



Road Traffic Regulation Act 1984

1984 CHAPTER 27

PART I

GENERAL PROVISIONS FOR TRAFFIC REGULATION

Outside Greater London

1 Traffic regulation orders outside Greater London.

- (1) ^{F1}The traffic authority for a road outside Greater London may make an order under this section (referred to in this Act as a “traffic regulation order”) in respect of the road] where it appears to the authority making the order that it is expedient to make it—
- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
 - (b) for preventing damage to the road or to any building on or near the road, or
 - (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
 - (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
 - (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
 - (f) for preserving or improving the amenities of the area through which the road runs ^{F2}or
 - (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).]

^{F3}(2)

^{F4}[(3) A traffic regulation order made by a local traffic authority may, with the consent of the Secretary of State^{F5}, a strategic highways company]^{F6}or, as the case may be, the Scottish Ministers]], extend to a road in relation to which he is^{F7}, it is]^{F8}or they

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are] the traffic authority if the order forms part of a scheme of general traffic control relating to roads of which at least one has a junction with the length of road in question.

[^{F9}(3A) A local traffic authority may make a traffic regulation order in respect of a road in relation to which the Secretary of State^[F10], a strategic highways company] or the National Assembly for Wales is the traffic authority if—

- (a) the order is required for the provision of [^{F11}relevant bus scheme facilities], and
- (b) the Secretary of State or, the National Assembly for Wales, consents.]

[^{F12}(3A) A local traffic authority may make a traffic regulation order in respect of a road in relation to which the Secretary of State is or, as the case may be, the Scottish Ministers are the traffic authority if—

- (a) the order is required for the provision of facilities pursuant to a quality partnership scheme under Part 2 of the Transport (Scotland) Act 2001 (asp 2); and
- (b) the consent of the Secretary of State [^{F13}the strategic highways company] or, as the case may be, the Scottish Ministers is obtained.]

[^{F14}(3B) In subsection (3A) “ relevant bus scheme facilities ” means—

- (a) facilities provided pursuant to a quality partnership scheme under Part 2 of the Transport Act 2000
- (b) facilities provided pursuant to a quality contract within the meaning of that Part (see section 124(4) and (5) of that Act) or otherwise in connection with a quality contracts scheme under that Part.]

^{F15}(4)

^{F15}(5)

Textual Amendments

- F1** Words in s. 1(1) substituted (1.11.1991) by [New Roads and Street Works Act 1991 \(c. 22, SIF 59, 108\), s. 168\(1\), Sch. 8 para. 17\(2\)](#); S.I. 1991/2288, art. 3, [Sch.](#)
- F2** S. 1(1)(g) and word inserted (1.2.1996) by 1995 c. 25, s. 120(1), [Sch. 22, para. 36\(1\)](#) (with ss. 7(6), 115, 117); S.I. 1996/186, [art. 2](#)
- F3** S. 1(2) repealed (1.11.1991) by [New Roads and Street Works Act 1991 \(c. 22, SIF 59, 108\), s. 168\(1\) \(2\), Sch. 8 para. 17\(3\), Sch. 9](#); S.I. 1991/2288, art. 3, [Sch.](#)
- F4** S. 1(3) substituted (1.11.1991) by [New Roads and Street Works Act 1991 \(c. 22, SIF 59, 108\), s. 168\(1\), Sch. 8 para. 17\(4\)](#); S.I. 1991/2288, art. 3, [Sch.](#)
- F5** Words in s. 1(3) inserted (E.W.) (5.3.2015) by [Infrastructure Act 2015 \(c. 7\), s. 57\(1\), Sch. 1 para. 71\(2\)\(a\)](#); S.I. 2015/481, [reg. 2\(a\)](#)
- F6** Words in s. 1(3) inserted (S.) (1.7.2001) by 2001 asp 2, s. 83, [Sch. 2 para. 3\(2\)\(a\)\(i\)](#) (with s. 66); S.S.I. 2001/132, art. 2(3), [Sch. Pt. II](#) (subject to transitional provisions and savings in arts. 3, 4)
- F7** Words in s. 1(3) inserted (E.W.) (5.3.2015) by [Infrastructure Act 2015 \(c. 7\), s. 57\(1\), Sch. 1 para. 71\(2\)\(b\)](#); S.I. 2015/481, [reg. 2\(a\)](#)
- F8** Words in s. 1(3) inserted (S.) (1.7.2001) by 2001 asp 2, s. 83, [Sch. 2 para. 3\(2\)\(a\)\(i\)](#) (with s. 66); S.S.I. 2001/132, art. 2(3), [Sch. Pt. II](#) (subject to transitional provisions and savings in arts. 3, 4)
- F9** S. 1(3A) inserted (E.W.) (1.8.2001 for W. and 26.10.2001 for E.) by 2000 c. 38, s. 161, [Sch. 11 para. 7](#); S.I. 2001/2788, art. 2, [Sch. 1 para. 11](#); S.I. 2001/3342, art. 2, [Sch.](#)
- F10** Words in s. 1(3A) inserted (E.W.) (5.3.2015) by [Infrastructure Act 2015 \(c. 7\), s. 57\(1\), Sch. 1 para. 71\(3\)\(a\)](#); S.I. 2015/481, [reg. 2\(a\)](#)

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- F11** Words in s. 1(3A) substituted (E.W.) (11.1.2010 for E.) by [Local Transport Act 2008 \(c. 26\)](#), **ss. 45(2), 134**; [S.I. 2009/3242](#), **art. 2(1)(a)** (subject to art. 3)
- F12** S. 1(3A) inserted (S.) (1.7.2001) by [2001 asp 2](#), s. 83, **Sch. 2 para. 3(2)(b)** (with s. 66); [S.S.I. 2001/132](#), art. 2(3), **Sch. Pt. II** (subject to transitional provisions and savings in arts. 3, 4)
- F13** Words in s. 1(3A)(b) inserted (5.3.2015) by [Infrastructure Act 2015 \(c. 7\)](#), s. 57(1), **Sch. 1 para. 71(3)(b)**; [S.I. 2015/481](#), reg. 2(a)
- F14** S. 1(3B) inserted (E.W.) (11.1.2010 for E.) by [Local Transport Act 2008 \(c. 26\)](#), **ss. 45(3), 134(4)**; [S.I. 2009/3242](#), art. 2(1)(a)
- F15** S. 1(4)(5) repealed (1.11.1991) by [New Roads and Street Works Act 1991 \(c. 22, SIF 59, 108\)](#) s. 168(1)(2), Sch. 8 para. 17(5), Sch. 9; [S.I. 1991/2288](#), art. 3, **Sch.**

Modifications etc. (not altering text)

- C1** S. 1 restricted by [Local Government Act 1985 \(c. 51, SIF 81:1\)](#), ss. 1, 2, 8(2), **Sch. 5 para. 6(3)**
- C2** S. 1 restricted by [Local Government Act 1985 \(c. 51, SIF 81:1\)](#), s. 8(2), **Sch. 5 para. 12**
S. 1 restricted (S.) (4.1.1995) by [1994 c. 39](#), **ss. 7(2), 44(2)**; [S.I. 1994/2850](#), art. 3(a), **Sch. 2**
- C3** S. 1 applied (with modifications) (6.3.1992) by [Aberdeen Harbour Order Confirmation Act 1992 \(c. ii\)](#), s. 1, **Sch. s. 3(2)**.
- C4** S. 1 modified (1.7.1992) by [S.I. 1992/1217](#), **reg. 3(1)(a)** (with reg. 11)
S. 1 modified (1.7.1992) by [S.I. 1992/1217](#), **reg. 5** (with reg. 11).
- C5** Ss. 1, 2, 4: power to make orders extended (S.) (1.4.2002) by [The Forth Estuary Transport Authority Order 2002 \(S.S.I. 2002/178\)](#), **art. 9**
- C6** S. 1: transfer of functions (23.3.2005) by [The Scotland Act 1998 \(Transfer of functions to the Scottish Ministers etc.\) Order 2005 \(S.I. 2005/849\)](#), art. 2, **Sch.** (with transitional provisions and savings in art. 6)
S. 1: functions made exercisable concurrently (S) (1.11.2006) by [The Transfer of Functions to the Shetland transport Partnership Order 2006 \(S.S.I. 2006/527\)](#), art. 4, **Sch. 2**
S. 1: functions made exercisable concurrently (S) (7.11.2006) by [The Transfer of Functions to the South West of Scotland Transport Partnership Order 2006 \(S.S.I. 2006/538\)](#), art. 4, {Sch. 2}
- C7** S. 1 power extended (1.6.2015) by [Forth Road Bridge Act 2013 \(asp 8\)](#), **ss. 5(3)(c), 7**; [S.S.I. 2015/190](#), art. 2

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