

1969 No. 1269

## ROAD TRAFFIC

## The Traffic Signs (Amendment) Regulations 1969

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|-------------------------------|-------|----------------------------|
| <i>Made</i>                   | - - - | <i>5th September 1969</i>  |
| <i>Laid before Parliament</i> |       | <i>15th September 1969</i> |
| <i>Coming into Operation</i>  |       | <i>16th September 1969</i> |

The Secretary of State and the Minister of Transport, acting jointly in exercise of their powers under section 54(1), (2) and (5) of the Road Traffic Regulation Act 1967(a) and of all other enabling powers, and after consultation with representative organisations in accordance with the provisions of section 107(2) of the said Act of 1967, hereby make the following Regulations:—

1.—(1) These Regulations shall come into operation on the 16th September 1969 and may be cited as the Traffic Signs (Amendment) Regulations 1969.

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

2. The Traffic Signs Regulations 1964(c), as amended (d) shall have effect as though—

(1) for Regulation 7 there were substituted the following Regulation:—

*“Application of s.14 of the Road Traffic Act 1960 to signs*

7. Section 14 of the Road Traffic Act 1960 shall apply—

(a) to signs of the type shown in any of the diagrams 601, 602, 603, 605, 606, 610, 616 and 649;

(b) to the red signal when shown by the light signals prescribed by Regulation 31, by Regulation 31 as varied by Regulation 32, or by Regulation 33;

(c) to the road marking shown in diagram 1013 in so far as that marking conveys the requirements specified in Regulation 23(2).”;

(2) After Regulation 11, there were inserted the following Regulation:—

*“Significance of sign shown in diagram 649*

11A.—(1) For the purposes of this Regulation—

“automatic half-barrier level crossing” means a level crossing where a road is crossed by a railway and where barriers are installed to descend automatically across part of the road when a train approaches;

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(a) 1967 c. 76.

(b) 52 & 53 Vict. c. 63.

(c) S.I. 1964/1857 (1964 III, p. 4053).

(d) The relevant amending instrument is S.I. 1966/490 (1966 I, p. 1001).

“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 ;

“abnormal transport unit” means—

(a) a motor vehicle or a vehicle combination—

- (i) the overall length of which, inclusive of the load (if any) on the vehicle or the combination, exceeds 55 feet ;
- (ii) the overall width of which, inclusive of the load (if any) on the vehicle or the combination, exceeds 9 feet 6 inches ; or
- (iii) the weight of which, inclusive of the load (if any) on the vehicle or the combination, exceeds 32 tons ; 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 half-barrier level crossing at a speed exceeding 5 miles per hour ; and

“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.

(2) The requirement conveyed by the sign shown in diagram 649 shall be that no abnormal transport unit shall proceed on to or over an automatic half-barrier level crossing unless :—

- (a) the driver thereof has himself before the unit so proceeds used a telephone at the said sign or the one at the crossing for the purpose of obtaining from a person duly authorised by the railway authority permission for that unit so to proceed ;
- (b) such permission has been obtained before the unit so proceeds ; and
- (c) the unit so proceeds only in accordance with the terms of that permission :

Provided that conditions (b) and (c) above shall not apply if—

- (i) on the use by the driver of the telephone placed at the crossing he receives an indication for not less than two minutes that the telephone at the other end of the telephone line is being called but no duly authorised person answers it ; and
- (ii) the driver drives the unit on to the crossing with the reasonable expectation of crossing it within times specified in a railway notice at that telephone as being times between which trains do not normally travel over that crossing.” ;

(3) in Regulation 12(1)—

(a) in sub-paragraph (b), after the number “535” there were inserted the numbers “534.1, 535.1” ;

(b) in sub-paragraphs (d) and (e), after the number “535” in each place where it occurs there were inserted the numbers “534.1, 535.1 and 556.1” ;

## (4) in Regulation 31—

(a) in paragraph (1), after the words “by paragraph (3)” there were inserted the words or “by paragraph (3A)” ;

(b) after paragraph (3), there were added the following paragraph:—

“(3A) The size, colour and type of light signals prescribed by this paragraph shall be as follows:—

(a) two lamps each showing an intermittent red light and one lamp showing a steady amber light shall be used ;

(b) the lamps showing an intermittent red light shall be arranged horizontally so that there is a distance of not less than 22 inches nor more than 26 inches between the centres of the lenses of the lamps ;

(c) the lamp showing the amber light shall be placed below the red lenses in such a position that a vertical line passing through the centre of that lamp is horizontally equidistant from a vertical line passing through the centre of each red lens and that the vertical distance between a horizontal line passing through the centre of that lamp and a horizontal line passing through the centres of the red lenses is not less than 9 inches nor more than  $10\frac{5}{8}$  inches ;

(d) each lamp shall be separately illuminated and the effective diameter of the lens thereof shall be not less than 8 inches nor more than  $8\frac{1}{4}$  inches ;

(e) when the lamps showing an intermittent red light are operated, each such lamp shall show a red light at a rate of flashing of not less than 70 nor more than 90 flashes per minute, and in such a manner that the light of one lamp is always shown at a time when the light of the other lamp is not shown ;

(f) the height of the centres of the red lenses from the surface of the carriageway in the immediate vicinity shall be in the case of signals placed at the side of the carriageway or on a street refuge not less than 9 feet 3 inches nor more than 13 feet and in the case of signals placed elsewhere and over the carriageway not less than 19 feet nor more than 22 feet ;

(g) the lenses shall be provided with a rectangular backing board having an overall width of not less than 52 inches and extending not less than 12 inches above the centre of each of the red lenses and not less than 12 inches below the centre of the amber lens, which board shall be coloured black on both sides, save for a white border having a width of not less than  $3\frac{1}{4}$  inches nor more than  $3\frac{7}{8}$  inches on the side from which the lamps show ;

(h) the sequence of the signal lights prescribed by this paragraph shown for the purpose of controlling vehicular traffic shall be amber followed by red.” ;

(c) in paragraph (4), for the words “by the last foregoing paragraph” there were substituted the words “by either of the last two paragraphs” ;

(5) in Regulation 34. after paragraph (4) there were inserted the following paragraph:—

“(4A) The significance of the light signals prescribed by paragraph (3A) of Regulation 31 shall be as follows:—

(a) the amber signal shall convey the prohibition that vehicular traffic shall not proceed beyond the stop line on the carriageway provided in conjunction with the signals or, if that line is not for the time being visible or there is no stop line, beyond the signals, except in the case of any vehicle which when the signal first appears is so close to the said line or signals that it cannot safely be stopped before passing the line or signals; and

(b) the intermittent red signals shall convey the prohibition that vehicular traffic shall not proceed beyond the stop line on the carriageway provided in conjunction with the signals or, if that line is not for the time being visible or there is no stop line, beyond the signals.”;

(6) in Schedule 1, in Part I—

(a) after the diagrams 534 and 535 there were inserted the diagrams 534.1 and 535.1 set out in the Schedule to these Regulations, and as if after the date of the coming into operation of these Regulations the signs of the type shown in the said diagrams 534 and 535 were no longer treated as prescribed for use with the sign shown in diagram 533 in the said Part when erected after that date;

(b) after diagram 537, there were inserted the diagram 537.1 set out in the Schedule to these Regulations;

(c) after diagram 556, there were inserted the diagram 556.1 set out in the said Schedule;

(7) in Schedule 1, in Part II, after diagram 645 there were inserted the diagram 649 set out in the Schedule to these Regulations;

(8) in Schedule 1, in Part IV, after diagram 843 there were inserted the diagrams 853, 855 and 856 set out in the Schedule to these Regulations.

Dated the 4th September 1969.

*William Ross,*  
One of Her Majesty's Principal  
Secretaries of State.

Dated the 4th September 1969.

*George Thomas,*  
One of Her Majesty's Principal  
Secretaries of State.

Given under the Official Seal of the Minister of Transport the 5th September 1969.

(L.S.)

*Richard Marsh,*  
Minister of Transport.

SCHEDULE

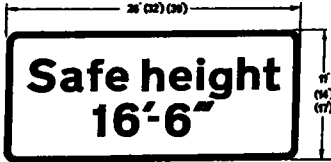


Plate for use with sign in diagram 533

534.1



Plate for use with sign in diagram 533

535.1

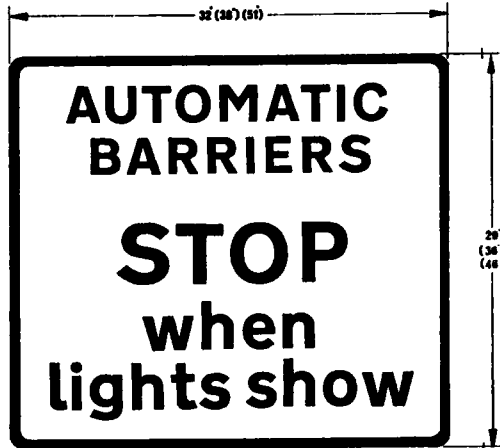


Plate for use with sign in diagram 537 at or near a level crossing with automatic barriers

537.1

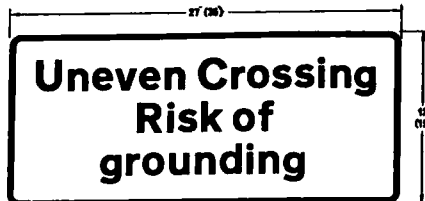
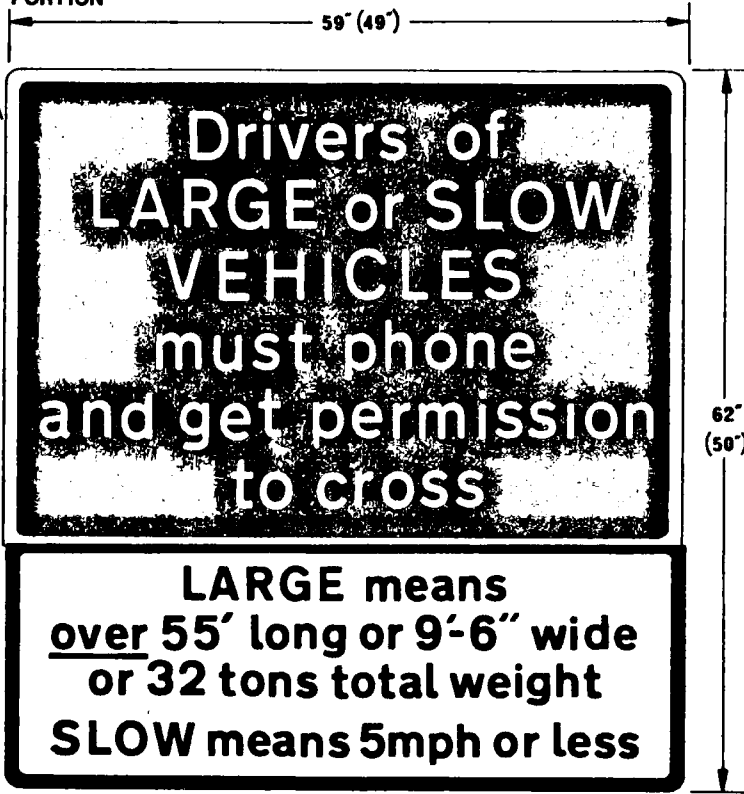


Plate for use with sign in diagram 556 at or near a level crossing

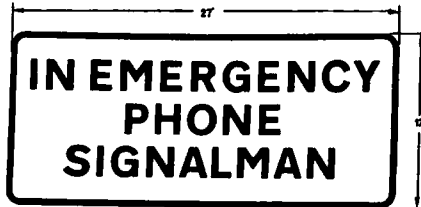
556.1

SCHEDULE

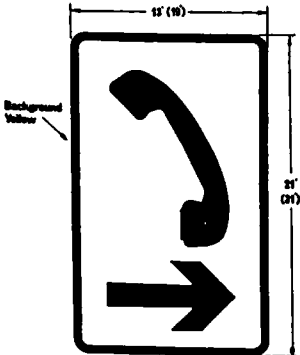
BACKGROUND OF  
UPPER PORTION  
BLUE



To indicate to vehicular traffic the requirements prescribed in Regulation 11A  
649



853



Direction to a telephone  
at or near a level crossing

855



856

**EXPLANATORY NOTE**

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

These Regulations further amend the Traffic Signs Regulations 1964.

The principal changes are:—

1. New signs are prescribed for use at railway level crossings equipped with automatic barriers (Regulation 2(6) and the Schedule).
2. Amongst the signs so prescribed is the sign shown in diagram 649 in the Schedule and the precise significance of this sign is specified in Regulation 2(2).
3. Section 14 of the Road Traffic Act 1960 (which makes it an offence for drivers to fail to conform to the indication given by certain traffic signs lawfully placed on roads) is applied to the sign shown in the said diagram 649 (Regulation 2(1)).