1969. No. 156 **[C]**

ROAD TRAFFIC: TRAFFIC SIGNS

REGULATIONS, DATED 12TH JUNE 1969, MADE BY THE MINISTRY OF HOME AFFAIRS UNDER SECTION 8 OF THE MOTOR VEHICLES AND ROAD TRAFFIC ACT (NORTHERN IRELAND) 1929.

The Ministry of Home Affairs in exercise of the powers vested in it by Section 8 of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1929(**a**) and all other powers enabling it in that behalf, hereby makes the following Regulations:—

Citation and Commencement

1. These Regulations may be cited as the Road Traffic (Traffic Signs) (Amendment) Regulations (Northern Ireland) 1969 and shall come into operation on 1st October 1969.

Regulations Amended

2. The Road Traffic (Traffic Signs) Regulations (Northern Ireland) 1966(**b**) shall have effect as though—

(1) after Regulation 8 there were added the following Regulations:—

"*Significance of longitudinal carriageway markings (double white lines) shown in diagram* 96

9.—(1) The requirements conveyed by the longitudinal lines shown in diagram 96 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 the 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 (*a*) of paragraph (1) 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

(a) 20 Geo. 5. c. 21 (N.I.). (b) S.R. & O. (N.I.) 1966, No. 23.

main, pipe or apparatus for the supply of gas, water or electricity, or of any telegraphic line as defined in the Telegraph Act 1878(c),

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 sidecar 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.

(3) Nothing in sub-paragraph (*b*) of paragraph (1) 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 other obstruction, or owing to circumstances outside the control of the driver or in order to avoid an accident, or

(*b*) for the purpose of complying with any direction of a constable in uniform.

(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.

Colour of road markings

10. The road markings shown in diagrams 85 to 89 and 96 in Part II of the Schedule shall be white."

(2) after diagram 95 in Part II of the Schedule there were added diagram 96 set out in this Schedule to these Regulations.

Sealed with the Official Seal of the Ministry of Home Affairs for Northern Ireland this 12th day of June 1969.

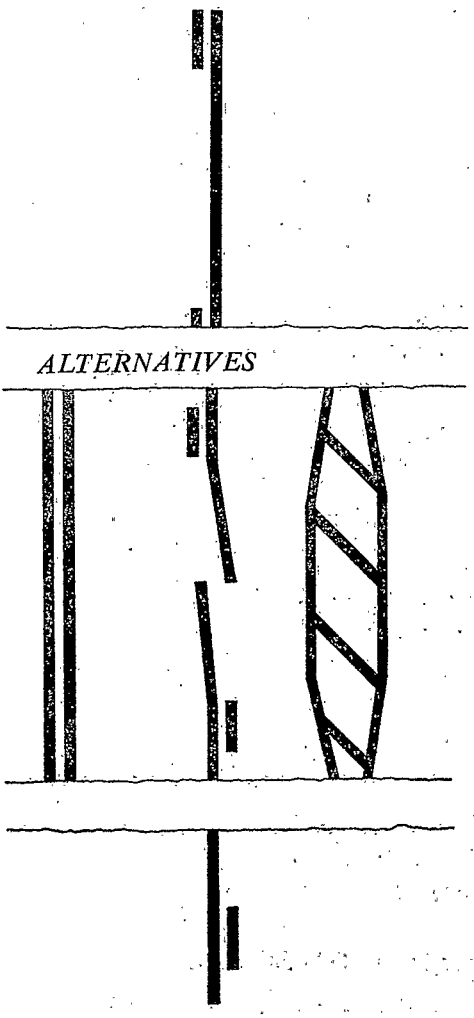
(L.S.)

W. G. Robinson,
Assistant Secretary.

(c) 41 & 42 Vict. c. 76.

SCHEDULE

Diagram 96



Longitudinal lines to indicate to vehicular traffic the requirements and the warning prescribed by Regulation 9(1) and (4)



To warn vehicular traffic approaching a length of road on which are placed longitudinal lines shown in diagram 96 of the need to keep to the left or nearside of both these lines

EXPLANATORY NOTE

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

These Regulations amend the Road Traffic (Traffic Signs) Regulations (Northern Ireland) 1966 by prescribing the significance of the "double white line system" of road markings.