5. Every motor vehicle is required to be equipped with such lighting equipment and reflectors, and the equipment and reflectors are required to be maintained at all times while the vehicle is used on a road in such a condition, as to render the vehicle capable of being driven on a road at night without contravention of the provisions of the Road Transport Lighting Act, 1957, or any regulations in force under it, as to obligatory lamps or reflectors. Every head lamp of a motor vehicle is required to be so constructed and fitted, and at all times while the vehicle is used on a road to be maintained in such a condition, that if the lamp were used to show a light to the front while the vehicle was driven on a road at night the provisions of Regulation 9 of the Road Vehicles Lighting Regulations, 1959, which relate to the prevention of dazzle by lamps, would not be contravened. Certain exemptions in relation to these requirements are provided (Regulation 2 (8) and (9)).

TRAFFIC SIGNS

1959 No. 761

The Traffic Signs (Amendment) Regulations, 1959

Made - - - -	21*st April*, 1959
Laid before Parliament	28*th April*, 1959
Coming into Operation	12*th May*, 1959

The Secretary of State and the Minister of Transport and Civil Aviation acting jointly in exercise of their powers under sections 48 and 59 of the Road Traffic Act, 1930(a), as read with the Transfer of Functions (Roads, Bridges and Ferries) Order, 1955(b), section 35 of the Road Traffic Act, 1956(c), and of all other powers them enabling in that behalf, and after consultation with representative organisations in accordance with the provisions of subsection (2) of section 111 of the said Act of 1930, hereby make the following Regulations:—

1.—(1) These Regulations shall come into operation on the twelfth day of May, 1959, and may be cited as "The Traffic Signs (Amendment) Regulations, 1959".

(2) The Interpretation Act, 1889(d), shall apply to the interpretation of these Regulations as it applies to the interpretation of an Act of Parliament.

2. The Traffic Signs Regulations, 1957(e), as amended(f), shall have effect as though:

(I) at the end of Regulation 5, there were added the words—

"and to the carriageway marking shown in diagram No. RM21 in so far as that marking conveys the requirements specified in paragraph (3) of Regulation 21 of these Regulations"; and

---

(a) 20 & 21 Geo. 5. c. 43.
(b) S.I. 1955/1955 (1955 I, p. 1205).
(c) 4 & 5 Eliz. 2. c. 67.
(d) 52 & 53 Vict. c. 63.
(e) S.I. 1957/13 (1957 II. p. 2001).
(f) S.I. 1957/2149 (1957 II. p. 2083).

(II) for section IV of those Regulations there were substituted the following section: —

"SECTION IV

Traffic Signs shown in Second Schedule

Carriageway markings

21.—(1) A traffic sign consisting of a line or mark (hereinafter referred to as a "carriageway marking") placed on the carriageway of any road for conveying a warning, a requirement or information of the description specified under a diagram (other than diagram No. RM21) set out in the Second Schedule to these Regulations shall be of the size and type shown in the diagram relating to that warning, requirement or information;

Provided that in diagram No. RM7—

(*a*) the dimensions indicated in brackets against dimensions not so indicated may be treated as an alternative to the last mentioned dimensions, and

(*b*) all the dimensions not indicated in brackets may be increased by 50 per cent.

(2) A carriageway marking for conveying the requirements specified in the next succeeding paragraph and the warning specified in paragraph (6) of this Regulation shall be of the size and type shown in diagram No. RM21.

(3) The requirements conveyed by the carriageway marking mentioned in the last preceding paragraph shall be that—

(*a*) subject to the provisions of paragraph (4) of this Regulation, 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 (5) of this Regulation, 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.

(4) Nothing in sub-paragraph (*a*) of the last preceding paragraph 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 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(a):

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

(*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 owing to the driver being prevented from proceeding by circumstances beyond his control or to such stopping being necessary in order to avoid an accident; or

(*e*) to anything done with the permission of a police constable in uniform.

(5) Nothing in sub-paragraph (*b*) of paragraph (3) of this Regulation 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 beyond the control of the driver or in order to avoid an accident, or

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

(6) The warning conveyed by the carriageway marking mentioned in paragraph (2) of this Regulation 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.

Fitting of studs, colour and height of markings

22.—(1) Any carriageway marking shown in any of the diagrams Nos. RM2, RM4, RM5, RM6, RM19 and RM20 may have studs incorporating reflectors fitted to the marking or along the length of the line constituting the marking and studs shown in diagram No. RM3 may have reflectors incorporated therein, and the carriageway marking shown in diagram No. RM21 may have studs incorporating reflectors fitted either to the marking or along the length of or between the two lines constituting the marking.

(2) Except in the case of the carriageway marking shown in diagram No. RM24 which shall be yellow in colour, carriageway markings and studs shall be white, silver or light grey in colour, and reflectors incorporated in studs shall be white in colour or, where they are incorporated in studs fitted to the carriageway marking shown in diagram No. RM6 or along the length of the line constituting such marking to indicate the nearside of the edge of the carriageway, red in colour.

(3) Carriageway markings consisting of studs and shown in any of the diagrams Nos. RM3, RM10 and RM11 shall not project above the adjacent surface of the carriageway more than $\frac{5}{8}$ of an inch at their highest points nor more than $\frac{1}{4}$ of an inch at their edges, except that where reflectors are incorporated in studs of the carriageway marking shown in diagram No. RM3 such studs may at their highest points project above the adjacent surface of the carriageway not more than one inch.

(4) Carriageway markings other than those referred to in the last preceding paragraph shall not project above the adjacent surface of the carriageway more than $\frac{1}{4}$ of an inch.

(5) Studs incorporating reflectors fitted to any of the carriageway markings shown in any of the diagrams Nos. RM2, RM4, RM5, RM6, RM19, RM20 and RM21 or along the length of or between any lines constituting such marking may project above the adjacent surface of the carriageway not more than one inch at their highest points.

Revocation

22A.—(1) The provisions of Regulations 21 and 22 so far as relating to the carriageway markings shown in any of the diagrams Nos. RM2, RM4, RM12, RM13, RM14, RM15 and RM18 set out in the Second Schedule to these Regulations and such diagrams shall in relation to any such marking placed on the carriageway of any road before the twelfth day of May, 1959 cease to have effect as from the twelfth day of May, 1962.

(2) Save as aforesaid, the said provisions so far as relating to the markings shown in any of the said diagrams and such diagrams shall cease to have effect as from the twelfth day of May 1959 " ; and

(III) in the Second Schedule—

(i) in the Note relating to diagram RM3 for the words " same as RM2 but consisting of studs (see Direction 35) " there were substituted the words " Longitudinal line consisting of studs 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 (see Direction 35) " ; and

(ii) after diagram No. RM18, there were added as diagrams Nos. RM19, RM20, RM21, RM22, RM23, RM24, RM25, RM26, RM27, RM28 and RM29 the diagrams so numbered and the notes respectively relative thereto in the Schedule to these Regulations.

Given under the Seal of the Secretary of State this twenty-first day of April, 1959.

(L.S.)

John S. Maclay,
One of Her Majesty's Principal Secretaries of State.

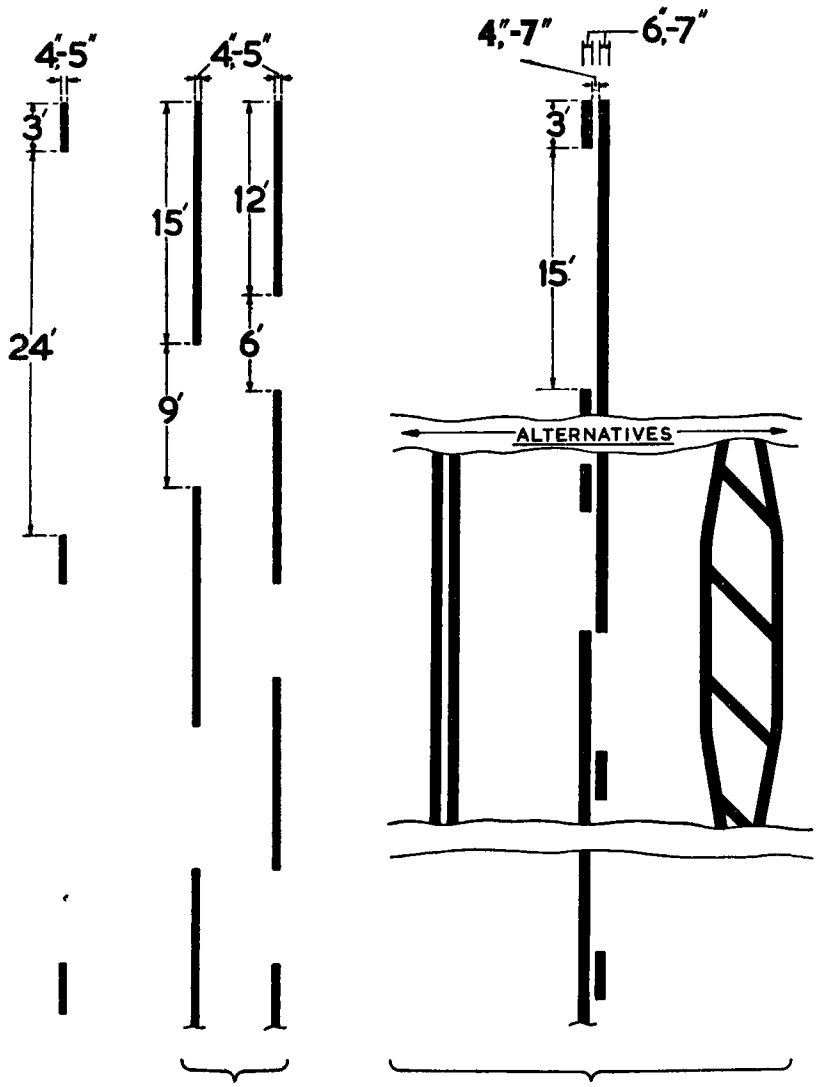
Given under the Official Seal of the Minister of Transport and Civil Aviation this twenty-first day of April, 1959.

(L.S.)

Harold Watkinson,
The Minister of Transport and Civil Aviation.

SCHEDULE

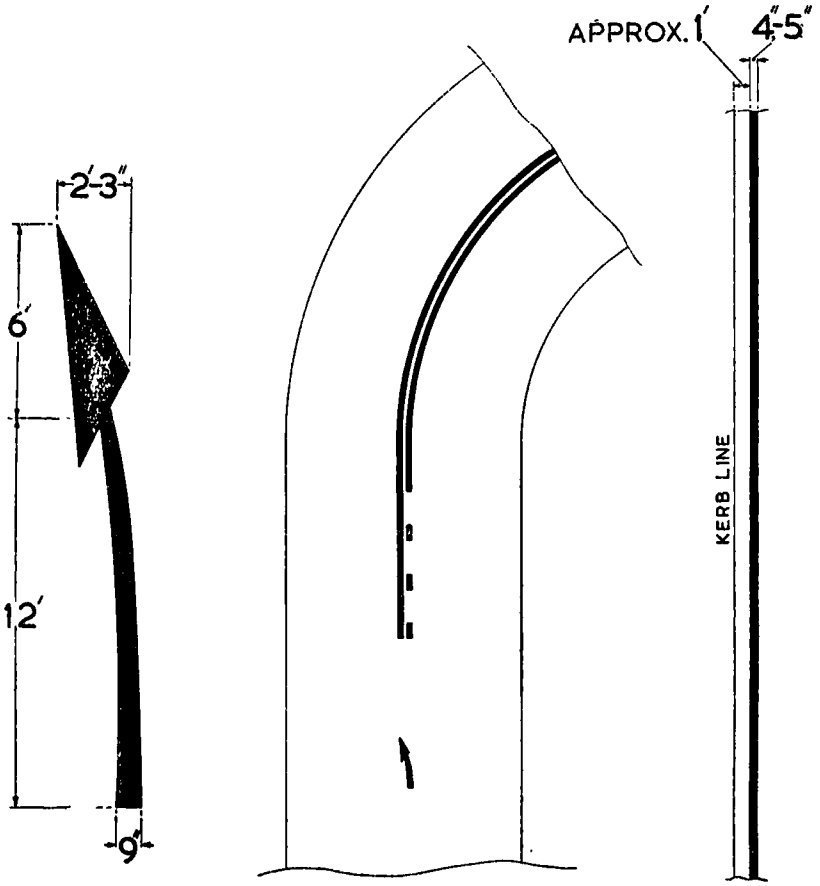
(Diagrams Nos. RM 19–29 inclusive)



RM19 Longitudinal line to indicate to vehicular traffic the division of the carriageway into traffic lanes.

RM20 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.

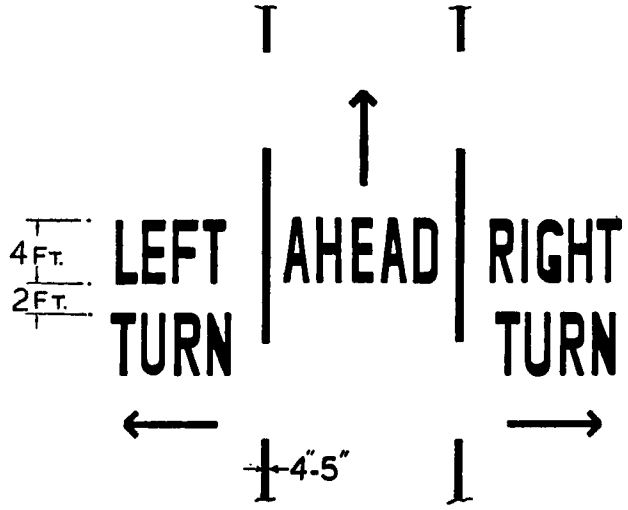
RM21 Longitudinal lines to indicate to vehicular traffic the requirements and the warning prescribed in Regulation 21 (3) and (6).



RM22 To warn vehicular traffic approaching a length of road on which are placed longitudinal lines shown in diagram RM21 of the need to keep to the left or nearside of both these lines.

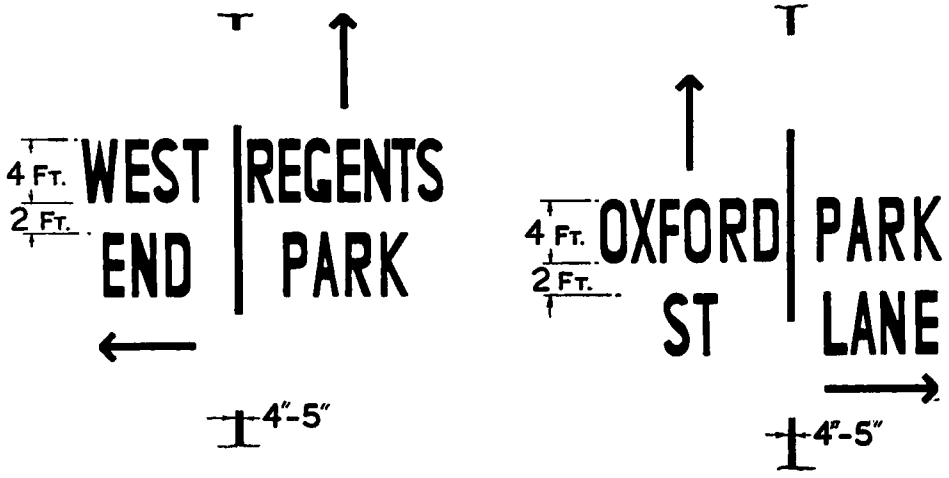
RM23 Method of using marking shown in diagram RM22.

RM24 Longitudinal line which may be laid near the edge of the carriageway to indicate to vehicular traffic that the loading and unloading of vehicles on a side of a length of road is prohibited or restricted.
(See Direction 39A.)



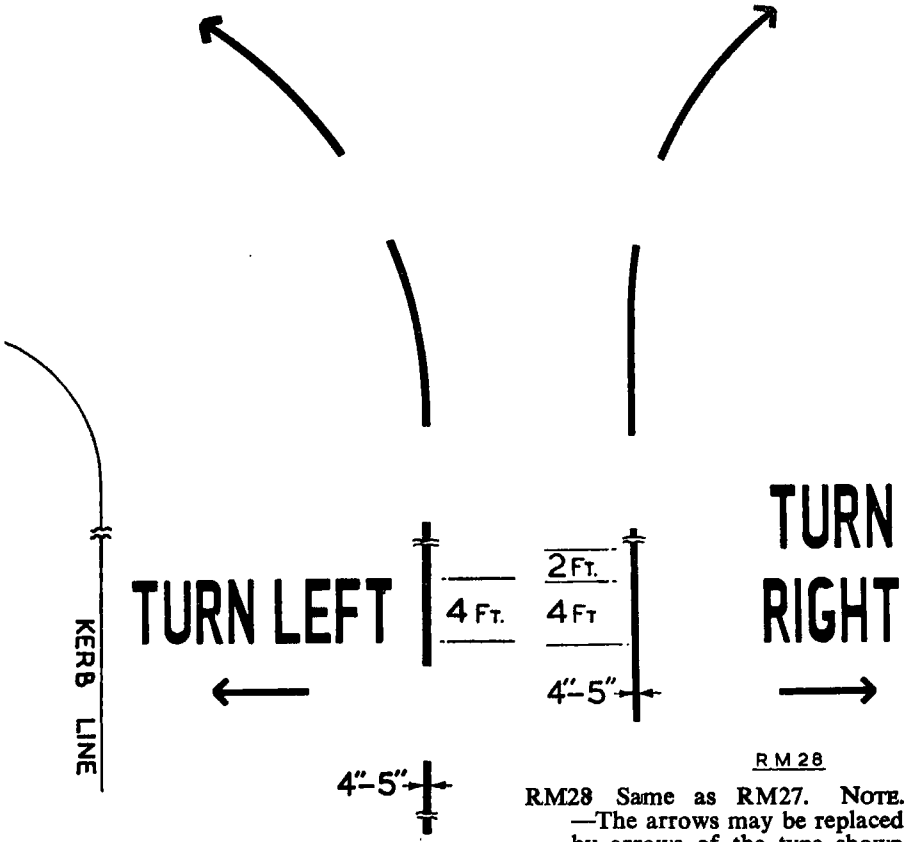
RM 25

RM25 To indicate to vehicular traffic appropriate traffic lanes. NOTE.—The arrows may be replaced by arrows of the type shown in RM17.



RM 26

RM26 Same as RM25. NOTE.—The wording may be varied to accord with the circumstances, and the arrows may be replaced by arrows of the type shown in RM17.

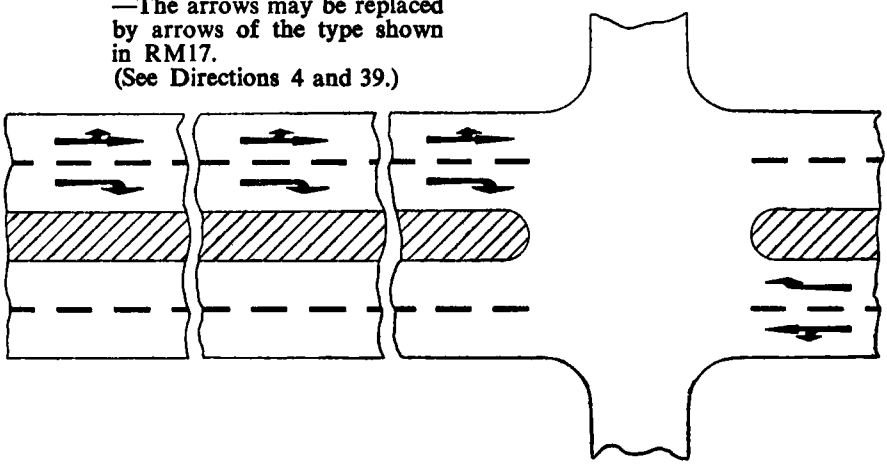


RM 27

RM27 To indicate to vehicular traffic compulsory turn. NOTE. —The arrows may be replaced by arrows of the type shown in RM17.
(See Directions 4 and 39.)

RM 28

RM28 Same as RM27. NOTE. —The arrows may be replaced by arrows of the type shown in RM17.
(See Directions 4 and 39.)



RM 29

RM29 Method of using markings in diagram RM17.

EXPLANATORY NOTE

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

These Regulations further amend the Traffic Signs Regulations, 1957. The main changes are:—

1. Section 49 of the Road Traffic Act, 1930 (which makes it an offence to fail to conform to the indications given by certain traffic signs lawfully placed on or near roads) is applied to the new carriageway marking (in this Note referred to as "the double white line marking") which is shown in Diagram RM21 in the Schedule to these Regulations (Regulation 2 (I)).

2. Section IV of the 1957 Regulations is replaced by a Section making amended provision as to the size, colour and type of carriageway markings which may be placed on roads. The chief amendments are:—

(*a*) the double white line marking is to convey the requirements that, subject to certain exceptions—

(i) vehicles must not stop on any length of road along which that marking has been placed; and

(ii) vehicles must travel so as to keep to the left of the continuous line where it is placed on the left of a dotted line or a continuous line; and

(*b*) the provisions of the Section shall cease to have effect in so far as they relate to the carriageway markings comprising a single continuous line except that in respect of existing markings of this kind they shall not cease to have effect until 12th May, 1962 (Regulation 2 (II)).

3. Certain new carriageway markings are prescribed, including a yellow line to indicate a side of a length of road on which the loading and unloading of vehicles is prohibited or restricted (Regulation 2 (III)).

1959 No. 760

The Traffic Signs General Directions, 1959

Made - - - -	21*st April*, 1959
Coming into Operation	12*th May*, 1959

The Secretary of State and the Minister of Transport and Civil Aviation acting jointly in exercise of their powers under section 48 of the Road Traffic Act, 1930(a), as read with the Transfer of Functions (Roads, Bridges and Ferries) Order, 1955(b), and of all other powers them enabling in that behalf hereby give the following Directions:—

1.—(1) These Directions shall come into operation on the twelfth day of May, 1959, and may be cited as "The Traffic Signs General Directions, 1959".

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

2. The Traffic Signs General Directions, 1957(d), as amended(e), shall have effect as though—

(*a*) in paragraph 4 for the words "shown in diagrams Nos. RM 14, RM 15 and RM 16" there were substituted the words "shown in diagrams RM 14, RM 15, RM 16, RM 27 and RM 28";

(a) 20 & 21 Geo. 5. c. 43. (b) S.I. 1955/1955 (1955 I, p. 1205). (c) 52 & 53 Vict. c. 63.
(d) S.I. 1957/13 (1957 II, p. 2001). (e) S.I. 1957/ 2150 (1957 II, p. 2087).