1979 No. 386

ROAD TRAFFIC AND VEHICLES

Traffic Signs Regulations (Northern Ireland) 1979

Made . . . . . 8*th November* 1979

Coming into operation . . . 31*st 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of the said Regulations, shall so long as it continues to comply with those provisions as though the same had not been revoked be treated as if described in these regulations.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)

(e) 1878 c. 76

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.