

SCHEDULE 14

Signs for traffic control by light signals, signs for crossings, and signs for lane control

PART 1

Provisions applying to signs in Parts 2 and 3

General provision about signs provided for in this Schedule

1.—(1) A warning, information, requirement, restriction or prohibition of a description in an item in column 2 of the sign table in Part 2 must be conveyed by a sign which—

- (a) is of the colour and type; and
- (b) complies with the requirements as to size,

provided for in the diagram in column 3 of that item, or that diagram as varied in accordance with column 4 (see paragraph 2 for further permitted variations applicable to items 1 and 3 in the table).

(2) In the case of the description at—

- (a) item 8 (another train or tramcar may be about to pass over the crossing);
- (b) item 25 (cattle crossing ahead); and
- (c) item 41 (supervised cattle crossing ahead),

the warning is to be conveyed by both signs shown in the diagram and sub-paragraph (1) applies to each of those signs.

(3) Where the significance of a sign, or elements of a sign, is given in this Part, the significance is to be treated as forming part of the description for that sign.

(4) Where operating requirements for a light signal which forms part of a sign provided for in this Schedule are given in this Part, those requirements are an aspect of the type of the sign.

(5) Where in respect of a sign provided for in the Part 2 sign table there is a number in column 5, the corresponding paragraph number in Part 4 applies to the sign in question.

(6) Part 5 makes provision about the precedence of vehicles and pedestrians respectively, and generally with respect to the movement of traffic (including pedestrians), at and in the vicinity of section 25 crossings.

(7) A number appearing in column 6 of an item in the Part 2 sign table means that the Schedule 14 General Direction so numbered applies to the sign to which the item relates (with Schedule 14 General Direction 1 being an interpretive provision).

Application of the Part 3 table to certain traffic light signs provided for in the Part 2 table

2.—(1) The diagram at item 1 of the Part 2 sign table may be varied to show a light signal provided for in an item in the sign table in Part 3 (the green arrow signal, signals to control tramcars and the green pedal cycle symbol) in a position specified in column 4 of the Part 3 sign table for that light signal.

(2) The diagram at item 3 of the Part 2 sign table may be varied to show a light signal provided for at items 1 to 7 of the Part 3 sign table (the green arrow signal and signals to control tramcars) in a position specified in column 4 of the Part 3 sign table for that light signal.

(3) The reference to diagrams A to D in column 4 of the Part 3 sign table is to the diagrams above that table.

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(4) A signal provided for in the Part 3 sign table must be of the colour and type, and comply with the requirements as to size, provided for in the diagram in column 3 of the Part 3 sign table for that signal.

(5) The green arrow may point to the left, the right, straight on or at any other angle that is appropriate for indicating the direction to be taken by vehicular traffic.

(6) When placed at position 3 of diagram C or position 2 of diagram D, the green arrow signal replaces the green signal shown in the diagram at item 1 or 3 of the Part 2 sign table.

Light signals to be ES compliant

3.—(1) A light signal that forms part of a sign provided for in the Part 2 sign table that is mentioned in sub-paragraph (2) must be ES compliant (including, subject to sub-paragraph (3), those light signals that form part of such a sign by virtue of paragraph 2).

(2) The signs are those provided for at items 1 to 3, 5, 8 (shown in the diagram marked as “776”), 9, 15, 19 and 25.

(3) The requirement in sub-paragraph (1) does not apply to light signals for the control of tramcars (items 2 to 7 of the Part 3 sign table).

(4) A light signal is ES compliant if the signal head, in relation to each aspect of performance in column 2 of the table below, satisfies the requirement or test specification of British Standard BS EN12368: 2015(1) specified in column 3 (but see sub-paragraph (5) for an exception).

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Aspect of performance</i>	<i>(3)</i> <i>Requirement or test specification and class</i>
1	Protection rating	Class IV: IP 55
2	Operating temperature range	Class A
3	Luminous intensity	Performance level 3, class 2
4	Distribution of luminous intensity	Type M
5	Maximum signal phantom	Class 5
6	Signal lights incorporating symbols	Class S1
7	Background screen	the requirement in paragraph 6.9 of the British Standard
8	Impact resistance	Class IR2

(5) A light signal that forms part of the traffic light signals provided for at item 4 of the Part 2 sign table is ES compliant if the signal head, in relation to each aspect of performance in column 2 of the table below, satisfies the requirement or test specification of British Standard BS EN12368: 2015 in column 3.

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Aspect of performance</i>	<i>(3)</i> <i>Requirement or test specification and class</i>
1	Protection rating	Class IV: IP 55
2	Operating temperature range	Class A

(1) Published 30th June 2015 (ISBN 9780580796159).

(1) <i>Item</i>	(2) <i>Aspect of performance</i>	(3) <i>Requirement or test specification and class</i>
3	Luminous intensity	Performance level 1, class 1
4	Distribution of luminous intensity	Type W
5	Maximum signal phantom	Class 1
6	Signal lights incorporating symbols	Class S1
7	Impact resistance	Class IR2 or IR3

Traffic light signals

4.—(1) Sub-paragraph (2) applies to the red, amber and green light signals shown in the diagram in column 3 of the Part 2 sign table at each of items 1 to 4 (types of traffic light signals), including, for items 1 and 3, when, as described in paragraph 2(6), the green signal is a green arrow.

(2) The order of illumination for the light signals must be as follows—

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

(3) The duration of the period when the red and amber light signals are illuminated together must be 2 seconds.

(4) The duration of the period when the amber light signal is illuminated on its own must be 3 seconds.

(5) The requirement in sub-paragraph (3) or (4) is to be treated as having been met if the duration is 0.25 seconds more, or less, than that specified.

5.—(1) This paragraph applies to traffic light signals.

(2) The significance of the light signals to which paragraph 4(2) applies, when illuminated, is that specified in sub-paragraphs (3) to (9).

(3) Subject to sub-paragraphs (4) to (6), the red signal conveys the prohibition that vehicular traffic must not proceed beyond the stop line.

(4) Sub-paragraph (5) applies on an occasion where a vehicle is being used for at least one of the purposes set out in sub-paragraph (6) and the observance of the prohibition in sub-paragraph (3) would be likely to hinder the use of the vehicle for that purpose.

(5) The prohibition conveyed is that the vehicle must not proceed beyond the stop line in such a manner or at such a time as to be likely to endanger any person or to cause the driver of another vehicle to change its speed or course in order to avoid an accident.

(6) The purposes are—

- (a) fire and rescue authority;
- (b) Scottish Fire and Rescue Service;
- (c) ambulance;
- (d) blood service;
- (e) providing a response to an emergency at the request of an NHS ambulance service;
- (f) bomb or explosive disposal;

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- (g) special forces
- (h) police; and
- (i) National Crime Agency.

(7) Red and amber signals illuminated together denote an impending change to green but conveys the same prohibition as the red signal.

(8) A green signal indicates—

- (a) subject to paragraphs (b) and (c), that vehicular traffic may proceed beyond the stop line and proceed straight on or to the left or to the right;
- (b) where the signal is an arrow, vehicles may only proceed in the direction indicated by the arrow;
- (c) where the signal is a pedal cycle symbol, only vehicles which are pedal cycles may proceed.

(9) An amber signal, when shown alone, conveys the same prohibition as red, except that, as respects any vehicle which is so close to the stop line that it cannot safely be stopped without proceeding beyond the stop line, it conveys the same indication as the green signal which was shown immediately before it.

(10) Sub-paragraph (11) gives the significance, when illuminated, of the green arrow signal when, by virtue of the variation permitted in paragraph 2, it is included in the traffic light signals provided for at—

- (a) item 1 of the Part 2 sign table; or
- (b) item 3 of the Part 2 sign table,

at a position other than position 3 of diagram C or position 2 of diagram D.

(11) The significance is that vehicular traffic may proceed beyond the stop line in the direction indicated by the arrow irrespective of which other light signals forming part of the sign are illuminated.

(12) Sub-paragraph (13) gives the significance, when illuminated, of the pedal cycle symbol when, by virtue of the variation permitted in paragraph 2, it is included in the traffic light signals provided for at item 1 of the Part 2 sign table.

(13) The significance is that pedal cycles may proceed beyond the stop line and proceed straight on or to the left or to the right irrespective of which other light signals forming part of the sign are illuminated.

(14) Vehicular traffic proceeding beyond a stop line must proceed with due regard to the safety of other road users and subject to any direction given by a constable in uniform, a traffic officer in uniform or a traffic warden or to any other applicable prohibition or restriction.

(15) This paragraph does not apply to tramcars.

Tramcars

6.—(1) This paragraph applies where, by virtue of the variation permitted in paragraph 2, the traffic light signals provided for at item 1 or 3 of the Part 2 sign table includes a light signal provided for at items 2 to 7 of the Part 3 sign table (which relate to light signals for controlling tramcars).

(2) The order of illumination for the light signal must be as follows—

- (a) the horizontal line (item 3);
- (b) the vertical or a diagonal line (items 4 to 6);
- (c) the central circle (item 7).

7. The significance of the light signal is that—
- (a) the horizontal line conveys the prohibition that a tramcar must not proceed beyond the stop line;
 - (b) the vertical line indicates that a tramcar may proceed beyond the stop line and proceed straight ahead;
 - (c) the diagonal line shown in the diagram at item 5 indicates that a tramcar may proceed beyond the stop line and proceed to the left;
 - (d) the diagonal line shown in the diagram at item 6 indicates that a tramcar may proceed beyond the stop line and proceed to the right; and
 - (e) the central circle conveys the prohibition that a tramcar must not proceed beyond the stop line except that, as respects a tramcar which is so close to the stop line that it cannot safely be stopped without proceeding beyond the stop line, it conveys the same indication as the aspect which was shown immediately before it.

Light signals at level crossings, swing or lifting bridges, airfields and premises used by emergency vehicles

8.—(1) The light signals included in the sign provided for at item 5 of the Part 2 sign table must be illuminated in accordance with sub-paragraph (2).

(2) The sequence for the illumination of the light signals must be the amber light, followed by the red lights as follows—

- (a) the amber light must illuminate and remain illuminated (in a steady state) for the period provided for in sub-paragraph (3) (subject to sub-paragraph (4));
- (b) the red lights must then illuminate in an intermittent nature such that the lights flash at a rate of not less than 60 nor more than 90 flashes per minute, and in such a manner that one light is always shown when the other light is not shown.

(3) Subject to sub-paragraph (4), the duration the amber light must remain illuminated is—

- (a) in the case of light signals at level crossings, 3 seconds.
- (b) otherwise, 5 seconds.

(4) The requirement in sub-paragraph (3) is considered to have been met if the duration is 0.25 seconds more, or less, than that specified.

(5) The significance of the light signals is that specified in sub-paragraphs (6) and (7).

(6) The amber signal conveys the prohibition that traffic must not proceed beyond the stop line or the road marking provided for at item 68 in the Part 2 sign table, except that a vehicle which is so close to the stop line that it cannot safely be stopped without proceeding beyond the stop line may proceed.

(7) The intermittent red signals convey the prohibition that traffic must not proceed beyond the stop line or the marking provided for at item 68.

Red and green pedestrian, equestrian and cyclist symbols

9.—(1) This paragraph applies to a sign provided for at item 9, 13, 14, 15, 17, 18, 19, 21 or 22 in the Part 2 sign table.

(2) The requirements in relation to the light signals incorporated into the sign are—

- (a) the red and green symbols, when illuminated, show a steady light;
- (b) no green symbol is illuminated when any red symbol is illuminated;

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- (c) a green symbol is illuminated only when there is, at the same time, conveyed to vehicular traffic a prohibition against entering the crossing and the prohibition is indicated by—
 - (i) traffic light signals; or
 - (ii) a sign provided for at item 42, 43 or 44 placed with those signals.
- (3) The significance of a red symbol when illuminated is that, in the interests of safety, pedestrian, equestrian or cyclist traffic (as the case may be) should not use the crossing.
- (4) The significance of a green symbol when illuminated is that pedestrian, equestrian or cyclist traffic (as the case may be) may use the crossing.
- (5) For conveying the same significance as a green symbol, a device may, in conjunction with the illumination of that symbol, emit an audible, or give a tactile, signal.
- (6) Where the countdown sign provided for at item 10 is used in combination with the sign provided for at item 9, 15 or 19, it must only be illuminated when no red or green symbols included in those signs are illuminated.
- (7) A sign provided for at item 13, 17 or 21 must include a push button, or other switching device, that in some way indicates to those intending to use the crossing that the nearside light signals have been activated.

Illumination of “WAIT”

- 10.**—(1) The significance of “WAIT”, when illuminated, in a sign provided for at item 11, 16 or 20 of the Part 2 sign table is that, in the interests of safety, pedestrian, equestrian or cyclist traffic (as the case may be) should not use the crossing.
- (2) An indication given by the sign provided for at item 12 that—
 - (a) the button or pressure pad included in the sign has been activated; or
 - (b) a button or pressure pad having the same purpose on another sign at the same crossing has been activated,has the same significance as “WAIT” has when illuminated.

School crossing places

11. Each light signal forming part of the sign to warn of a school crossing place provided for at item 23 of the Part 2 sign table must, when in operation, show an intermittent amber light at a rate of flashing of not less than 60 nor more than 90 flashes per minute with the sign operating such that one light is always shown when the other light is not shown.

Cattle crossings

12. Each light signal forming part of the sign for warning of cattle crossing provided for at item 25 of the Part 2 sign table and shown in the upper part of the diagram at that item must, when in operation, show an intermittent amber light at a rate of flashing of not less than 60 nor more than 90 flashes per minute with the sign operating such that one light is always shown when the other light is not shown.

Pedestrians crossing at level crossings

- 13.** The red figure in the sign provided for at item 26 of the Part 2 sign table (light signals for pedestrians at level crossings) must when the sign is in operation—
 - (a) flash at a rate of not less than 60 nor more than 90 flashes per minute; and

- (b) be illuminated only when the red light signals in the sign provided for at item 5 are illuminated.

Zig-zag lines in a signal-controlled crossing facility controlled area

14.—(1) Subject to sub-paragraphs (2) and (3), and without prejudice to paragraph 15, a zig-zag line marked in a signal-controlled crossing facility controlled area conveys the prohibition that the driver of a vehicle must not cause the vehicle or any part of that vehicle to stop in the controlled area.

- (2) The prohibition in sub-paragraph (1) does not apply to—
 - (a) a pedal cycle; or
 - (b) a driver who stops a vehicle in the controlled area in any of the circumstances specified in sub-paragraph (3).
- (3) The circumstances are—
 - (a) the driver has stopped the vehicle for the purpose of complying with an indication given by a light signal for the control of vehicular traffic or the direction of a constable in uniform, a traffic officer in uniform or a traffic warden;
 - (b) the driver is prevented from proceeding by circumstances beyond the driver's control or it is necessary to stop to avoid injury or damage to persons or property;
 - (c) the vehicle is being used for at least one of the following purposes—
 - (i) fire and rescue authority;
 - (ii) Scottish Fire and Rescue Service;
 - (iii) ambulance;
 - (iv) blood service;
 - (v) providing a response to an emergency at the request of an NHS ambulance service;
 - (vi) bomb or explosive disposal;
 - (vii) special forces
 - (viii) police;
 - (ix) National Crime Agency.
 - (d) the vehicle is stopped for no longer than is necessary for it to be used for the purposes of—
 - (i) an operation involving building, demolition or excavation;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of a road; or
 - (iv) the laying, erection, alteration, repair or cleaning in or near the controlled area of any sewer, or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications apparatus kept installed for the purposes of an electronic communications code system or of any other electronic communications apparatus lawfully kept installed in any position,
but only if the vehicle cannot be used for those purposes without stopping in the controlled area;
 - (e) the vehicle is a public service vehicle being used—
 - (i) in the provision of a local service; or
 - (ii) to carry passengers for hire or reward at separate fares,

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where the vehicle is waiting in the controlled area in order to take up or set down passengers having proceeded past the crossing or the light signals to which the controlled area relates; or

- (f) the vehicle is stopped for the purpose of making a left or right turn.

15.—(1) Without prejudice to paragraph 14, a zig-zag line in a signal-controlled crossing facility controlled area conveys the requirement that, whilst any motor vehicle (“the approaching vehicle”), or any part of it, is within the limits of the controlled area and is proceeding towards the signal-controlled crossing facility to which the controlled area relates, the driver of the vehicle must not cause it or any part of it to pass ahead of the foremost part of—

- (a) any other motor vehicle proceeding in the same direction
 (b) a vehicle which is stationary for the purpose of complying with a traffic light signal for controlling vehicular traffic.

(2) In sub-paragraph (1)—

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

Light signals above the carriageway

16.—(1) The height of the centre of each light signal incorporated into a sign provided for at item 32, 33 or 34 of the sign table in Part 2 (a downward green arrow, a red cross and a diagonal white arrow, respectively) must be not less than 5.5 metres nor more than 9 metres from the surface of the carriageway in the immediate vicinity.

(2) The signals must be designed so that only one symbol is illuminated over the traffic lane in question at any one time and the arrow or cross shows a steady light.

(3) The significance of the light signals is that—

- (a) except when placed above an actively managed hard shoulder, the red cross conveys to vehicular traffic proceeding in the traffic lane above which it is displayed the prohibition that such traffic must not proceed beyond the red cross in that traffic lane until that prohibition is cancelled by a display—
 (i) over that traffic lane, of the downward green arrow or the diagonal white arrow; or
 (ii) over that traffic lane or beside the carriageway, of the “End of lane control” sign provided for at item 40 of the Part 2 sign table;
 (b) when placed over an actively managed hard shoulder the red cross conveys to vehicular traffic that the restrictions on the use of the hard shoulder imposed by regulation 9 of the Motorways Traffic (England and Wales) Regulations 1982⁽²⁾ or regulation 8 of the Motorways Traffic (Scotland) Regulations 1995⁽³⁾ for the time being apply to the hard shoulder, until those restrictions are—
 (i) cancelled by the display over the actively managed hard shoulder of the maximum speed limit sign; or

⁽²⁾ S.I. 1982/1163, amended by S.I. 2015/392; there are other amendments but none is relevant.

⁽³⁾ S.I. 1995/2507; to which there are amendments not relevant to these Regulations.

- (ii) superseded by the display over the actively managed hard shoulder of the red cross sign provided for at item 14 of the sign table in Part 2 of Schedule 15;
- (c) the downward green arrow conveys to vehicular traffic proceeding in the traffic lane above which it is displayed the information that such traffic may proceed or continue to do so in the lane beneath the arrow; and
- (d) the diagonal white arrow conveys to vehicular traffic proceeding in the traffic lane above which it is displayed the warning that such traffic should move into the adjacent traffic lane in the direction indicated by the arrow as soon as traffic conditions permit.

Beacons displayed with upright signs relating to the operation of light signals

17.—(1) For conveying the additional warning that drivers should take special care, a beacon which shows an intermittent amber light placed may be placed in combination with an upright sign provided for at item 61, 62 or 63 of the Part 2 sign table (upright signs giving information about the operation of traffic light signals).

- (2) The operating requirements for a beacon mentioned in sub-paragraph (1) are—
 - (a) the peak intensity of light emitted by the lens or lenses of each such beacon must be—
 - (i) if the period between individual flashes does not exceed $\frac{1}{4}$ of a second, not less than 100 candela on the principal axis of the relevant lens;
 - (ii) if the period between individual flashes exceeds $\frac{1}{4}$ of a second, not less than 2000 candela on the principal axis; or
 - (iii) if the period between the cessation of a double flash and the start of the succeeding double flash exceeds $\frac{1}{4}$ of a second, not less than 1000 candela on the principal axis;
 - (b) each lens must be of such a shape and size that the perimeter of its area projected horizontally onto a vertical plane is capable of lying wholly inside a square having sides of 200 mm in length and wholly outside a square having sides of 100 mm in length;
 - (c) the height of the centre of the lenses from the surface of the carriageway in the immediate vicinity must be not less than 800 nor more than 1500 mm; and
 - (d) the rate of flashing must be not less than 55 nor more than 150 individual or double flashes per minute.

Stripes at Zebra and Parallel crossings

18.—(1) This paragraph imposes requirements about the stripes in Zebra and Parallel crossings shown in the diagrams at items 52 (Zebra crossings) and 53 (Parallel crossings).

(2) Each black and white stripe must be of the same size and of a width, as measured across the carriageway, of not more than 715 mm or less than 500 mm save that, where considered appropriate in relation to a particular crossing, and having regard to the nature and character of the road—

- (a) the first stripe at each end of the crossing may be of a width of not more than 1300 mm; and
- (b) the other stripes may be of a width of not more than 840 mm and not less than 380 mm.

(3) The colour of the surface of the carriageway may be used in place of the black stripes if the surface provides a reasonable contrast with the white stripes.

Significance of give-way markings at Zebra crossings

19. The give-way line marking provided for at item 54 of the Part 2 sign table (and shown in the diagram at item 52) conveys to vehicular traffic proceeding towards a Zebra crossing the position at or before which a vehicle must be stopped for the purpose of complying with paragraph 7 of Part 5.

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Significance of zig-zag lines at Zebra crossings

20. The zig-zag lines provided for at item 52 of the Part 2 sign table convey to vehicular traffic, for the purpose of complying with paragraphs 3 and 6 of Part 5 (movement of traffic at section 25 crossings), the limits of a Zebra controlled area.

Significance of stripes and other road markings at Parallel crossings and in Parallel controlled areas

- 21.—**(1) The stripes and other signs that comprise a Parallel crossing convey the prohibition—
- (a) to the driver of a vehicle proceeding along the carriageway, that the driver must not cause the vehicle or any part of it to stop within the limits of the crossing unless the driver is prevented from proceeding by circumstances beyond the driver’s control or it is necessary for the driver to stop to avoid injury or damage to persons or property; and
 - (b) to a pedestrian or cyclist crossing the carriageway within the part of the crossing intended for (as the case may be) pedestrians or cyclists, that that they must not remain on the carriageway longer than is reasonably necessary to pass over the crossing with reasonable despatch.

22.—(1) The give-way line marking provided for at item 54 of the Part 2 sign table (and shown in the diagram at item 53) conveys to vehicular traffic proceeding along the carriageway towards a Parallel crossing—

- (a) the position at or before which a vehicle must be stopped (“the stop position”), and
- (b) a requirement to stop at, or before, the stop position,

if a pedestrian or cyclist is on the carriageway, for the purposes of using the crossing, within the part of the crossing intended for (as the case may be) pedestrians or cyclists.

(2) Where there is a refuge for pedestrians or cyclists, or central reservation, on a Parallel crossing, the parts of the crossing situated on each side of the refuge or central reservation are to be treated, for the purposes of this paragraph, as separate crossings.

23.—(1) Without prejudice to paragraph 24, the zig-zag lines provided for at item 53 of the Part 2 sign table convey the requirement that the driver of a vehicle proceeding along the carriageway must not cause any part of it to stop in the Parallel controlled area in which they are marked.

- (2) The prohibition in sub-paragraph (1) does not apply to—
 - (a) a pedal cycle; or
 - (b) a driver who stops a vehicle in the controlled area in any of the circumstances specified in sub-paragraph (3).
- (3) The circumstances are—
 - (a) the driver has stopped the vehicle for the purpose of complying with paragraph 22(1)(b);
 - (b) the driver has stopped the vehicle for the purpose of complying with an indication given by a light signal for the control of vehicular traffic or the direction of a constable in uniform, a traffic officer in uniform or a traffic warden;
 - (c) the driver is prevented from proceeding by circumstances beyond the driver’s control or it is necessary to stop to avoid injury or damage to persons or property;
 - (d) the vehicle is being used for at least one of the following purposes—
 - (i) fire and rescue authority;
 - (ii) Scottish Fire and Rescue Service;
 - (iii) ambulance;

- (iv) blood service;
 - (v) providing a response to an emergency at the request of an NHS ambulance service;
 - (vi) bomb or explosive disposal;
 - (vii) special forces
 - (viii) police;
 - (ix) National Crime Agency.
- (e) the vehicle is stopped for no longer than is necessary for it to be used for the purposes of—
- (i) an operation involving building, demolition or excavation;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of a road; or
 - (iv) the laying, erection, alteration, repair or cleaning in or near the controlled area of any sewer, or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications apparatus kept installed for the purposes of an electronic communications code system or of any other electronic communications apparatus lawfully kept installed in any position,
- but only if the vehicle cannot be used for those purposes without stopping in the controlled area;
- (f) the vehicle is a public service vehicle being used—
- (i) in the provision of a local service; or
 - (ii) to carry passengers for hire or reward at separate fares,
- where the vehicle is waiting in the controlled area in order to take up or set down passengers having proceeded past the crossing or the light signals to which the controlled area relates; or
- (g) the vehicle is stopped for the purpose of making a left or right turn.

24.—(1) A zig-zag line also conveys the requirement that whilst any motor vehicle (“the approaching vehicle”), or any part of it, is within the limits of a Parallel controlled area and is proceeding towards the Parallel crossing to which the controlled area relates, the driver of the vehicle must not cause it or any part of it to pass ahead of the foremost part of—

- (a) any other motor vehicle proceeding in the same direction;
 - (b) a vehicle which is stationary for the purpose of complying with the requirement in paragraph 22(1)(b).
- (2) In sub-paragraph (1)—
- (a) the reference to a motor vehicle in paragraph (a) is, in a case where more than one motor vehicle is proceeding in the same direction as the approaching vehicle in a controlled area, a reference to the motor vehicle nearest to the crossing to which the controlled area relates; and
 - (b) the reference to a stationary vehicle is, in a case where more than one vehicle is stationary in a controlled area for the purpose of complying with the requirement in paragraph 22(1)(b), a reference to the stationary vehicle nearest the crossing to which the controlled area relates.

General provision about crossings placed across cycle tracks

25.—(1) Sub-paragraph (2) applies where, but for this paragraph, these Regulations impose a requirement for there to be a controlled area.

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(2) Where the crossing is placed across a cycle track, no controlled area in that part of the carriageway that is a cycle track is required.

(3) In relation to a Zebra or Parallel crossing which only crosses a cycle track, a yellow globe (provided for at item 27 of the Part 2 sign table) is not required.

School crossing patrol signs

- 26.**—(1) A school crossing patrol sign provided for at item 24 of the Part 2 sign table—
- (a) may be varied in accordance with sub-paragraph (2); and
 - (b) must be mounted on a pole in accordance with sub-paragraph (3).
- (2) A protective strip may be applied to the perimeter if—
- (a) the strip—
 - (i) is not retroreflecting;
 - (ii) is not more than 15 mm wide; and
 - (iii) is coloured red or is uncoloured and transparent;
 - (b) the part of the red border of the roundel not covered by the perimeter strip is at least 35 mm wide; and
 - (c) the diameter of the part of the roundel coloured black and yellow is not less than 360 mm, nor more than 370 mm.
- (3) The sign is mounted on a pole in accordance with this sub-paragraph if—
- (a) where a section of the pole at the bottom of the roundel extends over the face of the roundel for the purpose of securing the roundel to the pole, it does not obscure any part of the black symbol;
 - (b) subject to paragraphs (c) and (d), the pole is coloured with alternating black and yellow bands not less than 280 nor more than 320 mm deep, beginning with a black band immediately below the roundel;
 - (c) any part of the pole which extends over the face of the roundel is coloured red or yellow in accordance with the colour of the part of the roundel covered by it;
 - (d) where the pole is separable into two pieces when the sign is not in use, any unpainted metallic finish does not extend beyond the joint between the two pieces or more than 5 mm of each piece of the pole on either side of the joint;
 - (e) any fastenings used to attach the roundel to the pole are coloured red or yellow in accordance with the colour of the part of the sign on which they are placed or of an unpainted metallic finish;
 - (f) the pole is not separable into more than two pieces;
 - (g) where a handgrip is fitted to the pole, it is black and fitted within the black band immediately below the roundel; and
 - (h) the yellow bands on the pole are not illuminated other than by means of retroreflecting material.

Mirror at traffic signals warning of the presence of cyclists

27.—(1) A sign to convey the description of warning in sub-paragraph (2) must consist of a circular convex mirror of a diameter not less than 300 mm and not more than 500 mm.

(2) The warning to which sub-paragraph (1) refers is of the presence at traffic signals of cyclists who may not otherwise be visible to other traffic.

Automatic bollards

28.—(1) An indicator for conveying to vehicular traffic the information, warning, restriction or prohibition in sub-paragraph (2) must be of the same size, colour and type as the traffic light signals provided for at item 1 of the Part 2 sign table except that—

- (a) an amber aspect must not be included;
 - (b) the diameter of the red signal and the green signal must be not less than 100 mm;
 - (c) the mounting height to the centre of the green signal must be not less 1000 mm; and
 - (d) the indicator may not incorporate a signal provided for in the sign table in Part 3.
- (2) The significance, when illuminated, of the—
- (a) red signal is that it indicates the period during which an automatic bollard is in the raised position and that vehicular traffic must not proceed; and
 - (b) green signal is that it indicates the period during which an automatic bollard is in the lowered position and that vehicular traffic may proceed.
- (3) Schedule 14 General Directions 44 and 46 apply to the indicator.

Refuge indicator lamps

29.—(1) A lamp in the form of an illuminated spherical globe for conveying the warning that drivers of vehicles are approaching a street refuge may be placed subject to the following conditions—

- (a) the globe is white;
 - (b) the globe has a diameter of not less than 275 mm nor more than 335 mm; and
 - (c) the height of the centre of the globe above the surface of the carriageway in the immediate vicinity is not less than 3800 mm nor more than 5000 mm.
- (2) Schedule 14 General Direction 45 applies to the lamp provided for in sub-paragraph (1).

Meaning of “stop line”

30.—(1) Subject to sub-paragraphs (2) and (3), “stop line” in this Part means—

- (a) in relation to any vehicle except a tramcar, the road marking provided for at item 46 of the Part 2 sign table; and
 - (b) in relation to a tramcar—
 - (i) the road marking provided for at item 47 of that table; or
 - (ii) where that marking has not been placed, the road marking provided for at item 46.
- (2) Where the road marking provided for at item 48, 49 or 50 of the sign table in Part 2 has been placed, “stop line” means—
- (a) unless (b) applies, the first stop line; or
 - (b) in the case of—
 - (i) a pedal cycle; or
 - (ii) a vehicle which has proceeded beyond the first stop line, the second stop line.
- (3) Where there is no stop line or the stop line is not visible, references to “stop line” are—
- (a) in a case where a sign provided for at item 58, 59 or 60 of the Part 2 sign table is placed, to be treated as references to that sign; and

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- (b) in any other case, to be treated as references to the post or other structure on which the primary signals (within the meaning of paragraph 31) are mounted.
- (4) In sub-paragraph (2)—
 - (a) “the first stop line” means the transverse white line or lines appearing below the pedal cycle symbol in the road markings shown in the diagram at item 49, in the diagram at item 50 or in either version of the diagram at item 48; and
 - (b) “the second stop line” means the transverse white line appearing above the pedal cycle symbol in the road markings shown in the diagram at item 49 or 50, or in either version of the diagram at item 48.

Primary and secondary signals

31.—(1) In this Part a reference to traffic light signals, or to a signal of a particular colour forming part of traffic light signals, is, where secondary signals as well as primary signals have been placed, a reference to the light signals displayed by both the primary and secondary signals or, as the case may be, by the primary signals operating without the secondary signals or by the secondary signals operating without the primary signals.

(2) “Primary signals” means traffic light signals provided for at item 1, 2, 3 or 4 of the Part 2 sign table and—

- (a) where a stop line is also placed, sited beyond that line and near one end or both ends of the line; or
- (b) where there is no stop line, sited at either edge or both edges of the carriageway or part of the carriageway which is in use by traffic approaching and controlled by the sign; and

(3) “Secondary signals” means traffic light signals provided for at item 1, 2, 3 or 4 of the Part 2 sign table which are sited facing traffic approaching from the direction of the primary signals but sited beyond those signals as viewed from the direction of travel of such traffic.