EXPLANATORY NOTE

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

These Regulations re-enact with amendments the Traffic Signs (Speed Limit) Regulations, 1941. The main changes are:—

1. Signs for indicating whether lengths of road are subject to a 30 m.p.h. speed limit by virtue of section 1 of the Road Traffic Act, 1934, are increased in size and a new sign shown in diagram 3 in the First Schedule for giving this indication is also prescribed.

2. The Secretary of State and the Minister of Transport and Civil Aviation are given power to agree that the requirements of the Regulations as to illumination of the signs need not be complied with in the case of any particular sign.

1957 No. 275

The Traffic Signs (30 m.p.h. Speed Limit) (England and Wales) Directions, 1957

Made - - - - 21*st February*, 1957
Coming into Operation 1*st March*, 1957

The Minister of Transport and Civil Aviation (hereinafter referred to as "the Minister") in exercise of his powers under subsection (7) of section 1 of the Road Traffic Act, 1934(a), as amended by section 4 of the Road Traffic Act, 1956(b), and of all other powers him enabling in that behalf hereby directs as follows:—

1. These Directions shall come into operation on the first day of March, 1957, and may be cited as the Traffic Signs (30 m.p.h. Speed Limit) (England and Wales) Directions, 1957.

2.—(1) In these Directions the following expressions have the meanings hereby respectively assigned to them:—

"central reservation" means works constructed in the carriageway along any length of road, for separating a part of the road which is to be used by traffic moving in one direction from a part of the road which is to be used by traffic moving in the other;

"Class I road" means a road classified by the Minister under the Ministry of Transport Act, 1919(c), in Class I;

"dual carriageway road" means a length of road along which are constructed one or more central reservations;

"First Schedule" means the First Schedule to the Traffic Signs (30 m.p.h. Speed Limit) Regulations, 1957(d);

"Second Schedule" means the Second Schedule to the Traffic Signs (30 m.p.h. Speed Limit) Regulations, 1957;

"speed limit" means a speed limit of thirty miles per hour imposed by or under section 1 of the Road Traffic Act, 1934.

(a) 24 & 25 Geo. 5. c. 50. (b) 4 & 5 Eliz. 2. c. 67. (c) 9 & 10 Geo. 5. c. 50.
(d) S.I. 1957/274 (p. 2088 above).

(2) Any reference in these Directions to any enactment shall be construed as a reference to that enactment as amended by any subsequent enactment.

(3) The Interpretation Act, 1889(a), shall apply to the interpretation of these Directions as it applies to the interpretation of an Act of Parliament.

3. Two signs shown in diagram 1 in the First Schedule or in diagram 1 in the Second Schedule shall be erected one on each side of the road at or as near as practicable to every point where a motor vehicle may duly pass from a length of road on which a speed limit is not in force to a length of road on which a speed limit is in force, which is a Class I road and the carriageway of which excluding any part thereof consisting of a central reservation or street refuge is at least thirty feet in width at that point:

Provided that where the length of road on which the speed limit is in force is a dual carriageway road one sign shall be erected on the left or near side of the road and one sign shall be erected on the central reservation instead of on the right or off side of the road.

4. Subject to the provisions of the last preceding paragraph, two signs shown in diagram 1 or diagram 2 in the First Schedule or in diagram 1 in the Second Schedule shall be erected one on each side of the road at or as near as practicable to every point where a motor vehicle may duly pass from a length of road on which a speed limit is not in force to a length of road on which a speed limit is in force:

Provided that where the length of road on which the speed limit is in force is a dual carriageway road one sign shall be erected on the left or near side of the road and one sign shall be erected on the central reservation instead of on the right or off side of the road.

5. Signs shown in diagram 3 in the First Schedule shall be erected in accordance with the provisions of the next succeeding paragraph along a length of road more than two hundred yards in length on which a speed limit is in force, not being a road on which a system of street lighting furnished by lamps placed two hundred yards or less apart is provided.

6. The signs mentioned in the last preceding paragraph shall be so erected along a length of road so mentioned that—

(*a*) they face towards and are clearly visible to drivers of approaching motor vehicles;

(*b*) they are situated on each side of the road;

(*c*) the distance between any one sign on one side of the road and any sign next following that sign on that side and facing in the same direction does not exceed three hundred yards;

(*d*) the distance between any one sign on one side of the road and any sign next following that sign on the other side of the road and facing in the same direction does not exceed two hundred yards; and

(*e*) one such sign is not more than one hundred and fifty yards from each end of the said length of road:

Provided that where the said length of road is a dual carriageway road the foregoing provisions of this paragraph shall apply in relation to each carriageway on that length of road as though references in sub-paragraphs (*b*), (*c*) and (*d*) to "road" were references to that carriageway.

7. Two signs shown in diagram 4 in the First Schedule or in diagram 2 in the Second Schedule shall be erected one on each side of the road at

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

every point where a motor vehicle may duly pass from a length of road on which a speed limit is in force to a length of road on which a speed limit is not in force:

Provided that where the length of road on which the speed limit is not in force is a dual carriageway road one sign shall be erected on the left or near side of the road and one sign shall be erected on the central reservation instead of on the right or off side of the road.

8. Signs shown in diagram 5 in the First Schedule shall be erected in accordance with the provisions of the next succeeding paragraph along a length of road on which there are one or more street lamps and on which no speed limit is in force.

9. A sign mentioned in the last preceding paragraph shall be erected on each lamp-post along any length of road mentioned in that paragraph so as to be clearly visible to the drivers of motor vehicles using the road, but if any lamp is mounted otherwise than on a post or if any existing lamp-post is not available or cannot conveniently be used for the purpose of erecting the sign upon it such sign shall be erected on a post to be specially placed for the purpose by the side of the road as close to each lamp as is consistent with the visibility of the sign to the drivers of motor vehicles using the road:

Provided that where on such a length of road—

(*a*) there is a lamp which is placed more than two hundred yards from the nearest other lamp on that road; or

(*b*) on one side of the road there are more than three lamps without there being any lamp on the other side of the road between the first and last of those lamps; or

(*c*) there are not more than three lamps which are placed two hundred yards or less apart;

two such signs facing in opposite directions shall be erected on each lamp-post on which is mounted each of such lamps or on a post close to each of such lamps, as the case may require.

10. Where a sign shown in any of the diagrams in the First Schedule or the Second Schedule is mounted on or attached to a post specially provided for that purpose, such post shall be painted in alternate black and white bands, each band being not less than eleven inches nor more than thirteen inches in width.

11. Nothing in these Directions shall be taken to limit the power of the Minister by any special Direction to dispense with, add to or modify any of the requirements of these Directions in their application to any particular case.

Given under the Official Seal of the Minister of Transport and Civil Aviation this twenty-first day of February, 1957.

(L.S.)

Harold Watkinson,
The Minister of Transport and Civil Aviation.

EXPLANATORY NOTE

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

These Directions are general directions by the Minister of Transport and Civil Aviation with respect to the erection of traffic signs prescribed by the Traffic Signs (30 m.p.h. Speed Limit) Regulations, 1957 (S.I. 1957/274) which it is the duty of local authorities in England and Wales to erect in their areas for the purpose of securing that guidance is given to drivers of motor vehicles as to whether or not a thirty miles per hour speed limit applies on a length of road.

1957 No. 288 (S. 11)

The Traffic Signs (30 m.p.h. Speed Limit) (Scotland) Directions, 1957

Made - - - - *22nd February,* 1957
Coming into Operation *1st March,* 1957

In exercise of the powers conferred on me by subsection (7) of section 1 of the Road Traffic Act, 1934(a), as amended by section 4 of the Road Traffic Act, 1956(b), and as read with the Transfer of Functions (Roads, Bridges and Ferries) Order, 1955(c), and of all other powers enabling me in that behalf, I hereby direct as follows:—

1. These Directions shall come into operation on the first day of March, 1957, and may be cited as the Traffic Signs (30 m.p.h. Speed Limit) (Scotland) Directions, 1957.

2.—(1) In these Directions the following expressions have the meanings hereby respectively assigned to them:—

"central reservation" means works constructed in the carriageway along any length of road for separating a part of the road which is to be used by traffic moving in one direction from a part of the road which is to be used by traffic moving in the other direction;

"Class I road" means a road classified by the Minister of Transport and Civil Aviation or the Secretary of State under the Ministry of Transport Act, 1919(d), in Class I;

"dual carriageway road" means a length of road along which are constructed one or more central reservations;

"First Schedule" means the First Schedule to the Traffic Signs (30 m.p.h. Speed Limit) Regulations, 1957(e);

"Second Schedule" means the Second Schedule to the Traffic Signs (30 m.p.h. Speed Limit) Regulations, 1957;

"speed limit" means a speed limit of thirty miles per hour imposed by or under section 1 of the Road Traffic Act, 1934.

(2) Any reference in these Directions to any enactment shall be construed as a reference to that enactment as amended by any subsequent enactment.

(3) The Interpretation Act, 1889(f), shall apply to the interpretation of these Directions as it applies to the interpretation of an Act of Parliament.

(a) 24 & 25 Geo. 5. c. 50.
(b) 4 & 5 Eliz. 2. c. 67.
(c) S.I. 1955/1955 (1955 I, p. 1205).
(d) 9 & 10 Geo. 5. c. 50.
(e) S.I. 1957/274 (p. 2088 above).
(f) 52 & 53 Vict. c. 63.