

1979 No. 386

ROAD TRAFFIC AND VEHICLES

Traffic Signs Regulations (Northern Ireland) 1979

Made 8th November 1979

Coming into operation 31st December 1979

The Department of the Environment in exercise of the powers conferred by section 25 of the Road Traffic Act (Northern Ireland) 1970(a) and now vested in it(b) and of all other enabling powers, hereby makes the following regulations:—

PART I

Citation and commencement

1. These regulations may be cited as the Traffic Signs Regulations (Northern Ireland) 1979 and shall come into operation on 31st December 1979.

Revocations

2. Subject to regulation 3 the Road Traffic (Traffic Signs) Regulations (Northern Ireland) 1966(c) (hereinafter referred to as the "Regulations of 1966") and the Regulations specified in schedule 2 are hereby revoked.

Saving

3. Any traffic sign which immediately before the coming into operation of these regulations is situated on or near any road, being a sign shown in diagram 57 in schedule 1 to the Regulations of 1966 and which complies with the provisions relating thereto by virtue of the said Regulations, shall so long as it continues to comply with those provisions as though the same had not been revoked be treated as if described in these regulations.

Interpretation

4.—(1) In these regulations—

"Department" means the Department of the Environment for Northern Ireland;

"major road" means the road at a junction into which road emerges vehicular traffic from a minor road;

"school crossing patrol" means a person appointed in accordance with a scheme framed under article 41(5) of the Education and Libraries (Northern Ireland) Order 1972(d);

(2) Any reference in these regulations to a diagram by a number is a reference to the diagram of that number in schedule 1.

(a) 1970 c. 2 (N.I.)

(b) S.R. & O. (N.I.) 1973 No. 504 Art. 4 (II, p. 2992)

(c) S.R. & O. (N.I.) 1966 No. 23 (p. 77)

(d) S.I. 1972/1263 (N.I. 12)

PART II

*Control of Traffic by Traffic Signs**General*

5.—(1) The traffic signs illustrated by diagrams in schedule 1 may be used and shall have effect for the purpose of the control of traffic both vehicular and pedestrian and with respect to the use of vehicles on roads.

(2) Except where otherwise specified in this part and subject to the provisions thereof the restriction, prohibition, requirement, warning, direction, guidance or information imposed or indicated (as the case may be) and conveyed by any traffic sign illustrated by a diagram in schedule 1 shall be that specified in or under that diagram.

Signs shown in diagrams 601.1, 602, 602.1, 649, 605.1, 1003 or 1013.1 and their significance

6.—(1) (a) For the purposes of this paragraph—

“minor road” means a road at a road junction on which road is placed the sign shown in diagram 601.1 or 602;

(b) The requirements conveyed by the sign shown in diagram 601.1 shall be that—

- (i) every vehicle shall, before entering the major road, stop at the transverse lines shown in diagram 1002 or, if they are not for the time being visible, at the major road; and
- (ii) no vehicle shall proceed past such one of the said transverse lines as is nearest to the major road into that road, or, if those lines are not for the time being visible, shall enter into the major road, in such a manner or at such a time as is likely to cause danger to the driver of any other vehicle on the major road or as to necessitate the driver of any such other vehicle to change its speed or course in order to avoid an accident with the first-mentioned vehicle.

(c) The requirements conveyed by the sign shown in diagram 602 shall be—

- (i) unless it is used in the combination specified in (ii) below that no vehicle shall proceed past such one of the transverse lines shown in diagram 1003 as is nearest to the major road into that road, or, if those lines are not for the time being visible, shall enter into the major road in such a manner or at such a time as is likely to cause danger to the driver of any other vehicle on the major road or as to necessitate the driver of any such other vehicle to change its speed or course in order to avoid an accident with the first-mentioned vehicle; but
- (ii) whenever the sign shown in diagram 602 is used in combination with that shown in diagram 602.1, that no vehicle shall proceed past such one of the said transverse lines so shown as is nearest to the level crossing by a railway of the road on which is placed the sign shown in diagram 602 when so used as aforesaid, into that crossing, or, if those lines are not for the time being visible, shall enter into the said level crossing in such a manner or at such a time as is likely to cause the driver of any railway vehicle to change its speed in order to avoid collision with the first-mentioned vehicle.

(2) (a) For the purposes of this paragraph—

“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;

“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—

(i) a motor vehicle or a vehicle combination—

(A) the overall length of which, inclusive of the load (if any) on the vehicle or the combination, exceeds 55 feet (17 metres);

(B) the overall width of which, inclusive of the load (if any) on the vehicle or the combination, exceeds 9 feet 6 inches (3 metres); or

(C) the weight of which, inclusive of the load (if any) on the vehicle or the combination, exceeds 32 tons; or

(ii) 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.

(b) 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:—

(i) the driver thereof has himself before the unit so proceeds used a telephone at or near 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;

(ii) such permission has been obtained before the unit so proceeds; and

(iii) the unit so proceeds only in accordance with the terms of that permission:

Provided that conditions (ii) and (iii) shall not apply if—

(A) 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

(B) the driver then 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.

School Crossing Patrol Sign. Diagram 605.1

7.—(1) When a vehicle is approaching a place in a road where children on their way to or from school are crossing or seeking to cross the road a school crossing patrol, wearing a uniform approved by the Department may exhibit the sign shown in diagram 605.1 for the purpose of stopping it.

(2) When the sign shown in diagram 605.1 is exhibited the person driving or propelling a vehicle shall—

(a) cause the vehicle to stop before reaching the place where children are crossing or seeking to cross and so as not to stop or impede their crossing, and

- (b) shall not put the vehicle in motion again so as to reach the place in question so long as the sign continues to be exhibited.

Particular Road Markings

8.—(1) For the purposes of this regulation—

“minor road” means a road at a road junction on which road are placed the transverse lines shown in diagram 1003;

(2) Except as provided by paragraph (3) the requirement conveyed by the said transverse lines, whether or not they are used in conjunction with the sign shown in diagram 602, shall be that no vehicle shall proceed past such one of those lines as is nearest to the major road into that road in such a manner or at such a time as is likely to cause danger to the driver of any other vehicle on the major road or as to necessitate the driver of any such other vehicle to change its speed or course in order to avoid an accident with the first-mentioned vehicle.

(3) Whenever the said transverse lines are used in conjunction with the sign shown in diagram 602 and that sign is at the same time used in combination with the sign shown in diagram 602.1 at a level crossing where a road is crossed by a railway then the said requirement shall be that no vehicle shall proceed past such one of those lines as is nearest to the said level crossing in such a manner or at such a time as is likely to cause the driver of any railway vehicle to change its speed to avoid collision with the vehicle first above-mentioned.

9.—(1) The requirements conveyed and the warning specified in paragraph (4) by a road marking shown in diagram 1013.1 shall be that—

(a) subject to the provisions of paragraph (2), no vehicle shall stop on any length of road along which the marking has been placed at any point between two ends of the marking; and

(b) subject to the provisions of paragraph (3) 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, the continuous line is on the left of a dotted line or a continuous line, shall be so driven as to keep the first-mentioned continuous line on the right hand or off side of the vehicle.

(2) Nothing in sub-paragraph (1)(a) shall apply—

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

(i) to enable a person to board or alight from the vehicle;

(ii) to enable goods to be loaded on to or to be unloaded from the vehicle; or

(iii) to enable the vehicle, if it cannot be used for such purpose without stopping on that length of road, to be used in connection with any building operation or demolition, the removal of any obstruction to traffic, the maintenance, improvement or reconstruction of that length of road, or the laying, erection, alteration or repair in or near to that length of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any telegraphic line as defined in the Telegraph Act 1878(e)

so, however, that no vehicle shall be enabled by virtue of this sub-paragraph to stop for any of the purposes at (i), (ii) or (iii) above on a part of that length of road, not being a lay-by or a road verge, if it is reasonably practicable to stop the vehicle for that purpose on a part of that length of road, being a lay-by or a road verge;

- (b) to a vehicle used for fire brigade, ambulance or police purposes;
- (c) to a pedal bicycle not having a side car 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; or
- (e) to anything done with the permission of a constable in uniform or in accordance with the direction of a traffic warden.

(3) Nothing in sub-paragraph (1)(b) shall apply so as to prevent a vehicle crossing or straddling the continuous line first mentioned in that sub-paragraph for the purpose of obtaining access to any other road joining the length of road along which the line is placed or to land or premises situated on or adjacent to the said length of road or if it is necessary to do so—

- (a) in order to pass a stationary vehicle, or owing to circumstances outside the control of the driver or in order to avoid an accident, or
- (b) for the purposes of complying with any direction of a constable in uniform or a traffic warden.

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

10.—(1) For the purposes of this regulation—

“boxed area” means a part of the carriageway at the intersection of two or more roads or of a road with a railway on which is placed yellow marks in a manner illustrated, by way of example only, in diagrams 1043, 1044 and 1045.

(2) No person shall drive a vehicle into a boxed area so that it becomes necessary owing to the presence of stationary vehicles for any part of the vehicle to remain at rest within the area: provided that no driver of a vehicle which is caused to remain at rest within the area shall be guilty of an offence if at the time he drove into that area he had reasonable cause to believe that he would immediately thereafter be able to drive the vehicle wholly out of the area.

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

- (a) so as to prohibit the driving of a vehicle into a boxed area by a person who thereafter drives it to a position where he can conveniently wait to make a right turn and who is then prevented from driving out of the area by reason only of the presence of other stationary vehicles in or near the area waiting to complete a right turn, or
- (b) in relation to vehicles used for police, fire brigade or ambulance purposes; or
- (c) to a vehicle, the driver of which is acting upon the direction or with the permission of a constable in uniform or a traffic warden.

Cones and cylinders

11.—(1) A device constructed of rubber or flexible plastic material and being of the conical shape shown in diagram 577 for conveying the warning that drivers of vehicles should follow a certain route around an obstruction or road works in a road may be placed temporarily on the carriageway thereof subject to the following conditions:—

- (a) the height of the device shall be not more than 765 nor less than 455 millimetres;
- (b) the device shall be coloured as follows:—
 - (i) the uppermost part of the device to a depth of not less than one quarter nor more than one third of the height thereof shall be coloured red;
 - (ii) the base indicated in the said diagram may be of any colour unspecified;
 - (iii) the lowermost part of the device (except the said base) to a height of 50 millimetres shall be coloured red; and
 - (iv) the remaining part of the device shall be coloured white; and
- (c) that part of the device coloured white shall be illuminated with white reflecting material and that part of the device coloured red may be illuminated with red reflecting material.

(2) A device constructed of rubber or flexible plastic material and being of the cylindrical shape shown in diagram 578 for indicating to drivers of vehicles a temporary division of the carriageway made so as to separate traffic moving in one direction from traffic moving in the opposite direction or for so indicating a part of a dual-carriageway road where vehicles other than those used for fire brigade, ambulance or police purposes, are prohibited from proceeding from one carriageway to the other may be placed temporarily on the carriageway of the road subject to the following conditions:—

- (a) the height of the device shall be not more than 765 nor less than 455 millimetres;
- (b) it shall have a diameter of not more than 125 nor less than 75 millimetres standing on a square base with sides not more than 125 millimetres and extending to a height of not less than 20 millimetres; and
- (c) the device shall be coloured in the same way as the device described in paragraph (1) and the provisions of sub-paragraphs (1)(b) and (c) shall apply accordingly except that for the reference to diagram 577 in sub-paragraph (b)(ii) there shall be substituted a reference therein to diagram 578.

PART III

Control of Traffic by Light Signals

12.—(1) Light signals described in this part may be used and shall have effect for the purpose of the control of traffic both vehicular and pedestrian and with respect to the use of vehicles on roads.

(2) Except where otherwise specified in this part the restriction, prohibition, requirement, warning, direction, guidance or information indicated by a light signal illustrated by a diagram in schedule 1 shall be that specified in or under that diagram.

13.—(1) Where light signals are used for the control of vehicular traffic they shall be of the size, colour and type described either in paragraph (2), paragraph (3) or paragraph (4).

(2) The size, colour and type of light signals described in this paragraph shall be as follows:—

- (a) three lights shall be used, one red, one amber and one green;
- (b) the lamps showing the coloured lights aforesaid shall be arranged vertically, the lamp showing a red light being the uppermost and that showing a green light the lowermost;
- (c) each lamp shall be separately illuminated and the effective diameter of the lens thereof shall be not less than 195 nor more than 220 millimetres unless the lens is a lens of the kind shown in diagram 3001 when alternatively the said diameter may be not less than 290 nor more than 310 millimetres;
- (d) the height of the centre of the amber lens 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 2.4 nor more than 4 metres and in the case of signals placed elsewhere and over the carriageway not less than 6.1 nor more than 9 metres;
- (e) the centres of adjacent lenses shall be not less than 305 nor more than 360 millimetres apart;
- (f) no lettering shall be used upon the lenses or in connection with a light signal;
- (g) the sequence of the signal lights shown for the purpose of controlling vehicular traffic shall be as follows:—
 - (i) red,
 - (ii) amber and red together,
 - (iii) green,
 - (iv) amber.

(3) The size, colour and type of light signals described in this paragraph shall be as follows:—

- (a) Four lamps each showing an intermittent red light shall be used.
- (b) The lamps shall be so fitted as to enclose a rectangular area bounded by the one pair of sides extending horizontally in relation to the ground and terminating as to each side in the centres of each pair of lenses (in these regulations called “the horizontal pairs”) and by the other pair of sides extending vertically in relation to the ground and terminating as to each side in the centres of each pair of lenses (in these regulations called “the vertical pairs”).
- (c) When the four lamps are erected beside the carriageway, the distance between the centres of the lenses for each of the horizontal pairs shall be not less than 945 nor more than 955 millimetres and for each of the vertical pairs shall be not less than 695 nor more than 705 millimetres in accordance with the arrangement shown in diagram 6032.
- (d) When the four lamps are erected over the carriageway, the distance between the said centres for each of the horizontal pairs shall be not less than 1395 nor more than 1405 millimetres and for each of the vertical pairs not less than 545 nor more than 555 millimetres in accordance with the arrangement shown in diagram 6031.

- (e) Subject to the provisions of sub-paragraph (f), each lamp shall be separately illuminated and the effective diameter of the lens thereof shall be not less than 120 nor more than 130 millimetres.
 - (f) When the signal is operated, each lamp shall show its 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 of the vertical pairs are always shown when the lights of the other vertical pair are not shown.
 - (g) The height of the centres of the lenses comprising the lower of the horizontal pairs from the surface of the carriageway in the immediate vicinity shall be in the case of signals placed at the side of the carriageway not less than 1.8 nor more than 3.2 metres and in the case of signals placed over the carriageway not less than 5.8 nor more than 6.8 metres.
 - (h) No lettering of any kind shall be used upon any of the lenses.
- (4) The size, colour and type of light signals described in 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 585 nor more than 665 millimetres 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 235 nor more than 345 millimetres;
 - (d) each lamp shall be separately illuminated and the effective diameter of the lens thereof shall be not less than 195 nor more than 220 millimetres;
 - (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 60 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 centre of the amber lens 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 2.4 nor more than 4 metres and in the case of signals placed elsewhere and over the carriageway not less than 6.1 nor more than 9 metres;
 - (g) the lenses shall be provided with a rectangular backing board having an overall width of not less than 1.3 metres and extending not less than 300 millimetres above the centre of each of the red lenses and not less than 300 millimetres below the centre of the amber lens, which board shall be coloured black, save for a white border having a width of not less than 80 nor more than 100 millimetres on the side from which lamps show;
 - (h) the sequence of the signal lights under this paragraph shown for the purpose of controlling vehicular traffic shall be amber followed by red;

(i) no lettering of any kind shall appear on any of the lenses.

(5) Light signals described in paragraph (4) may be surmounted by a cross of the size, colour and type shown in diagram 542.

14.—(1) Subject to paragraph (2) a lens or lenses of the size and colour shown in diagram 3001, 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 13(2) in any of the methods shown in diagrams 3003, 3005, 3006 and 3011;

(b) may be affixed to the light signals referred to in regulation 13(2) or to those signals as altered in accordance with sub-paragraph (a) in any of the methods shown in diagram 3002 and diagrams 3004 to 3011.

In this paragraph, the substitution referred to in sub-paragraph (a) in the method shown in the said diagram 3011 shall be treated as having been effected by means of the upper arrow shown in that diagram, the lower arrows shown therein being treated as affixed in accordance with sub-paragraph (b).

(2) When a lens is, or lenses are, so affixed as provided in sub-paragraph (1)(b) and any one lens so affixed is of the larger of the two sizes specified in diagram 3001, the distance between the centre of that lens and the centre of any other lens affixed next in position immediately above, below or to the side of that first mentioned lens shall be not less than 415 nor more than 440 millimetres.

(3) The direction in which the arrow shown in diagram 3003 points may be varied so as to be—

(a) a direction which lies straight upright, or

(b) a direction which lies at any angle between 90 degrees either to the left or to the right of the said upright direction.

(4) The direction in which any arrow shown in any of the diagrams 3002, 3004 to 3006, 3009 and 3010 points may be varied so as to be—

(a) a direction which lies straight upright, or

(b) a direction which lies between the direction shown in the diagram showing that arrow and the said upright direction.

(5) The direction in which the upper arrow shown in diagram 3007 points may be varied so as to be a direction which lies at any angle from the upright position shown to an angle of 45 degrees to the left and the direction in which the upper arrow shown in diagram 3008 points may be so varied as aforesaid to an angle of 45 degrees to the right.

(6) The direction in which the lower arrow shown in each of the diagrams 3007 and 3008 points may be varied so as to be a direction which lies at any angle from the position shown in each such diagram respectively to an angle of 45 degrees towards the upright position as shown for the upper arrow in each such diagram.

(7) When both arrows shown in diagram 3011 are illuminated and extinguished simultaneously the direction in which the upper arrow shown in that diagram points may be varied so as to be a direction which lies at any angle from the position so shown for that arrow to an angle of 45 degrees to the right passing through an arc of 135 degrees and the direction in which the lower arrow so shown points may be varied so as to be a direction which

lies at any angle from the position so shown for that arrow to an angle of 45 degrees towards the upright position or alternatively so as to be a direction lying at any angle from a position in which that arrow faces in the opposite direction from that so shown to an angle of 45 degrees towards the upright position.

(8) When both arrows shown in the said diagram 3011 are illuminated and extinguished independently of each other, the direction of each such arrow may be varied so as to be a direction which lies at any angle between 90 degrees either to the left or to the right of the upright position.

Portable light signals for control of vehicular traffic

15.—(1) Portable light signals may be used for the control of vehicular traffic—

- (a) where, owing to roadworks being in progress or for some other reason, the width of the carriageway is temporarily restricted so that it will carry only one line of traffic,
- (b) at a level crossing where a road is crossed by a railway when work in relation to that crossing is being carried out, or
- (c) during the progress of temporary schemes of traffic control, if the signals are being operated and maintained by, and under the regular supervision of, the police.

(2) Such light signals shall comply with the provisions of sub-paragraphs (a), (b), (c), (e), (f) and (g) of paragraph (2) of regulation 13 or of the said paragraph (2) as varied by regulation 14.

Significance of light signals

16.—(1) The significance of the light signals described in regulation 13(2) or in regulation 15 shall be as follows:—

- (a) except as provided in sub-paragraph (b), the red 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;
- (b) on an occasion when a vehicle is being used for fire brigade, ambulance or police purposes and the observance of the prohibition conveyed by the red signal as provided by sub-paragraph (a) would be likely to hinder the use of that vehicle for the purpose for which it is being used on that occasion, then sub-paragraph (a) shall not apply to that vehicle; but instead the prohibition conveyed to that vehicle by the red signal shall be that that vehicle shall not proceed beyond the stop line, or as the case may be as provided by sub-paragraph (a), beyond the signals in such a manner or at such a time—
 - (i) as is likely to cause danger to the driver of any other vehicle proceeding on or from another road or on or from another part of the same road in accordance with the indications of the light signals operating there in association with the said red signal or as to necessitate the driver of any other such vehicle to change its speed or course in order to avoid an accident, or
 - (ii) in the case of any traffic which is not vehicular, as is likely to cause danger to that traffic proceeding on or from another road or on or from another part of the same road;

- (c) the amber-with-red signal shall be taken to denote an impending change in the indication given by the signals from red to green but shall not alter the prohibition conveyed by the red signal;
- (d) the green signal shall indicate that vehicular traffic may pass the signals and proceed straight on or to the left or to the right;
- (e) the amber signal shall, when shown alone, convey the prohibition that vehicular traffic shall not proceed beyond the stop line 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.

(2) The significance of the light signals described in regulation 13(2) as varied in accordance with the provisions of regulation 14 shall be as follows:—

- (a) subject as provided in sub-paragraph (d), the red 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 the stop line is not for the time being visible, beyond the signals, except that when a vehicle is being used on such an occasion as is specified in sub-paragraph (1)(b), the said prohibition shall not then apply to that vehicle but instead the prohibition conveyed to it on that occasion by the red signal shall be the same as that provided by sub-paragraph (1)(b) in relation to the vehicle mentioned in that sub-paragraph;
- (b) subject as provided in sub-paragraph (d), the amber-with-red signal shall denote an impending change in the indication given by the signals from red to green (where a green signal is provided) or from red to a green arrow or arrows but shall not alter the prohibition conveyed by the red signal;
- (c) the green signal (where a green signal is provided) shall indicate that vehicular traffic may pass the signals and proceed straight on or to the left or to the right;
- (d) any green arrow during such time as it is illuminated shall indicate that vehicular traffic may pass the signals and proceed in the direction indicated by the arrow notwithstanding any other indication given by the signals;
- (e) the amber signal shall, when shown alone, convey the prohibition that vehicular traffic shall not proceed beyond the stop line, or if the stop line is not for the time being visible, 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.

(3) Vehicular traffic passing any light signals in accordance with paragraphs (1) and (2) shall proceed with due regard to the safety of other users of the road and subject to the direction of any constable in uniform or of a traffic warden.

(4) The significance of the light signals described in regulation 13(3) shall be that the intermittent red lights when displayed at the side of the carriageway convey the prohibition that vehicular traffic shall not proceed beyond those lights and when displayed over the carriageway so as to operate in relation to vehicular traffic proceeding in the traffic lane (as defined by regulation 18(1)) situated immediately beneath them, the said lights convey the prohibition that such vehicular traffic as aforesaid shall not proceed beyond those lights;

Provided that this paragraph shall not apply to a vehicle when it is being used on such an occasion as is specified in sub-paragraph (1)(b); and for that vehicle when it is being so used, the intermittent red lights whether so displayed at the side of or over the carriageway shall have no significance.

(5) The significance of the light signals described in regulation 13(4) 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 signal or, if that line is not for the time being visible or there is no stop line, beyond the signal, except in the case of any vehicle which when the signal first appears is so close to the said line or signal that it cannot safely be stopped before passing the line or signal; 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) For the purpose of this regulation the expression “stop line” means the traffic sign shown in diagram 1001.

Light signals for pedestrians

17.—(1) Light signals for conveying to pedestrians the information mentioned in paragraph (4) may be used facing across the carriageway in conjunction with the light signals described by regulation 13(2) or those light signals as varied in accordance with the provisions of regulation 14 and, if so used, shall be of the size, colour and type shown in diagram 4001 or 4002.

Provided that the light signals for conveying to pedestrians such information as aforesaid and which are associated as parts of the same electrical circuit shall be all of them of the same size, colour and type, that is to say, as shown either in diagram 4001 or alternatively in diagram 4002.

(2) The height of the lower edge of the container enclosing the light signals from the surface of the carriageway in the immediate vicinity shall be not less than 2.1 nor more than 2.6 metres.

(3) The said signals shall be so designed that:—

- (a) the red figure shown in diagram 4001 or 4002 (hereinafter referred to as “the red signal”) can be internally illuminated by a steady light;
 - (b) the green figure shown in diagram 4001 or 4002 (hereinafter referred to as “the green signal”) can be internally illuminated by a steady light; and
 - (c) when one signal is illuminated the other signal is not illuminated.
- (4) (a) The period during which in the interests of safety pedestrians should not cross the carriageway shall be shown by the red signal during such time as it is illuminated; and
- (b) the period during which in the interests of safety pedestrians should cross the carriageway shall be shown by the green signal during such time as it is illuminated by the steady light.

(5) A traffic sign of the size, colour and type shown in diagram 4003 may be erected for use in conjunction with either the sign shown in diagram 4001 or that shown in diagram 4002 for the purpose of conveying to pedestrians the indication specified above that diagram.

Light signals for lane control of vehicular traffic

18.—(1) In this regulation the expression “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 either in diagram 1004, 1005, 1007 or 1013.1.

(2) Light signals placed above the carriageway and facing the direction of the on-coming vehicular traffic may be used for the control of that traffic proceeding along the traffic lane over and in relation to which those signals have been so placed and, subject to the provisions of this regulation, shall be of the size, colour and type shown in diagrams 5002 and 5004 if placed above the carriageway of a road which is a motorway or shown in diagrams 5001 and 5003 if placed above the carriageway of any other road.

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

(4) The said signals shall be so designed that—

- (a) the red cross shown in diagrams 5003 and 5004 (hereinafter referred to as “the red cross”) can be internally illuminated in such a manner as to show a steady red light.
 - (b) the white arrow shown in diagrams 5001 and 5002 (hereinafter referred to as “the white downward arrow”) can be internally illuminated by a steady white light, and
 - (c) whenever the red cross is illuminated above a traffic lane, the white downward arrow above that traffic lane is not also then illuminated and whenever the white downward arrow is illuminated above that same lane, the red cross is not also then illuminated.
- (5) The significance of the light signals described by this regulation shall be—

- (a) the red cross conveys to vehicular traffic proceeding in the traffic lane above and in relation to which it is displayed the prohibition that such traffic shall not proceed beneath or beyond the red cross in the said traffic lane in the direction opposite to that in which the red cross faces until that prohibition is cancelled by a display over that traffic lane of the white downward arrow or by the display over that traffic lane or beside the carriageway of the traffic sign shown in diagram 6001 or of a traffic sign bearing the legend “End of lane control”, and
- (b) the white downward arrow conveys to such traffic proceeding in the traffic lane above and in relation to which it is displayed the information that that traffic may proceed or continue so to do in the said lane beneath or beyond the said arrow and in the direction opposite to that in which that arrow faces.

Light signals for motorways

19. A traffic sign for conveying to the driver of a motor vehicle on a motorway the warning that, owing to the existence of a hazard thereon, he should drive at a speed which does not exceed 30 miles per hour shall consist of 2 beacons showing light signals of the following size, colour and type, that is to say—

- (1) 2 lamps each showing an intermittent amber light shall be used;
- (2) the lamps shall be arranged vertically so that there is a distance of not less than 825 millimetres nor more than one metre between the centres of the lenses of the lamps;

- (3) each lamp shall be separately illuminated and the effective diameter of the lens thereof shall be not less than 115 nor more than 175 millimetres;
- (4) each lamp shall show the said 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 light of one lamp is always shown at a time when the light of the other lamp is not shown.

20.—(1) Subject to the provisions of these regulations, a traffic sign for conveying to vehicular traffic on motorways a warning or information of the description specified in or under a diagram in head A of part VII of schedule 1 shall be the size, colour and type shown in the diagram relating to that warning or that information.

In this paragraph, the reference to vehicular traffic, where the traffic sign is erected beside the carriageway, is a reference to all vehicular traffic facing that sign and proceeding along the carriageway beside which the sign is so erected, and where the traffic sign is erected over the carriageway so as to operate in relation to vehicular traffic facing that sign and proceeding in the traffic lane (as defined by regulation 18(1)) situated immediately beneath it, is a reference only to such traffic so facing and proceeding in that lane.

(2) Each of the signs shown in any diagram in head A of part VII of schedule 1 shall, when displaying the pattern of circles indicated by the diagram relative to that sign, be illuminated by internal white or off-white lights so arranged as to form the said pattern and may be accompanied by four lamps each showing an intermittent amber light as provided in paragraph (3).

(3) Where the said four lamps accompany any of the signs mentioned in paragraph (2) those lamps shall be of the size, colour and type described in this paragraph, that is to say—

- (a) the lamps shall, in relation to the said pattern of circles, be so arranged as shown in diagram 6022 when erected beside the carriageway or as shown in diagram 6021 when erected over the carriageway;
- (b) each lamp shall show an intermittent amber light and, subject to the provisions of sub-paragraph (f) be separately illuminated; and the effective diameter of the lens thereof shall be not less than 120 nor more than 130 millimetres;
- (c) the lamps shall be so fitted as to enclose a rectangular area bounded by the one pair of sides extending horizontally in relation to the ground and terminating as to each side in the centres of each pair of lenses (in these regulations called “the horizontal pairs”) and by the other pair of sides extending vertically in relation to the ground and terminating as to each side in the centres of each pair of lenses (in these regulations called “the vertical pairs”);
- (d) when the four lamps are erected beside the carriageway, the distance between the centres of the lenses for each of the horizontal pairs shall be not less than 695 nor more than 705 millimetres and for each of the vertical pairs shall be not less than 945 nor more than 955 millimetres;
- (e) when the four lamps are erected over the carriageway, the distance between the said centres for each of the horizontal pairs shall be not less than 1045 nor more than 1055 millimetres and for each of the vertical pairs not less than 545 nor more than 555 millimetres;

- (f) when the sign is operated, each lamp shall show the said 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 of the horizontal pairs are always shown when the lights of the other horizontal pair are not shown;
- (g) the height of the centres of the lenses comprising the lower of the horizontal pairs from the surface of the carriageway in the immediate vicinity shall be in the case of signs placed beside the carriageway not less than 1.8 nor more than 3.2 metres and in the case of signs placed over the carriageway not less than 5.8 nor more than 6.8 metres;
- (h) no lettering of any kind shall be used upon any of the lenses.

(4) The light signals described in paragraph (3) shall convey to traffic the warning that the display of a traffic sign shown in a diagram in head A of part VII of schedule 1 is due to the existence of temporary hazardous conditions on or near the motorway.

(5) Where the circumstances so require, the indications given by the signs shown in head A of part VII of schedule 1 may be varied as in this paragraph provided, that is to say:—

- (a) any indication given by such a sign may be varied in the respect (if any) in which it is shown below the diagram relating to that sign that the indication may be varied;
- (b) in the sign shown in diagram 6001, the numerals may be varied to accord with the circumstances.

Road danger lamps

21.—(1) Subject to the provisions of these regulations and without prejudice to paragraph (3), a lamp showing either a steady or an intermittent light may be used to indicate to traffic the limits of a temporary obstruction of a road and shall be of the size, colour and type described in paragraph (2).

- (2) (i) The colour of the light shown by the said lamp whether steady or intermittent shall be amber.
- (ii) Each lens of the lamp shall be—
 - (a) if the light so shown is emitted from the lamp in only one, two or three horizontal directions, of such a shape and size that the perimeter of its horizontally projected area on to any vertical plane shall be capable of lying wholly inside a circle having a diameter of 150 millimetres and wholly outside a circle having a diameter of 100 millimetres, and
 - (b) if the light so shown is emitted from the lamp in every horizontal direction, of such a shape and size that the perimeter of its horizontally projected area on to any vertical plane shall be capable of lying wholly within a square having sides of 125 millimetres in length and wholly outside a square having sides of 40 millimetres in length.
- (iii) Each such lamp shall be illuminated separately and by a single source of light.
- (iv) The height of the centre of any such lens from the surface of the road in the immediate vicinity shall not exceed 1.2 metres.
- (v) There shall be displayed in association with that lens, a device having an area of not less than 50 square centimetres and fitted with amber reflectors or amber reflecting material.

- (vi) Where a lamp is used which shows a steady light, then the luminous intensity of that light shall not be less than 0.5 candela measured within 5 degrees above and below and 10 degrees left and right of the principal axis if the light so shown is emitted from the lamp in only one, two or three directions, and measured within 5 degrees above and below the horizontal plane around the vertical axis of symmetry if the said light is so emitted in every direction.
- (vii) Where a lamp which shows an intermittent light is used, then that lamp shall be of such a size and type that the rate of flashing shall be not less than 900 flashes per minute and the peak luminous intensity measured in accordance with sub-paragraph (vi) not less than 1 candela; except that where such a lamp is erected within 50 metres of a street lamp lit by electricity on a road subject to a speed limit of 40 miles per hour or less, that lamp may, as an alternative to the size and type last mentioned, be of such a size and type that the said rate shall be not less than 120 nor more than 150 flashes per minute and the said intensity so measured shall be not less than 1.5 candela.

Sealed with the Official Seal of the Department of the Environment for Northern Ireland on 8th November 1979.

(L.S.)

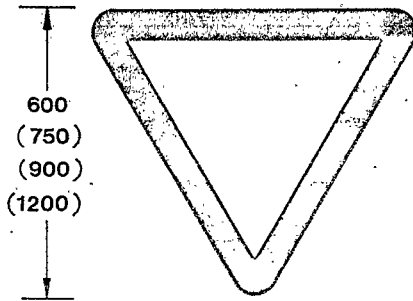
T. J. McCormick

Senior Assistant Secretary

SCHEDULE 1

Dimensions in any diagram shown in this Schedule are expressed in millimetres unless otherwise specified.

PART I—Warning signs



Junction ahead controlled by sign in diagram 601.1 or 602

501



Plate for use with sign in diagram 501

502

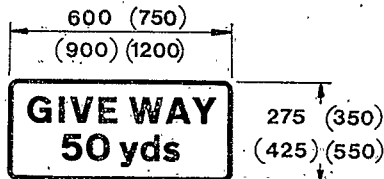
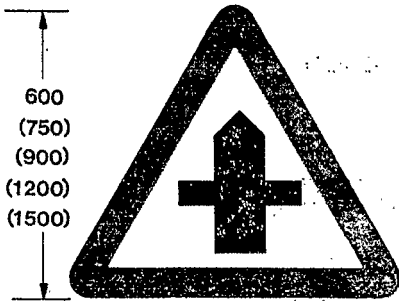


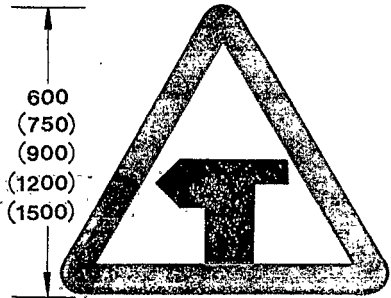
Plate for use with sign in diagram 501

503

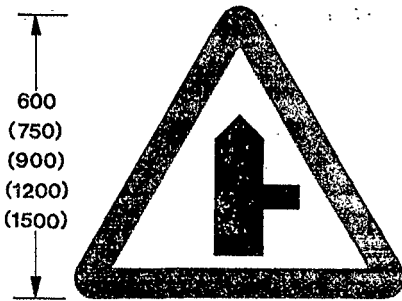
PART I—Warning signs (contd.)



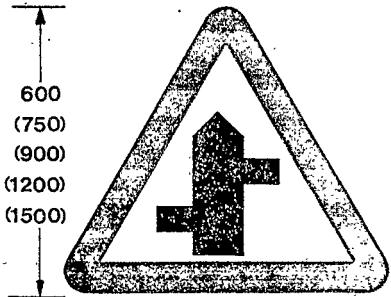
Cross roads ahead
504.1



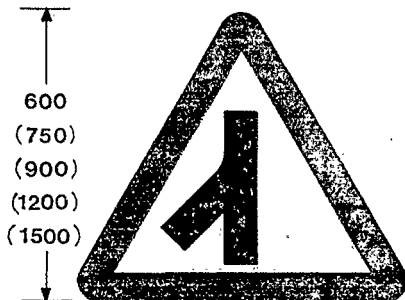
T junction ahead
Permitted variant:
The symbol may be reversed
505.1



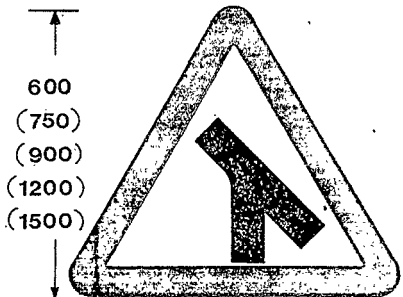
Side road ahead
Permitted variants:
The symbol may be reversed and the
thickness of the symbol may be varied
to indicate the direction of the major
road
506.1



Staggered junction ahead
Permitted variants:
The symbol may be reversed and the
thickness of the symbol may be varied
to indicate the direction of the major
road
507.1

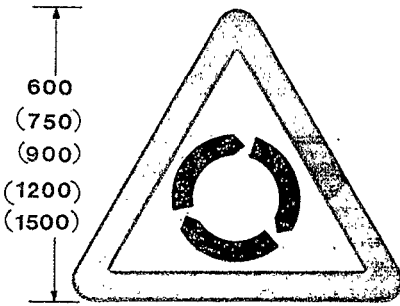


Traffic merges ahead
Permitted variant:
The symbol may be reversed
508



Same as 508.
Permitted variant:
The symbol may be reversed
509

PART I—Warning signs (contd.)



Roundabout ahead
510

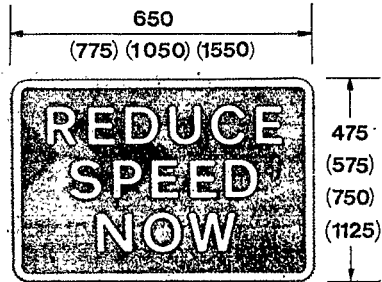
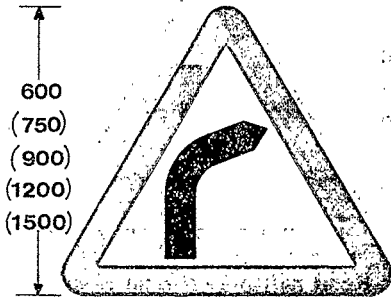


Plate for use with signs in diagrams 510, 512, 513, 516, 517 and 520

Permitted variant:

When used in combination with any of the signs in diagrams 504.1 to 507.1 may be varied to read "Heavy plant crossing"

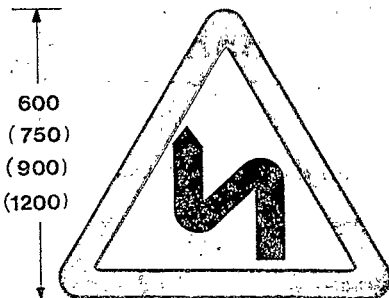
511



Bend to the right ahead
Permitted variant:

The symbol may be reversed to indicate a bend to the left ahead

512



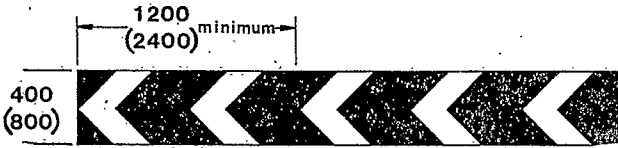
Double bend ahead, first to the left

Permitted variant:

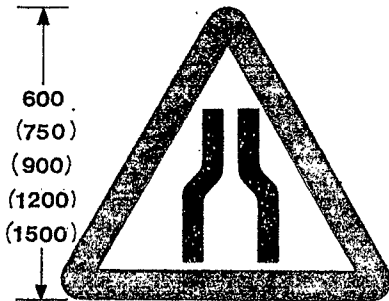
The symbol may be reversed to indicate a double bend ahead, first to the right

513

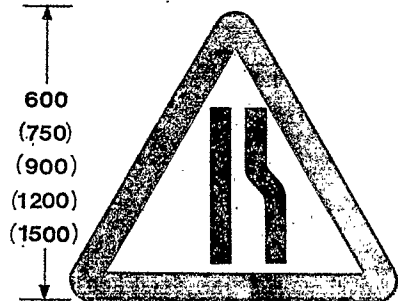
PART I—Warning signs (contd.)



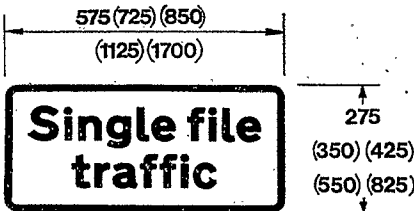
Sharp deviation of route to the left
515



Road narrows on both sides ahead
516



Road narrows on right ahead
Permitted variant:
The symbol may be reversed to indicate that road narrows on left ahead
517

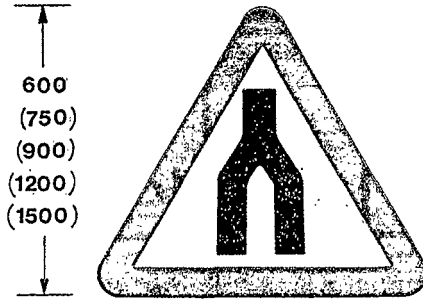


Convergence of traffic to single file in each direction:
Plate for use with signs in diagrams 516 and 517
518

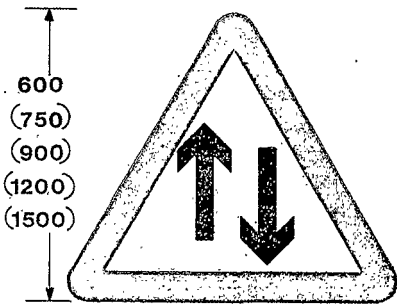


Road only wide enough for one line of vehicles
Plate for use with signs in diagrams 516 and 517
519

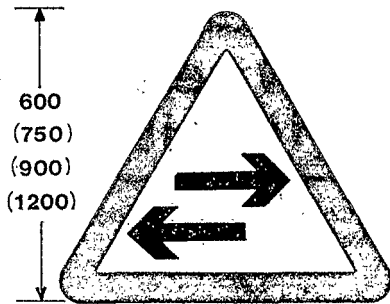
PART I—Warning signs (contd.)



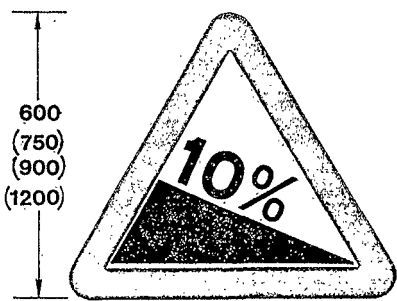
Dual carriageway ends ahead
520



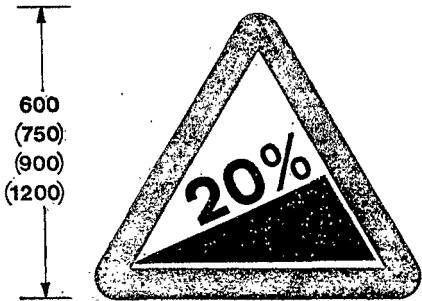
Two-way traffic
521



Two-way traffic across
a one-way carriageway
of a road ahead
522



Steep hill downwards ahead
523.1



Steep hill upwards ahead
524.1

PART I—Warning signs (contd.)



62.5
(75)
(100)

Plate for use with signs in diagrams 523.1 and 524.1

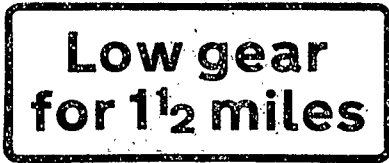
525



62.5
(75)
(100)

Plate for use with signs in diagrams 512, 513, 523.1 and 524.1

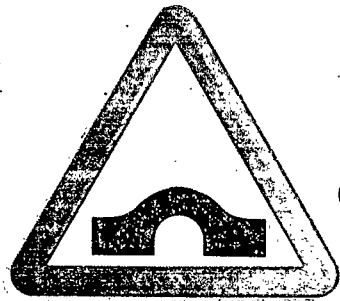
526



50
(62.5)
(75)
(100)

Plate for use with signs in diagrams 523.1 and 524.1

527



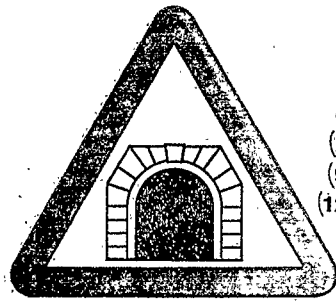
600
(750)
(900)
(1200)

Hump bridge ahead
528



600
(750)
(900)
(1200)

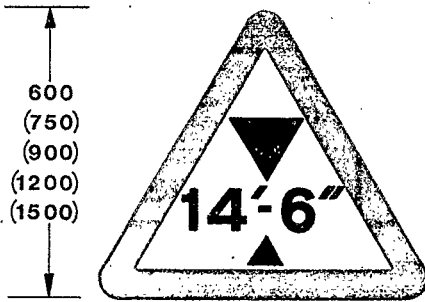
Opening or swing bridge ahead
529



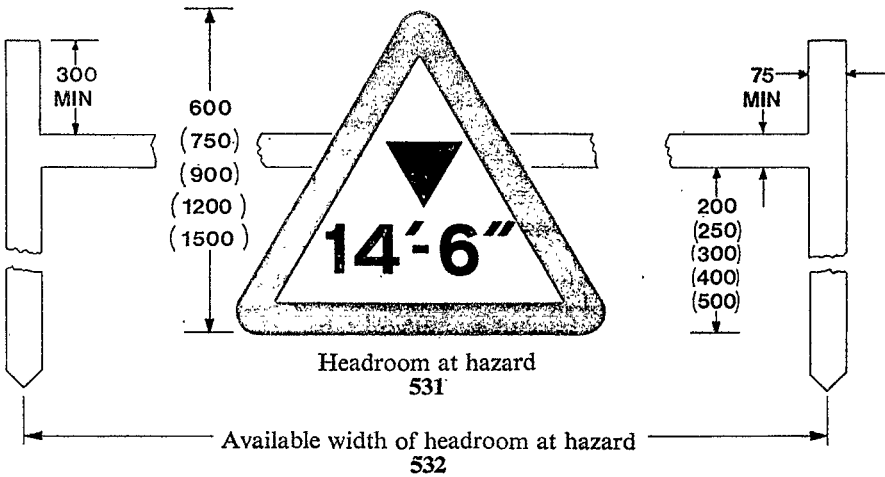
600
(750)
(900)
(1200)

Tunnel ahead
529.1

PART I—Warning signs (contd.)

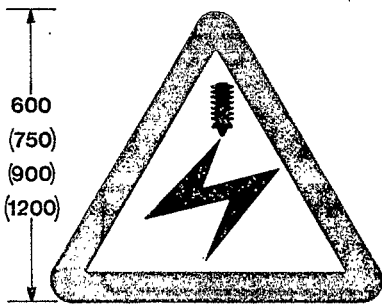


Headroom at hazard
530



Headroom at hazard
531

Available width of headroom at hazard
532



Electrified overhead cable
ahead

533

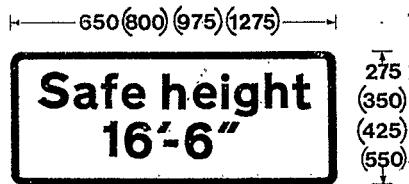


Plate for use with sign in diagram 533

534.1

PART I—Warning signs (contd.)

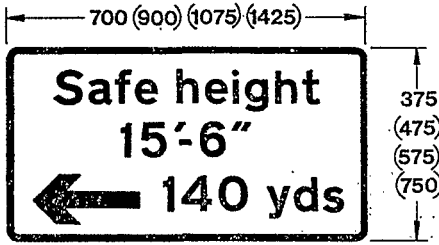


Plate for use with sign in diagram 533

534.2

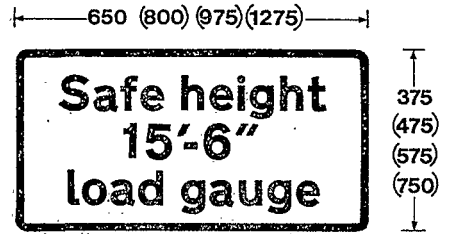
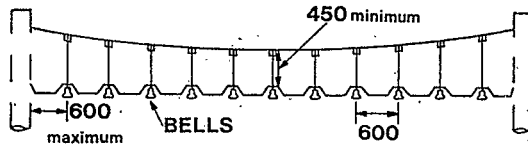


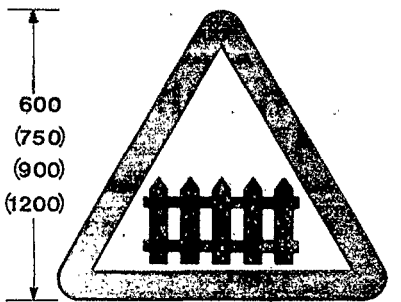
Plate for use with sign in diagram 533

535.1



Load gauge to afford audible warning of the maximum safe height of vehicles about to pass under electrified overhead cable

536



Level crossing with gate or barrier ahead

537

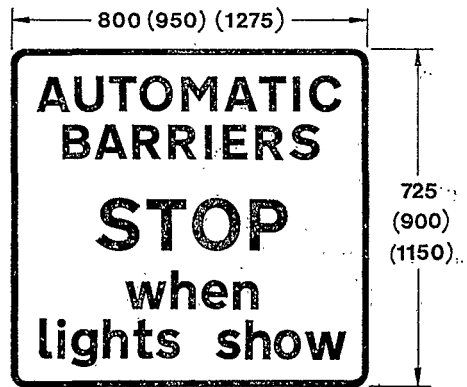


Plate for use with sign in diagram 537 at or near a level crossing with automatic barriers

537.1

PART I—Warning signs (contd.)

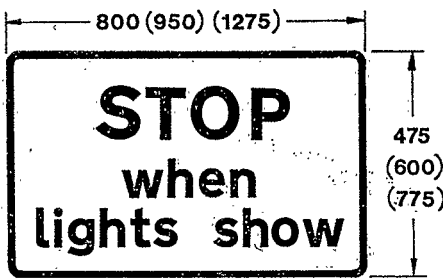


Plate for use with signs in diagrams 529, 529.1, 537 (except when erected at or near a level crossing with automatic barriers), 538 and 558

537.2

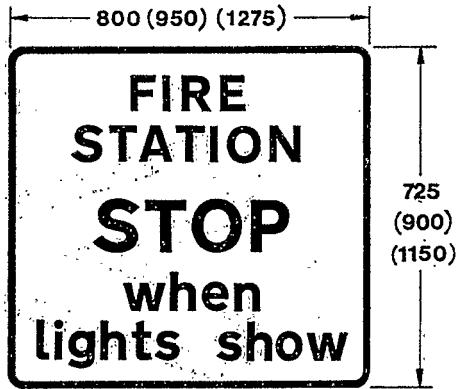
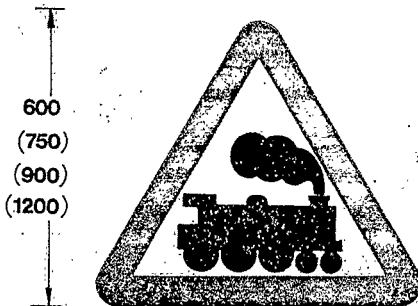


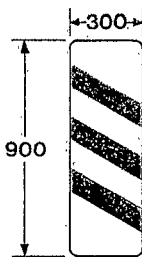
Plate for use with diagram 562 to give warning of the presence of signals ahead conforming to Regulation 13 (4) (a) installed at or near a fire station.

Permitted variant:
"Ambulance" may be substituted for "Fire" when appropriate

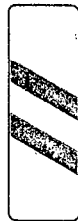
537.3



Level crossing without gate or barrier ahead
538



Concealed level crossing ahead
539



Same as 539
540



Same as 539
541

Permitted variant: In the signs in diagrams 539, 540 and 541 the slope of the bars may be reversed when erected on the right hand side of a carriageway

PART I—Warning signs (contd.)

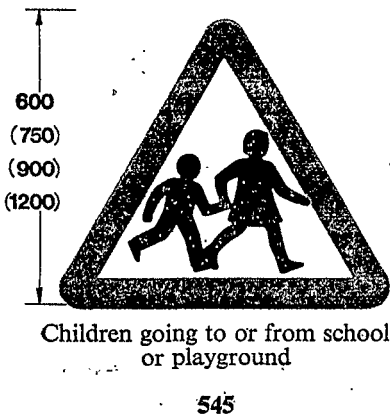
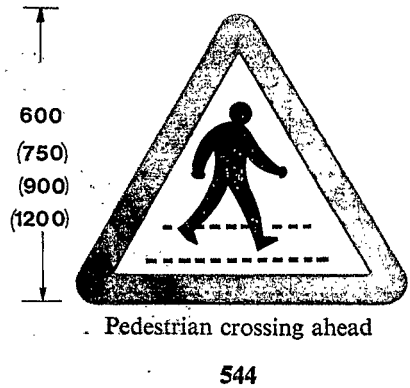
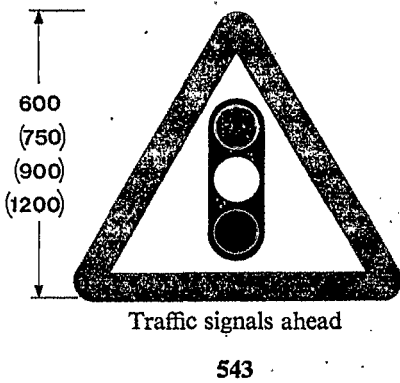
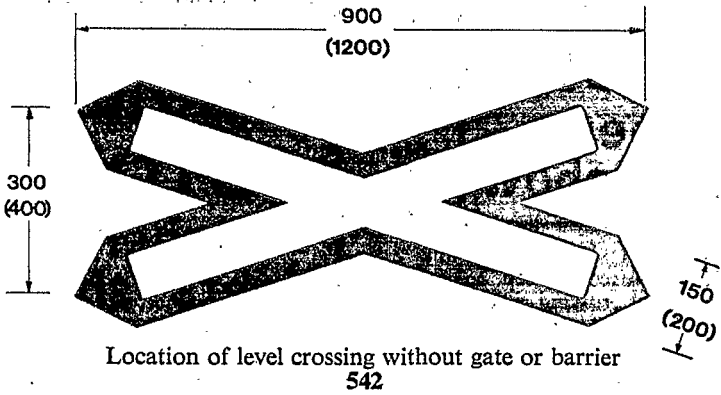


Plate for use with sign in diagram 545

546

PART I—Warning signs (contd.)

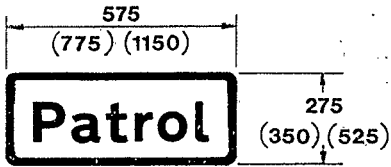


Plate for use with sign in diagram 545

547.1

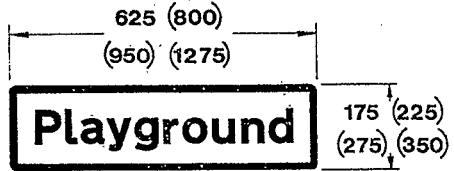
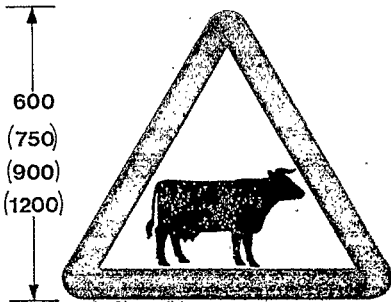


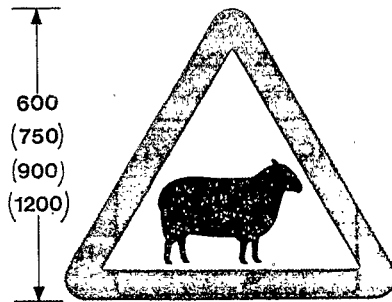
Plate for use with sign in diagram 545

547.2



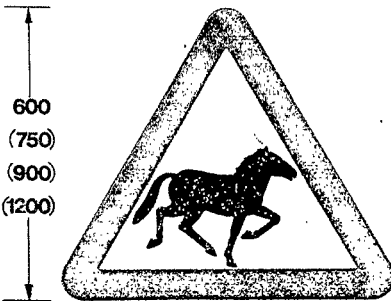
Cattle

548



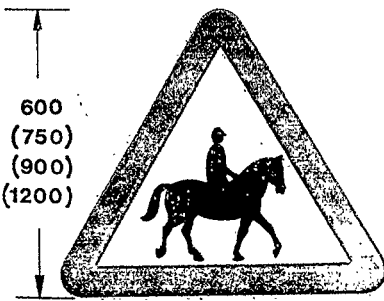
Sheep

549



Wild horses or ponies

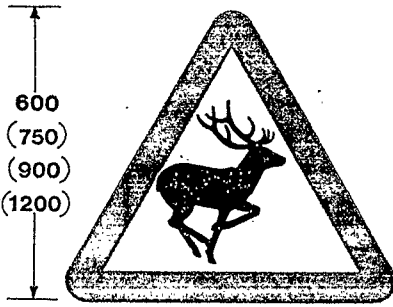
550



Accompanied horses or ponies crossing the road ahead

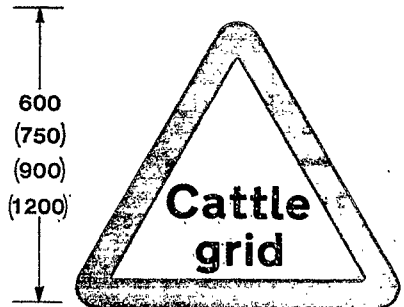
550.1

PART I—Warning signs (contd.)



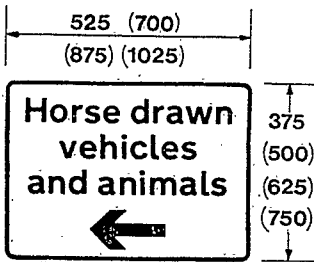
Wild animals

551



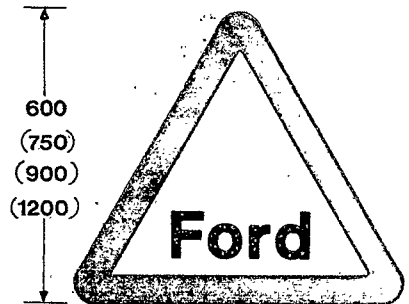
Cattle grid ahead

552



By-pass of cattle grid
Plate for use with sign
in diagram 552

553

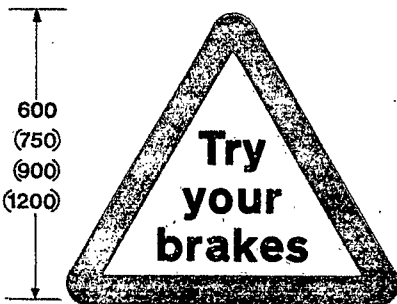


Worded warning sign

Permitted variants:

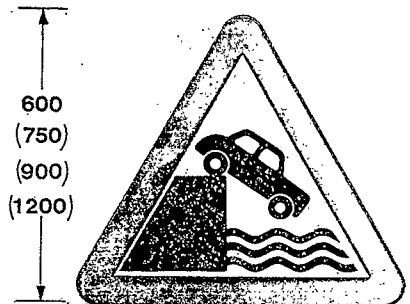
"Flood", "Fog", "Gate",
"Gates", "Ice" or "Snow drifts"
may be substituted for "Ford"

554



Indication to drivers after ford

554.1



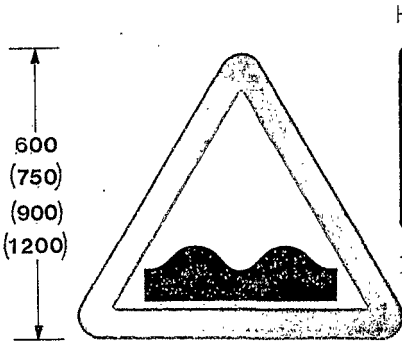
Quayside or river bank ahead

Permitted variant:

The symbol may be reversed

555

PART I—Warning signs (contd.)



Uneven road
556

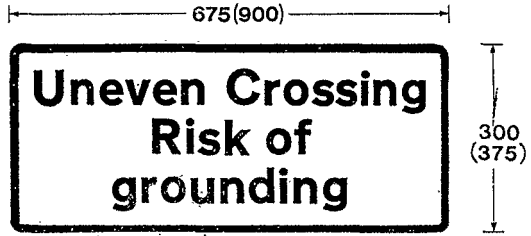


Plate for use with sign in diagram 556 at or near a level crossing

556.1

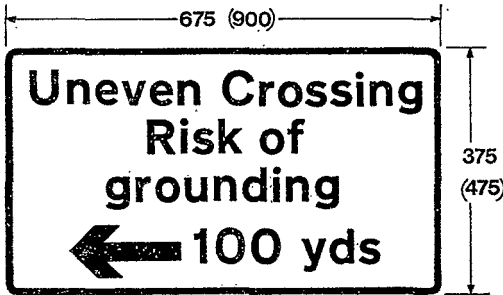
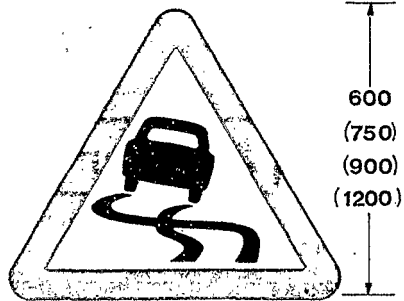
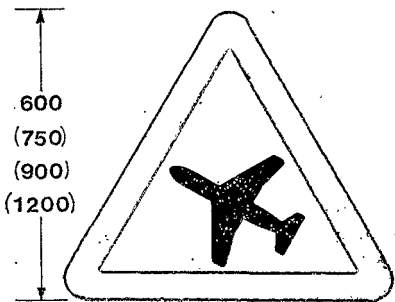


Plate for use with sign in diagram 556 near a level crossing

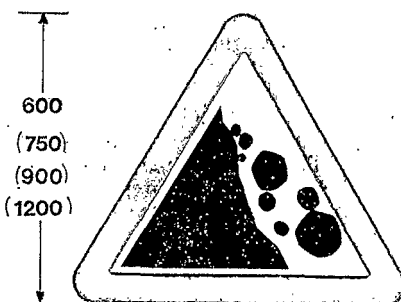
556.2



Slippery road
557

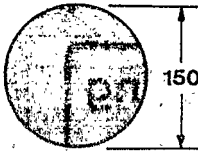


Low flying aircraft or sudden aircraft noise
558



Risk of falling or fallen rocks
Permitted variant:
The symbol may be reversed
559

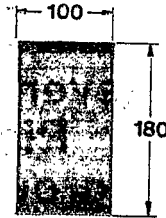
PART I—Warning signs (contd.)



Hazard marker to indicate edge of carriageway or obstruction near that edge

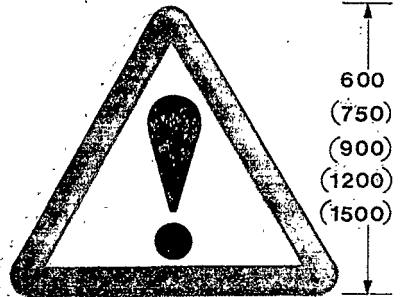
Permitted variant: The portion of the sign coloured red to be coloured white or amber

560



Same as 560

561



Other danger ahead

562



62.5
(75)
(100)
(150)

Plate indicating nature of other danger, for use with sign in diagram 562

Permitted variants: "Blasting", "Dust cloud", "Fallen tree", "Frost damage", "Overhead cable repairs", "Road liable to flooding", "Smoke" or "Surveying" may be substituted for "Accident"

563



Road works or temporary obstruction of the carriageway ahead

564

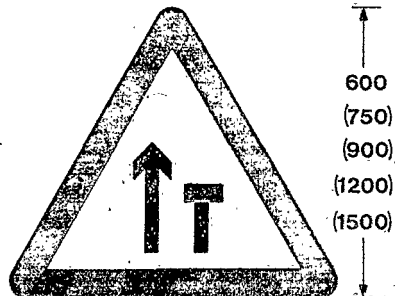


(75)
62.5 (100)
(150)

Plate indicating nature of road works for use with sign in diagram 564

Permitted variants: "Blasting", "Grass cutting", "Gritting", "Gully emptying", "Hedge cutting", "Road sweeping", "Salting", "Sign cleaning", "Snowploughing", "Surveying" or "Tree cutting" may be substituted for "Line painting"

564.1

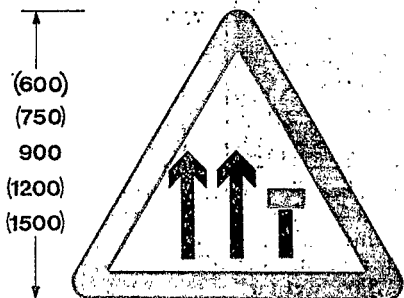


Right hand lane of a two lane carriageway of a dual carriageway road closed to traffic ahead

Permitted variant: The symbols may be reversed to indicate left hand lane is closed to traffic ahead

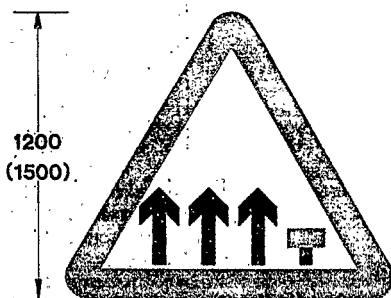
564.2

PART I—Warning signs (contd.)



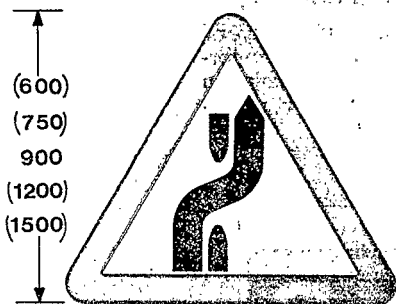
Right hand lane of a three lane carriage-way closed to traffic ahead
 Permitted variants: The symbols may be varied to indicate which lane is or lanes are closed to traffic provided that the centre lane is not shown as closed and the other lanes are shown as open unless the right hand arrow is reversed to indicate two-way traffic

564.3



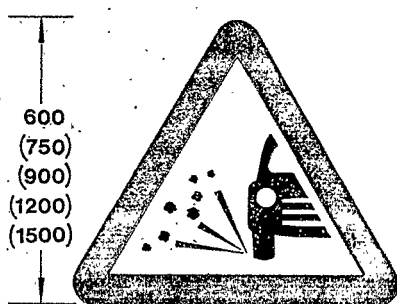
Right hand lane of a four lane carriage-way closed to traffic ahead
 Permitted variants: The symbols may be varied to indicate which lane is or lanes are closed to traffic, provided that if either one of the two centre lanes is shown as closed then the outside lane adjacent to it shall also be shown as closed and if both centre lanes are so shown, then either one of the two outside lanes shall also be so shown unless one of the arrows representing a lane not so shown is reversed to indicate two-way traffic

564.4



Diversion to the other carriageway of a dual carriageway road ahead
 Permitted variant:
 The symbol may be reversed

564.5



Loose chippings

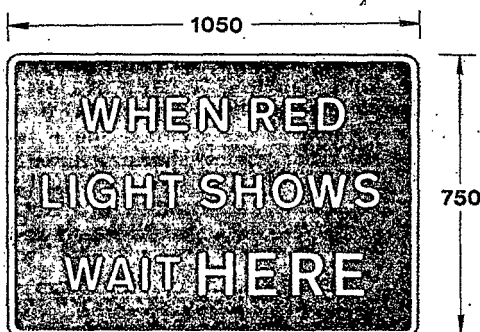
565.1

PART I—Warning signs (contd.)



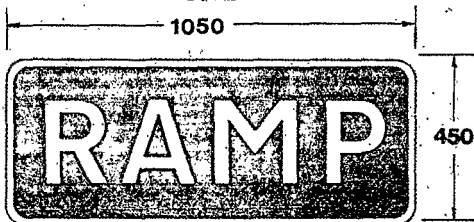
Permitted variants: "Ramp ahead", "Road ahead closed", "Road closed", "Temporary road surface", "Works traffic only", "No works traffic" or "Traffic control ahead" may be substituted for "Slow wet tar"

565.2



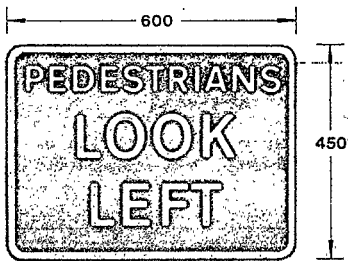
To indicate to vehicular traffic the place beyond which traffic shall not proceed when a temporary red light signal conforming to Regulation 15 (2) is displayed and no stop line is placed on the carriageway

565.3



566

PART I—Warning signs (contd.)



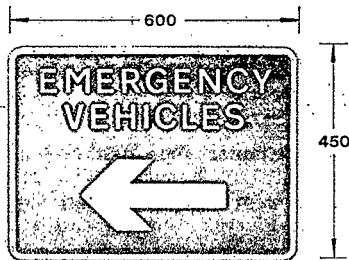
Permitted variant: "Right" may be substituted for "Left"

567



Direction of temporary pedestrian route

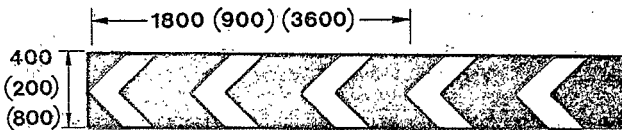
567.1



To indicate direction for emergency vehicles to a temporary incident control point

Permitted variant: "Incident control"

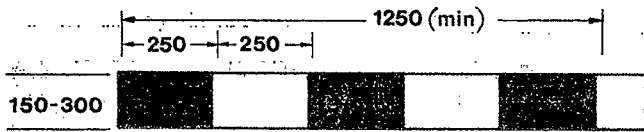
567.2



Sharp deviation of route to the left at or near road works or other temporary obstruction

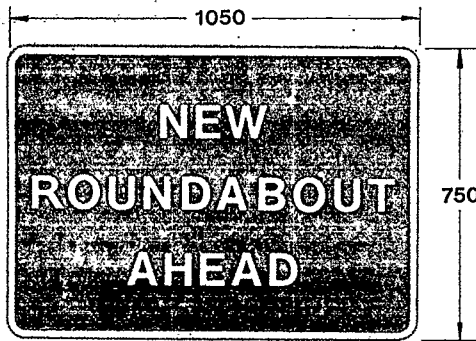
569

PART I—Warning signs (contd.)



Traffic lane or carriageway closed to traffic

569.1



Permitted variants: "New road layout", "New traffic signals", "Changed priorities", "New one-way system", "Gap closed" or "New traffic islands" may be substituted for the first two lines

569.2



- 62.5
- (75)
- (100)
- (150)
- (200)



- 75
- (100)
- (150)
- (200)

Distance over which hazard or prohibition extends

Plate for use with signs in diagrams 513, 518, 519, 523.1, 524.1, 548 to 551, 554 (when varied to "Flood"), 556, 557 to 559, 564, 564.2, 564.3, 614, 615, 632 and 642

570

Distance to hazard

Plate for use with signs in diagrams 518, 519, 523.1, 524.1, 529, 530, 554 and 564

571

PART I—Warning signs (contd.)



50
(75)
(100)
(150)
(200)

Distance to hazard
Plate for use with signs in diagrams 504.1 to 509, 518 to 520, 523.1, 524.1, 529, 529.1, 530, 533, 537, 538, 543 to 545, 554, 555, 562, 564, 564.2, 564.3 and 564.4

572

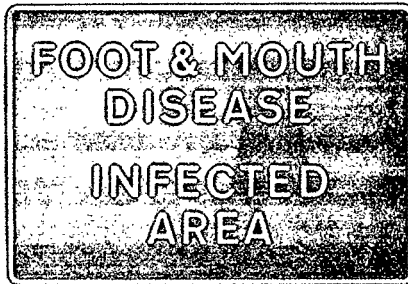


62.5
(75)
(100)
(150)
(200)

Distance and direction to hazard
Plate for use with signs in diagrams 529, 529.1, 530, 533, 537, 538, 543 to 545, 554, 555, 562 and 564

Permitted variant:
The distance may be omitted

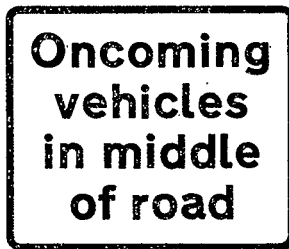
573



62.5
(150)

Permitted variants: "Ahead" may be inserted after "Area" or "End of" may be inserted before "Infected"

574

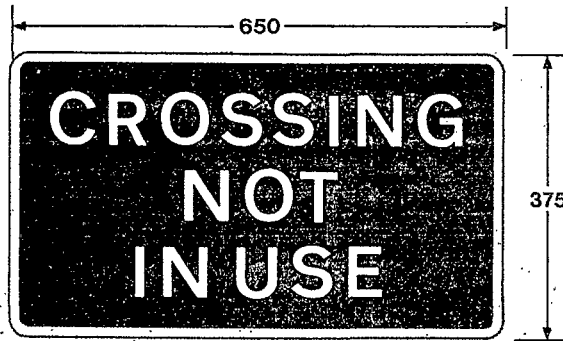


50
(75)
(100)

Plate for use with signs in diagrams 516, 517, 528, 529.1 and 530

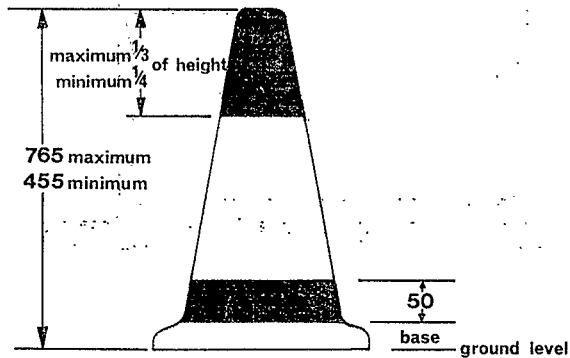
575

PART I—Warning signs (contd.)



Temporary sign for pedestrians to indicate that a Zebra or Pelican pedestrian crossing is not in use as such a crossing

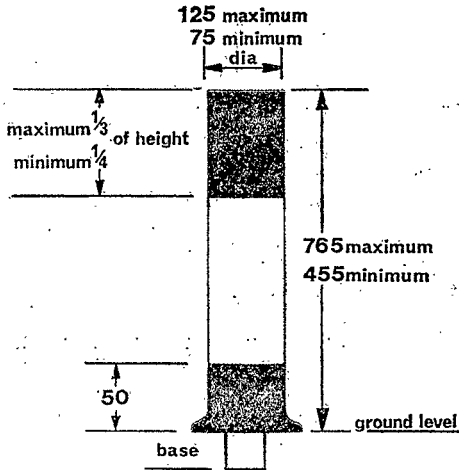
576



Conical traffic cone to delineate the edge of a route for vehicular traffic through or past a temporary obstruction

577

PART I—Warning signs (contd.)



Cylindrical traffic cone to indicate the temporary division of traffic flows into opposing directions on one carriageway, or to mark a boundary between two carriageways of a dual carriageway which may not be crossed except for fire brigade, ambulance or police purposes

578

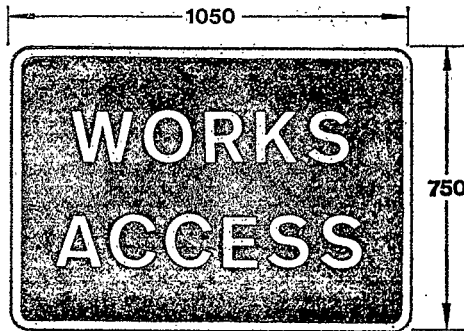
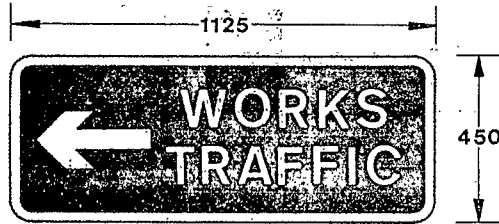


Plate for use with diagram 506.1 to indicate a temporary access to a construction or road works site

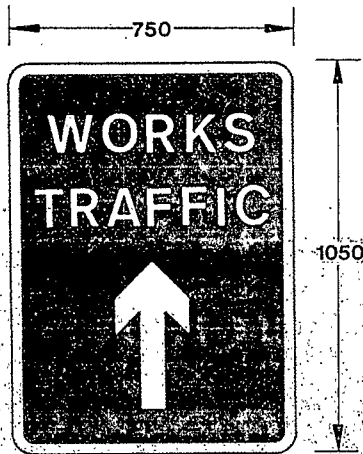
579

PART I—Warning signs (contd.)



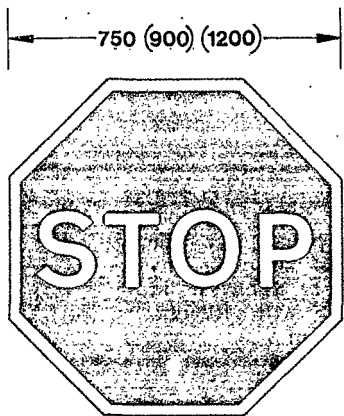
Temporary sign to guide road works or construction traffic
580

or alternatively



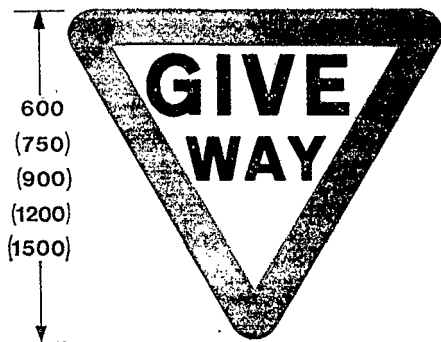
SCHEDULE 1

PART II—Regulatory signs



To indicate to vehicular traffic the requirements prescribed in Regulation 6 (1) (b)

601.1



To indicate to vehicular traffic the requirements prescribed in Regulation 6 (1)(c)(i)

602

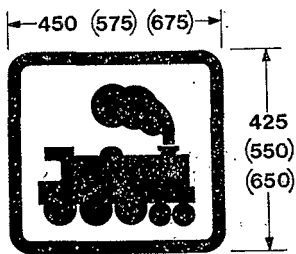
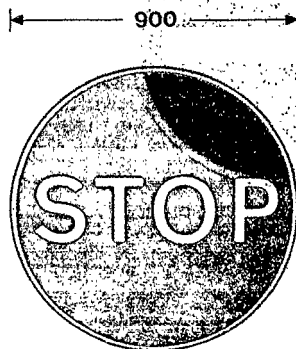


Plate for use with sign in diagram 602 at an open level-crossing without light signals to indicate the requirements prescribed by Regulation 6 (1) (c) (ii)

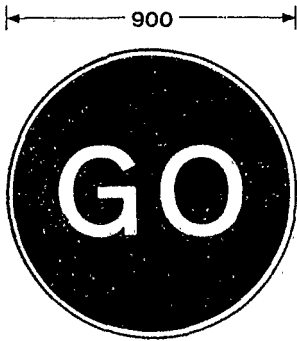
602.1



Manually operated temporary sign to indicate to vehicular traffic that they shall not proceed into the length of road where one-way working is necessary

603

PART II—Regulatory signs (contd.)



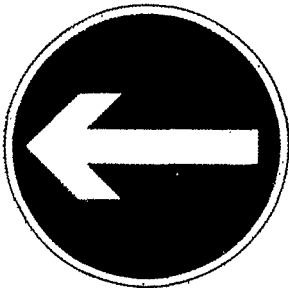
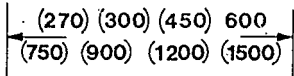
Manually operated temporary sign to indicate to vehicular traffic that they may proceed into the length of road where one-way working is necessary

604



Yellow fluorescent background.

Sign exhibited by a school crossing patrol for the purpose of stopping any vehicle or vehicles in accordance with Regulation 7 605.1



Vehicular traffic must proceed in the direction indicated by the arrow

606

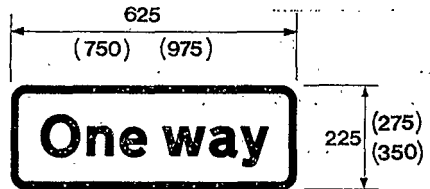
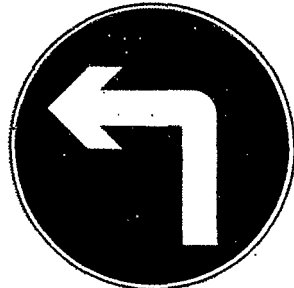
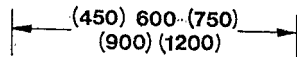


Plate for use with signs in diagrams 606 and 609

607



Vehicular traffic must turn left ahead

Permitted variant:
The direction of the arrow may be reversed to indicate vehicular traffic must turn right ahead

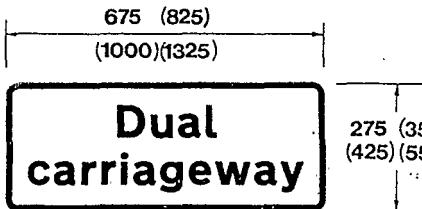


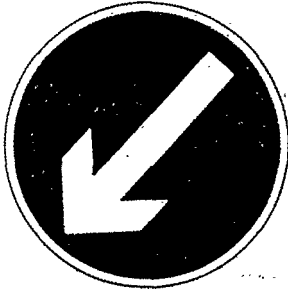
Plate for use with signs in diagrams 601.1, 602, 606, 609 and 610

608

609

PART II—Regulatory signs (contd.)

(270)(300) 600 (750)
(900)(1200) (1500)



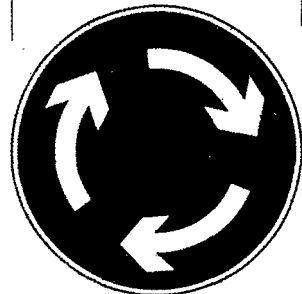
Vehicular traffic passing the sign must keep to the left of the sign

Permitted variant:

The arrow may be pointed downwards to the right to indicate vehicular traffic passing the sign must keep to the right of the sign

610

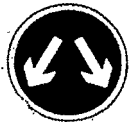
600 (750)(900)



Vehicles entering the junction give priority to vehicles from the right at the transverse road marking shown in diagram 1003.3 associated with the sign or, if the line is not for the time being visible, at the road junction and proceed past the marking shown in diagram 1003.4 in the direction indicated by the arrows

611.1

300 (270)



To indicate to vehicular traffic that by passing either side of the sign the same destination is reached

611

600 (300) (750)
(900) (1200)



No right turn for vehicular traffic

612

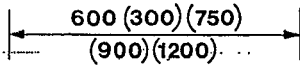
600 (300)(750)
(900)(1200)



No left turn for vehicular traffic

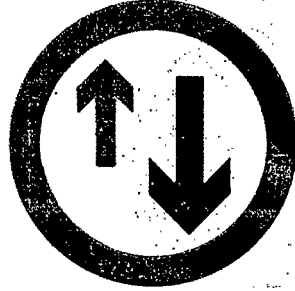
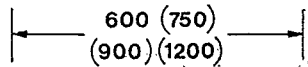
613

PART II—Regulatory signs (contd.)



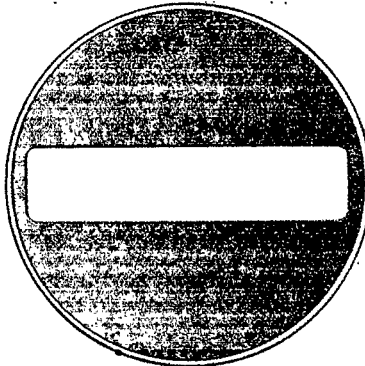
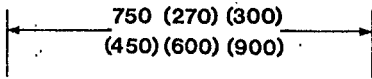
No U Turns for vehicular traffic

614



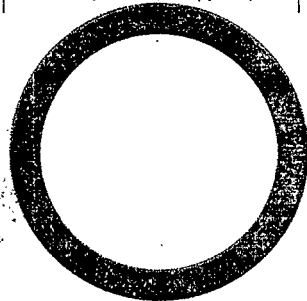
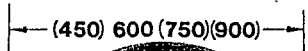
Priority to vehicles from the opposite direction

615



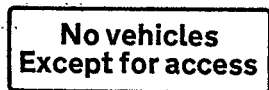
No entry for vehicular traffic

616



All vehicles prohibited

617



= 50
(62.5)
(75)



= 37.5
(50)
(62.5)

Plate for use with sign in diagram 617

618

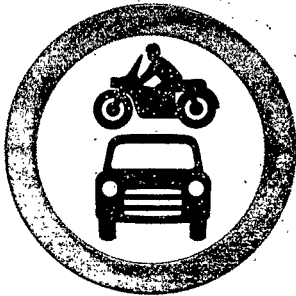
Plate for use with sign in diagram 617 to indicate exemption for access to premises and land adjacent to the prohibited road or roads.

Permitted variants: "for access" may be varied to read "for loading" to indicate an exemption for loading or unloading in the prohibited road or roads and for access to off-street garaging from those roads, or "disabled badge holders" (in which case the symbol shall be added), or "permit holders", or "buses and for access", or "buses coaches and for access", or "buses and for loading", or "buses coaches and for loading"

618.1

PART II—Regulatory signs (contd.)

← 600 (450) (750) (900) →



All motor vehicles prohibited

619

Except buses — (37·5)
50
(75)
(100)

Plate for use with signs in diagrams 606, 609, 612, 613, 616, 619, 619.1, 626, 628, 629 and 629.2 and indicating exemption for stage carriages, scheduled express carriages, school buses and works buses

Permitted variants: Up to a specified total weight in tons may be added when used in conjunction with diagram 626 and up to a specified axle weight in tons may be added when used in conjunction with diagram 628

619.3

Except for access — (37·5)
50
(62·5)
(75)

Plate for use with signs in diagrams 619, 619.1, 621, 622.1, 622.5, 626, 628, 629, 629.1 and 629.2 to indicate exemption for access to premises and land adjacent to the prohibited road or roads

Permitted variants: Same as for 618.1

620

← 600 (450) (750) (900) →



All motor vehicles except motor bicycles without side-car prohibited

619.1

Except buses and coaches — 37·5
(50)
(62·5)
(75)

Plate for use with signs in diagrams 606, 609, 612, 613, 616, 619, 619.1, 626, 628, 629, and 629.2 and indicating exemption for vehicles constructed to carry 12 or more passengers

Permitted variants: Same as 619.3

619.4


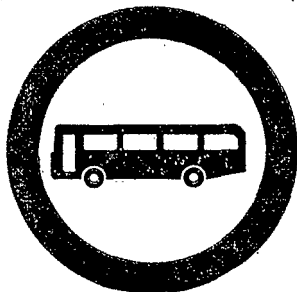
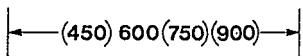
Except for loading by — (37·5)
50
(62·5)
(75)


Plate for use with the sign in diagram 619 to indicate an exemption for goods vehicles to enter the street for loading and unloading of goods

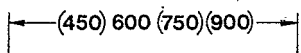
620.1

PART II—Regulatory signs (contd.)



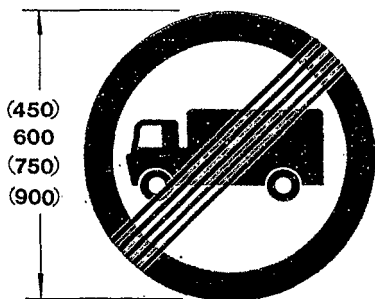
All vehicles constructed or adapted to carry more than 12 passengers prohibited except stage carriages, school buses and works buses

621



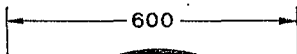
Goods vehicles over specified unladen weight prohibited
Permitted variant:
The weight may be varied to "5 tons"

622.1



End of restrictions on prohibition of goods vehicles of specified unladen weight

622.2



Track laying vehicles prohibited
Permitted variant:
"No articulated vehicles"
(See Direction 6)
622.4



- 37.5
- (50)
- (62.5)
- (75)
- (100)

Plate to give reason for the imposition of a temporary restriction on classes of vehicles for use with signs in diagrams 621, 622.1, 622.4, 626, 628, 629, 629.1 and 632

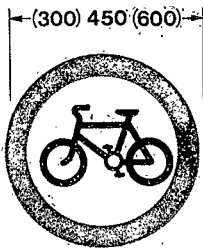
Permitted variant: "Ice" may be substituted for "Snow drifts"

622.3



Horsedrawn vehicles prohibited
(See Direction 6)
622.5

PART II—Regulatory signs (contd.)



Pedal cycling prohibited

624



Route to be used by pedal cyclists only

625



Pedestrians prohibited

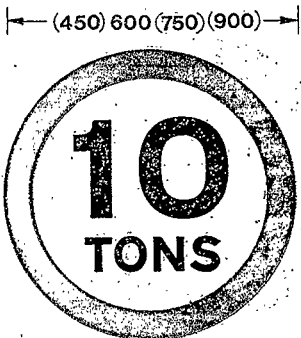
625.1



(25)
37.5

Plate for use with sign shown in diagram 625 to indicate that mopeds may use the cycle track

625.2



Vehicles, or vehicles and load, exceeding figure indicated prohibited

626

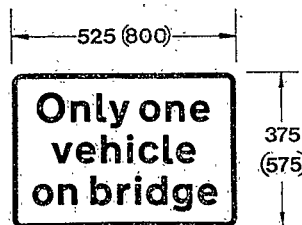
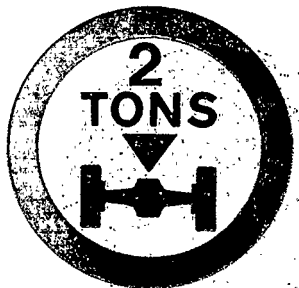


Plate for use with signs in diagrams 626 and 628

627

PART II—Regulatory signs (contd.)

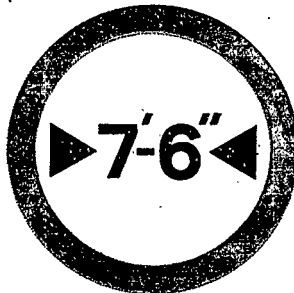
← (450) 600 (750) (900) →



Vehicles, or vehicles and load, exceeding the weight indicated on axle prohibited

628

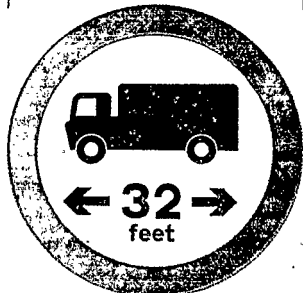
← (450) 600 (750) (900) →



Vehicles exceeding width indicated prohibited

629

← (450) 600 (750) (900) →



Vehicles or combinations of vehicles exceeding length indicated prohibited

629.1

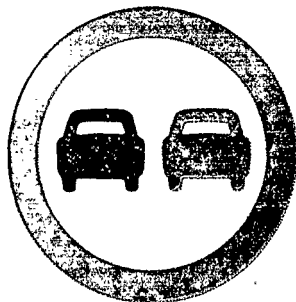
← 600 (750) (900) (1200) →



Vehicles exceeding height indicated prohibited

629.2

← 600 (750) (900) (1200) →



No overtaking

632

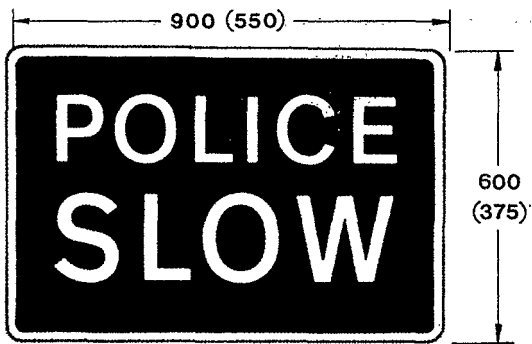
← 550 (450) →



Manually operated temporary sign to indicate to vehicular traffic the requirement not to proceed beyond the sign where displayed by a police constable in uniform or traffic warden

633

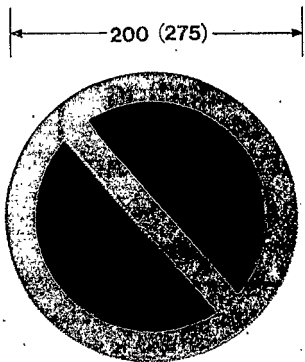
PART II—Regulatory signs (contd.)



634



635



Temporary sign to indicate prohibition of waiting except for loading and unloading at the time it is displayed

636

No loading 37.5

Legend for use with sign in diagram 636

636.1

PART-II—Regulatory signs (contd.)



20
(25)
(37-5)

Plate showing continuous prohibition on waiting except for loading and unloading

637.

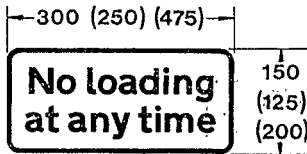
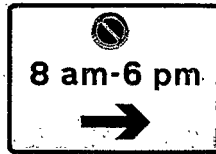


Plate showing continuous prohibition on loading and unloading
Permitted variant:
"at bus stop" may be inserted after "No loading"

638



20
(25)
(37-5)

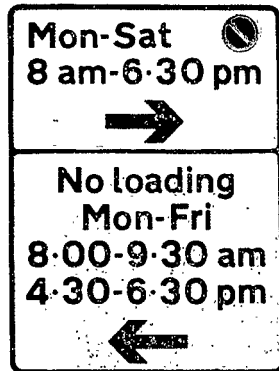
Plate showing hours during and direction in which waiting is prohibited except for loading and unloading

639



Plate showing hours during which waiting by goods vehicles over 2 or 3 tons unladen weight is prohibited except for loading and unloading
Permitted variant: "3" may be substituted for "2" on the goods vehicle symbol

639.1

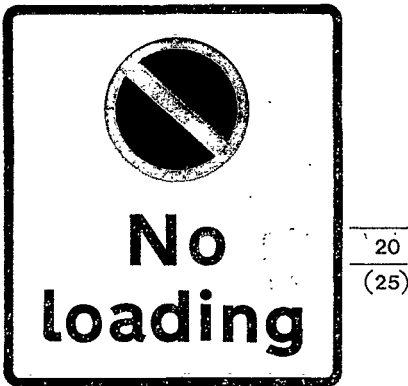


20
(25)
(37-5)

Plate showing (upper portion) times and direction in which waiting is prohibited except for loading and unloading and (lower portion) times during and direction in which loading and unloading are prohibited
Permitted variant: (lower portion) "at bus stop" may be inserted after "No loading"

640

PART II—Regulatory signs (contd.)



Sign to appear on parking meter cover showing prohibition on waiting, loading and unloading at a parking place where parking is temporarily suspended

Permitted variants:

“During meter control” may be added

“No loading” may be omitted

640.1

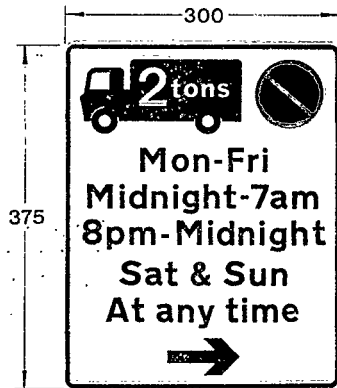


Plate showing hours during and direction in which waiting by goods vehicles over 2 or 3 tons unladen weight is prohibited except for loading and unloading

Permitted variant: “3” may be substituted for “2” on the goods vehicle symbol

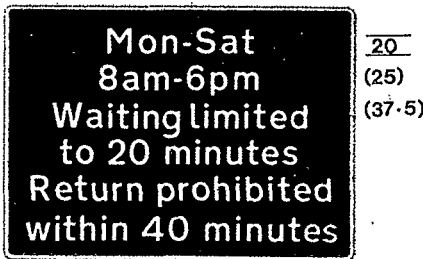
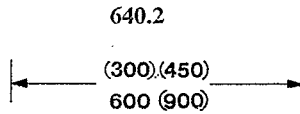
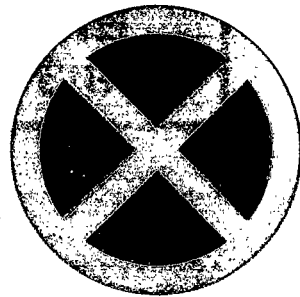


Plate showing hours during which waiting is limited

641



640.2



No stopping on main carriageway



Plate for use with diagram 642

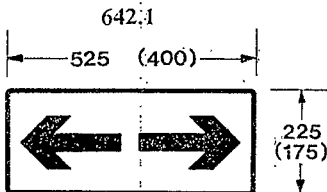


Plate for use with signs in diagrams 636 and 642 to indicate that the restriction or prohibition applies in both directions

643

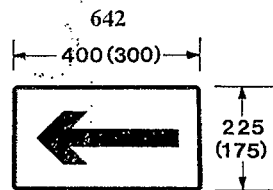


Plate for use with signs in diagrams 636 and 642 to indicate the direction in which the restriction or prohibition applies

644

PART II—Regulatory signs (contd.)

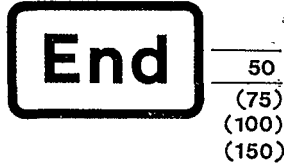
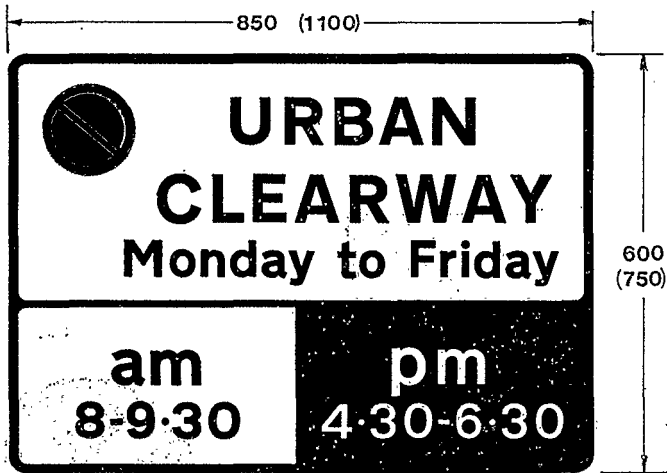


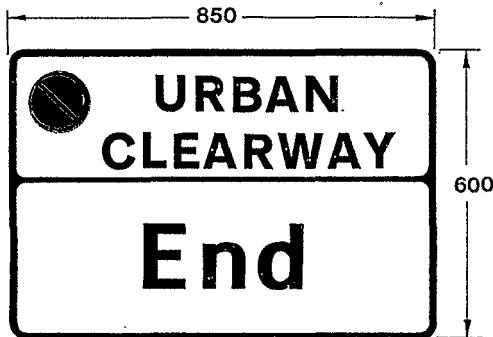
Plate showing end of a prohibition for use with signs in diagrams 564, 614, 615, 632 and 642

645



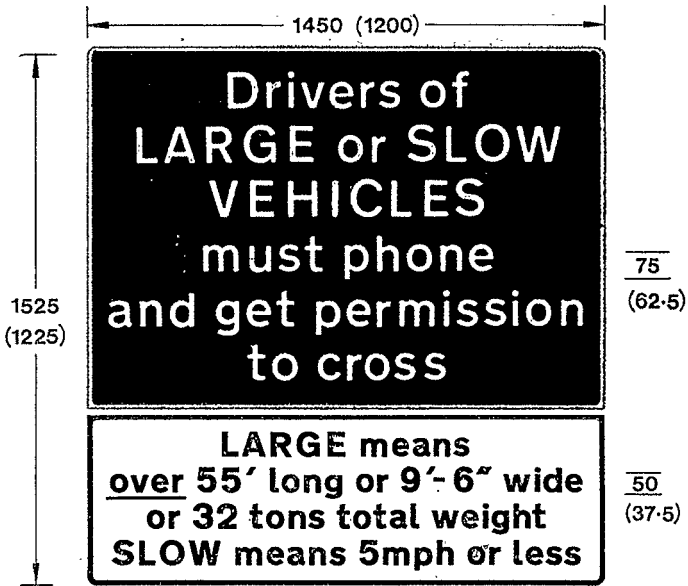
No stopping during periods indicated except for not more than 2 minutes for the purpose of setting down or picking up passengers

646

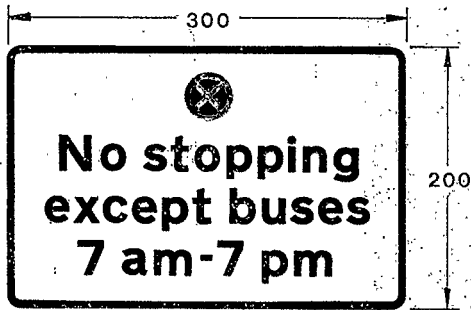


647

PART II—Regulatory signs (contd.)

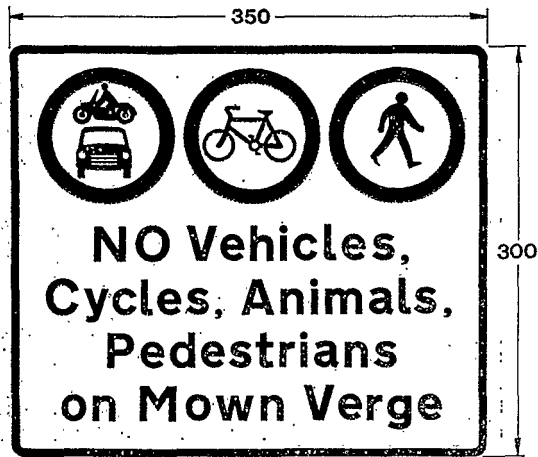


To indicate to vehicular traffic the requirements prescribed in Regulation 6 (2) 649



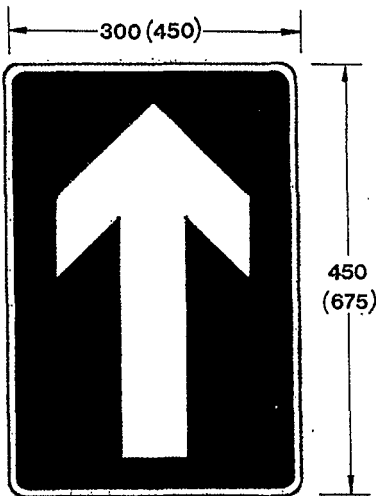
Prohibition on stopping by vehicles other than stage carriages between 7 am and 7 pm

PART II—Regulatory signs (contd.)



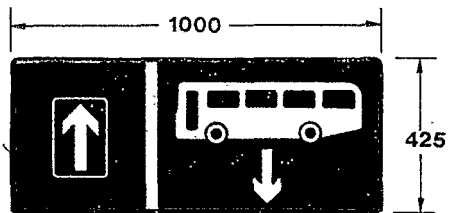
Order prohibitions imposed on use of verges maintained in a mown or ornamental condition
 Permitted variants: The pedestrian symbol and the word "Pedestrians" may be omitted or the word "Animals" may be omitted or the symbol and both those words may be omitted

651



One way traffic

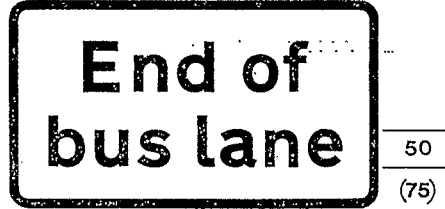
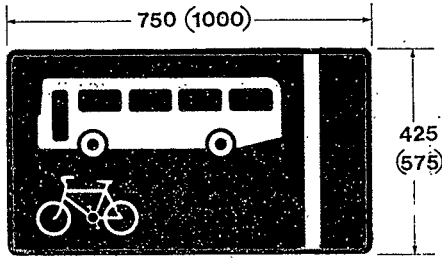
652



One way traffic on either side of the white line representing the marking shown in diagram 1049, the side of the carriageway to the right of that line being reserved for the use of stage carriages, school buses and works buses except that any vehicle travelling along the left hand side of the carriageway may cross the line to stop to load or unload where this is not prohibited

653

PART II—Regulatory signs (contd.)



Lane marked on the carriageway by the marking in diagram 1048 and bounded by the marking in diagram 1049 reserved for stage carriages, school buses, works buses and pedal cycles except that any vehicle may cross the line to stop to load or unload where this is not prohibited. Permitted variant: The word "taxi" may be added beside the bicycle symbol where hackney carriages are permitted to use the lane.

655

654

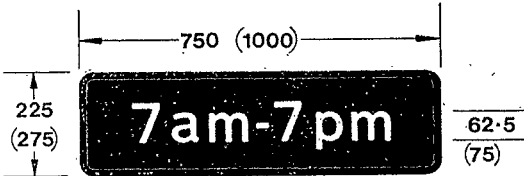


Plate for use with sign in diagram 654



SCHEDULE I

PART III—

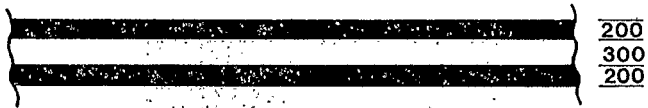
Markings on the road

Dimensions in any diagram shown in this Part are expressed in millimetres unless otherwise specified



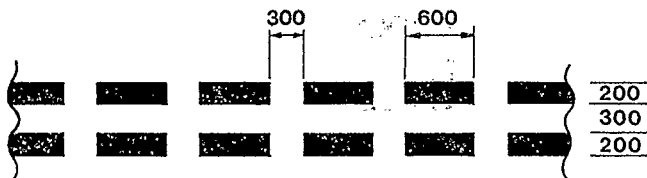
Transverse line (stop line) to indicate beyond which vehicular traffic must not proceed when required to stop by light signals or the police

1001



Transverse lines to indicate position beyond which vehicular traffic must not proceed when required to stop by the sign shown in diagram 601.1

1002



Transverse marking to indicate to vehicular traffic the requirement prescribed by Regulation 8(2)

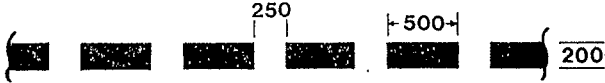
1003

PART III—Markings on the road (contd.)



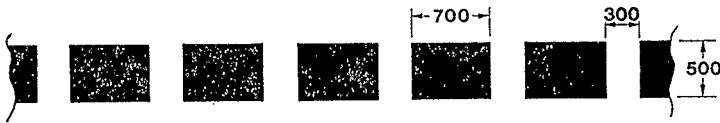
Transverse marking to indicate to vehicular traffic approaching a roundabout the position at or immediately beyond which the said vehicles should give way to vehicular traffic circulating on the carriageway of the roundabout

1003.1



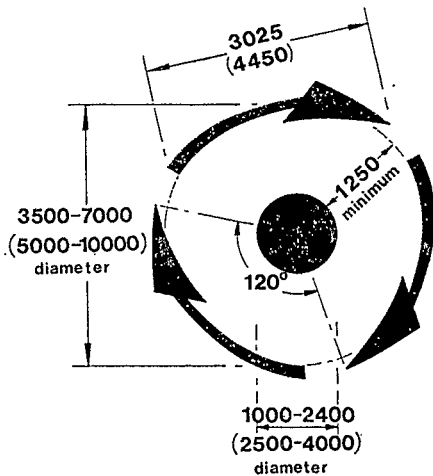
Transverse marking to indicate position where pedestrians should wait at a level crossing when the barriers are closed or when the light signals as described in Regulation 13 (4) are showing

1003.2



Transverse marking to indicate to vehicular traffic approaching a roundabout with a small central island or approaching a junction marked by signs conforming to that shown in diagram 611.1 the position at or immediately beyond which the said vehicles should give way to vehicular traffic circulating on the carriageway of the roundabout

1003.3



To indicate to vehicular traffic the direction of traffic flow at a junction marked by signs conforming to that shown in diagram 611.1

1003.4

PART III—Markings on the road (contd.)

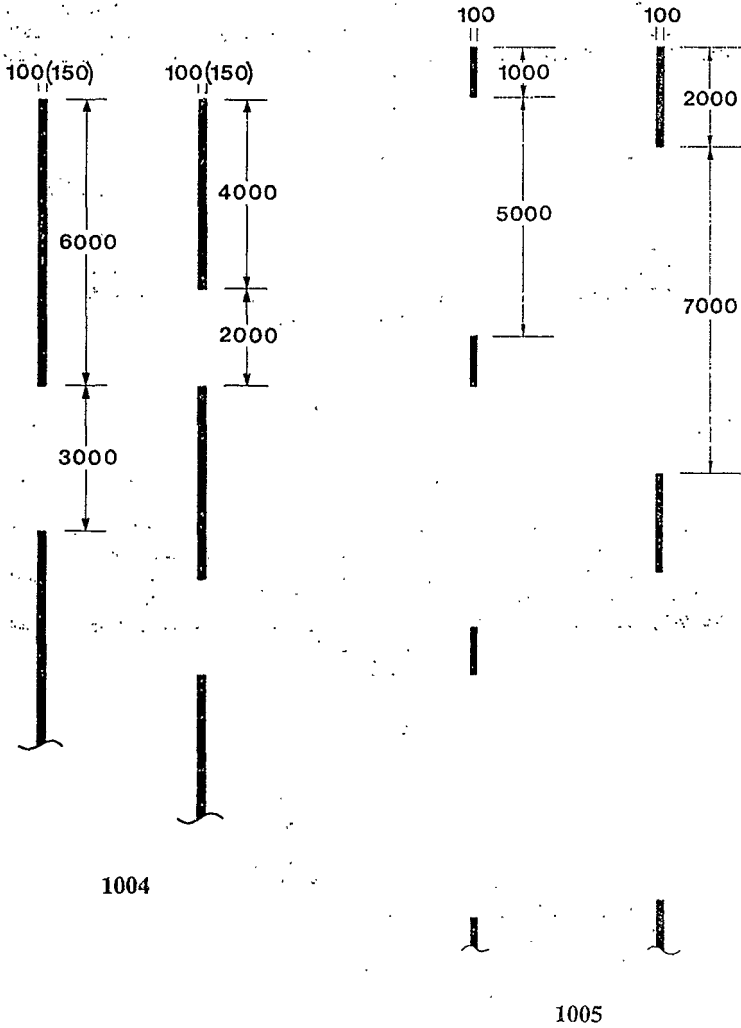


Diagram 1004: Alternative methods of marking a longitudinal line to warn vehicular traffic when approaching or negotiating a hazard not to cross or straddle the line unless it is seen by the driver to be safe to do so

Diagram 1005: Alternative methods of marking a longitudinal line to indicate to vehicular traffic the division of the carriageway into traffic lanes

PART III—Markings on the road (contd.)

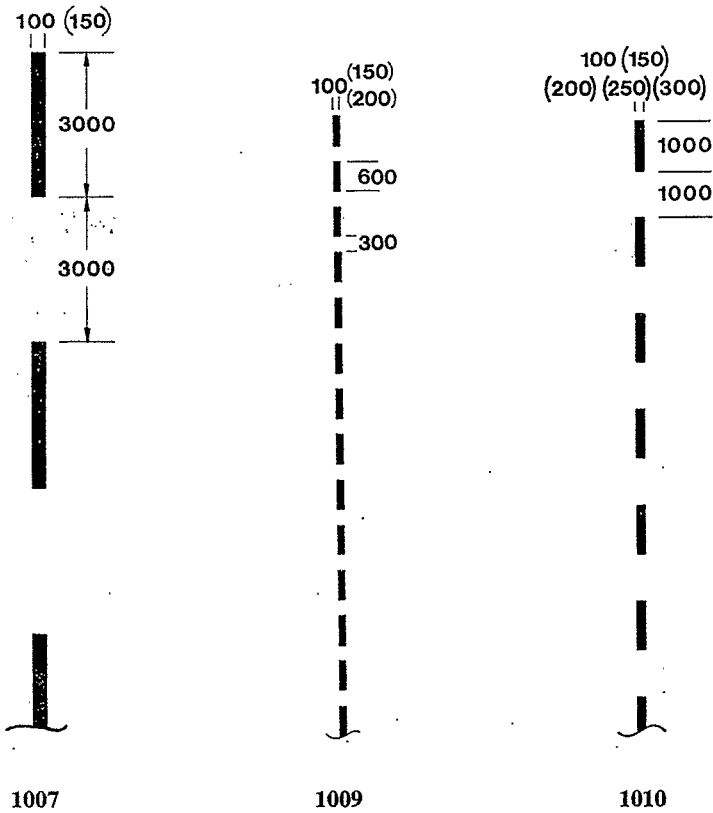


Diagram 1007: Longitudinal line to indicate to vehicular traffic the division between opposing flows on a carriageway having four or more lanes or being 10 metres or more wide

Diagram 1009: Longitudinal line to indicate to vehicular traffic the edge of the carriageway at a road junction

Diagram 1010: Longitudinal line to indicate to vehicular traffic the edge of the carriageway at a road junction or a layby

PART III—Markings on the road (contd.)

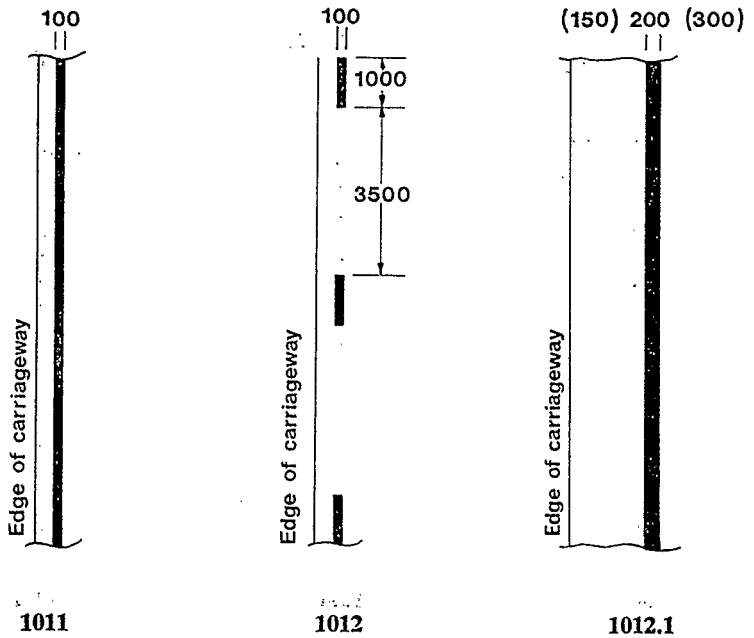
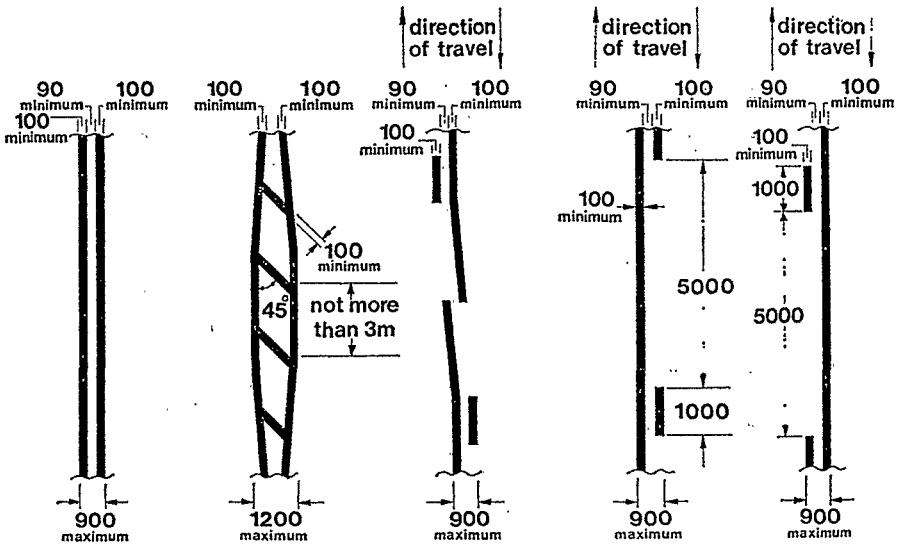


Diagram 1011: Longitudinal line to indicate to vehicular traffic the edge of the carriageway at a bend or similar hazard.

Diagram 1012: Longitudinal line to indicate to vehicular traffic the edge of the carriageway elsewhere than at a bend or similar hazard, a road junction or a lay-by.

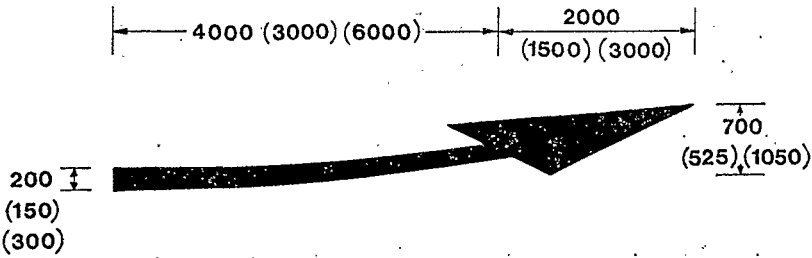
Diagram 1012.1: Longitudinal line to indicate to vehicular traffic on a motorway or other dual carriageway road or on a single carriageway all purpose road the edge of that part of the carriageway available for through traffic where a hard shoulder or a hard strip is provided.

PART III—Markings on the road (contd.)



Alternative methods of marking longitudinal lines to indicate to vehicular traffic the requirements and the warning prescribed by Regulation 9 (1) and (4)

1013.1

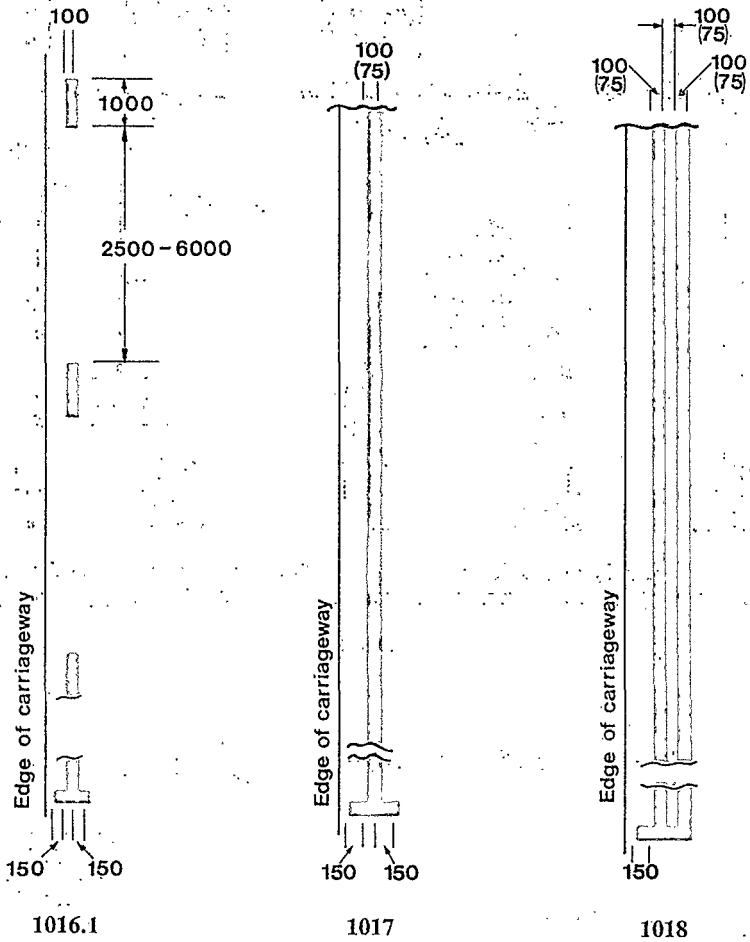


To warn vehicular traffic of the presence ahead of a road marking of the type shown in diagrams 1013.1, 1040, 1041, 1042 or 1049 and to indicate which side of the carriageway traffic should travel past that marking, or to warn vehicular traffic approaching a length of road on which there is the need to pass a temporary obstruction on the carriageway

Permitted variant: The arrow may be reversed when used in connection with a temporary obstruction or in advance of the road marking shown in diagram 1049

1014

PART III—Markings on the road (contd.)

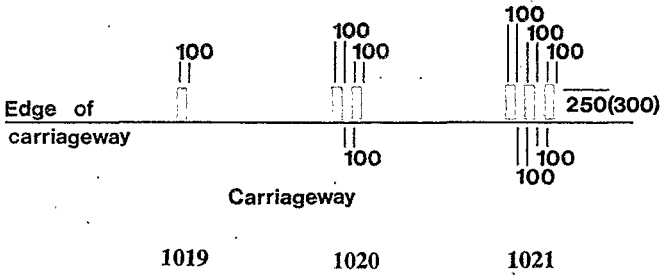


Edge of carriageway Edge of carriageway Edge of carriageway

Diagrams 1016.1 to 1018: Longitudinal lines to be laid near the edge of the carriageway to indicate to vehicular traffic that waiting by vehicles on a side of a length of road is prohibited or restricted

Note: When one of these types of longitudinal lines is used alone, the short transverse line shall be provided at each end. When two or more of these types of lines are used in continuous sequence, the short transverse line shall be provided at each end of the sequence and also at any point where the pattern of the longitudinal lines changes

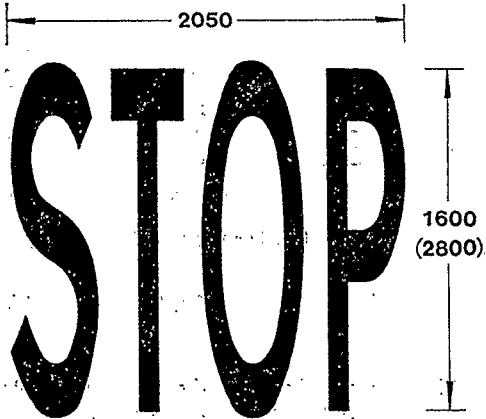
PART III—Markings on the road (contd.)



Diagrams 1019 to 1021: Lines to be laid at the edge of the footway nearest the carriageway, or where there is no footway at the edge of the carriageway, to indicate to vehicular traffic that waiting by vehicles for the purposes of loading and unloading on a side of a length of road is prohibited or restricted

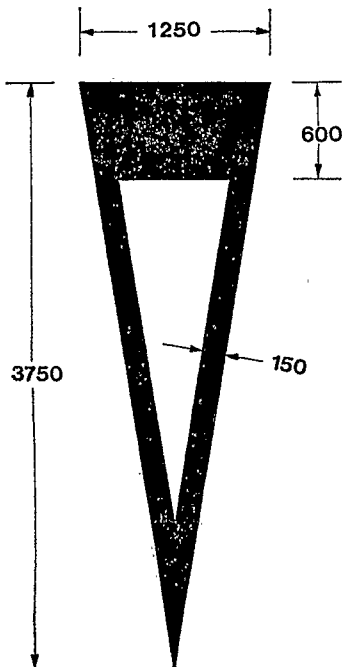
Note: Where the footway is provided with a raised kerb the marking shall be continued down the vertical face of the kerb

PART III—Markings on the road (contd.)



To indicate to vehicular traffic the approach to a road junction at or near which is placed the sign shown in diagram 601.1 and the road marking 1002

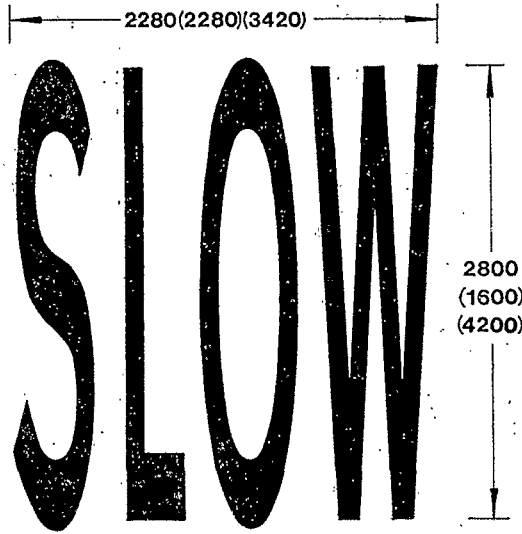
1022



To indicate to vehicular traffic the approach to a road junction at or near which is placed the marking shown in diagram 1003 or both the marking shown in diagram 1003 and the sign shown in diagram 602

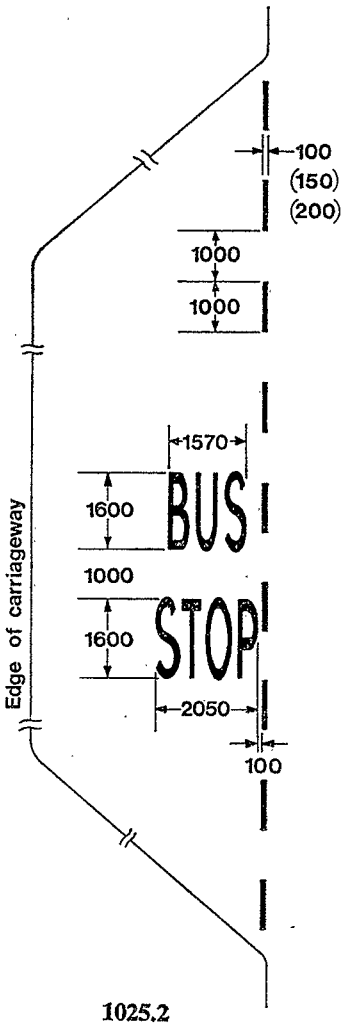
1023

PART III—Markings on the road (contd.)

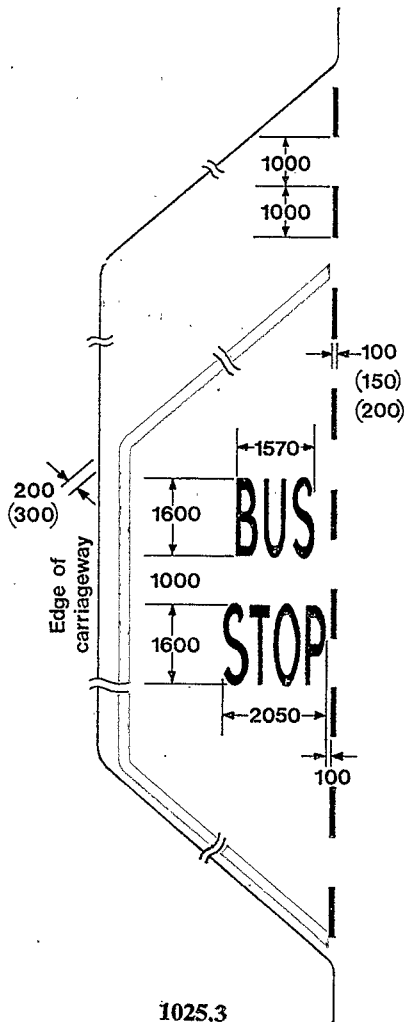


To indicate to vehicular traffic potential danger ahead and the need to proceed with caution
1024

PART III—Markings on the road (contd.)



1025.2

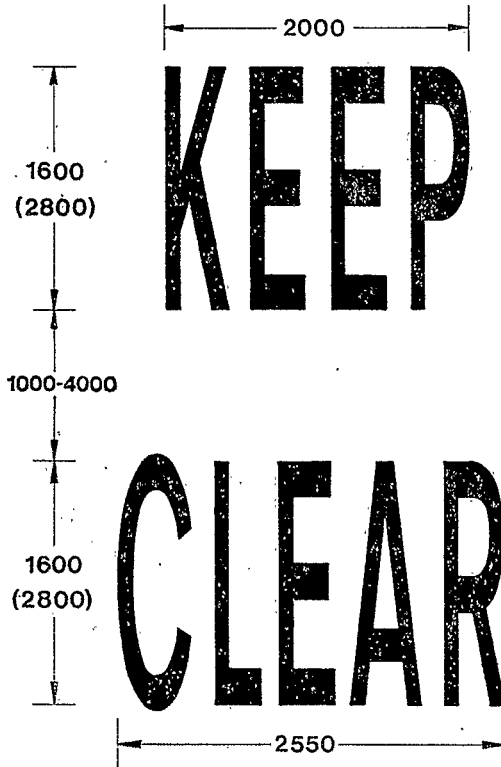


1025.3

Diagram 1025.2: To indicate to vehicular traffic limits of a bus stop in a lay-by
 Permitted variant: The shape of the marking may be varied having regard to the place where the marking is situated

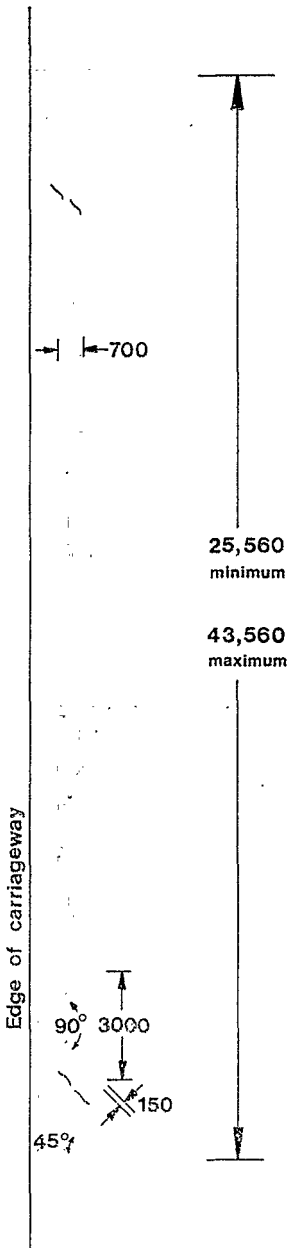
Diagram 1025.3: To indicate to vehicular traffic limits of a bus stop in a lay-by
 subject to restrictions on stopping by vehicles other than stage carriages between 7 am and 7 pm
 Permitted variant: The shape of the marking may be varied having regard to the place where the marking is situated

PART III—Markings on the road (contd.)



To indicate to vehicular traffic that part of the carriageway at a road junction which should be left clear of stationary vehicles so as to permit the passage of vehicles into or out of a side turning

PART III—Markings on the road (contd.)

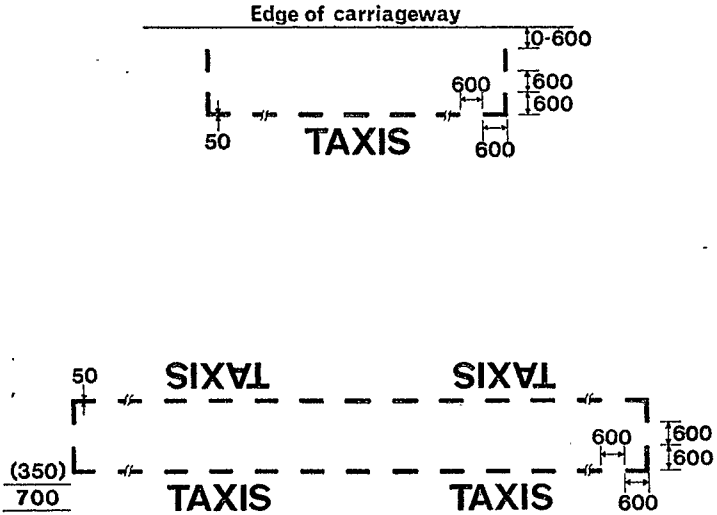


To indicate to vehicular traffic that part of the carriageway outside a school entrance which should be kept clear of stationary vehicles

Permitted variant: The legend "school" may be omitted and the minimum length reduced when the marking is used to indicate that part of the carriageway outside a hospital, ambulance station or fire station which should be kept clear of stationary vehicles

1027.1

PART III—Markings on the road (contd.)

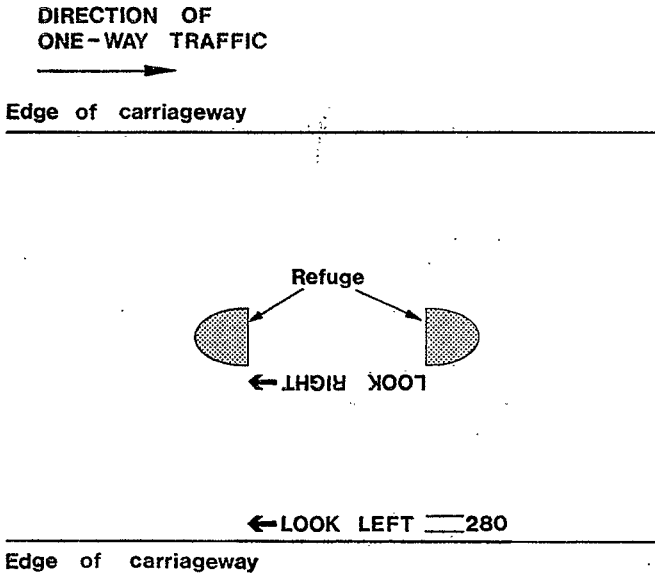


To indicate to vehicular traffic that part of a carriageway, at the side or in the middle of the road, which should be kept clear for use by hackney carriages

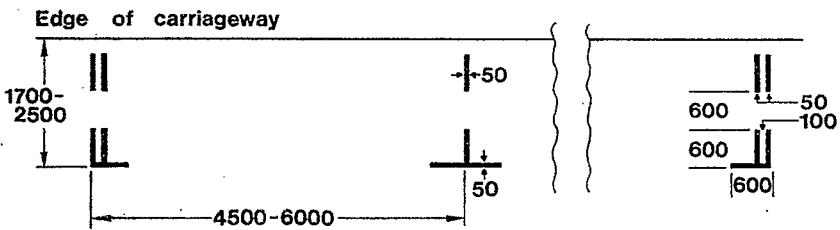
Permitted variants: "police", "doctor" or "ambulances" may be substituted for "taxi" to indicate an area for use by a police or doctor's vehicle or by ambulances, as appropriate. "loading bay" may be substituted for "taxi" to indicate the limits of places where vehicles may wait to load or unload. "solo motor cycles only", "solo motor cycles", "motor cycles" or "solo m/cs" may be substituted for "taxi" to indicate the limits of places at the side and in the middle of the road within a controlled parking zone where motor cycles and mopeds may stand. "large or slow vehs only" may be substituted for "taxi" at a lay-by or other part of the carriageway to indicate the limits of places where large or slow vehicles may wait. "Disabled" may be substituted for "taxi" to indicate an area for use by vehicles displaying a disabled person's orange badge.

1028.1

PART III—Markings on the road (contd.)

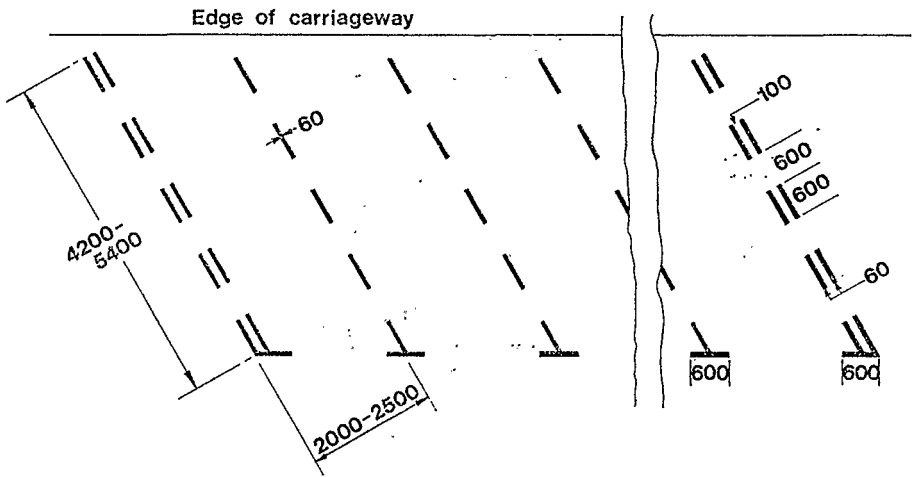


To warn pedestrians of the likely direction of approaching traffic
 1029



To indicate to vehicular traffic parking places, subject to such conditions, if any, as may be in force
 Permitted variant: The lines between individual car parking spaces may be omitted

PART III—Markings on the road (contd.)

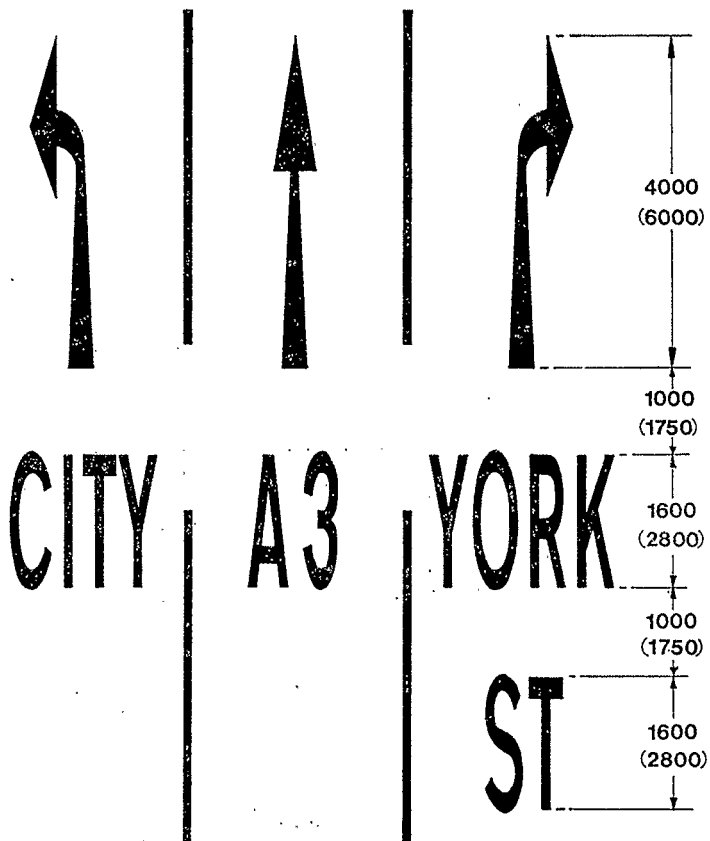


To indicate to vehicular traffic echelon parking places, subject to such conditions, if any, as may be in force

Permitted variant:

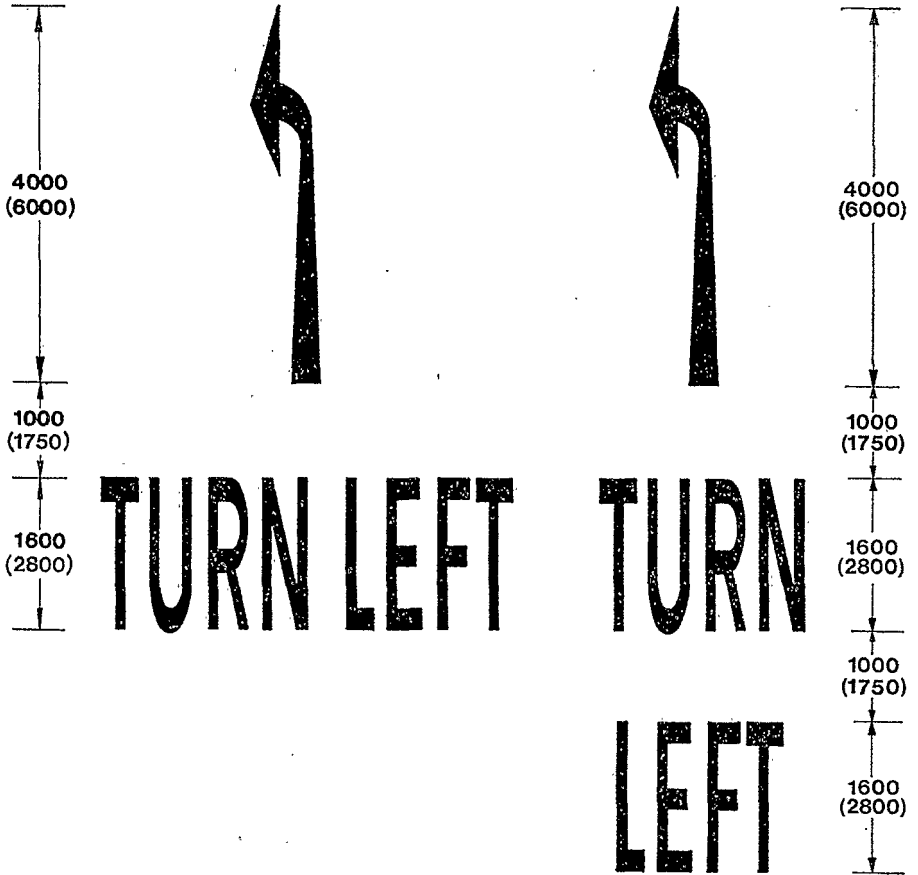
The angle between the spaces and the edge of the carriageway may be varied

PART III—Markings on the road (contd.)



To indicate to vehicular traffic appropriate traffic lanes
Permitted variants: The wording may be varied to accord with the
circumstances or "turn left", "ahead" or "turn right" may be substi-
tuted as appropriate

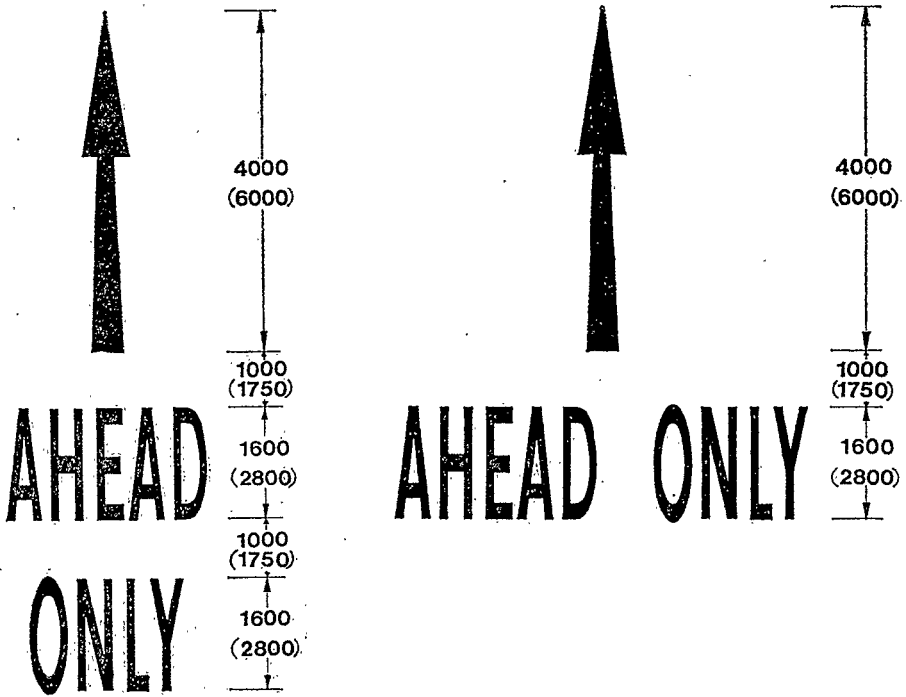
PART III—Markings on the road (contd.)



To indicate to vehicular traffic a compulsory left turn (alternative methods)

1036.1

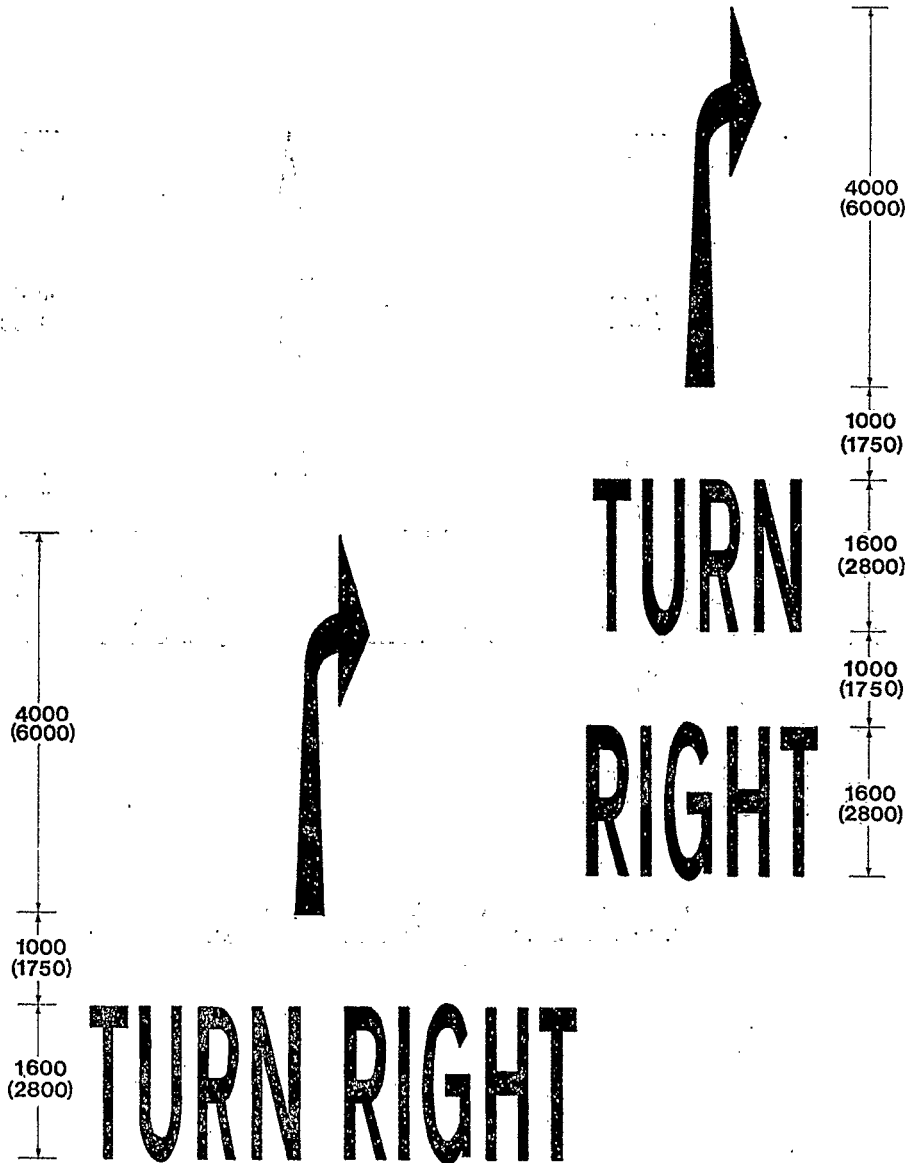
PART III—Markings on the road (contd.)



To indicate that vehicular traffic must only proceed in the direction of the arrow (alternative methods)

1036.2

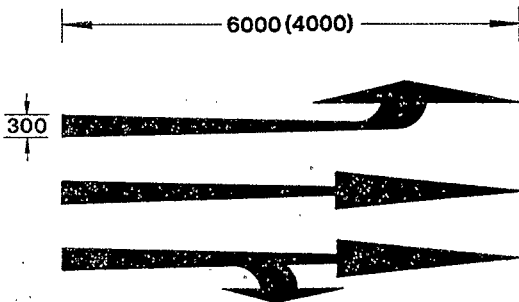
PART III—Markings on the road (contd.)



To indicate to vehicular traffic a compulsory right turn (alternative methods)

1037.1

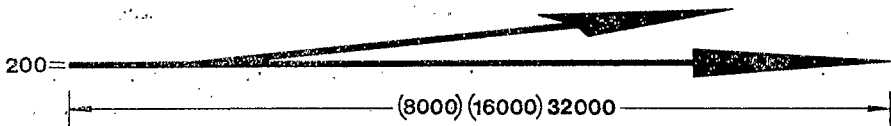
PART III—Markings on the road. (contd.)



To indicate to vehicular traffic appropriate traffic lanes

Permitted variants: The direction of each arrow head may be varied between left, ahead and right to suit the circumstances save that no arrow head may show more than two directions

1038



To indicate to vehicular traffic the entrance to a deceleration lane at a road junction or another place where a traffic lane bifurcates

Permitted variant: The marking may be reversed

1039

PART III—Markings on the road (contd.)

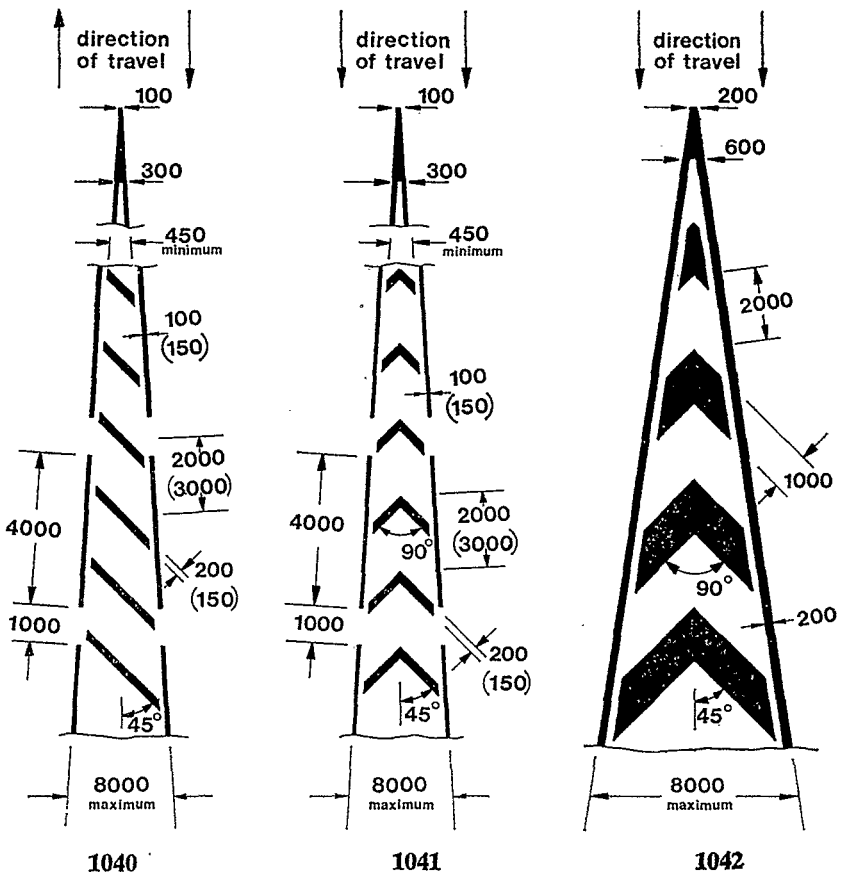


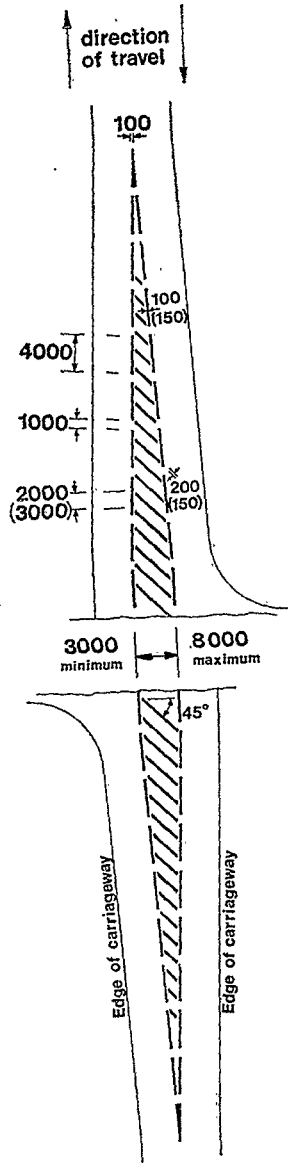
Diagram 1040: To indicate that part of the carriageway which vehicular traffic should not enter unless it is seen by the driver of the vehicle to be safe to do so

Diagram 1040.1: See page 77

Diagram 1041: Same as 1040 where traffic passes in same direction on either side
Permitted variant: Direction of chevron to be reversed when the flow of traffic is reversed

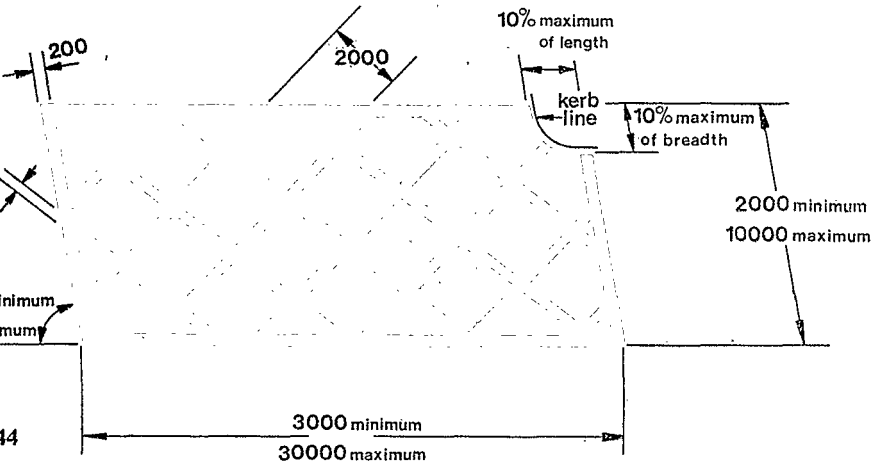
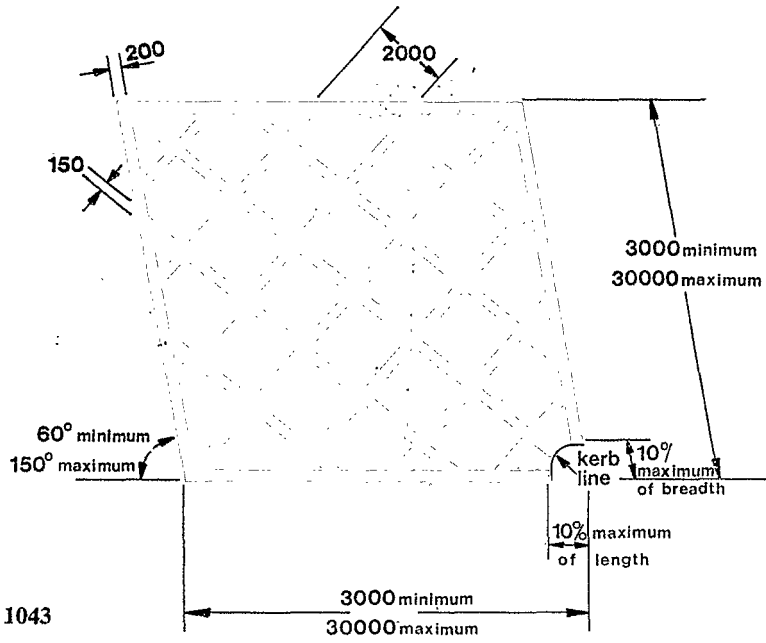
Diagram 1042: To indicate that part of the verge or hard shoulder on a motorway between the main motorway carriageway and the carriageway of a slip road, or at the bifurcation or convergence of motorways which vehicular traffic must not enter except in an emergency
Permitted variant: Same as 1041

PART III—Markings on the road (contd.)



Same as 1040 where marking is not adjacent to either edge of the carriageway
1040.1

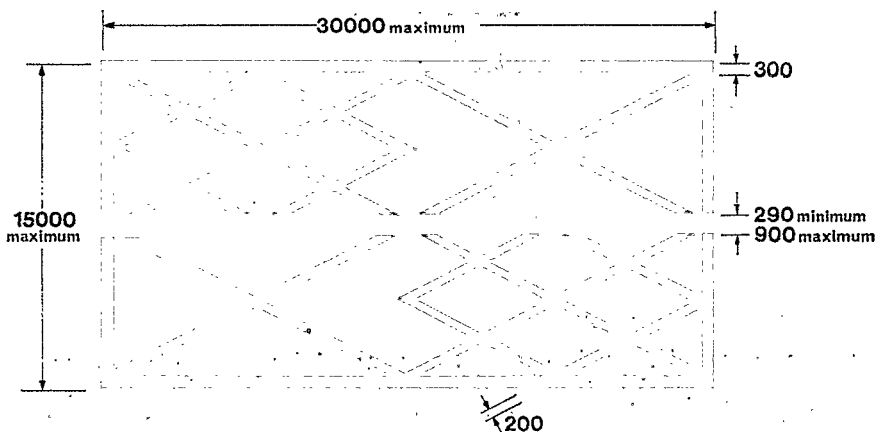
PART III—Markings on the road (contd.)



Diagrams 1043 and 1044: Alternative methods of marking an area of carriageway at a junction, other than a roundabout, which vehicles must not enter in a manner which then causes any part of the vehicle to remain stationary within the marked area due to the presence of stationary vehicles except that vehicles turning right may wait within the area when prevented from proceeding only by other stationary vehicles in or near the marked area waiting to complete a right turn.

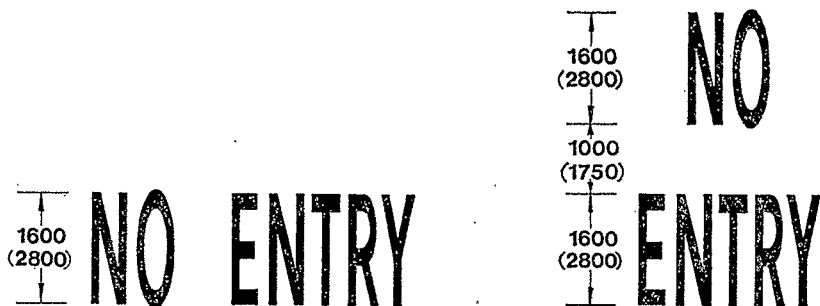
Permitted variant: Any corner may be cut away in the manner shown in the bottom right hand corner of diagram 1043 and in the top right hand corner of diagram 1044 to a maximum of 10% of the length of the side affected to accommodate a corner kerb. Any corner shown as cut away may be completed in the manner of the other corners shown as not cut away

PART III—Markings on the road (contd.)



An area of the carriageway at a level crossing which vehicles must not enter in a manner which then causes any part of the vehicle to remain at rest within the marked area due to the presence of stationary vehicles

1045

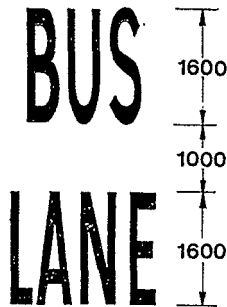


1046

1047

Diagrams 1046 and 1047: Alternative methods of indicating "no entry" for vehicular traffic
Permitted variant: "play street" may be substituted for "no entry" to indicate play street restrictions on vehicular street

PART III—Markings on the road (contd.)



To indicate to vehicular traffic a traffic lane reserved for stage carriages, school buses, works buses and, where indicated in diagram 654 pedal cycles and hackney carriages. Other vehicles may enter the lane to stop to load or unload where this is not prohibited

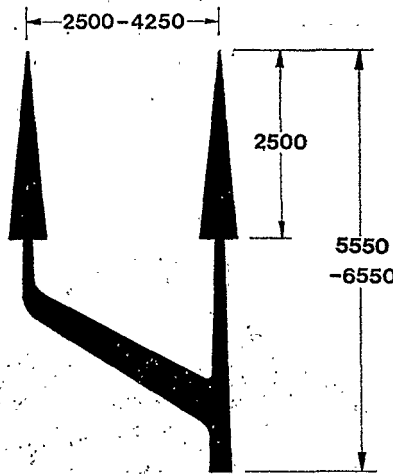
1048



Longitudinal line to indicate to vehicular traffic the boundary between a traffic lane reserved for stage carriages, school buses, works buses and, where indicated in diagram 654 pedal cycles and hackney carriages. Other vehicles may cross the line to stop to load or unload where this is not prohibited.

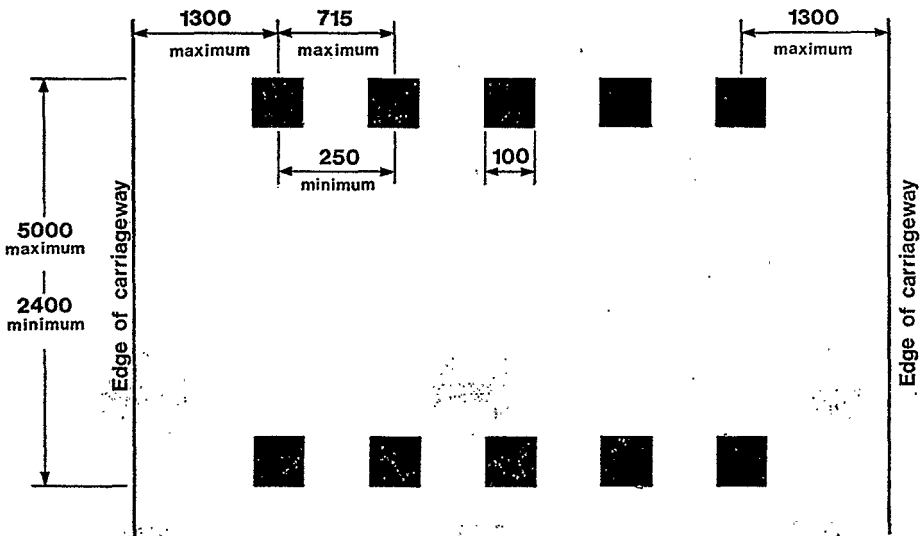
1049

PART III—Markings on the road (contd.)



To advise vehicular traffic of possible movements at the end of a traffic lane marked by signs shown in diagram 1048 and bounded by the line shown in diagram 1049. Permitted variant: The left hand arrow may indicate a left hand turn as shown in the road marking in diagram 1036.1

1050.



To indicate police controlled crossings at which traffic is subject to control by a police constable in uniform or a traffic warden, being control which is normally in operation during periods amounting in the aggregate to not less than 20 hours in any week or to indicate the most suitable place for pedestrians to cross a carriageway within 10 metres of light signals conforming to Regulation 13 or 13 taken with 17

Permitted variant: The square marks may be varied to circular marks of 100 mm diameter. The number of marks may be increased or reduced according to the width of the carriageway

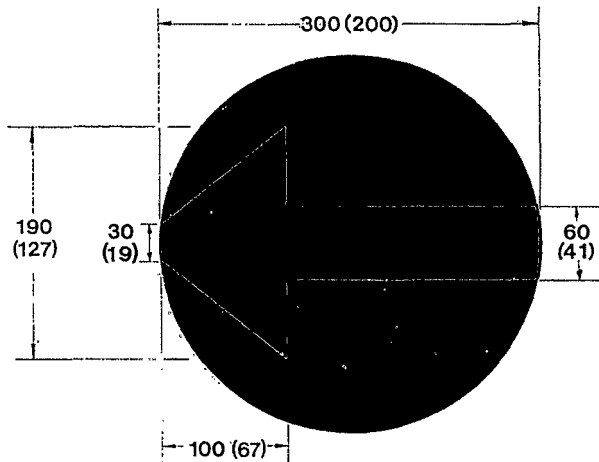
1055

SCHEDULE 1

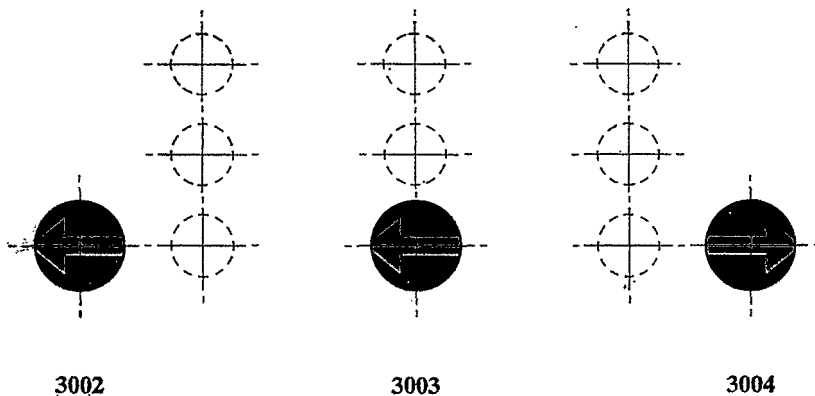
PART IV

Size and colour of arrow in light signals for control of vehicular traffic and methods of incorporation of the arrow in those signals

Dimensions in any diagram shown in this Part are expressed in millimetres unless otherwise specified



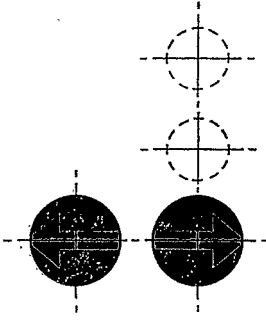
Details of lens showing green arrow
3001



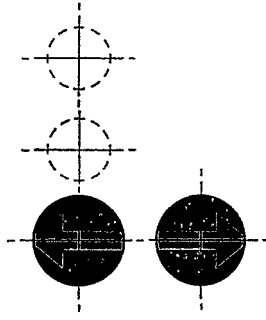
Diagrams 3002 to 3011: Methods of fitting green arrows to traffic light signals

PART IV-

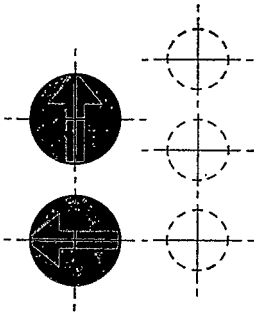
Size and colour of arrow in light signals for vehicular traffic and methods of incorporation of the arrow in those signals (contd.)



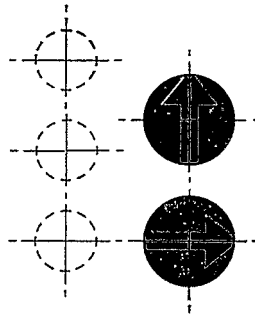
3005



3006

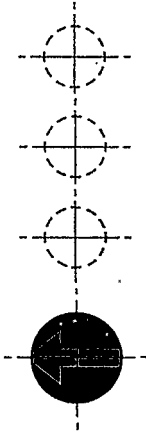


3007

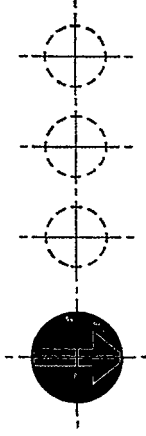


3008

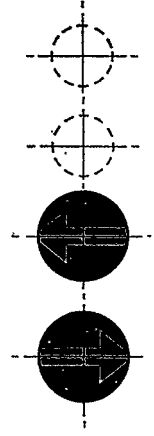
Size and colour of arrow in light signals for vehicular traffic and methods of incorporation of the arrow in those signals (contd.)



3009



3010



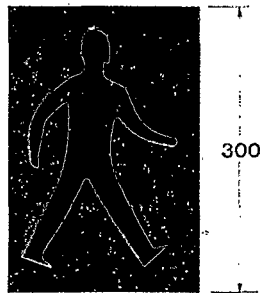
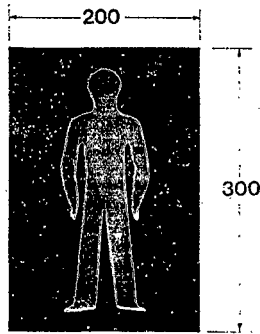
3011

SCHEDULE 1

PART V-

Size, colour and type of light signals for pedestrians

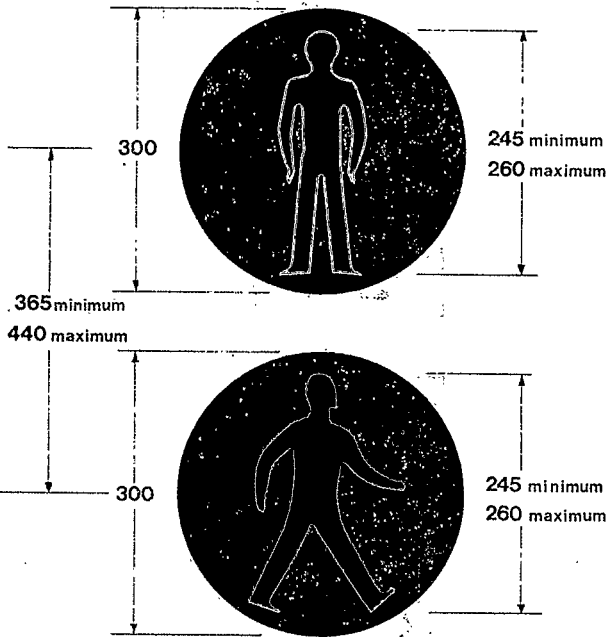
Dimensions in any diagram shown in this Part are expressed in millimetres unless otherwise specified



4001

PART V

Size, colour and type of light signals for pedestrians (contd.)

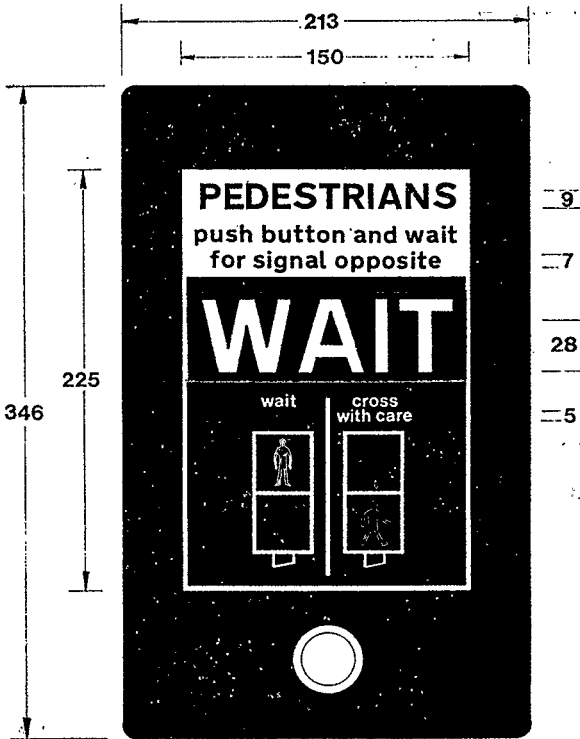


4002

PART V-

Size, colour and type of light signals for pedestrians (contd.)

Instructions to pedestrians above the push button control for calling up pedestrian phases at traffic signals



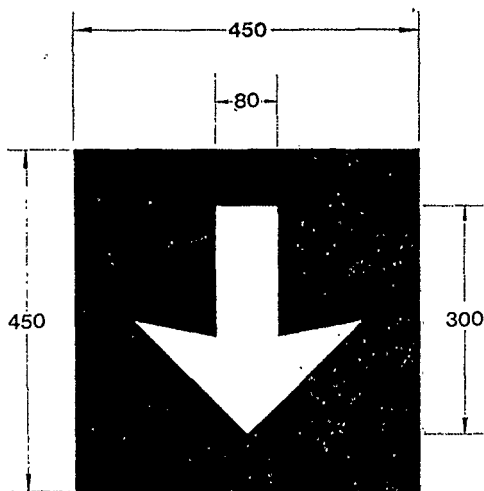
4003

SCHEDULE 1

PART VI

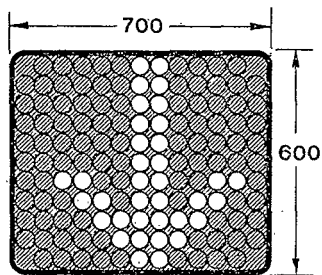
Size, colour and type of light signals for lane control of vehicular traffic

Dimensions in any diagram shown in this Part are expressed in millimetres unless otherwise specified



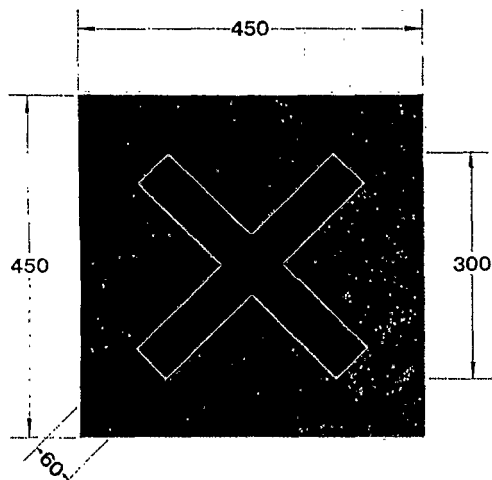
Lane open to vehicular traffic facing the signal

5001



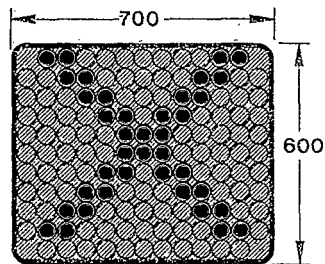
Lane of a motorway open to vehicular traffic facing the signal

5002



Lane closed to vehicular traffic facing the signal

5003



Lane of a motorway closed to vehicular traffic facing the signal

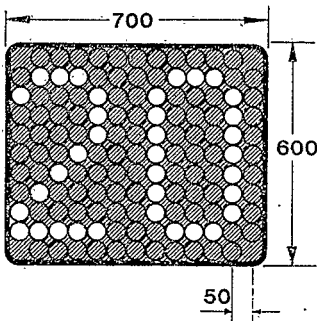
5004

SCHEDULE 1

Dimensions in any diagram shown in this Part are expressed in millimetres unless otherwise specified

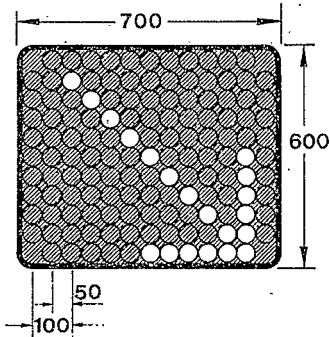
PART VII

A Size, colour and type of temporary indications on motorways



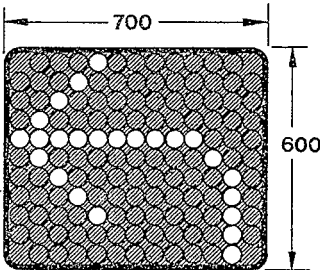
Temporary maximum speed (mph)
 Permitted variant: The legend may be moved 50 mm to the right

6001



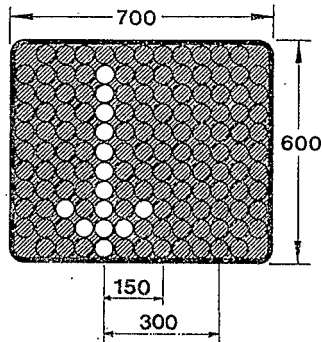
Move to the traffic lane on your right
 Permitted variant: The arrow may be pointed downwards to the left to indicate change to lane on left

6002



Leave motorway at next exit ahead

6003

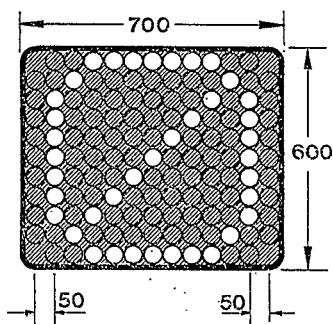


Lane available to vehicular traffic
 Permitted variants: The arrow may be moved 150 or 300mm to the right

6004

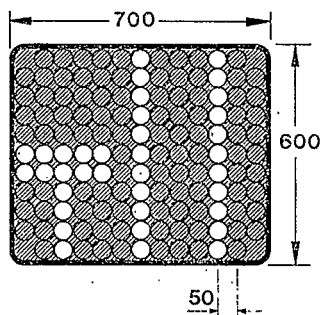
PART VII

A Size, colour and type of temporary indications on motorways (contd.)



End of temporary indications
Permitted variant: The symbol
may be moved 50mm to the
right or the left

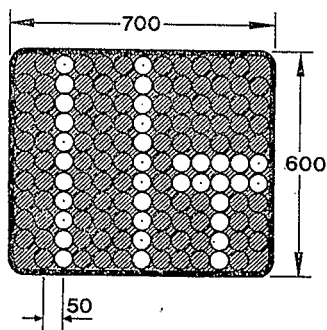
6005



Left hand lane of three lane
carriageway closed to vehicular
traffic ahead

Permitted variants:
The symbols may be varied to
accord with the circumstances
to indicate that the left hand
lane and centre lane are both
closed to vehicular traffic. The
complete symbol may be
moved 50mm to the right

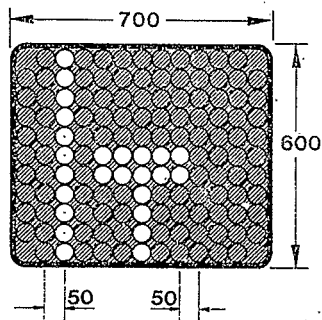
6006



Right hand lane of three lane
carriageway closed to vehicular
traffic ahead

Permitted variants:
The symbols may be varied to
indicate that the right hand
lane and centre lane are both
closed to vehicular traffic. The
complete symbol may be
moved 50mm to the left

6007



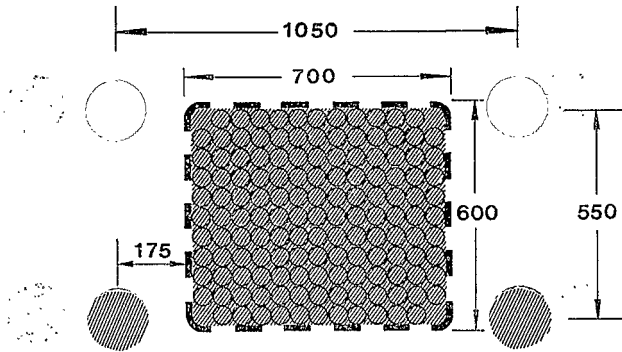
Right hand lane of two lane
carriageway closed to vehicular
traffic ahead

Permitted variant:
The symbols may be reversed
to indicate left hand lane closed
to vehicular traffic

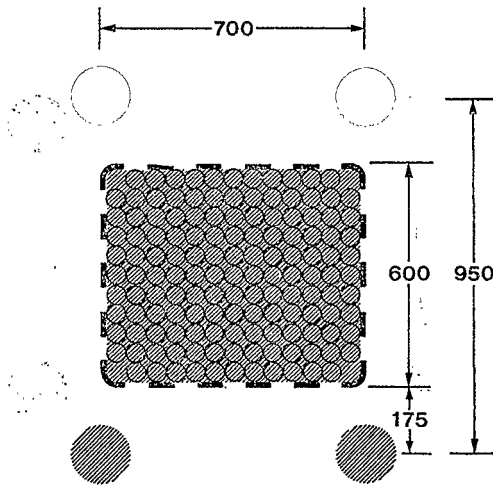
6008

PART VII

B Diagrams showing the relationship between flashing amber lights prescribed in Regulation 20(3) and matrix capable of displaying signs shown in head A of this part



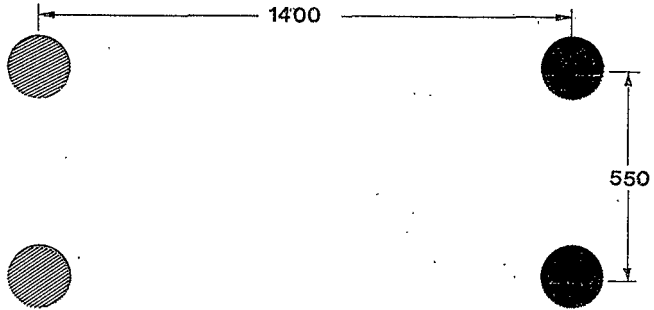
6021



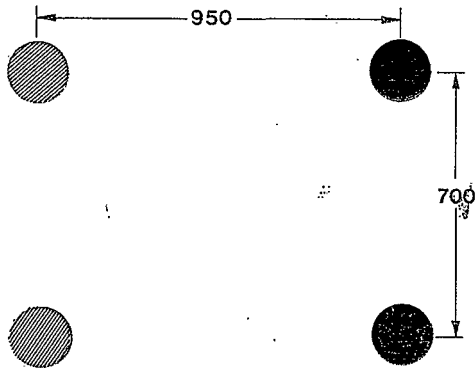
6022

PART VII

C The relative positions of the lamps comprising the light signals described in Regulation 13(3)

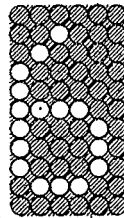
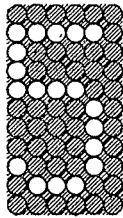
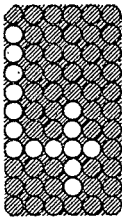
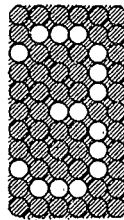
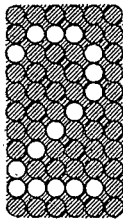
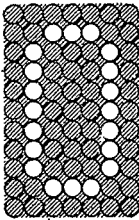


6031



6032

D Numerals for use in the sign shown at diagram 6001



| <i>Title</i> | <i>Year and Number</i> |
|---|-------------------------------|
| The Road Traffic (Box Junctions) Regulations (Northern Ireland) 1967 | S.R. & O. (N.I.) 1967 No. 15 |
| The Road Traffic (Mechanical Signals) Regulations (Northern Ireland) 1967 | S.R. & O. (N.I.) 1967 No. 101 |
| The Road Vehicles (School Crossings) Regulations (Northern Ireland) 1968 | S.R. & O. (N.I.) 1968 No. 267 |
| The Road Traffic (Box Junctions) (Amendment) Regulations (Northern Ireland) 1968 | S.R. & O. (N.I.) 1968 No. 279 |
| The Road Traffic (Mechanical Signals) (Amendment) Regulations (Northern Ireland) 1969 | S.R. & O. (N.I.) 1969 No. 287 |
| The Road Traffic (Traffic Signs) (Amendment) Regulations (Northern Ireland) 1969 | S.R. & O. (N.I.) 1969 No. 156 |
| The Road Vehicles (School Crossings) (Amendment) Regulations (Northern Ireland) 1969 | S.R. & O. (N.I.) 1969 No. 277 |
| The Road Traffic (Traffic Signs) (Amendment) Regulations (Northern Ireland) 1970 | S.R. & O. (N.I.) 1970 No. 276 |

EXPLANATORY NOTE

(This note is not part of the regulations, but is intended to indicate their general purport.)

These regulations re-enact with amendments and consolidate the Road Traffic (Traffic Signs) Regulations (Northern Ireland) 1966 (S.R. & O. (N.I.) 1966 No. 23), the Road Traffic (Box Junctions) Regulations (Northern Ireland) 1967 (S.R. & O. (N.I.) 1967 No. 15), the Road Traffic (Mechanical Signals) Regulations (Northern Ireland) 1967 (S.R. & O. (N.I.) 1967 No. 101) and the Road Vehicles (School Crossings) Regulations (Northern Ireland) 1968 (S.R. & O. (N.I.) 1968 No. 267). Apart from these changes, other principal changes are:—

1. Regulation 6 describes the significance of the new 'Stop' sign and the "GIVE WAY" sign.
2. Regulation 9 describes the significance of the "double white line system" of road markings. Provision is also made for traffic wardens to exempt drivers from the requirements of the road markings shown in diagram 1013.1.
3. Regulation 10 gives legal effect to the road traffic device known as a "Box Junction". It is an offence to drive a vehicle into a "boxed area" without reasonable cause to believe that the vehicle will immediately be able to pass out of that area. Special provision is made for right-turning vehicles.
4. Provision is made in Regulation 16(1)(b) for drivers of emergency vehicles used for fire brigade, police or ambulance purposes, to treat the red signal as if it were a "GIVE WAY" sign when observance of the red signal would hinder the purpose for which the vehicle is being used.
5. Regulation 18 describes light signals for the control of vehicular traffic lanes.
6. Regulation 19 describes a system of variable sign displays to give warning and information of certain temporary situations on motorways.
7. Regulation 21 describes lamps used to delineate temporary obstructions of a road.