagrams 953, 953.1 and 960, the word “local” on a 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.

(3) In this regulation “bus symbol” means a symbol depicting a bus in the form shown in diagram 952, 953 or 962.2.

SECTION 4

## ROAD MARKINGS

### **Road marking shown in diagram 1003: give way**

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

(2) Except as provided by paragraphs (3) to (6), 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 those 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 cause the driver of such a vehicle to change its speed or course in order to avoid an accident.

(5) Where the transverse lines are placed in conjunction with the sign shown in diagram 611.1 at a junction marked with the road marking shown in diagram 1003.4, then the requirement shall be that no vehicle shall proceed past such one of those lines as is nearer to the road marking shown in diagram 1003.4 in a manner or at a time likely to endanger the driver of or any passenger in a vehicle circulating past that road marking from the right of the first-mentioned vehicle or to cause the driver of the second-mentioned vehicle to change its speed or course in order to avoid an accident.

(6) Where the transverse lines are placed in advance of a length of the carriageway of the road where a cycle track crosses the road along a route parallel to the transverse lines, then the requirement shall be that no vehicle shall proceed past such one of those lines as is nearer the cycle track, in a manner or at a time likely to endanger any cyclist proceeding along the cycle track or to cause such a cyclist to change speed or course in order to avoid an accident.

### **Road markings shown in diagrams 1013.1, 1013.3 and 1013.4: double white lines**

**26.**—(1) A road marking for conveying the requirements specified in paragraph (2) and the warning specified in paragraph (7) shall be of the size, colour and type shown in diagram 1013.1, 1013.3 or 1013.4.

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

- (a) subject to paragraphs (3) and (5), 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 (6), 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 so as to prevent a vehicle stopping on any length of road so long as may be necessary for any of the purposes specified in paragraph (4) if the vehicle cannot be used for such a purpose without stopping on the length of road.

(4) The purposes are—

- (a) to enable a person to board or alight from the vehicle,
- (b) to enable goods to be loaded on to or to be unloaded from the vehicle,
- (c) to enable the vehicle to be used in connection with—
  - (i) any operation involving building, demolition or excavation;
  - (ii) the removal of any obstruction to traffic;
  - (iii) the maintenance, improvement or reconstruction of the length of road; or
  - (iv) the laying, erection, alteration, repair or cleaning in or near the 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 kept installed for the purposes of a telecommunications code system or of any other telecommunications apparatus lawfully kept installed in any position.

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

- (a) so as to prevent a vehicle stopping in a lay-by;
- (b) to a vehicle for the time being used for fire brigade, ambulance or police purposes;
- (c) 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;
- (d) 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;
- (e) 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
- (f) to a vehicle on a road with more than one traffic lane in each direction.

(6) 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 mph, 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 mph;
- (g) in order to pass a horse that is being ridden or led at a speed not exceeding 10 mph; or
- (h) for the purposes of complying with any direction of a constable in uniform or a traffic warden.

(7) The warning conveyed by a 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.

**Road marking shown in diagram 1001.3: zig-zag lines—no stopping**

27.—(1) In this regulation and regulation 28—

“controlled area” means a length of carriageway—

- (a) which is adjacent to a signal-controlled crossing facility and has a zig-zag line marked along each of its edges (with or without zig-zag lines also marked down its centre); and
- (b) in or near which no other signs or markings have been placed except ones comprised in the combination of signs and markings indicating the presence of the facility or shown in diagram 610, 611, 612, 613, 616, 810, 1029 or 1062;

“local service” does not include an excursion or tour as defined by section 137(1) of the Transport Act 1985; and

“vehicle” does not include a pedal bicycle not having a sidecar attached to it, whether or not additional means of propulsion by mechanical power are attached to the bicycle.

(2) Subject to paragraphs (3) and (4) and without prejudice to regulation 28, a zig-zag line shall convey the requirement that the driver of a vehicle shall not cause any part of it to stop in the controlled area in which it is marked.

(3) Paragraph (2) does not prohibit the driver of a vehicle from stopping it in a controlled area—

- (a) if the driver has stopped it for the purpose of complying with an indication given by a light signal for the control of vehicular traffic or the direction of a constable in uniform or a traffic warden;
- (b) if the driver is prevented from proceeding by circumstances beyond his control or it is necessary for him to stop to avoid injury or damage to persons or property; or
- (c) when the vehicle is being used for police, fire brigade or ambulance purposes.

(4) Paragraph (2) does not prohibit the driver of a vehicle from stopping it in a controlled area—

- (a) for so long as may be necessary to enable the vehicle to be used for the purposes of—
  - (i) any operation involving building, demolition or excavation;
  - (ii) the removal of any obstruction to traffic;
  - (iii) the maintenance, improvement or reconstruction of a road; or
  - (iv) the laying, erection, alteration, repair or cleaning in or near the controlled area of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any telecommunications apparatus kept installed for the purposes of a telecommunications code system or of any other telecommunications apparatus lawfully kept installed in any position;
- (b) in the provision of a local service, and the vehicle, having proceeded past the light signals to which the controlled area relates, is waiting in that area in order to take up or set down passengers; or
- (c) if he stops the vehicle for the purpose of making a left or right turn.

**Road marking shown in diagram 1001.3: zig-zag lines—no overtaking**

28.—(1) Without prejudice to regulation 27, a zig-zag line shall convey the requirement that, whilst any motor vehicle (in this regulation called “the approaching vehicle”) or any part of it is within the limits of a controlled area and is proceeding towards the signal-controlled crossing facility to which the controlled area relates, the driver of the vehicle shall not cause it or any part of it—

- (a) to pass ahead of the foremost part of any other motor vehicle proceeding in the same direction; or
  - (b) to pass ahead of the foremost part of a vehicle which is stationary for the purpose of complying with the indication given by a traffic light signal for controlling vehicular traffic.
- (2) In paragraph (1)—
- (a) the reference to a motor vehicle in sub-paragraph (a) is, in a case where more than one motor vehicle is proceeding in the same direction as the approaching vehicle in a controlled area, a reference to the motor vehicle nearest to the signal-controlled crossing facility to which the controlled area relates; and
  - (b) the reference to a stationary vehicle is, in a case where more than one vehicle is stationary in a controlled area for the purpose of complying with the indication given by a traffic light signal for controlling vehicular traffic, a reference to the stationary vehicle nearest the signal-controlled crossing facility to which the controlled area relates.

**Road markings shown in diagrams 1025.1, 1025.3, 1025.4, 1043 and 1044: bus stop and bus stand clearways and box junctions**

29.—(1) The road markings shown in diagrams 1025.1, 1025.3 and 1025.4 shall convey the prohibition specified in Part I of Schedule 19.

(2) The road markings shown in diagrams 1043 and 1044 shall convey the prohibition specified in Part II of Schedule 19.

**Permitted variants of road markings**

30.—(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**

31.—(1) Subject to paragraph (2) a road marking shown in diagram 1001 (except when used in conjunction with the road marking shown in diagram 1001.3), 1001.1, 1001.2, 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, 1013.4, 1014, 1022, 1023, 1024, 1024.1, 1036.1, 1036.2, 1037.1, 1039, 1040, 1040.2, 1040.3, 1040.4, 1040.5, 1041, 1041.1, 1042, 1042.1, 1046, 1049, 1062, 1064 or 1065 shall be reflectorised.

(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.

(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, except where that marking 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 diagrams 1013.3 and 1013.4.

(4) Where the marking shown in diagram 1013.1 is placed as mentioned in the exception to paragraph (3)(a), 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 those lines.

(5) Subject to the foregoing provisions of this regulation, and to paragraph (6), any road marking may be reflectorised, 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, 1010, 1012.1, 1012.2, 1012.3, 1025.3, 1025.4, 1035, 1040, 1040.2, 1040.3, 1040.4, 1040.5, 1041, 1041.1, 1042 or 1042.1 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 a broken line, or alongside a solid line, forming part of the marking.

(6) In the case of a road marking shown in diagram 1012.1, 1012.2, 1012.3, 1042 or 1042.1 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 1010, 1012.1, 1012.2, 1012.3, 1025.3, 1025.4, 1040.3, 1040.4, 1040.5, 1041, 1041.1, 1042 or 1042.1 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, 1041.1, 1042 and 1042.1 to indicate the off side edge of a carriageway;
- (b) amber light to indicate the off side edge of a carriageway which—
  - (i) is contiguous to a central reservation or to traffic cones or cylinders at road works or to the road marking shown in diagram 1040.3; or
  - (ii) carries traffic in one direction only; and
- (c) green light when placed in conjunction with a road marking shown in diagram 1010, 1025.3 or 1025.4 where the edge of any part of the carriageway available for through traffic at a 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**

**32.**—(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 190 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 central circular part of 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 not more than 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 not more than 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*

#### **Light signals for the control of vehicular traffic—standard form**

**33.**—(1) Subject to regulation 34, light signals for the control of vehicular traffic (other than trams) at junctions, at places where the headroom or the width of the road is permanently restricted, or at signal-controlled crossing facilities—

- (a) shall be of the size, colour and type shown in diagram 3000, 3000.7, 3000.8, 3000.9 or 3000.10;
- (b) shall be illuminated in the sequence prescribed by paragraph (3); and
- (c) shall have ES compliant signal heads.

(2) Light signals for the control of vehicular traffic consisting exclusively of pedal cycles—

- (a) shall be of the size, colour and type shown in diagram 3000.2;
- (b) shall be illuminated in the sequence prescribed by paragraph (3); and
- (c) shall have ES compliant signal heads.

(3) The sequence of illumination of the lights shown by the signals prescribed by paragraphs (1) and (2) shall be as follows—

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

(4) Where the light signals are varied as prescribed by regulation 34, one or more green arrows shown in diagram 3001.2 or 3001.3 may be illuminated whilst any of the lights referred to in paragraph (3) are illuminated.



(5) For the purposes of these Regulations a signal head is “ES compliant” if, in relation to each aspect of its performance specified in column (2) of an item in the Table, it complies with the requirement or test specification of European Standard EN12368: 2000 specified in column (3) of the item or to an equivalent requirement or test specification specified in a corresponding EEA standard.

**Table**

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Aspect of performance</i>	<i>(3)</i> <i>Requirement or test specification and class</i>
1.	Protection rating	Class IV: IP 55
2.	Operating temperature range	Class A
3.	Luminous intensity	Performance level 3, class 2
4.	Distribution of luminous intensity	Type M
5.	Maximum signal phantom	Class 5
6.	Signal lights incorporating symbols	Class S1
7.	Background screen	Class C1
8.	Impact resistance	Class IR2

#### **Green arrow light signals for the control of vehicular traffic**

**34.**—(1) A lens or lenses of the size and colour shown in diagram 3001.2 or 3001.3 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 33(1) using any of the methods shown in diagram 3000.8 or 3000.10; or
- (b) may be affixed to the light signals referred to in regulation 33(1) or to those signals as altered in accordance with sub-paragraph (a) using any of the methods shown in diagrams 3000.7, 3000.8, 3000.9 and 3000.10.

(2) The direction of the arrow shown in indication B in diagram 3001.2 or 3001.3 may be varied so that the head of the arrow points to any position lying between indication A and indication C.

(3) The direction of the arrow shown in indication D in diagram 3001.2 or 3001.3 may be varied so that the head of the arrow points to any position lying between indication C and indication E.

#### **Portable light signals for the control of vehicular traffic**

**35.** Portable light signals for the control of vehicular traffic other than tramcars shall be—

- (a) of the size, colour and type shown in diagram 3000.1;
- (b) illuminated in the sequence prescribed by regulation 33(3); and
- (c) so constructed that, if European Standard EN12368: 2000 applied to portable signals, they would be ES compliant.

#### **Significance of light signals prescribed by regulations 33 to 35**

**36.**—(1) The significance of the light signals prescribed by regulations 33, 34 and 35 shall be as follows—

- (a) subject to sub-paragraph (b) and, where the red signal is shown at the same time as the green arrow signal, to sub-paragraphs (f) and (g), the red signal shall convey the prohibition that vehicular traffic shall not proceed beyond the stop line;
  - (b) when a vehicle is being used for fire brigade, ambulance, bomb or explosive disposal, national blood service 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) the red-with-amber signal shall, subject in a case where it is displayed at the same time as the green arrow signal to sub-paragraph (f), 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 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 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-paragraphs (g) and (h), the green arrow signal shall indicate that vehicular traffic 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;
  - (g) where more than one green arrow is affixed to light signals in accordance with regulation 34(1)(b), vehicular traffic, notwithstanding any other indication given by the signals, may 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; and
  - (h) where the green arrow signal is displayed at the same time as the green signal, vehicular traffic may proceed in the direction indicated by the green arrow in accordance with sub-paragraph (g) or in any other direction in accordance with sub-paragraph (d).
- (2) Vehicular traffic proceeding beyond a stop line in accordance with paragraph (1) shall proceed with due regard to the safety of other road users and subject to any direction given by a constable in uniform or a traffic warden or to any other applicable prohibition or restriction.
- (3) In this regulation the expressions “vehicle” and “vehicular traffic” do not include tramcars.

### **Light signals for the control of vehicular traffic on motorways and all-purpose dual carriageway roads**

- 37.—(1) Subject to paragraph (4), light signals for the control of vehicular traffic entering or proceeding along a motorway, shall be—
- (a) of the size, colour and type shown in diagram 6031.1 or 6032.1; and
  - (b) operated in accordance with the requirements specified in paragraph (2).
- (2) The requirements 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.
- (3) Light signals for the control of vehicular traffic entering or proceeding along an all-purpose dual carriageway road may also be the size, colour and type prescribed by paragraph (1) and operated in accordance with the requirements specified in paragraph (2).
- (4) Light signals for the control of vehicular traffic—
- (a) entering a motorway by means of a slip road; or
  - (b) entering a motorway which is a roundabout may, instead of complying with paragraphs (1) and (2), be of the size, colour and type prescribed by regulation 33 or 34.

#### **Significance of light signals prescribed by regulation 37(1)**

**38.** The significance of the light signals prescribed by regulation 37(1) shall be as follows—

- (a) when placed beside the carriageway of a road, they shall convey the prohibition that vehicular traffic on that carriageway (other than vehicles being used in the circumstances described in regulation 36(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 regulation 36(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 regulation 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.

#### **Light signals to control traffic at level crossings etc**

**39.**—(1) Light signals for the control of 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—

- (a) be of the size, colour and type shown in diagram 3014;
- (b) be illuminated in the sequence prescribed by paragraph (2); and
- (c) have ES compliant signal heads.

(2) The sequence for the illumination of the light signals prescribed by paragraph (1) 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 a such a manner that one light is always shown when the other light is not shown.

#### **Significance of light signals prescribed by regulation 39**

**40.** The significance of the light signals prescribed by regulation 39 shall be as follows—

- (a) the amber signal shall convey the prohibition that traffic shall not proceed beyond the stop line or the road marking shown in diagram 1003.2, except that a vehicle which is so close

to the stop line that it cannot safely be stopped without proceeding beyond the stop line may proceed across the level crossing; and

- (b) the intermittent red signals shall convey the prohibition that traffic shall not proceed beyond the stop line or the road marking shown in diagram 1003.2.

#### **Light signals for the control of tramcars**

**41.**—(1) Light signals for the control of 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 by paragraph (2).

(2) The sequence for the illumination of the light signals prescribed by paragraph (1) 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.

(3) When the light signals prescribed by paragraph (1) (“tram signals”) are affixed to the light signals mentioned in regulation 33 (“standard signals”) in accordance with any of the options shown in diagrams 3000.7, 3000.8, 3000.9 and 3000.10 their aspect may be such that they convey to the driver of a tramcar a different significance from that conveyed at the same time in accordance with regulation 36 to the drivers of other vehicular traffic by the aspect of the standard signals to which the tram signals are affixed.

#### **Significance of light signals prescribed by regulation 41**

**42.** The significance of the light signals prescribed by regulation 41 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.

#### **Meaning of stop line and references to light signals**

**43.**—(1) Subject to paragraphs (2) and (3), “stop line” in relation to light signals for the control of vehicular traffic means—

- (a) in relation to any vehicle except a tramcar the road marking shown in diagram 1001 placed in conjunction with the light signals;

- (b) in relation to a tramcar, the road marking shown in diagram 1001.1 placed in conjunction with those light signals, or when that marking has not been so placed, the marking shown in diagram 1001 so placed.
- (2) Where the road marking shown in diagram 1001.2 has been placed in conjunction with light signals, “stop line” in relation to those light signals means—
  - (a) the first stop line, in the case of a vehicle (other than a pedal cycle proceeding in the cycle lane) which has not proceeded beyond that line; or
  - (b) the second stop line, in the case of a vehicle which has proceeded beyond the first stop line or of a pedal cycle proceeding in the cycle lane.
- (3) Where no stop line has been provided in conjunction with light signals or the stop line is not visible, references in relation to those signals to the “stop line” are—
  - (a) in a case where the sign shown in diagram 7011, 7011.1 or 7027 is placed in conjunction with the light signals, to be treated as references to that sign; and
  - (b) in any other case, to be treated as references to the post or other structure on which the primary signals are mounted.
- (4) A reference in this regulation or in regulations 33 to 42 to light signals, to the signals or to a signal of a particular colour is, where secondary signals as well as primary 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.
- (5) In this regulation—
  - (a) “primary signals” means light signals erected on or near the carriageway of a road and—
    - (i) where a stop line is placed in conjunction with the signals, sited beyond that line and near one end or both ends of the line; or
    - (ii) where there is no stop line, sited at either edge 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; and
  - (c) in paragraph (2)—
    - (i) “the first stop line” means the transverse white line or lines appearing below the pedal cycle symbol in the road markings shown in either version of diagram 1001.2;
    - (ii) “the second stop line” means the transverse white line appearing above the pedal cycle symbol in the road markings shown in either version of that diagram; and
    - (iii) “the cycle lane” means the lane so marked in either version of that diagram.

#### **Light signals for lane control of vehicular traffic**

**44.—**(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 of any diagram shown in Part I of Schedule 10.

(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 by 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;
  - (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 all-purpose dual carriageway roads**

**45.**—(1) A traffic sign for conveying the warning specified in paragraph (2) to vehicular traffic on a motorway or an all-purpose 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 all-purpose dual carriageway road; and
  - (b) drivers should drive at a speed which does not exceed 30 mph 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 all-purpose dual carriageway roads**

**46.**—(1) In this regulation “matrix sign” means a sign shown in a diagram in Part I of Schedule 11 for conveying to traffic on a motorway or an all-purpose dual carriageway road 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 in the caption to 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) A legend or symbol shown on a matrix sign shall be displayed by means of white or off-white light and except in the case of the signs shown in diagrams 6006.2, 6008.1, 6009.3 and 6012 shall be accompanied by the four lamps prescribed by 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 those shown in diagrams 6006.2, 6008.1, 6009.3 and 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 other horizontal pair of lights is not shown.

(8) The signs shown in diagrams 6006.2, 6008.1 and 6009.3 shall be accompanied by the four red lamps prescribed by regulation 37.

### **Light signals at signal-controlled pedestrian facilities**

**47.—**(1) In this regulation “the crossing”, in relation to a sign, means the signal-controlled pedestrian facility in relation to which the sign is placed.

(2) A sign for conveying to pedestrian traffic the warning and information specified in paragraph (4) shall—

- (a) be of the size, colour and type shown in diagram 4002.1; or
- (b) consist of either a single unit of the size, colour and type shown in diagram 4003.1 or of two units, one comprising the upper and the other the lower part of that unit placed close together,

and shall comply with the requirements of paragraph (3).

(3) The requirements are that the sign is so designed and constructed that—

- (a) the red figure in the sign (“the red signal”) can be internally illuminated by a steady light;
- (b) the green figure in the sign (“the green signal”) can be internally illuminated by a steady light;
- (c) when one signal is illuminated the other is not;
- (d) the green signal is illuminated only when there is at the same time conveyed to vehicular traffic a prohibition against entering the crossing and the prohibition is indicated by—
  - (i) the light signals prescribed by regulation 33 (whether or not varied in accordance with regulation 34) or 41; or
  - (ii) those light signals and the sign shown in diagram 606, 612, 613 or 616;
- (e) in the case of the sign shown in diagram 4003.1, a push button or other switching device is included which, whilst the red signal is illuminated, in some way indicates to pedestrians whether it has been activated; and
- (f) in the case of the sign shown in diagram 4002.1, the signal heads are ES compliant.

(4) The red signal, whilst it is illuminated, shall indicate the period during which, in the interests of safety, pedestrians should not use the crossing and the green signal, whilst it is illuminated, shall indicate the period during which pedestrians may use the crossing.

(5) Where the sign shown in diagram 4003.1 is provided at a crossing, any additional device which—

- (a) is of the size, colour and type of only the part of that sign which shows the red and green signals or of only the part which includes the push button and the legend above it;
- (b) complies with the requirements of paragraph (3) so far as they are relevant to it; and
- (c) is provided to supplement the indications given by the sign shown in diagram 4003.1,

shall give the same indication as the relevant part of the sign shown in that diagram.

(6) A push button device giving instructions to pedestrians on how to cause the green signal in the sign shown in diagram 4002.1 to become illuminated and explaining the significance of the red and green signals shall be of the size, colour and type shown in diagram 4003.

(7) The sign shown in diagram 4003 shall, whilst the word “WAIT” is illuminated, convey the same indication as the red signal.

(8) Any audible or tactile signal emitted by a device provided in conjunction with the green signal for the benefit of disabled persons shall convey to pedestrians the same indication as the green signal.

### **Light signals at equestrian crossings**

**48.**—(1) In this regulation “the crossing” in relation to a sign means the equestrian crossing in relation to which the sign is placed.

(2) A sign for conveying to equestrian traffic the warning and information specified in paragraph (4) shall—

- (a) be of the size, colour and type shown in diagram 4003.2; or
- (b) consist of either a single unit of the size, colour and type shown in diagram 4003.4 or of two units, one comprising the upper and the other the lower part of that unit placed close together,

and shall comply with the requirements of paragraph (3).

(3) The requirements are that the sign is so designed and constructed that—

- (a) the red symbol in the sign (“the red signal”) can be internally illuminated by a steady light;
- (b) the green symbol in the sign (“the green signal”) can be internally illuminated by a steady light;
- (c) when one signal is illuminated the other is not;
- (d) the green signal is illuminated only when there is at the same time conveyed to vehicular traffic a prohibition against entering the crossing and the prohibition is indicated by—
  - (i) the light signals prescribed by regulation 33 (whether or not varied in accordance with regulation 34) or 41; or
  - (ii) those light signals and the sign shown in diagram 606, 612, 613 or 616;
- (e) in the case of the sign shown in diagram 4003.4, a push button or other switching device is included which, whilst the red signal is illuminated, in some way indicates to equestrians whether it has been activated; and
- (f) in the case of the sign shown in diagram 4003.2, the signal heads are ES compliant.

(4) The red signal, whilst it is illuminated, shall indicate the period during which, in the interests of safety, equestrian traffic should not use the crossing and the green signal, whilst it is illuminated, shall indicate the time during which such traffic may use the crossing.



(5) Where the sign shown in diagram 4003.4 is provided at a crossing, any additional device which—

- (a) is of the size, colour and type of only the part of that sign which shows the red and green signals or of only the part which includes the push button and the legend above it;
- (b) complies with the requirements of paragraph (3) so far as they are relevant to it; and
- (c) is provided to supplement the indications given by the sign shown in diagram 4003.4,

shall give the same indication as the relevant part of the sign shown in that diagram.

(6) A push button device giving instructions to equestrians on how to cause the green signal in the sign shown in diagram 4003.2 to become illuminated and explaining the significance of the red and green signals shall be of the size, colour and type shown in diagram 4003.3.

(7) The sign shown in diagram 4003.3 shall, whilst the word “WAIT” is illuminated, convey the same indication as the red signal.

### **Light signals at Toucan crossings**

**49.**—(1) In this regulation “the crossing” in relation to a sign means the Toucan crossing in relation to which the sign is placed.

(2) A sign for conveying to pedestrians and pedal cyclists the warning and information specified in paragraph (4) shall—

- (a) be of the size, colour and type shown in diagram 4003.5; or
- (b) consist of either a single unit of the size, colour and type shown in diagram 4003.7 or of two units, one comprising the upper and the other the lower part of that unit placed close together,

and shall comply with the requirements of paragraph (3).

(3) The requirements are that the sign is so designed and constructed that—

- (a) the red figures in the signs shown in diagrams 4003.5 and 4003.7 and the red cycle symbol in diagram 4003.7 (“the red signal”) can be internally illuminated by a steady light;
- (b) the green figure and the green cycle symbol (“the green signal”) can be internally illuminated by a steady light;
- (c) when one signal is illuminated the other is not;
- (d) the green signal is illuminated only when there is at the same time conveyed to vehicular traffic, other than pedal cyclists wishing to use the crossing, a prohibition against entering the crossing and the prohibition is indicated by—
  - (i) the light signals prescribed by regulation 33 (whether or not varied in accordance with regulation 34) or 41; or
  - (ii) those light signals and the sign shown in diagram 606, 612, 613 or 616;
- (e) in the case of the sign shown in diagram 4003.7, a push button or other switching device is included which, whilst the red signal is illuminated, in some way indicates to pedestrians and pedal cyclists whether it has been activated; and
- (f) in the case of the sign shown in diagram 4003.5, the signal heads are ES compliant.

(4) The red signal, whilst it is illuminated, shall indicate the period during which, in the interests of safety, pedestrians and pedal cyclists should not use the crossing and the green signal, whilst it is illuminated, shall indicate the period during which pedestrians and pedal cyclists may use the crossing.

(5) Where the sign shown in diagram 4003.7 is provided at a crossing, any additional device which—

- (a) is of the size, colour and type of only the part of that sign which shows the red and green signals or of only the part which includes the push button and the legend above it;
- (b) complies with the requirements of paragraph (3) so far as they are relevant to it; and
- (c) is provided to supplement the indications given by the sign shown in diagram 4003.7,

shall give the same indication as the relevant part of the sign shown in that diagram.

(6) A push button device giving instructions to pedestrians and pedal cyclists on how to cause the green signal in the sign shown in diagram 4003.5 to become illuminated shall be of the size, colour and type shown in diagram 4003.6.

(7) The sign shown in diagram 4003.6 shall, whilst the word “WAIT” is illuminated, convey the same indication as the red signal.

(8) Any audible or tactile signal emitted by a device provided in conjunction with the green signal for the benefit of disabled pedestrians shall convey to pedestrians the same indication as the green signal.

### **Warning lights at school crossing places**

**50.** A sign for conveying a warning to vehicular traffic that a school 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**

**51.—**(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.

### **Light signals for pedestrian traffic at level crossings**

**52.—**(1) Light signals conveying to pedestrians at level crossings the prohibition specified 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;
- (b) the red figure is illuminated only when the intermittent red lights prescribed by regulation 39(2)(b) are illuminated; and
- (c) the signal heads are ES compliant.

(2) The red figure when illuminated in the manner prescribed by 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.

## SECTION 6

### MISCELLANEOUS TRAFFIC SIGNS

#### Temporary signs

**53.**—(1) In this regulation “temporary sign” means a sign placed on or near a road for the purpose of conveying to traffic—

- (a) information about convenient routes to be followed on the occasion of—
  - (i) a sporting event;
  - (ii) an exhibition; or
  - (iii) any other public gathering,which is in each case likely to attract a large volume of traffic;
- (b) information about diversions or alternative traffic routes;
- (c) information about the availability of new routes or destinations;
- (d) information about changes in route numbers;
- (e) warnings about, or information on how to avoid, any temporary hazards caused by—
  - (i) works being executed on or near a road;
  - (ii) adverse weather conditions or other natural causes;
  - (iii) the failure of street lighting or malfunction of or damage to any other apparatus, equipment or facility used in connection with the road or anything situated on or near or under it; or
  - (iv) damage to the road itself; or
- (f) requests by the police for information in connection with road traffic accidents.

(2) A temporary sign—

- (a) which conveys to traffic any information, warning, requirement, restriction or prohibition of a description which can be conveyed by a sign shown in a diagram in Schedules 1 to 12 (whether on its own or in conjunction or in combination with another such sign) shall be of the size, colour and type shown in that diagram;
- (b) which does not fall within paragraph (a) (“a non-prescribed temporary sign”) shall be of such size, colour and type as is specified in paragraphs (3) to (6).

(3) The shape of a non-prescribed temporary sign shall be—

- (a) rectangular but with the corners rounded; or
- (b) as in sub-paragraph (a) with a rounded point at one end.

(4) A non-prescribed temporary sign shall be of a size appropriate to the circumstances in which it is placed and 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.
- (5) Every letter and numeral incorporated in a non-prescribed temporary sign other than any letter incorporated in the sign in accordance with paragraph (4)(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.
- (6) 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 non-prescribed 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 paragraph (1)(e), 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, white, off-white or 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.

### Flashing beacons

54.—(1) A beacon—

- (a) showing an intermittent amber light and placed in combination with a temporary sign within the meaning of regulation 53 or the sign shown in diagram 562, 610, 7001, 7001.3, 7004, 7005, 7009, 7010.1, 7012, 7013, 7019, 7020, 7021, 7022, 7105, 7201, 7202 or 7207 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, 7101.1, 7102 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  $\frac{1}{4}$  of a second, not less than 100 candela on the principal axis of the relevant lens;
  - (ii) if the period between individual flashes exceeds  $\frac{1}{4}$  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  $\frac{1}{4}$  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 (or in the case of a beacon of the kind mentioned in paragraph (1)(b) 450) nor more than 1500 millimetres; and
- (d) the rate of flashing shall be not less than 55 nor more than 150 individual or double flashes per minute.

## Road danger lamps

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

(a) conforms to—

- (i) British Standard Specification BS3143: Part 1: 1985 amended by Amendment No. 1 dated February 1985;
- (ii) BS3143: Part 2: 1990 amended by Amendment No. 1 dated November 1993 and Amendment No. 2 dated December 1998; or
- (iii) a corresponding EEA Standard; 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 mph or less, or 1200 millimetres where the speed limit on the road is more than 40 mph.

(3) The rate of flashing of a road danger lamp which shows an intermittent light shall be—

(a) if the lamp is placed not less than 50 metres from a street lamp lit by electricity on a road subject to a speed limit of 40 mph or less, either—

- (i) not less than 900 flashes per minute; or
- (ii) not less than 55 nor more than 150 flashes per minute;

(b) in any other case not less than 900 flashes per minute.

## Cones, delineators and cylinders

56.—(1) In this regulation—

“cone” means the sign shown in diagram 7101.1;

“delineator” means the sign shown in diagram 7102;

“cylinder” means the sign shown in diagram 7103.

(2) A cone shall consist of a conically shaped device made of rubber or flexible plastic material in respect of which—

(a) the base is of any single colour; and

(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 cone.

(3) The part of a cone coloured white shall, subject to paragraph (5), be illuminated with white retroreflecting material and the part coloured red may be illuminated with red retroreflecting material.

(4) Information about the ownership of a cone may be moulded—

(a) into the base in characters not more than 80 mm high in the same colour as the base;

(b) into the conical body in characters not more than 40 mm high in the same colour as that body; or

(c) as mentioned in both sub-paragraphs (a) and (b).

(5) Information about the manufacture of a cone, required to comply with British Standard Specification BS873: Part 8: 1985 or a corresponding EEA Standard and occupying an area not exceeding 30 square centimetres, may be indicated on the part coloured white in characters not

exceeding 5 millimetres in height, leaving at least 90% of the remaining area of white colour illuminated with white retroreflecting material.

- (6) A rotating device may be mounted on top of a cone and—
- (a) that device shall—
    - (i) be red and not reflectorised; and
    - (ii) display one or more signs shown in either diagram 560 or diagram 561; and
  - (b) those signs shall be coloured amber, intermittently whilst rotating and constantly whilst static.
- (7) A delineator shall consist of a flat device—
- (a) of which the side intended to be exposed to traffic is coloured as shown in diagram 7102 and the reverse side is either so coloured or coloured only grey or only red;
  - (b) which is made of rubber or flexible plastic material; and
  - (c) of which the base is of any single colour, except that a reflectorised white line 100 millimetres wide at an angle of not more than 60 degrees to the road surface may be marked on one side of the base at right angles to the face of the delineator.
- (8) The white part of a delineator shall, subject to paragraph (10), be illuminated with white retroreflecting material and the red part (except on the reverse side when that side is coloured only red) may be illuminated with red retroreflecting material.
- (9) Information about the ownership of a delineator may be moulded into the base in characters not more than 80 mm high and in the same colour as the base.
- (10) Information about the manufacture of a delineator, required in order to comply with British Standard Specification BS 873: Part 8: 1985 or a corresponding EEA Standard and occupying an area not exceeding 30 square centimetres, may be indicated on the part coloured white in characters not exceeding 5 millimetres in height, leaving at least 90% of the remaining area of white colour illuminated with white retroreflecting material.
- (11) A cylinder shall consist of a cylindrically shaped device made of rubber or flexible plastic material.
- (12) The white part of a cylinder shall, subject to paragraph (14), be illuminated with white retroreflecting material and the part coloured red may be illuminated with red retroreflecting material.
- (13) Information about the ownership of a cylinder may be moulded into the lower of the two red parts in red characters not more than 40 mm high.
- (14) Information about the manufacture of a cylinder, required in order to comply with British Standard Specification BS873: Part 8: 1985 or a corresponding EEA Standard and occupying an area not exceeding 30 square centimetres, may be indicated on the part coloured white in characters not exceeding 5 millimetres in height, leaving at least 90% of the remaining area of white colour illuminated with white retroreflecting material.

### **Refuge indicator lamps**

**57.** 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 275 nor more than 335 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

**58.**—(1) In these Regulations a “variable message sign” means a device capable of displaying, at different times, two or more aspects falling within the following descriptions—

- (a) a sign shown in a diagram in Schedule 1, 2, 3, 4, 5, 7, 11 or 12;
- (b) a legend of a type shown in Schedule 15 in accordance with the provisions of that Schedule;
- (c) a non-prescribed temporary sign as defined by regulation 53(2)(b);
- (d) a blank grey or a blank black face.

(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 a sign from being displayed in the colours shown for it in the appropriate diagram in Schedule 1, 2, 3, 4, 5, 7 or 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 included.

(4) A legend or symbol as mentioned in paragraph (3) may be in the form of a white, off-white or yellow outline of the legend or symbol.

(5) The size of any symbol or legend, including any red triangle or circle, displayed on a variable message sign, which is displayed by means of light-emitting characters or symbols, may be varied so that the size of the symbol or legend appears to road users to be the same as it appears to them to be when it is not displayed in this manner.

(6) When a variable message sign displays—

- (a) the sign shown in diagram 670;
- (b) any sign shown in a diagram in Part I of Schedule 11 except diagrams 6006.2, 6008.1, 6009.3 and 6012; or
- (c) a legend of the type shown in Schedule 15,

it may also display four lamps, which are of the size, colour and type specified in regulation 46(7) and have a rate of flashing of not less than 60 nor more than 150 flashes per minute, and the distance between the lamps shall accord with the overall size of the variable message sign.

(7) Where a variable message sign displays by means of light-emitting characters or symbols—

- (a) the sign shown in diagram 504.1, 505.1, 506.1, 507.1, 510, 512, 512.1, 512.2 or 513; or
- (b) the sign shown in diagram 670 (when showing the numerals “20”, “30”, “40” or “50”) in such a way that the sign is only visible when associated equipment detects the presence of a vehicle exceeding the speed limit indicated by the sign,

the variable message sign may display, beneath the sign displayed on it, the legend “SLOW DOWN” in characters having a height not less than one quarter of the height of the displayed sign.

(8) 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 (6) shall indicate to drivers that they should take special care.

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