The Traffic Signs (Size, Colour and Type) Regulations, 1950

1950 No. 953

Made - - - -	13*th June*, 1950
Laid before Parliament	13*th June*, 1950
Coming into Operation	14*th June*, 1950

The Minister of Transport (hereinafter referred to as "the Minister") in exercise of the powers conferred upon him by section 59 of the Road Traffic Act, 1930(a), and of all other powers him enabling, hereby makes the following Regulations:—

Commencement, Citation, Revocation and Interpretation

1.—(1) These Regulations shall come into operation on the fourteenth day of June, 1950, and may be cited as "The Traffic Signs (Size, Colour and Type) Regulations, 1950".

(2) The Traffic Signs (Size, Colour and Type) Provisional Regulations, 1933, are hereby revoked.

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

Signs shown in Parts I to III First Schedule

2. Subject to the provisions of these Regulations, and except where the Minister authorises the erection or retention of a sign of another character, every traffic sign placed on or near a road for any of the purposes specified in Part I, Part II or Part III of the First Schedule to these Regulations (hereinafter referred to as "the First Schedule") shall be of the size, colour and type shown in any of the diagrams relating to that purpose set out in that Part of the said Schedule.

3. Where the circumstances so require the following indications given on the signs shown in Part I, Part II or Part III of the First Schedule shall be varied as follows:—

(*a*) in diagrams Nos. 13, 14 (*a*), 14 (*b*), 20, 69 and 70 the numerals shall be varied to accord with the circumstances;

(*b*) in diagram No. 71 the wording shall be varied to accord with the restrictions or prohibitions on waiting;

(*c*) in diagrams Nos. 14 (*b*), 22, 55, 63 and 76 the direction of the arrows shall be reversed to accord with the circumstances;

(*d*) in diagrams Nos. 14 (*a*) and 14 (*b*) the word "mile" or "miles" shall be substituted for "yds" to accord with the circumstances;

(*e*) in diagrams Nos. 68 and 77 the word "left" shall be substituted for the word "right" to accord with the circumstances;

(*f*) in diagram No. 76 the word "right" shall be substituted for the word "left" to accord with the circumstances.

(a) 20 & 21 Geo. 5. c. 43. (b) 52 & 53 Vict. c. 63.

4. In any sign of the type shown in diagrams Nos. 23 to 46 inclusive in the First Schedule the route symbols, place names, number of panels, direction of arrows and overall dimensions shall be varied to suit the location where the sign is erected.

5. In any of the signs shown in diagrams Nos. 25 to 35 inclusive and 37 in the First Schedule, the letters and numerals in the route symbols may be increased from 4 inches to 4½ inches in height, and the letters in the place names may be increased from 2 inches to 3 inches in height. In these signs and in those shown in diagrams Nos. 36, 38, 39, 41, 42, 43 and 45 in the said Schedule, the overall and route symbol panel dimensions indicated in the diagrams relate to cases where the minimum size of letters and numerals is used and may be increased to suit the permitted larger letters and numerals when these are used.

6. Where it is considered necessary, place names may be added to signs of the types shown in diagrams Nos. 41, 42 and 43 in the First Schedule.

7. Where detail dimensions are not indicated in any diagram in the First Schedule those indicated in the first diagram of that type shall apply.

8. The signs shown in diagrams Nos. 1 to 19 inclusive in the First Schedule shall be surmounted at a height of six inches by an equilateral hollow triangle of the size, colour and type shown in diagram 1:

Provided that in the case of a sign in which reflecting lenses are incorporated the sign shall be surmounted at a height of six inches by an equilateral hollow triangle of the size, colour and type shown in diagram 1A.

9. Letters and numerals incorporated in the signs shown in Part I, Part II or Part III of the First Schedule shall have the proportions specified in the Sixth Schedule to these Regulations and the form shown in either of the diagrams Nos. 1 and 2 included in that Schedule, except that in the case of the signs shown in diagrams Nos. 76 and 77 and their permitted variants, the letters shall be compressed laterally to suit the width of these signs.

10. Where a direction sign indicates more than one route under a chequer symbol or more than one place on a route, the routes and places shall be arranged vertically, reading from top to bottom in order of distance from the site where the sign is erected, the nearest route or place being uppermost.

11. In signs of the type shown in diagrams Nos. 37 and 45 in the First Schedule the order of directions, reading from top to bottom, shall be Ahead, Left Fork, Left Turn, Right Fork, Right Turn.

12.—(1) Except where otherwise indicated in the diagrams, and subject to paragraph (2) of this Regulation, all letters, numerals, symbols and borders on signs shown in Part I, Part II or Part III of the First Schedule shall be black on a white ground.

(2) Where approach direction signs so shown are erected at or near a road junction which is—

(*a*) situated within the administrative boundaries of a County Borough, Borough or Urban District in England and Wales, or of a Burgh (large or small) in Scotland; and

(*b*) there is provided on any of the roads entering the junction a system of street lighting furnished by means of lamps placed not more than 200 yards apart,

the background colour of any such through route approach direction signs (outside the route symbol panels on signs of the type shown in diagrams Nos. 25 to 37 inclusive) shall be light chrome yellow, and the background colour of any such local approach direction sign of the type shown in diagram No. 45 shall be traffic blue.

Carriageway markings

13. Lines may be placed on roads for indicating—

(*a*) the places where traffic must stop when required to do so either by a police constable engaged in the control of traffic or by a light signal;

(*b*) the course to be taken by traffic at road junctions, corners and curves; and

(*c*) the proximity and situation of street refuges.

14.—(1) The colour of lines and other traffic signs on the carriageway shall be yellow or white, and the lines may either be painted or may be made of metal or other suitable material.

(2) The width of transverse lines on the carriageway shall be 5 inches; the width of other lines shall be not less than four, nor more than 5 inches.

15.—(1) Signs consisting of studs or plates applied to the surface of a road may be used for any of the following purposes:—

(*a*) for indicating any of the matters referred to in paragraphs (*a*), (*b*) or (*c*) of Regulation 13 of these Regulations; or

(*b*) for dividing the carriageway into traffic lanes.

(2) Studs or plates used for any of the purposes aforesaid shall be not less than 4 inches nor more than 5 inches in width and shall be of any suitable white material.

Such studs or plates shall be so fixed that their outer edges are flush with the adjacent surface of the carriageway and that no part thereof projects more than half an inch above such surface.

16.—(1) The words "Look Left" or "Look Right" in letters 12 inches in depth the strokes of which are 2 inches in width may be used on the carriageway for the purpose of warning pedestrians in one-way streets.

(2) At places where traffic is required to turn to the left or to the right the words "Turn Left" or "Turn Right" may be used on the carriageway in letters 4 feet in depth the strokes of which are 4 inches in width, and the direction which traffic is to take may be further indicated by arrows with shafts 4 inches in width.

(3) The word "Slow" in letters 4 feet in depth and of the form shown in diagram No. 79 in Part IV of the First Schedule may be used on the carriageway at the approach to road junctions in built up areas and at similar places where drivers of vehicles are liable not to see other warning signs.

17. The limits of cab ranks and parking places may be marked on the carriageway by means of equilateral triangular studs with sides 5 inches in length at distances of 2 feet from each other.

Flashing Beacons

18. Beacons showing an intermittent red light may be used at important cross roads for the purpose of warning drivers subject to the following provisions :—

(*a*) the diameter of the lenses shall not be less than 6½ inches nor more than 8 inches;

(*b*) the height of the centre of the lenses from the carriageway shall not be less than 8 feet nor more than 10 feet;

(*c*) the rate of flashing shall not be less than 60 nor more than 70 per minute; and

(*d*) the structure on which the lamps are placed shall be painted black and white in alternate horizontal bands and the base thereof shall be illuminated with a white flood light.

19. Temporary beacons showing an intermittent red light may be used on special occasions or in connection with road works in order to assist the safe movement of traffic subject to the following provisions :—

(*a*) the diameter of the lenses shall not be less than 5 inches nor more than 8 inches;

(*b*) the height of the centre of the lenses from the carriageway shall not be less than 4 feet nor more than 8 feet;

(*c*) the rate of flashing shall not be less than 60 nor more than 70 per minute; and

(*d*) the structure on which the lamps are supported shall be painted black and white in alternate horizontal bands.

Illumination of certain signs

20. The signs shown in diagrams Nos. 76 and 77 in the First Schedule and their permitted variants shall be provided with controlled internal illumination at all times. All other signs shown in Part I, Part II or Part III of the First Schedule and their permitted variants, may be fitted with a means of external illumination or have reflectors incorporated in accordance with the provisions of the Third Schedule to these Regulations, or in the case of the signs shown in diagrams Nos. 57 and 73 be internally illuminated.

Certain movable signs

21. Where road works are in progress or where for some other reason the width of the carriageway is temporarily restricted so that it will carry only one line of traffic, signs of the size, colour and type shown in diagram No. 78 in Part IV of the First Schedule may be used for the purpose of controlling traffic :

Provided that any traffic sign, which was in being before the coming into operation of these Regulations and is of the size, colour and type shown in diagram No. 53 in Part IV of the Second Schedule to these Regulations shall be deemed to comply with this Regulation.

Light signals

22. Light signals may be used for the control of vehicular traffic subject to the following provisions:—

(*a*) three lights shall be used facing the stream of traffic which the signal is intended to control, one red, one amber and one green;

(*b*) the lamps showing the coloured lights aforesaid shall be arranged vertically, the lamp showing a red light being the uppermost and that showing a green light the lowermost;

(*c*) each lamp shall be separately illuminated and the effective diameter of the lens thereof shall not be less than 8 inches, nor more than 8¼ inches;

(*d*) the height of the centre of the green lens from the carriageway shall be seven feet six inches, provided that where desirable owing to road gradients this height may be increased to not more than 10 feet;

(*e*) the centres of the lenses shall not be more than fourteen inches apart;

(*f*) the head of the signal enclosing the lamps, and the post, if any, on which it is supported, shall be painted black and white in alternate horizontal bands;

(*g*) the word "STOP" in black lettering shall be placed upon the lens of the lamp showing a red light and no other lettering shall be used upon the lenses or in connection with a light signal;

(*h*) the sequence of the signal lights shown for the purpose of controlling vehicular traffic shall be as follows:—

(i) Red

(ii) Amber and red together

(iii) Green

(iv) Amber

Provided that any such light signal on the green lens of which the word "GO" has been placed before the coming into operation of these Regulations shall be deemed to comply with this Regulation.

23. The significance of the light signals aforesaid shall be as follows:—

(*a*) the red signal shall be taken as prohibiting vehicular traffic to proceed beyond the stop line on the carriageway provided in conjunction with the signals until the green signal is shown;

(*b*) the amber-with-red signal shall be taken to denote an impending change in the indications given by the signal from red to green but shall not be taken to alter the prohibitory significance of the red signal;

(*c*) the green signal shall be taken to indicate that vehicular traffic may pass the signal and proceed straight on or to the left or to the right with due regard to the safety of other users of the road and subject to the directions of any police constable or other duly authorised person who may be engaged in the regulation of traffic;

(*d*) the amber signal shown alone shall be taken as prohibiting vehicular traffic from proceeding beyond the stop line except in the case of any vehicle which when the signal first appears is so close to the said line that it cannot safely be stopped before passing the line:

Provided that where the Minister has authorised the use of a green arrow in conjunction with a light signal vehicles may proceed in the direction indicated by the arrow during such time as the arrow is illuminated notwithstanding that they would otherwise be required by the signal to stop.

24.—(1) Light signals may be used for the purpose of indicating to pedestrians the period during which it is desirable that they should or should not cross the carriageway.

(2) Except when such signals are used in conjunction with light signals for the control of vehicular traffic, red and green lights only shall be used for the purpose and the words "DON'T CROSS" shall be used upon the lenses of the lamps showing a red light and "CROSS NOW" upon the lenses of the lamps showing a green light. The provisions of paragraphs (*c*), (*d*), (*e*) and (*f*) of Regulation 22 of these Regulations shall, as they apply in the case of light signals for the control of vehicular traffic, apply to these light signals.

(3) When such signals are used in conjunction with light signals for the control of vehicular traffic, they shall consist of:—

(*a*) a lamp facing across the carriageway, which when lit illumines the words "CROSS NOW" in white letters on a black ground; or

(*b*) two lamps arranged vertically facing across the carriageway, the upper lamp of which, when lit, shows a red light and the lower lamp, when lit, illumines the words "CROSS NOW" in white letters on a black ground; or

(*c*) two lamps arranged vertically facing across the carriageway, the upper lamp of which bears the words "DON'T CROSS" in red letters on a black ground and the lower lamp the words "CROSS NOW" in white letters on a black ground.

In the case of all such signals the provisions of paragraphs (*e*) and (*f*) of Regulation 22 of these Regulations shall apply thereto as they apply in the case of light signals for the control of vehicular traffic.

(4) Where lamps are provided in accordance with sub-paragraph (*c*) of the last preceding paragraph, their wording and colouring may also be used upon a plate or other attachment to the signal illuminated by transparency provided that the wording on such plate or other attachment faces across the footway and not across the carriageway.

25.—(1) Light signals may be used which comply either—

(*a*) with the provisions specified in paragraphs 1, 3, 4, 5, 6 and 7 of the Fourth Schedule to these Regulations; or

(*b*) with the provisions specified in paragraphs 2, 3, 4, 5, 6 and 7 of the said Schedule;

the significance of which shall be as indicated in the Fifth Schedule to these Regulations, for the purpose of controlling traffic where roadworks are in progress or where for some other reason the width of the carriageway is temporarily restricted so that it will carry only one line of traffic.

(2) Signs of either the flag type or of the rectangular type of a suitable size, incorporating lettering not exceeding 6 inches in height and where appropriate an arrow not exceeding 20 inches in length, may be used for any of the following purposes:—

(*a*) to indicate temporary deviations of traffic routes while road repairs are in progress;

(*b*) on special occasions such as football matches, exhibitions or tattoos;

(*c*) the direction of traffic during the progress of experimental schemes of traffic control; or

(*d*) pending the erection by highway authorities of permanent signs of the appropriate types prescribed by these Regulations.

Permitted use of certain badges or devices

26. There may be included in or attached to any of the signs shown in diagrams Nos. 7, 10, 16, 18, 21, 22, 23, 24, 25, 36, 41, 42, 43, 44, 47, 49, 58, 62 and 63 in the First Schedule or any such sign as is referred to in paragraph (2) of Regulation 25 of these Regulations, the badge or other device of the Royal Automobile Club, the Royal Scottish Automobile Club, the Automobile Association or the Cyclists Touring Club and any such sign as is last mentioned and the background to the reflecting lenses of any sign shown in diagram No. 64 in the said Schedule may be of the colour or colours adopted by any of those Clubs or Association.

Restricted streets

27.—(1) For the purpose of indicating restricted streets as defined for the purposes of the London Traffic (Miscellaneous Provisions) Order, 1948(**a**), or the London Traffic (Miscellaneous Provisions) (No. 2) Order, 1948(**b**), or any Order amending those Orders, signs may be used consisting either of yellow bands of a width of not less than 6 inches nor more than 18 inches so painted round lamp posts or other standards that the height of the lower edge of the band above the roadway is not less than 3 feet nor more than 6 feet, or of yellow rectangular markings of a length of 54 inches and a width of 9 inches painted on the upper surface of the kerbs. In either case, the legend "11.30 a.m.—6.30 p.m." may be superimposed on the band or marking in black in figures not less than 1½ inches high and letters not less than 1 inch high.

(2) Where any restricted street has been indicated as aforesaid, signs of the size, colour and type shown in diagram 80 in Part IV of the First Schedule may be placed for the purpose only of indicating the limits of the restricted street on the upper surface of the kerbs of the street with the point of the sign pointing away from the adjacent street or length of street on which waiting is not restricted by any of the said Orders.

Signs shown in Parts I to III Second Schedule

28.—(1) Subject to the provisions of this Regulation any traffic sign situate on or near any road immediately before the coming into operation of these Regulations for any of the purposes specified in Part I, Part II or Part III of the Second Schedule to these Regulations (hereinafter referred to as "the Second Schedule") may be of the size, colour and type shown in any of the diagrams relating to that purpose set out in that Part of the said Schedule.

(2) Any such sign, being a sign included in the Regulations revoked by these Regulations, shall comply with the provisions of those Regulations as if the same had not been revoked, and if and so long as they do so comply shall be treated as permitted by these Regulations.

(3) The indications on any such sign shown in diagrams Nos. 40, 41, 42, 43, 46, 51 and 52 shall be required to have been varied before the coming into operation of these Regulations as regards the following matters, where the circumstances so required:—

(*a*) in diagrams Nos. 40, 41 and 42 the numerals shall have been varied to accord with the circumstances;

(*b*) in diagram No. 43 the wording shall have been varied to accord with the circumstances;

(**a**) S.I. 1948 (No. 2443) II, p. 979. (**b**) S.I. 1948 (No. 2444) II, p. 987.

(*c*) in diagrams Nos. 46 and 51 the word "right" shall have been substituted for the word "left" and the direction of the arrow reversed to accord with the circumstances;

(*d*) in diagram No. 52 the word "left" shall have been substituted for the word "right" to accord with the circumstances.

(4) There may be included in or attached to any such sign shown in diagrams Nos. 1 to 10 inclusive, 12, 13, 14, 15, 16, 18, 19, 20, 24, 26, 27, 28, 29, 31, 37, 38 and 48 such badge or device as is referred to in Regulation 26 of these Regulations, if such badge or device was included in or attached to the sign before the coming into operation of these Regulations.

Signs shown in diagrams Nos. 54 and 55 Second Schedule

29. Any traffic sign which was in being before the coming into operation of these Regulations for use for the purpose of—

(*a*) stopping any motor vehicle which a duly authorised person may require to be weighed pursuant to the provisions of section 27 of the Road Traffic Act, 1930; or

(*b*) stopping any vehicle or vehicles to enable children to cross the carriageway;

may be of the size, colour and type shown in diagrams Nos. 54 and 55 respectively in Part IV of the Second Schedule.

General

30. Nothing in these Regulations shall be taken to limit the powers of the Minister under section 48 of the Road Traffic Act, 1930, to give any general or other directions in relation to any of the traffic signs included in these Regulations or to authorise the erection or retention of signs of another character.

Given under the Official Seal of the Minister of Transport this 13th day of June, 1950.

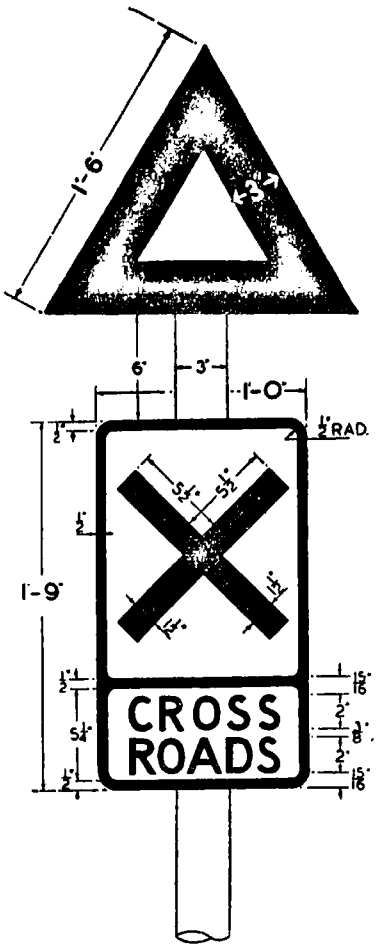
(L.S.)

Alfred Barnes,
The Minister of Transport.

FIRST SCHEDULE

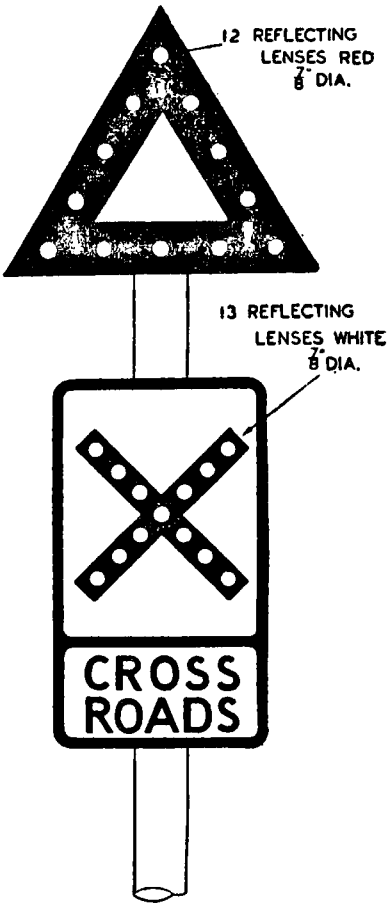
PART I

Signs for warning users of the highway of the need for special caution by reason of the source of danger specified in the sign



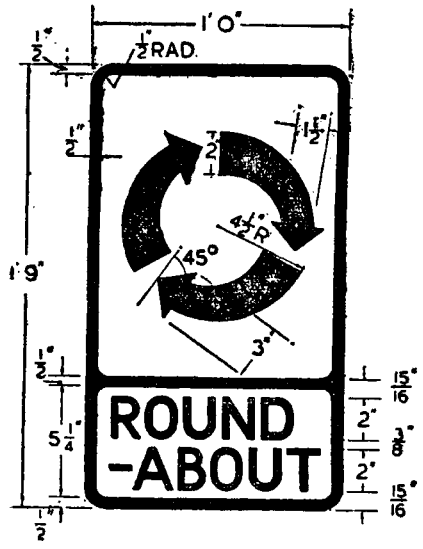
Triangle in signal red

1

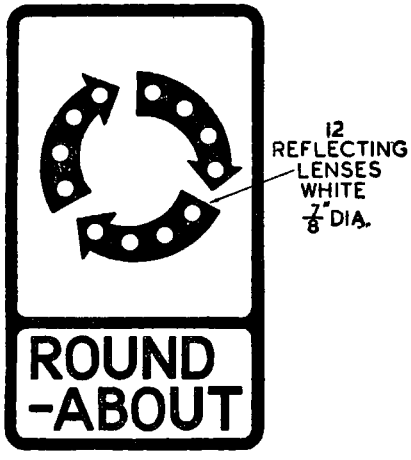


Triangle in signal red

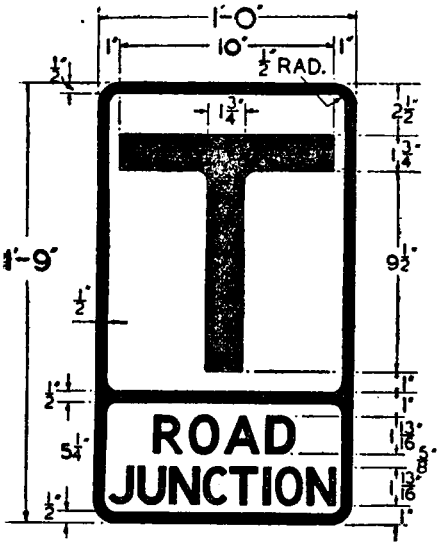
1A


1'0"
½ RAD.
1½"
4½" R
45°
3"
1'9"
ROUND
-ABOUT

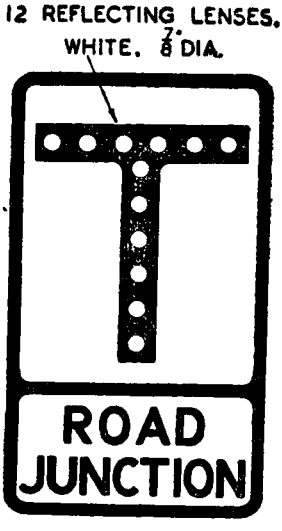
2


12
REFLECTING
LENSES
WHITE
⅞" DIA.
ROUND
-ABOUT

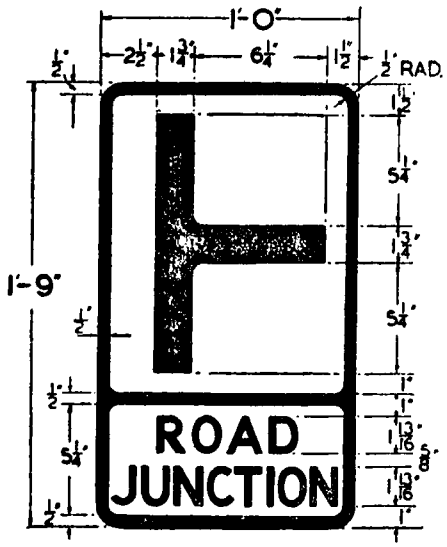
2A


1'-0"
10"
1"
½ RAD.
1¾"
1'-9"
9½"
ROAD
JUNCTION

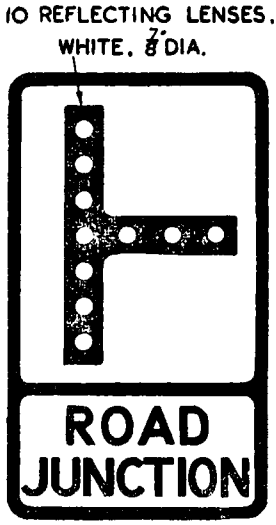
3


12 REFLECTING LENSES.
WHITE. ⅞" DIA.
ROAD
JUNCTION

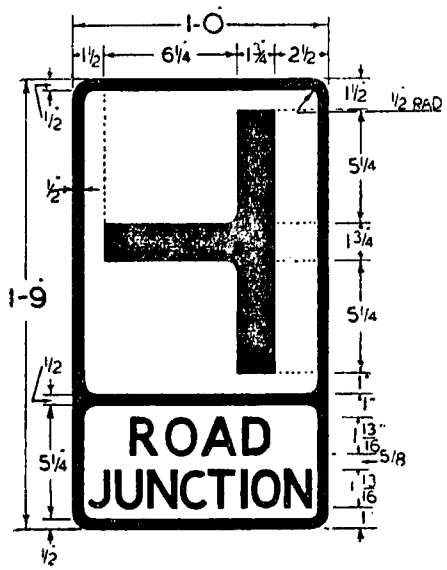
3A


1'-0"
1'-9"
ROAD
JUNCTION

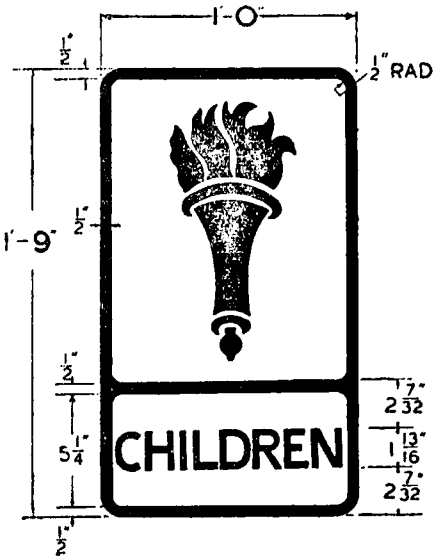
4


10 REFLECTING LENSES.
WHITE. 7/8" DIA.
ROAD
JUNCTION

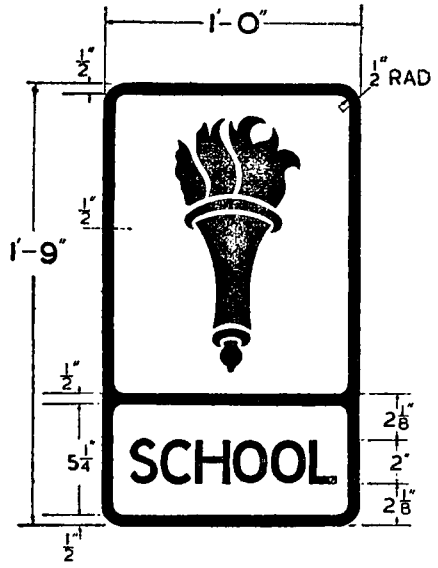
4A


1'-0"
1'-9"
ROAD
JUNCTION

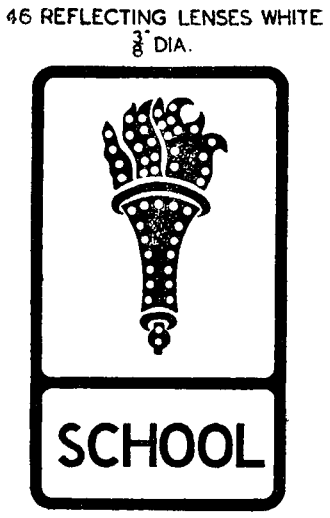
5


1'-0"
1'-9"
CHILDREN

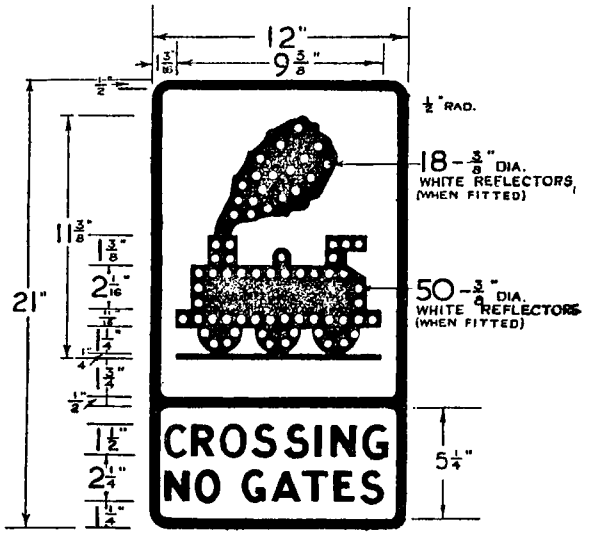
6


1'-0"
1" RAD
1'-9"
SCHOOL

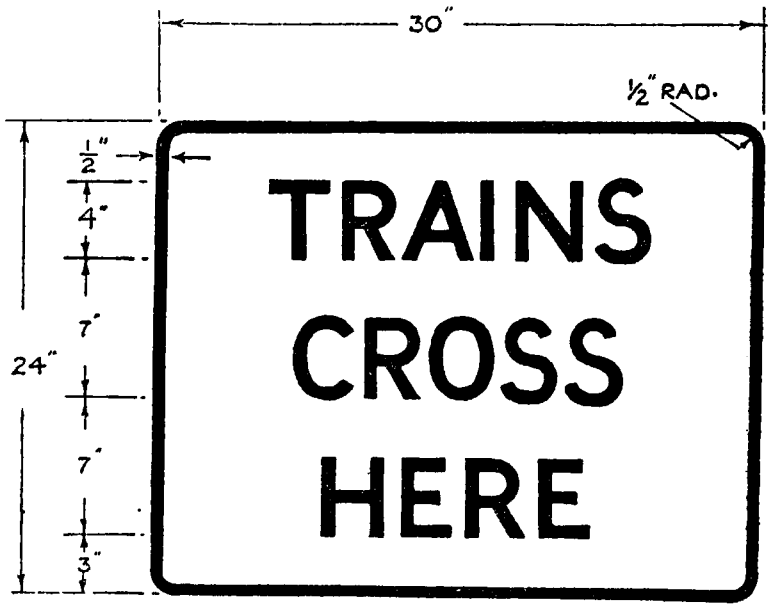
7


46 REFLECTING LENSES WHITE
3/8" DIA.
SCHOOL

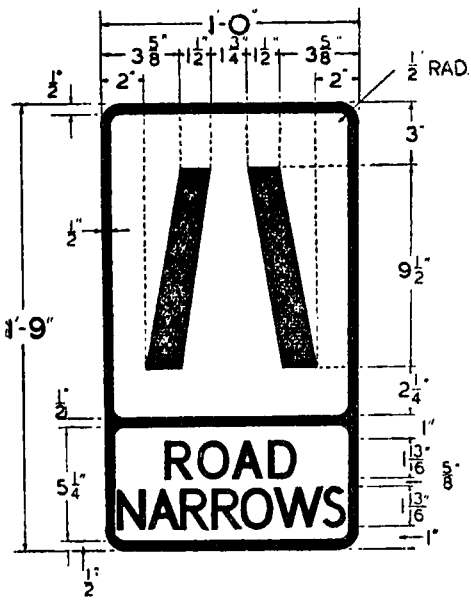
7A


12"
9 5/8"
1/2" RAD.
18 - 3/8" DIA. WHITE REFLECTORS (WHEN FITTED)
50 - 3/8" DIA. WHITE REFLECTORS (WHEN FITTED)
21"
CROSSING
NO GATES

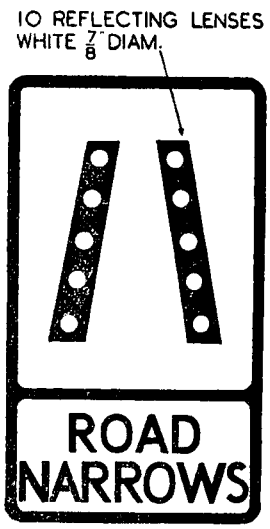
8


30"
½" RAD.
½"
4"
7"
24"
7"
3"
TRAINS
CROSS
HERE

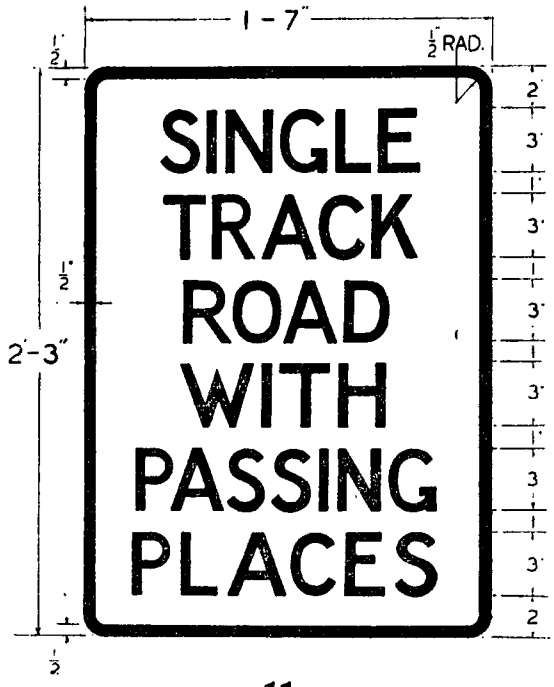
9


1'-0"
3⅝"
1½"
1¾"
1½"
3⅝"
2"
2"
½" RAD.
½"
3"
½"
9½"
1'-9"
2¼"
1"
1 3/16"
⅝"
1 3/16"
1"
½"
5¼"
½"
ROAD
NARROWS

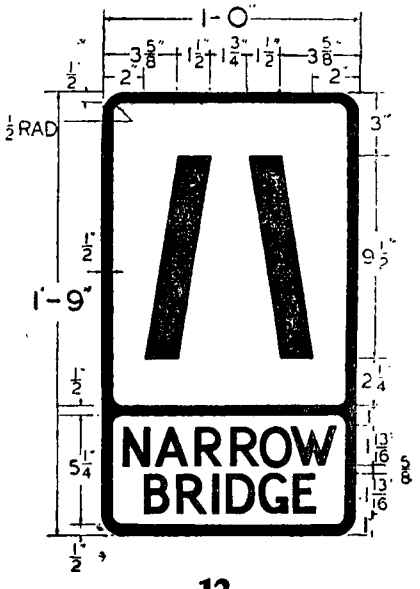
10


10 REFLECTING LENSES
WHITE ⅞" DIAM.
ROAD
NARROWS

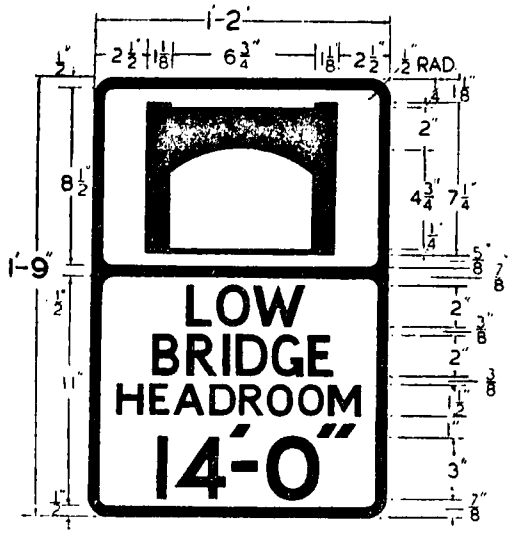
10A


1 - 7"
½ RAD.
SINGLE
TRACK
ROAD
WITH
PASSING
PLACES
2'-3"

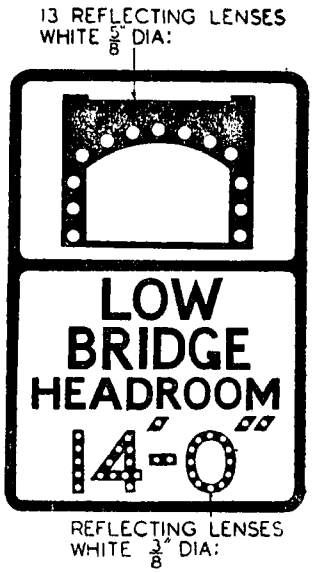
11


1 - 0"
½ RAD
1'-9"
NARROW
BRIDGE

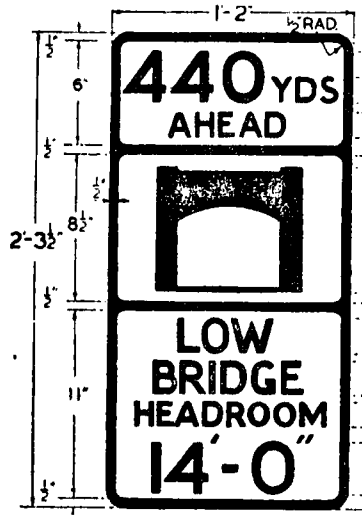
12



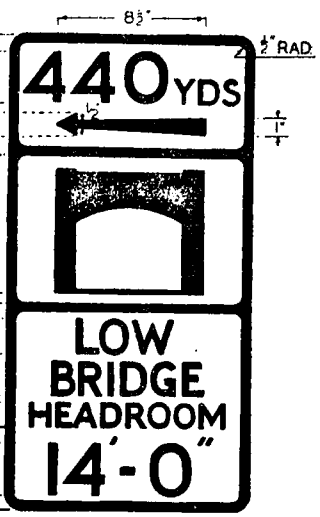
13



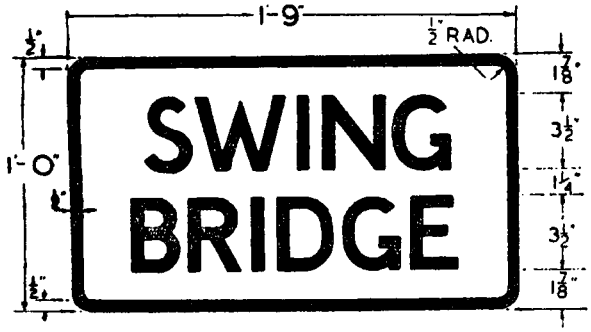
13A



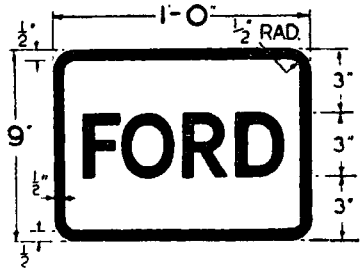
14(a)



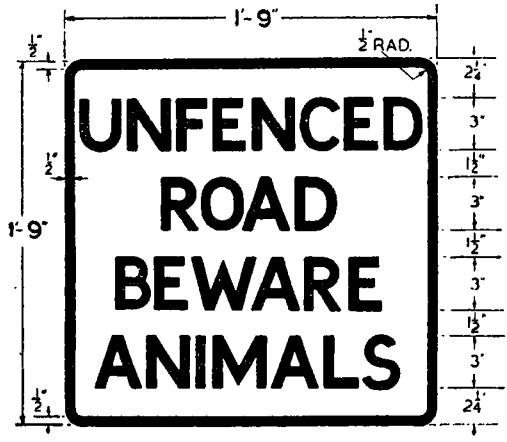
14(b)


1'-9"
½" RAD.
SWING
BRIDGE
1'-0"

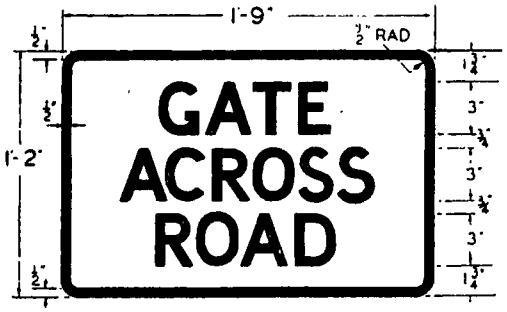
15


1'-0"
½" RAD.
FORD
9"

16


1'-9"
½" RAD.
UNFENCED
ROAD
BEWARE
ANIMALS
1'-9"

17


1'-9"
1/2" RAD
1'-2"
GATE
ACROSS
ROAD

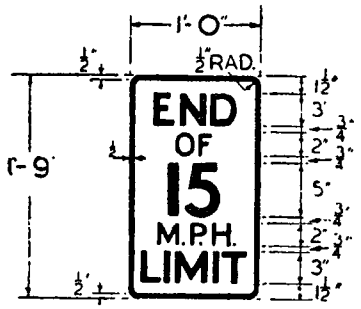
18


2'-6"
1/2" RAD
1'-5"
PEDESTRIAN
CROSSING
AHEAD

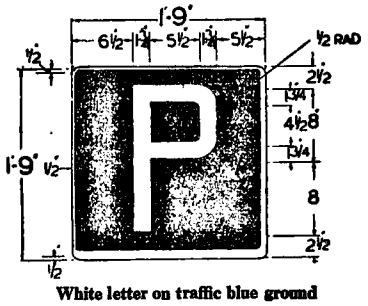
19

PART II

Signs for giving information to users of the highway with respect to the matters indicated by the sign



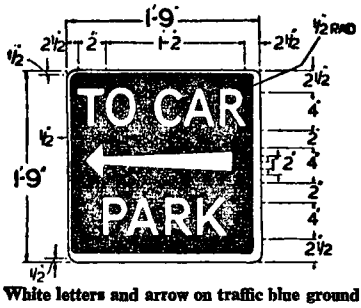
20



White letter on traffic blue ground

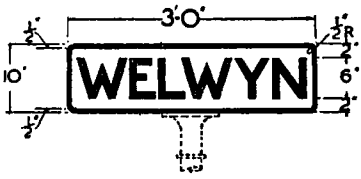
21

Location of official Car Park



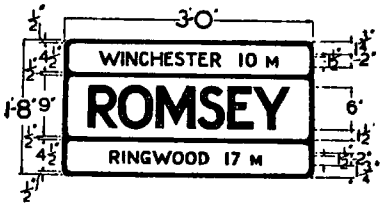
White letters and arrow on traffic blue ground

22



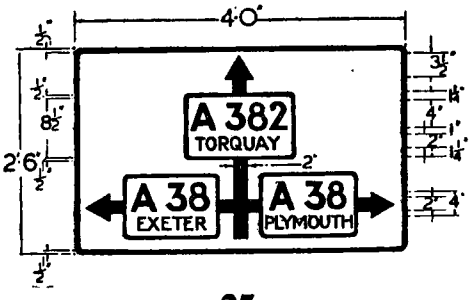
23

Name of village or town



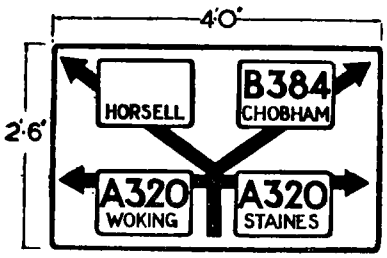
24

Place name with distances



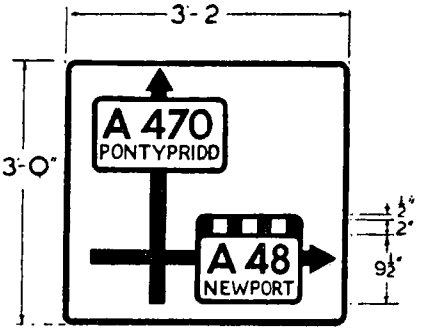
25

Advance direction sign at approach to junction



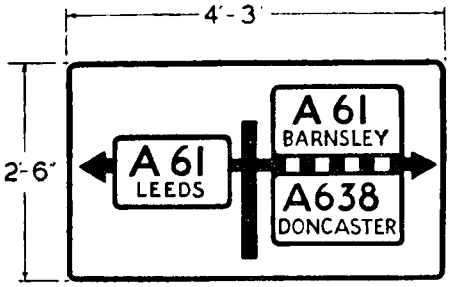
26

Advance direction sign as 25



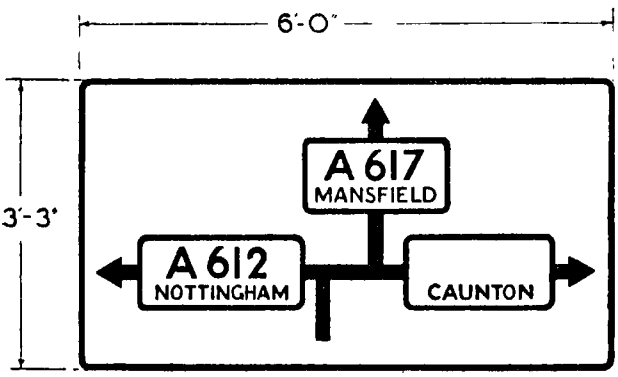
27

As 25 but with chequer indicating approach to junction with road shown in panel beneath chequer



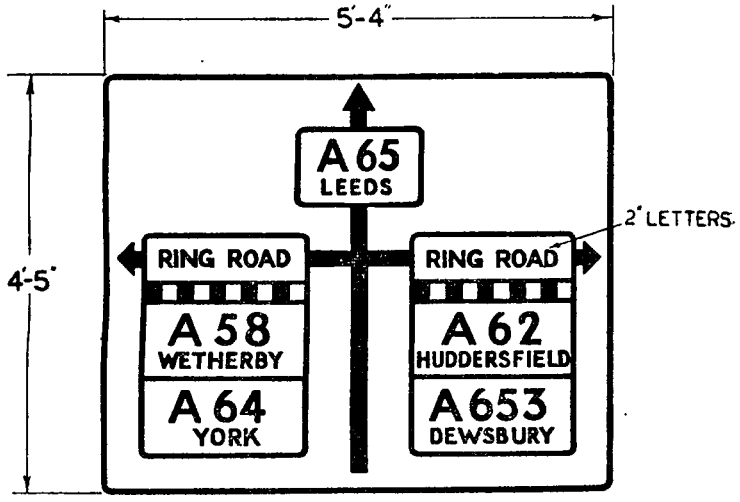
28

As 27 but showing classified road also leading to junction with road shown in panel beneath chequer



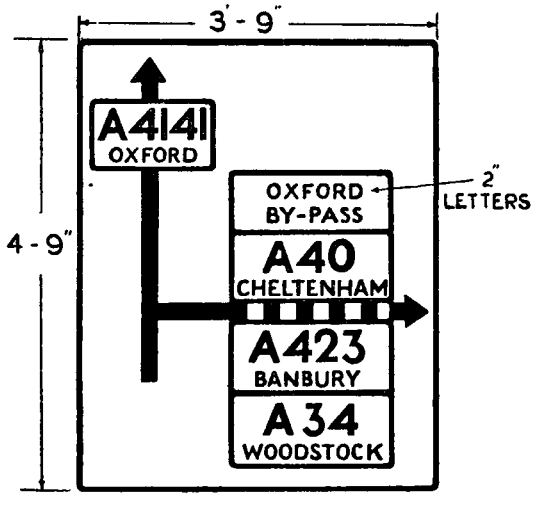
29

As 25 but for staggered junction



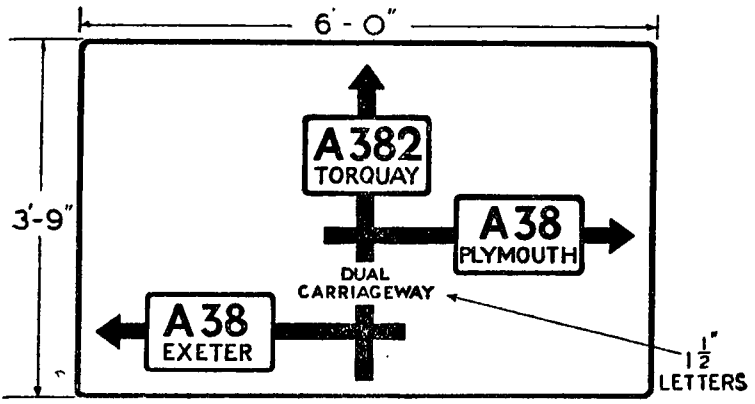
30

As 27 but indicating ring road and radiating through routes intersected by the ring road



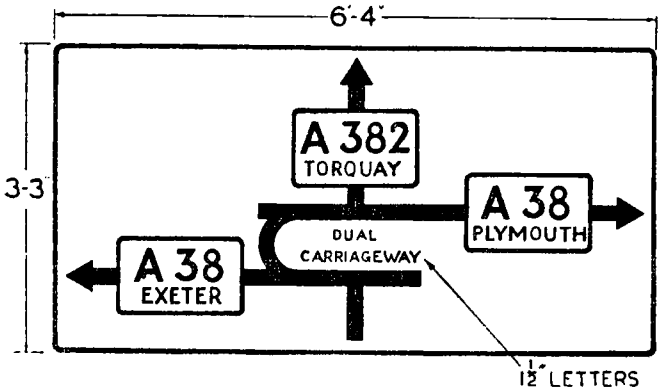
31

As 27 but indicating By-pass and routes intersected thereby



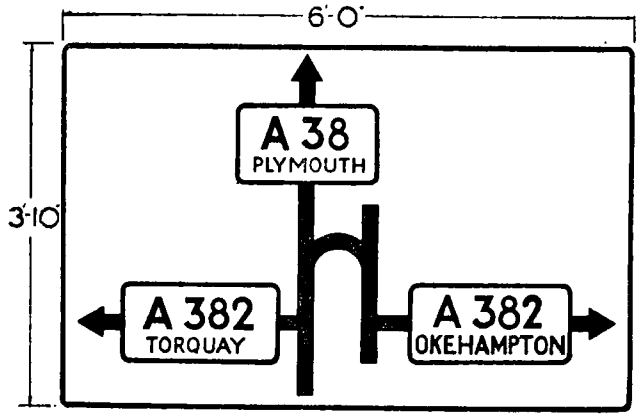
32

As 25 but indicating dual carriageway



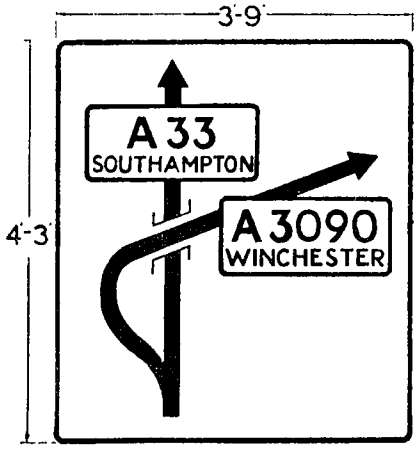
33

As 25 but indicating dual carriageway



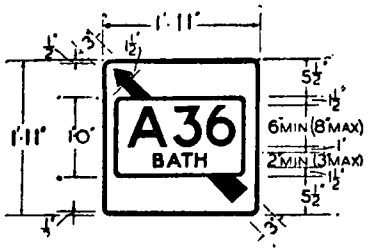
34

As 25 but indicating approach to junction on dual carriageway



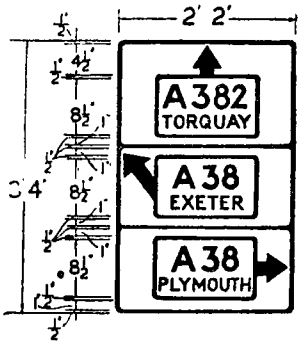
35

As 25 but indicating flyover



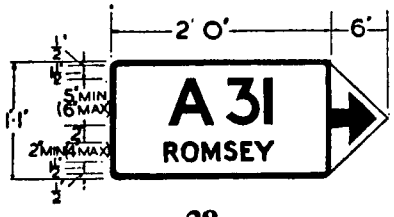
36

Advance direction sign at approach to Y junction



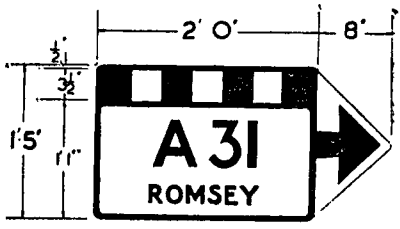
37

As 25 where space restricted



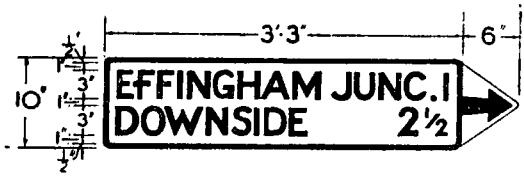
38

Direction sign at junction



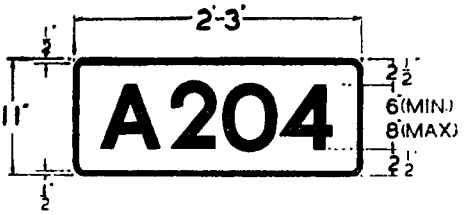
39

As 38 but with chequer indicating approach to junction with route shown in panel



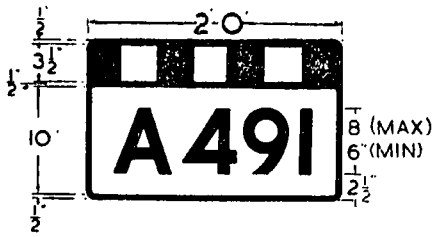
40

Direction sign at junction



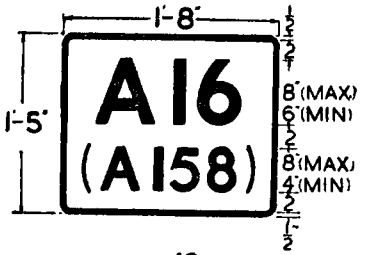
41

Route identification sign



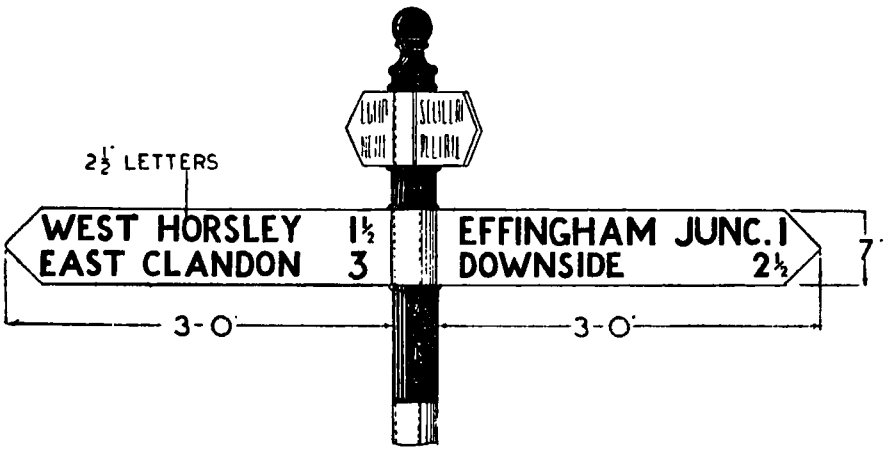
42

As 41 but indicating approach to junction with the route shown in panel beneath chequer



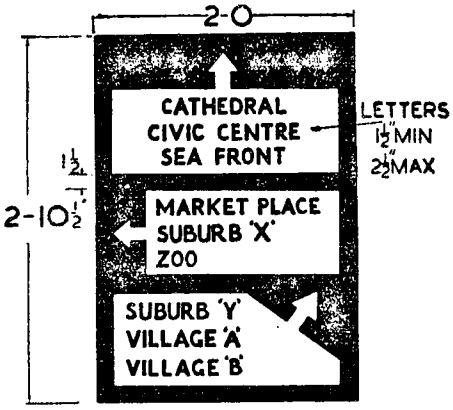
43

As 41 but indicating two classified roads merged in one road over a certain length



44

Local direction sign



45

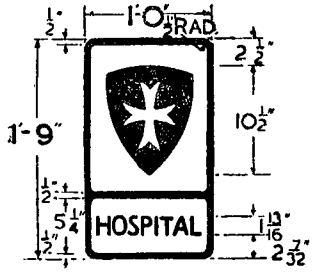
Local approach direction sign



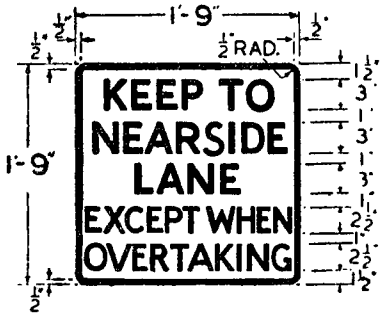
White letters on traffic green ground

46

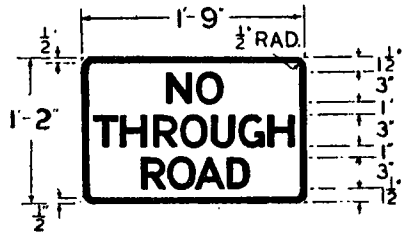
Footpath direction sign



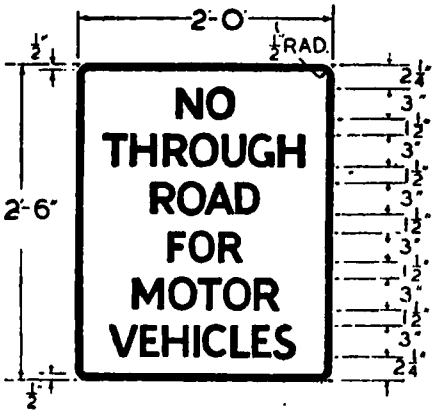
47



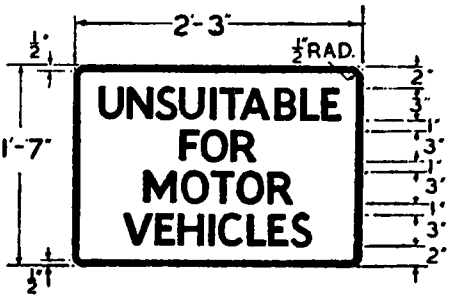
48



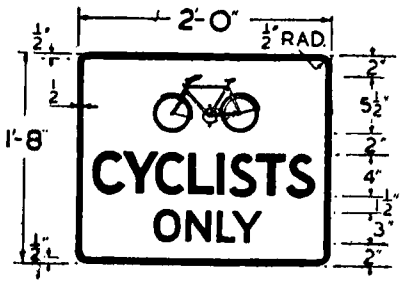
49



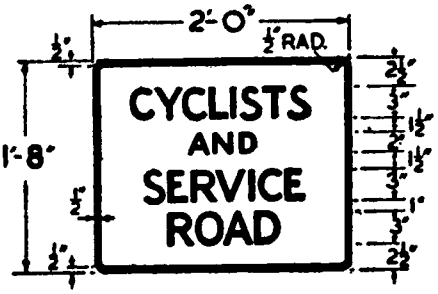
50



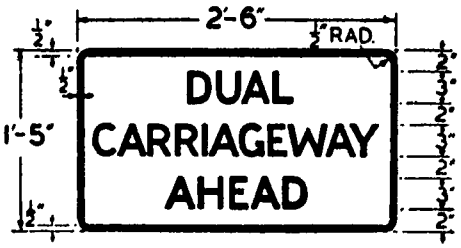
51



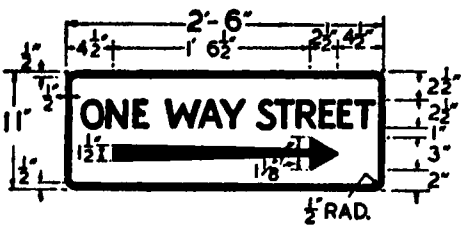
52



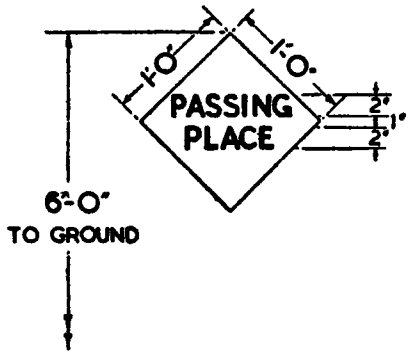
53



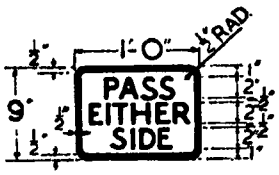
54



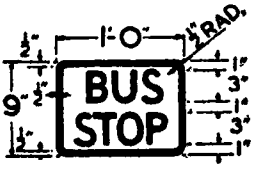
55


1'-0"
1'-0"
PASSING PLACE
6'-0"
TO GROUND

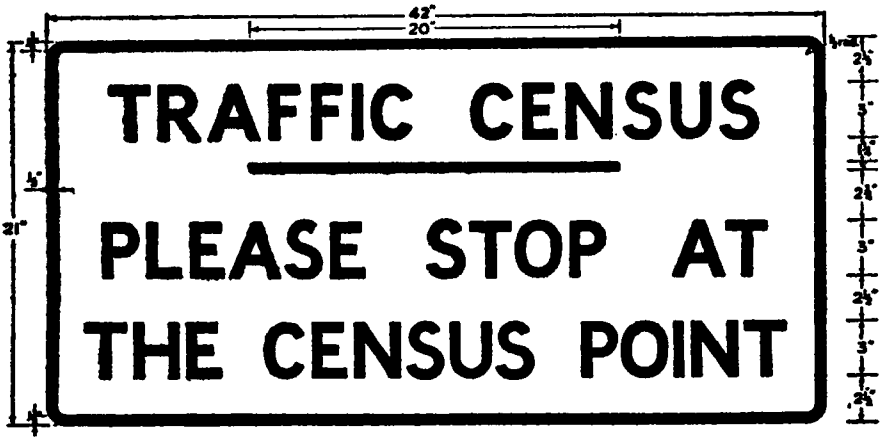
56


1'-0"
½" RAD.
9"
PASS EITHER SIDE

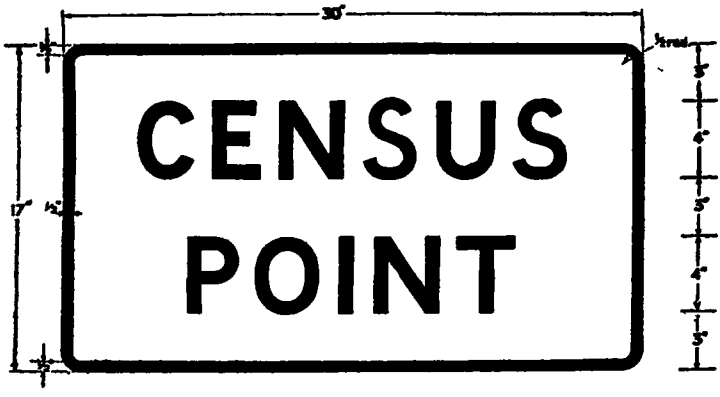
57


1'-0"
½" RAD.
9"
BUS STOP

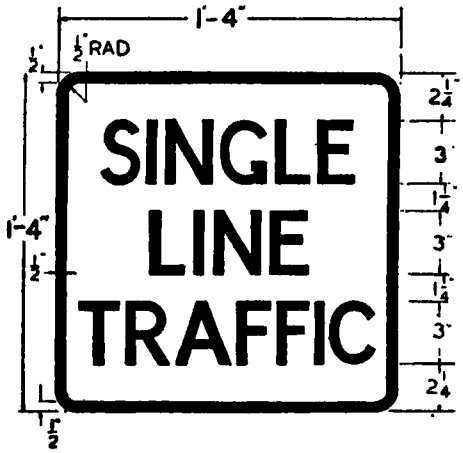
58


42"
20"
21"
TRAFFIC CENSUS
PLEASE STOP AT
THE CENSUS POINT

59


30"
17"
CENSUS
POINT

60



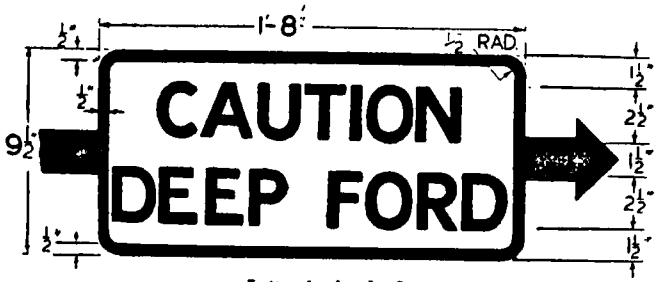
61

To be used only in conjunction with diagram No. 12



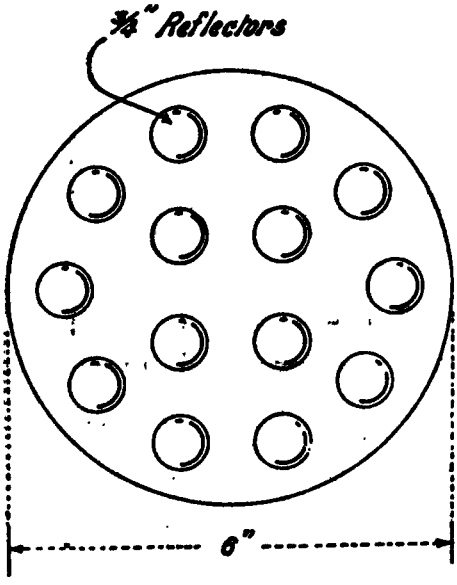
62

Low bridge sign



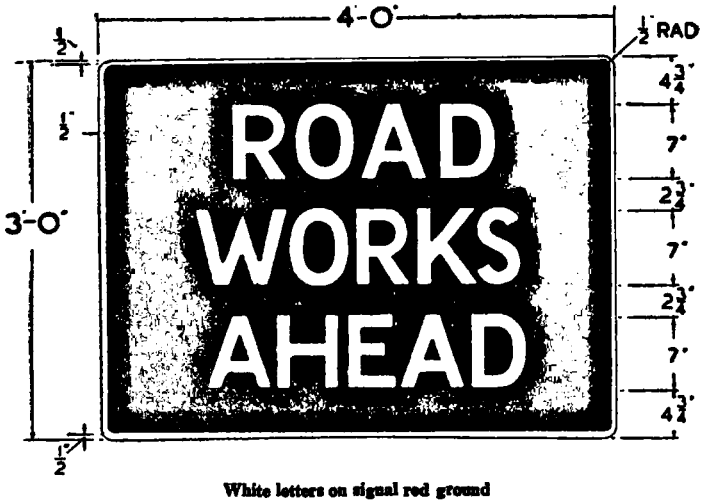
Letters in signal red

63



Red Reflectors on a white ground to indicate the near-side of the carriageway. White Reflectors on a white ground to indicate the off-side

64

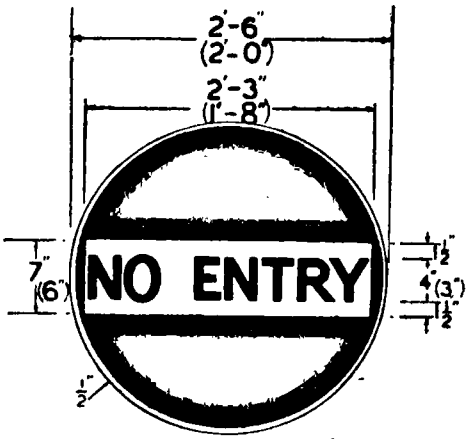


White letters on signal red ground

65

PART III

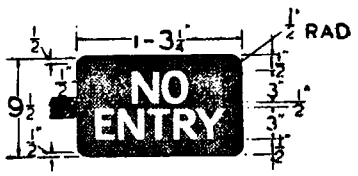
Signs for indicating prohibitions or restrictions of the character indicated by the sign on the user of highways by vehicular traffic



Black letters on white panel on signal red ground

66

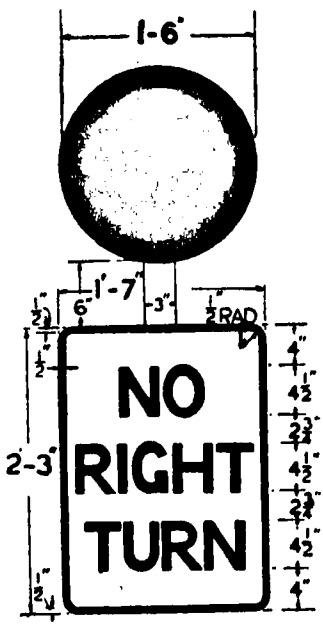
Note.—Dimensions in brackets relate to smaller sign for use where space restricted



½" black border, white letters on signal red ground

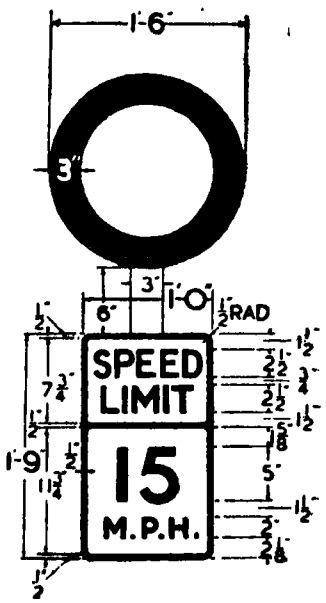
67

Used on Approach Direction Signs



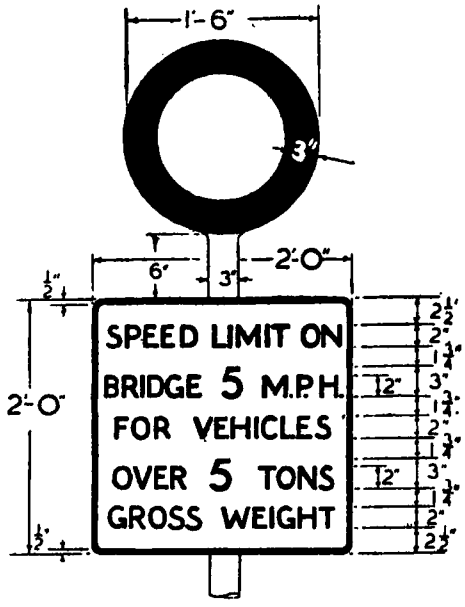
Signal red disc

68



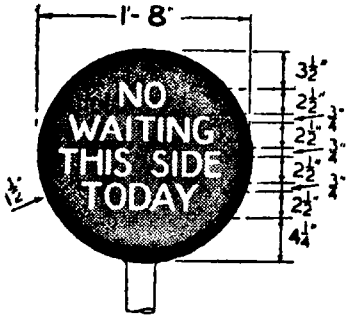
Signal red ring

69



Signal red ring

70

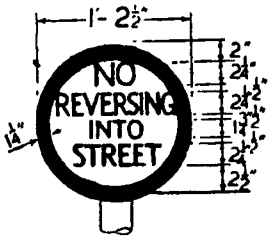


1½"[signal red band, white letters on traffic blue ground



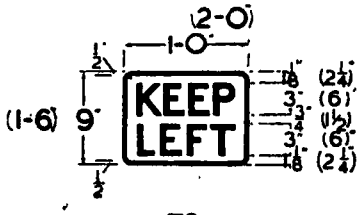
71

Note.—The hours are the hours during which the prohibition applies



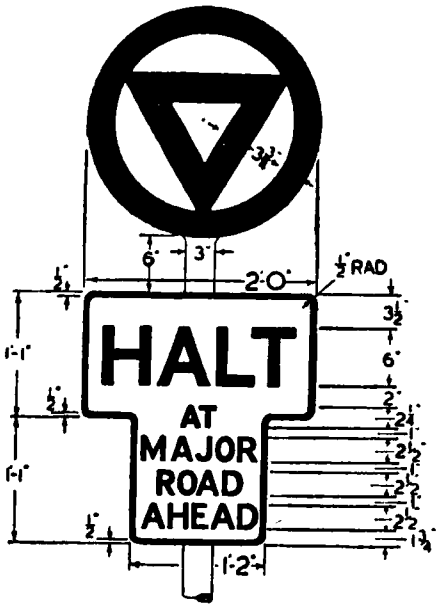
Signal red band

72



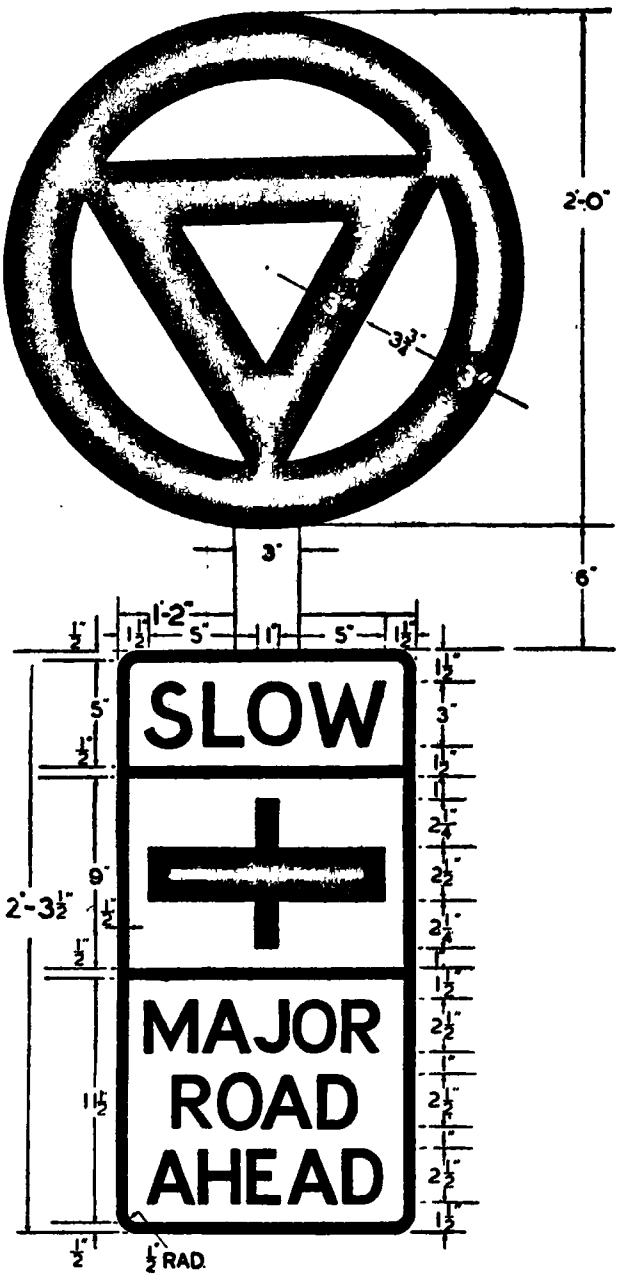
73

Note.—Dimensions in brackets relate to larger sign which may be used in certain circumstances

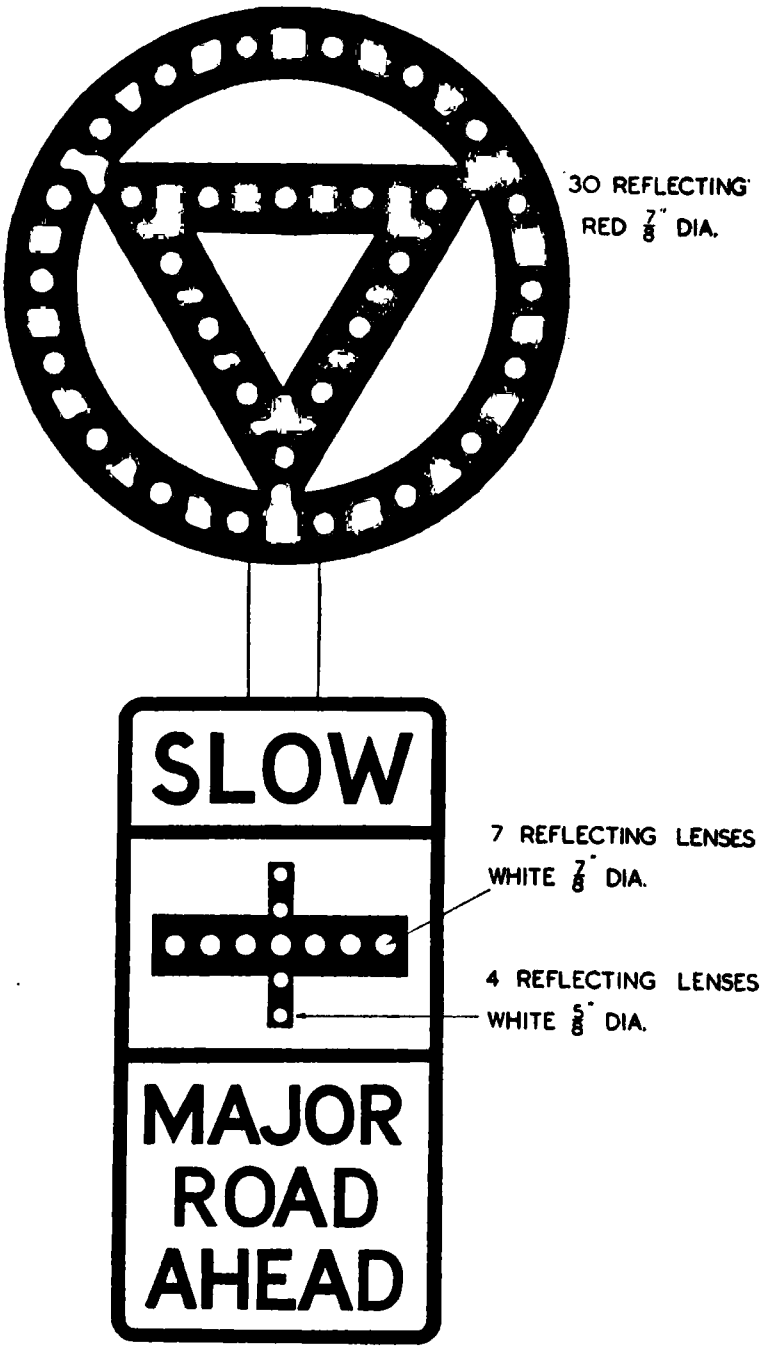


Signal red ring and triangle

74

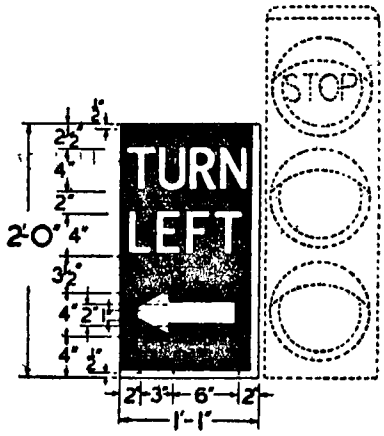


Signal red ring and triangle



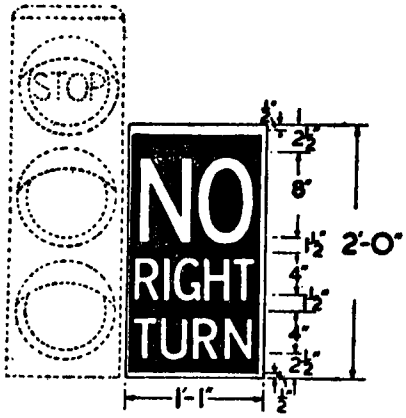
Signal red ring and triangle

75A



White letters and arrow on traffic blue ground

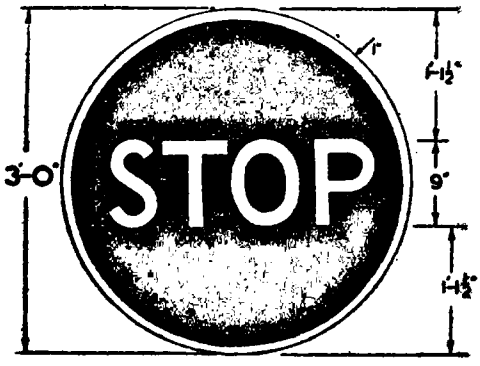
76



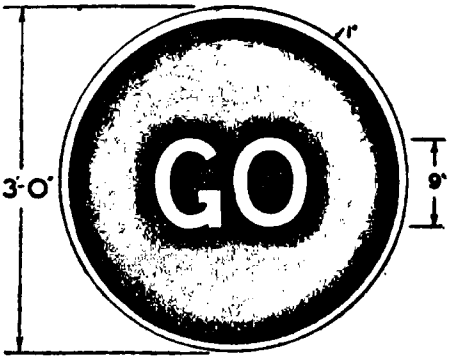
White letters on signal red ground

77

PART IV

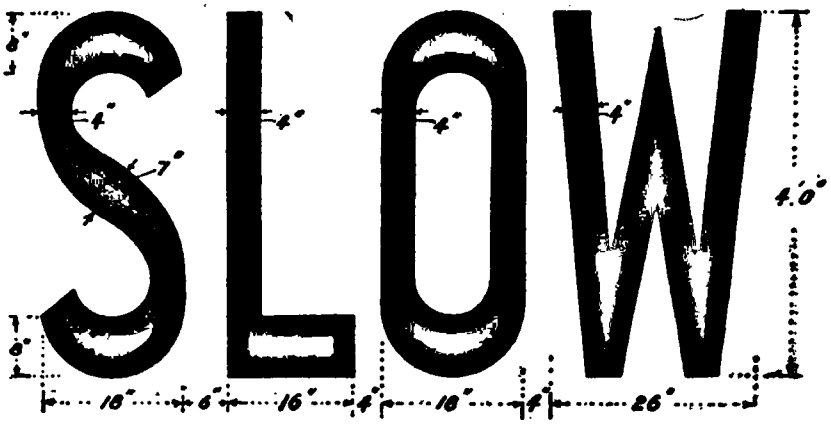


White letters on signal red ground

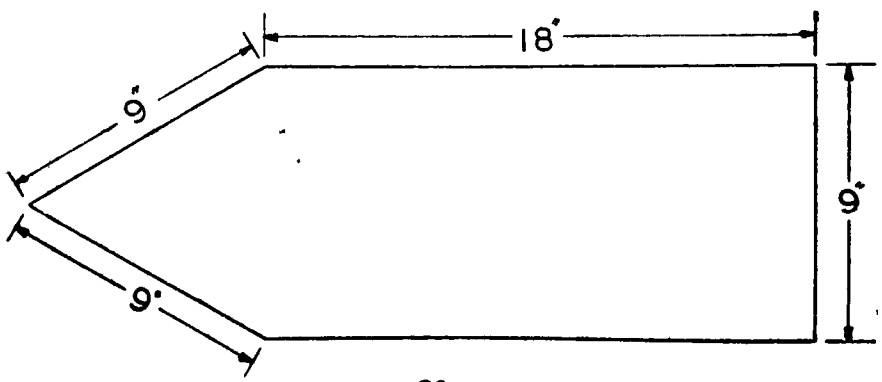


White letters on traffic green ground

78



79



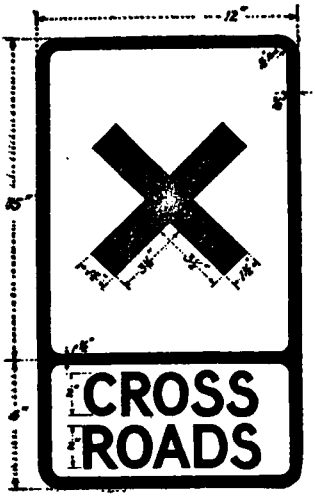
80

Notes.—1. The whole mark to be yellow
2. Dimensions are approximate only

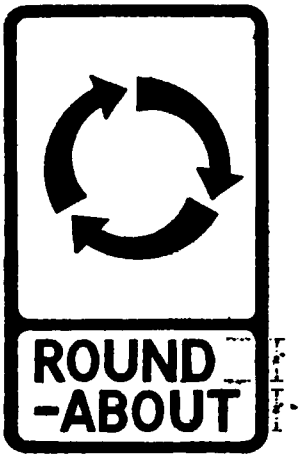
SECOND SCHEDULE

PART I

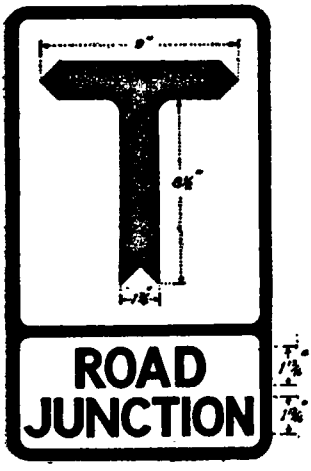
Signs for warning users of the highway of the need for special caution by reason of the source of danger specified in the sign



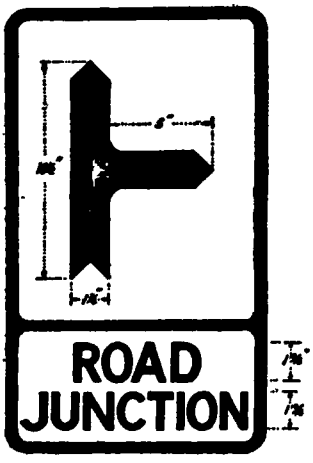
1



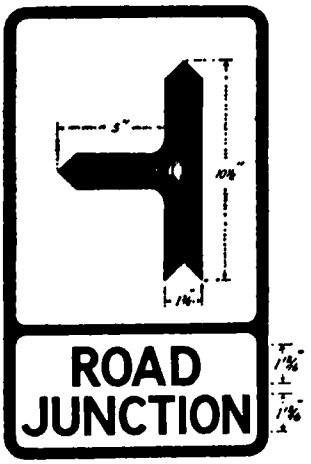
2



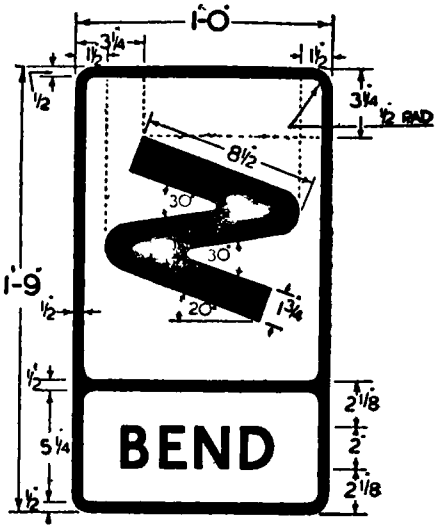
3



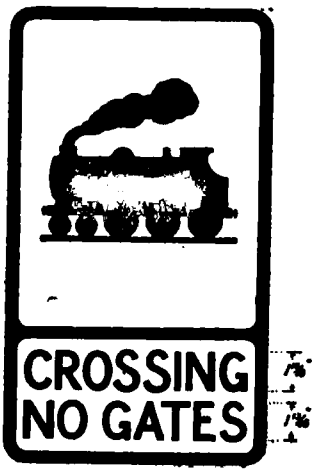
4


ROAD
JUNCTION

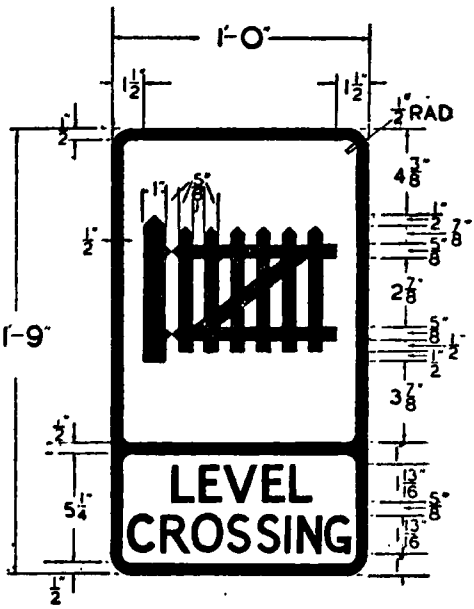
5


1'-0"
8½"
30°
30°
20°
1'-9"
BEND

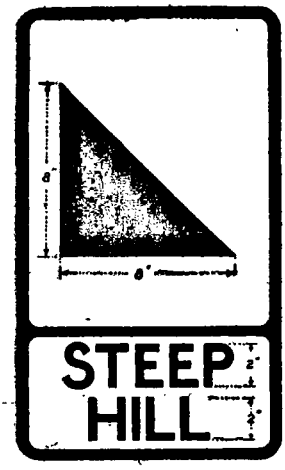
6


CROSSING
NO GATES

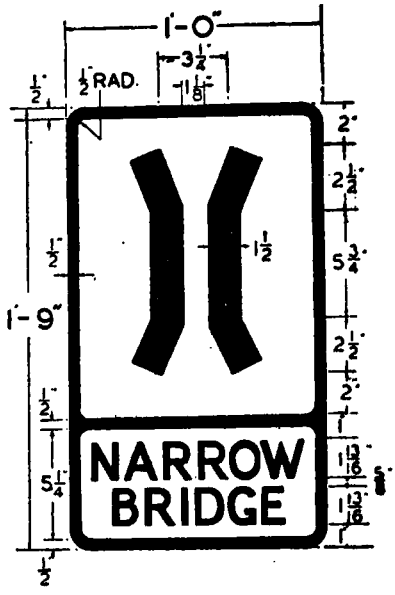
7


1'-0"
1'-9"
LEVEL
CROSSING

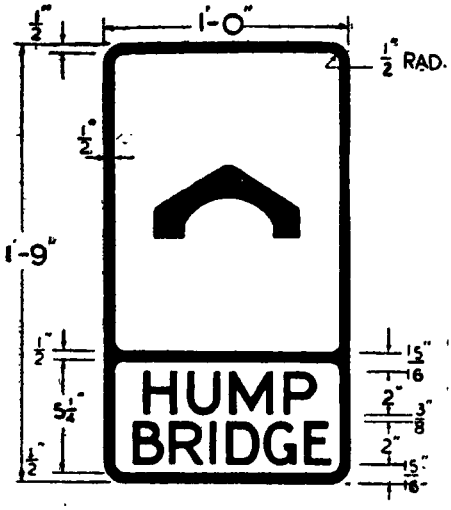
8


STEEP
HILL

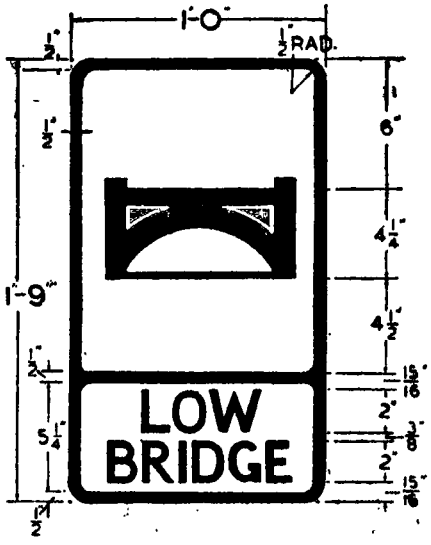
9


1'-0"
3½"
½" RAD.
1'-9"
NARROW
BRIDGE

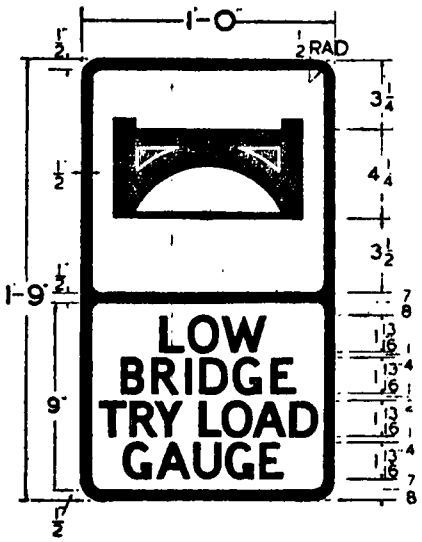
10


1'-0"
½" RAD.
1'-9"
HUMP
BRIDGE

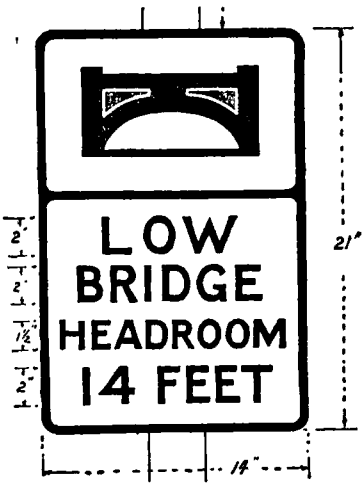
11


1'-0"
½" RAD.
1'-9"
LOW
BRIDGE

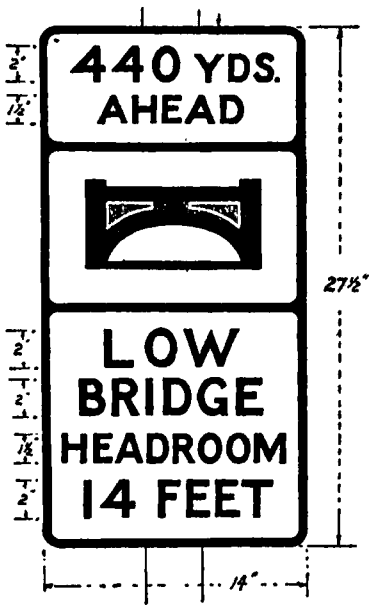
12


1'-0"
2 RAD
1'-9"
9"
LOW
BRIDGE
TRY LOAD
GAUGE

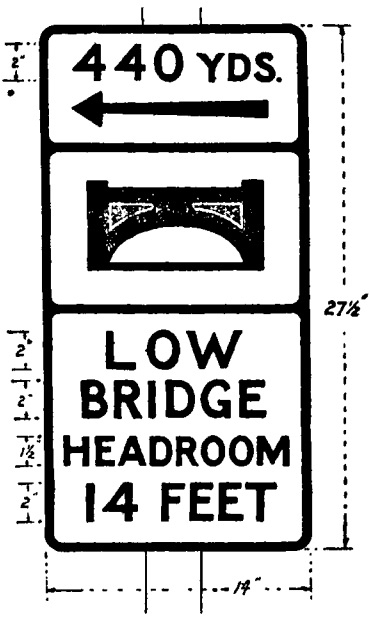
13


LOW
BRIDGE
HEADROOM
14 FEET
21"
14"

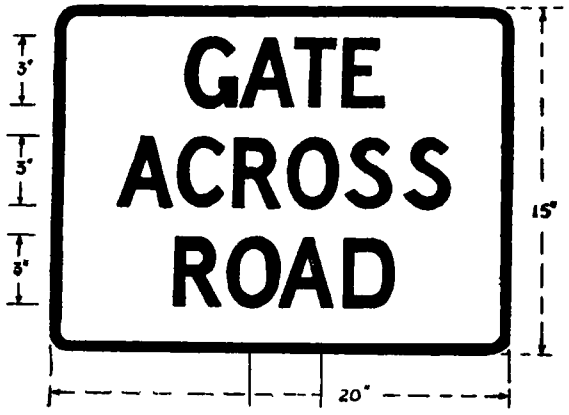
14


440 YDS.
AHEAD
LOW
BRIDGE
HEADROOM
14 FEET
27½"
14"

15


440 YDS.
LOW
BRIDGE
HEADROOM
14 FEET
27½"
14"

16


GATE
ACROSS
ROAD
3"
3"
3"
15"
20"

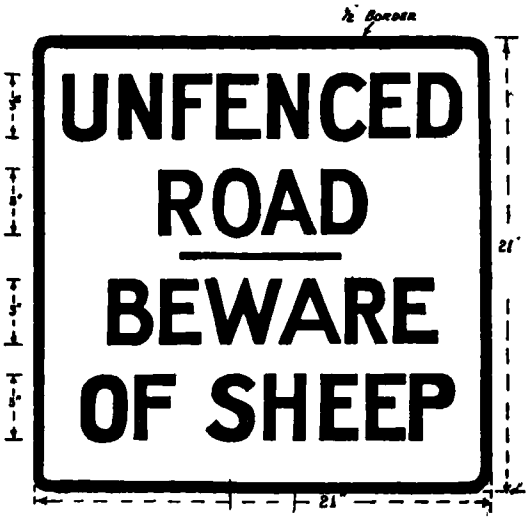
17


½" Border
UNFENCED
ROAD
BEWARE
OF PONIES
3"
3"
3"
3"
21"
21"

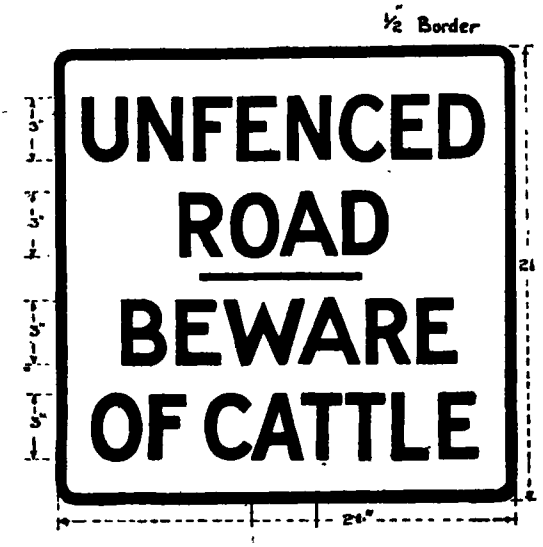
18


½" Border
BEWARE
OF
SHEEP
3"
3"
3"
15"
20"

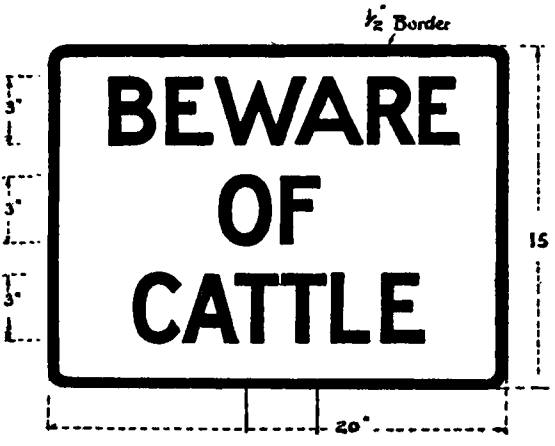
19


½" Border
UNFENCED
ROAD
BEWARE
OF SHEEP
21"
21"

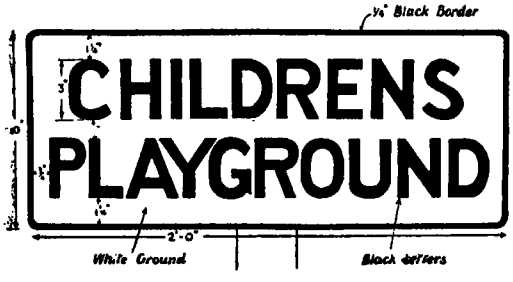
20


½ Border
UNFENCED
ROAD
BEWARE
OF CATTLE
24"
21

21


½ Border
BEWARE
OF
CATTLE
20"
15

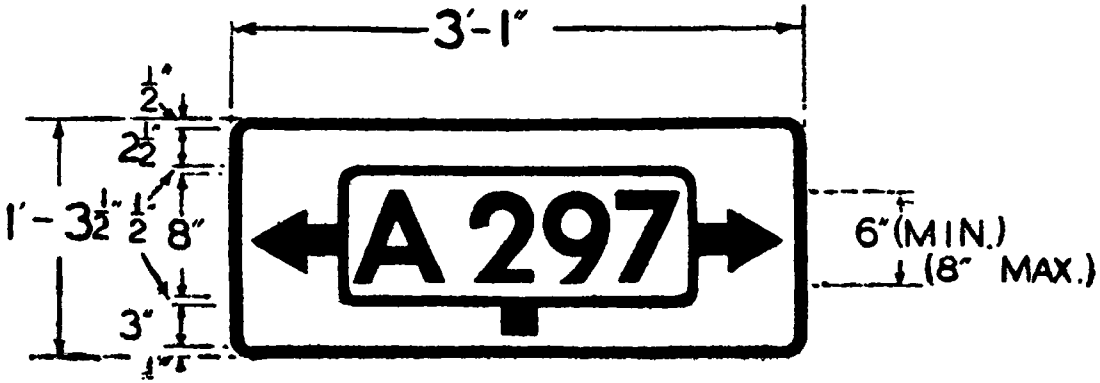
22


¼" Black Border
CHILDRENS
PLAYGROUND
2'-0"
White Ground
Black letters

23

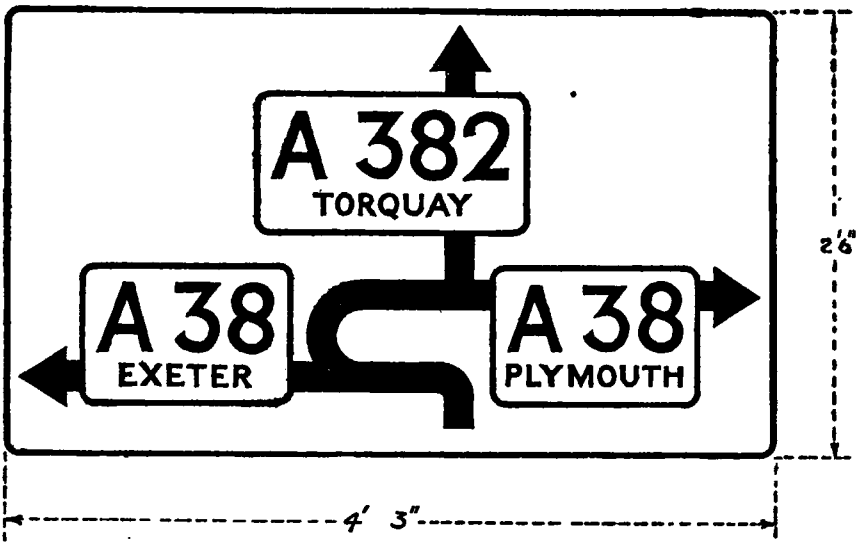
PART II

Signs for giving information to users of the highway with respect to the matters indicated by the sign



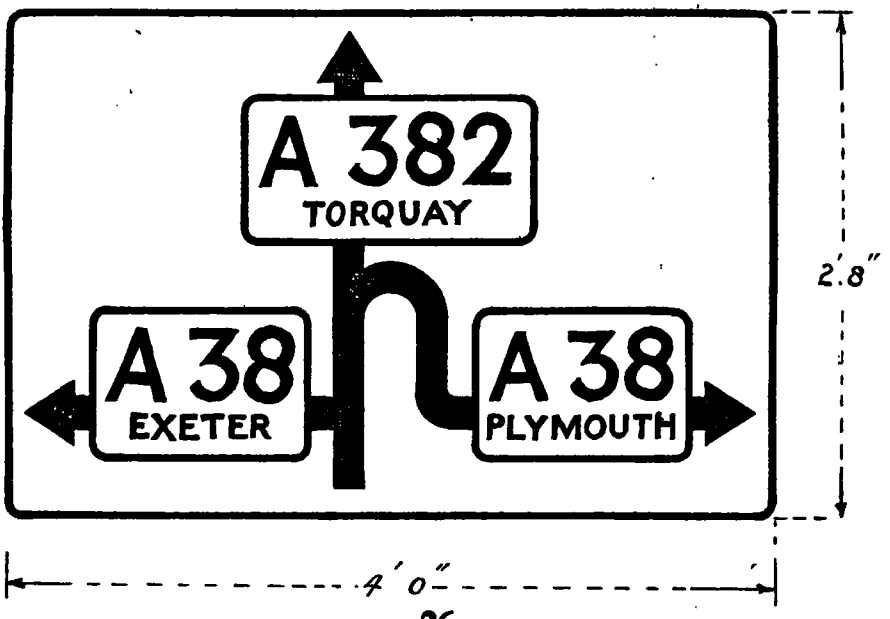
24

Advance direction sign indicating route number



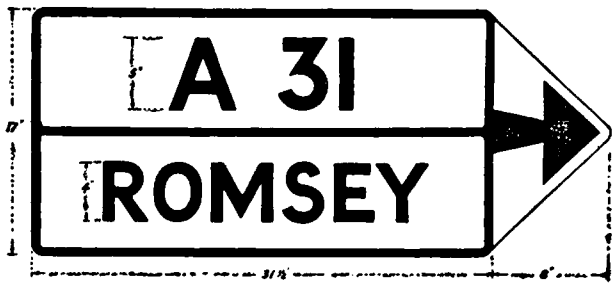
25

Advance direction sign at approach to junction indicating dual carriageway



26

As 25 but indicating approach to junction on dual carriageway



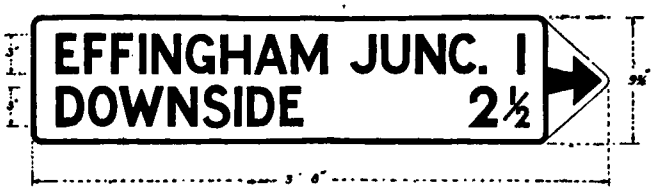
27

Direction sign at junction



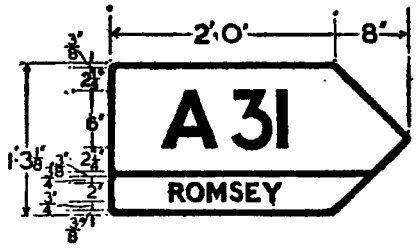
28

As 27 but indicating approach to junction with route shown in panel under chequer



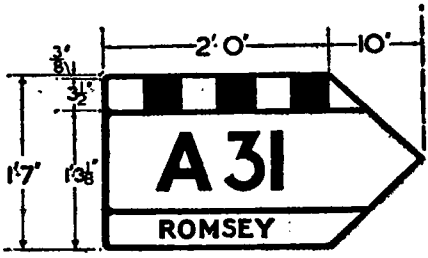
29

As 27



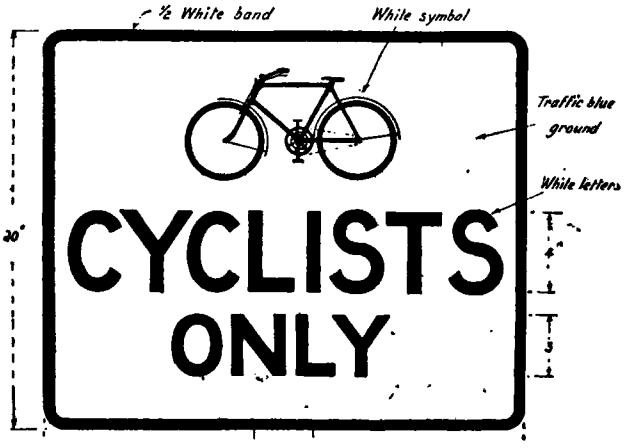
30

As 27

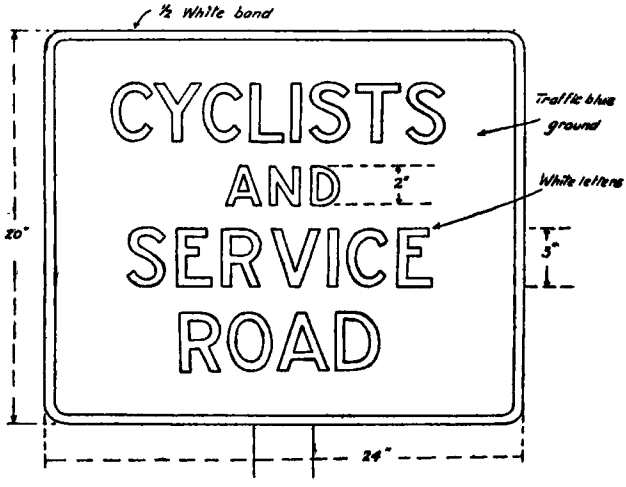


31

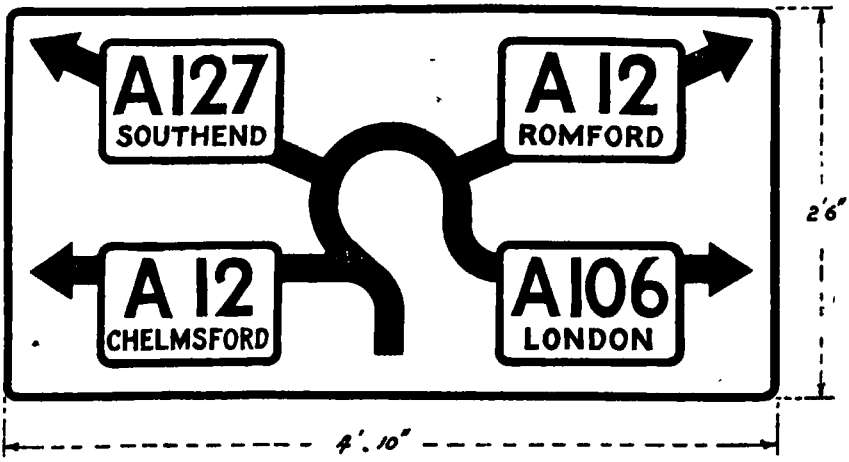
As 28



32



33



34

Advance direction sign indicating approach to roundabout



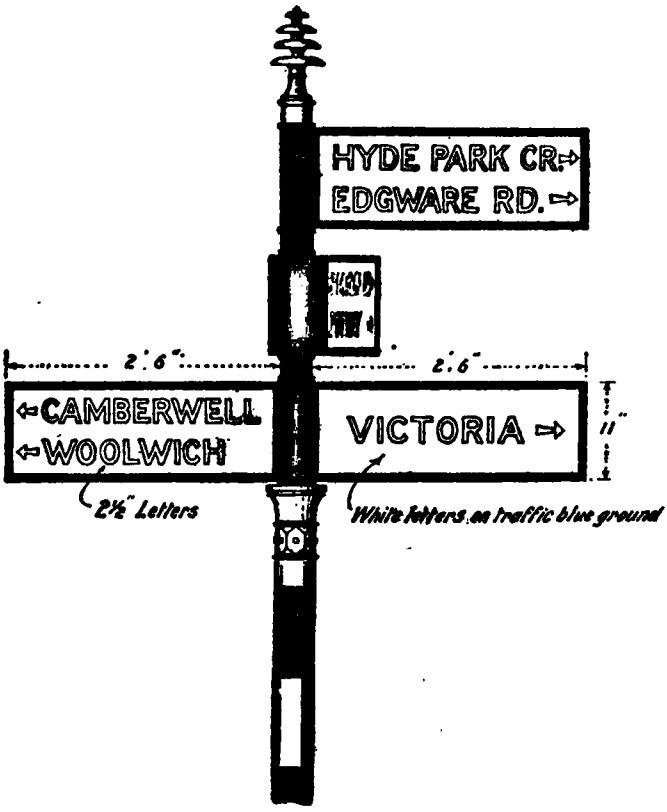
35

Sign indicating crossing place for pedestrians



36

Route identification sign



37

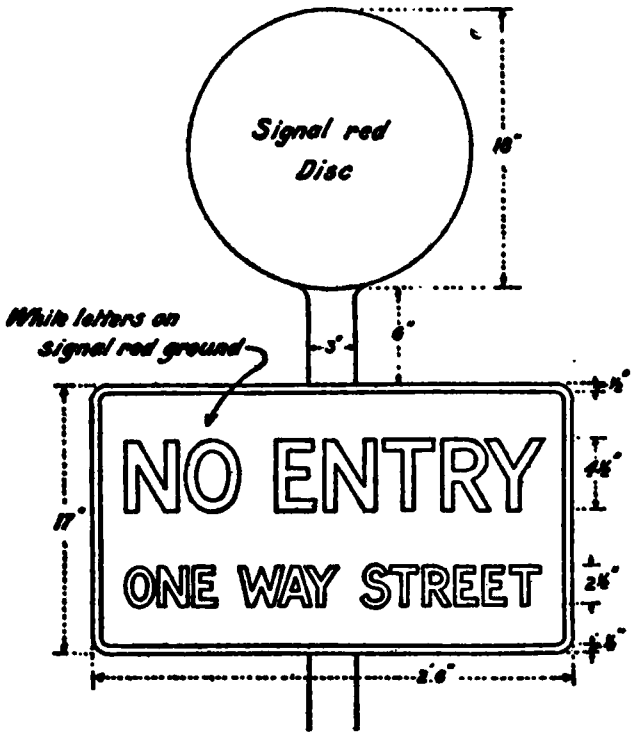
Local direction sign



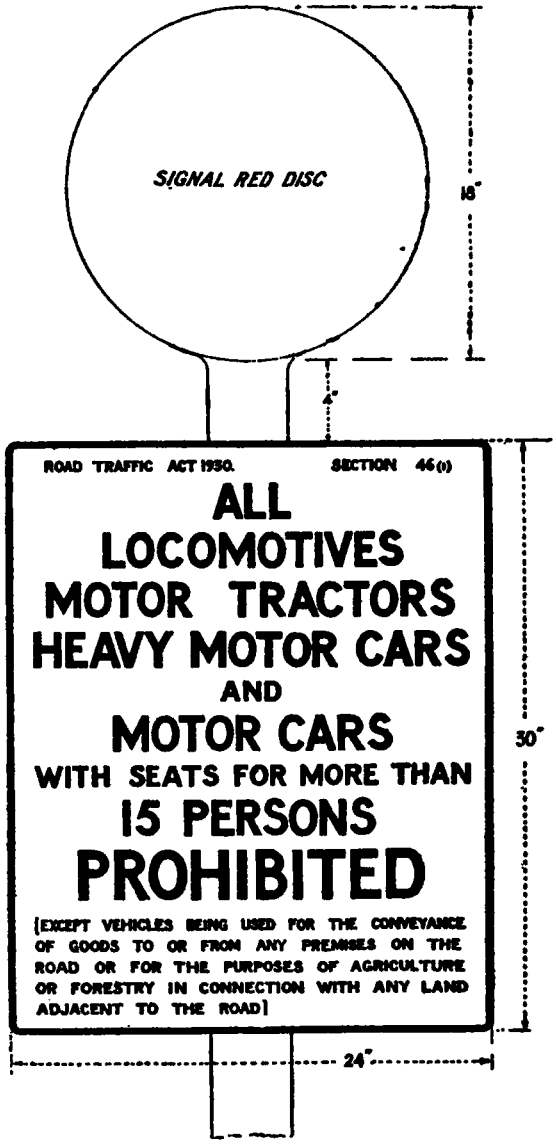
38

PART III

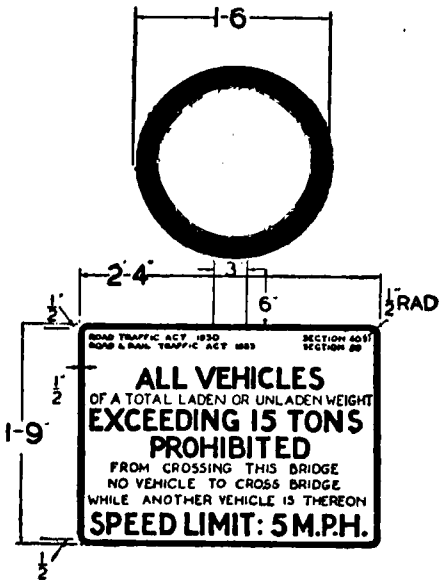
Signs for indicating prohibitions or restrictions of the character indicated by the sign on the user of highways by vehicular traffic



39

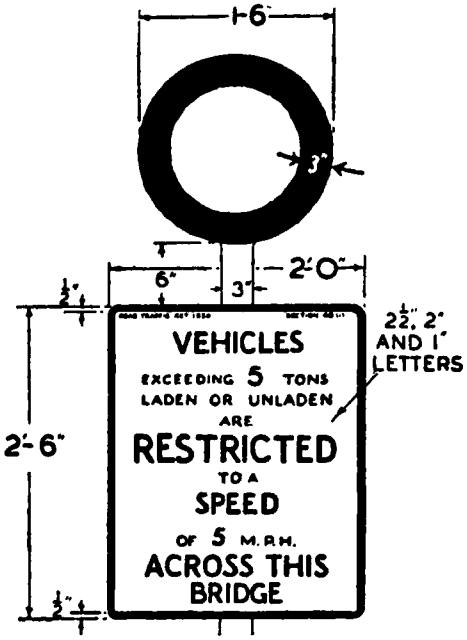

SIGNAL RED DISC
18"
4"
ROAD TRAFFIC ACT 1930. SECTION 46 (1)
ALL
LOCOMOTIVES
MOTOR TRACTORS
HEAVY MOTOR CARS
AND
MOTOR CARS
WITH SEATS FOR MORE THAN
15 PERSONS
PROHIBITED
[EXCEPT VEHICLES BEING USED FOR THE CONVEYANCE OF GOODS TO OR FROM ANY PREMISES ON THE ROAD OR FOR THE PURPOSES OF AGRICULTURE OR FORESTRY IN CONNECTION WITH ANY LAND ADJACENT TO THE ROAD]
30"
24"

40



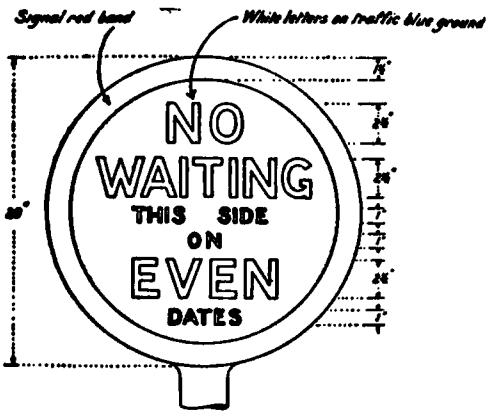
Signal red disc

41

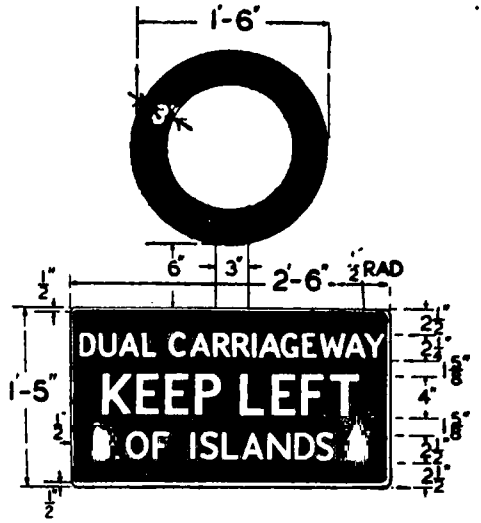


Signal red ring

42

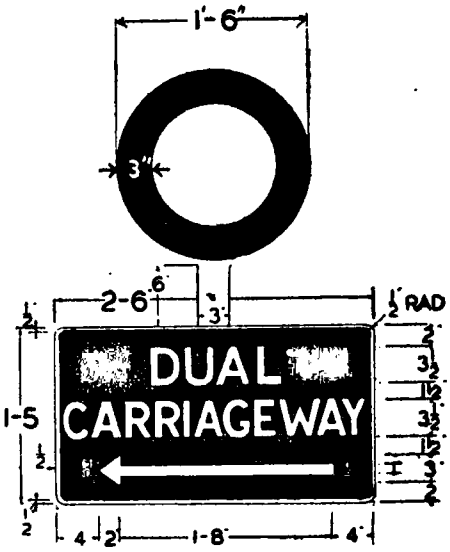


43



Signal red ring, white letters on traffic blue ground

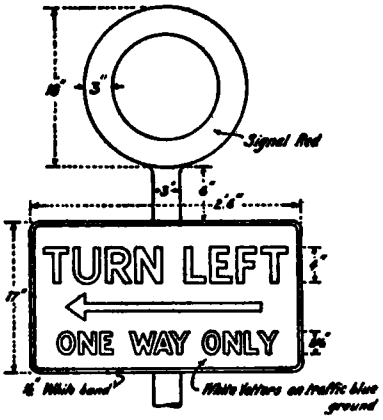
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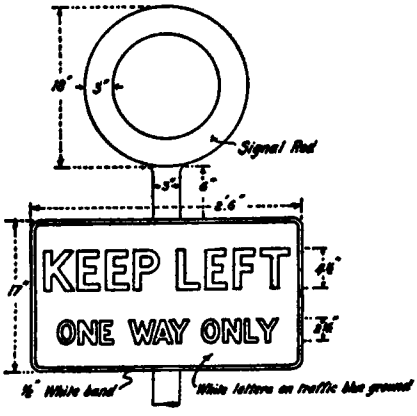
Signal red ring, white letters and arrow on traffic blue ground

45

Note.—Vehicular traffic must proceed in the direction of the arrow



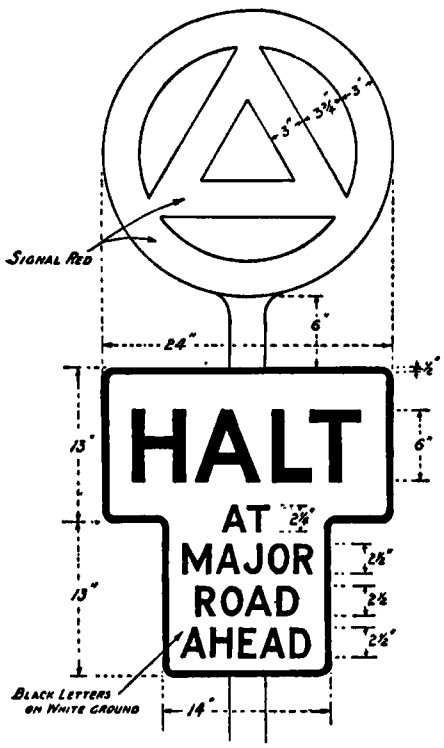
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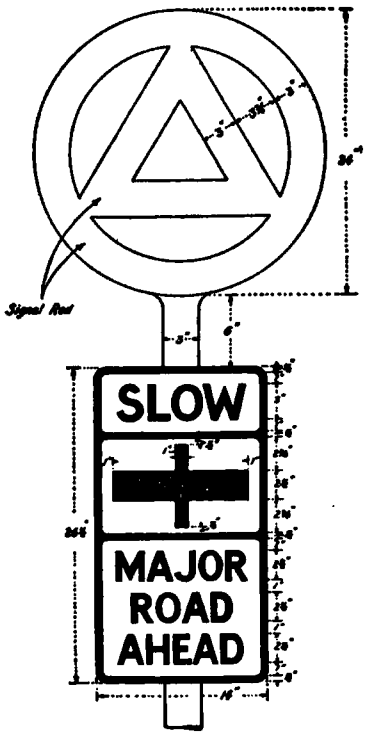
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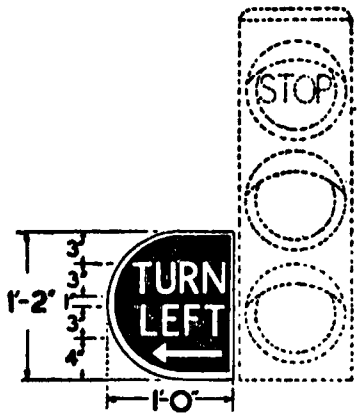
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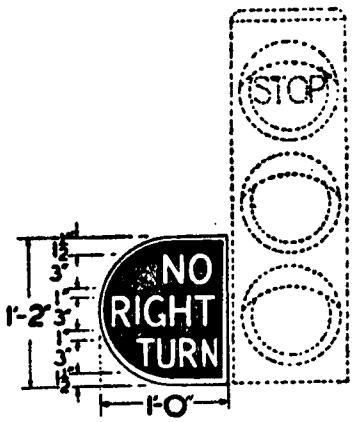


50



White letters and arrow on traffic blue ground

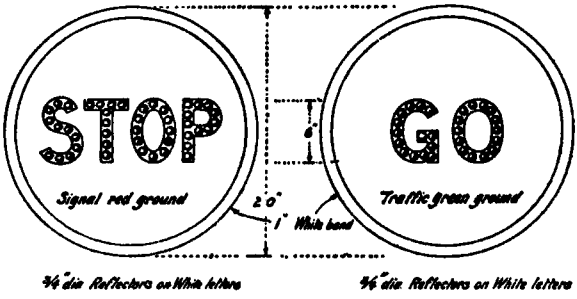
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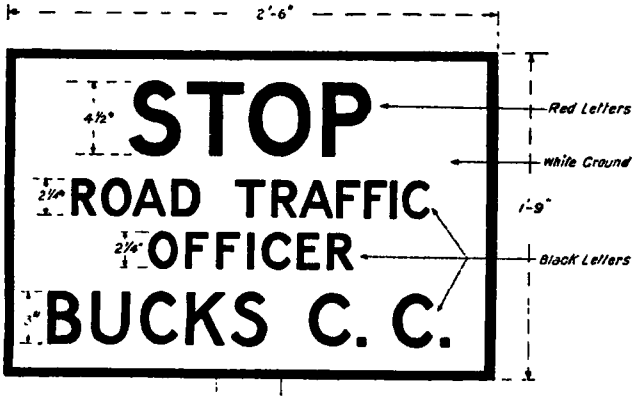
White letters on signal red ground

52

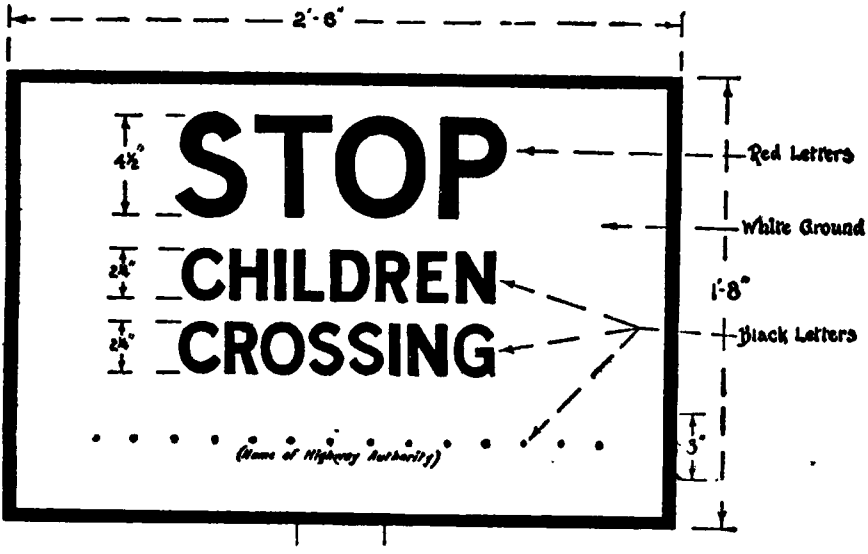
PART IV



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54



55

THIRD SCHEDULE

NUMBER, SIZE AND ARRANGEMENT OF REFLECTORS IN TRAFFIC SIGNS (TO BE UNIFORMLY SPACED UNLESS OTHERWISE INDICATED)

Prohibitory Discs or Mandatory Rings

18 inch diameter (external)	...	14 in number $\frac{7}{8}$ inch diameter reflectors with centres $1\frac{1}{2}$ inches from the outer edge of the disc or ring.
24 inch diameter (external)	...	18 in number—ditto.
30 inch diameter (external)	...	22 in number—ditto.

Warning Triangle

18 inch side (external)	...	12 in number $\frac{7}{8}$ inch diameter reflectors with centres $1\frac{1}{2}$ inches from the outer edge of the triangle.

Letters and Numerals

3 inches to 5 inches high inclusive	...	$\frac{3}{8}$ inch diameter reflectors spaced at 2 diameters approximately.
6 inches to 9 inches high inclusive	...	$\frac{1}{2}$ inch—ditto.

Symbols—as shown in the diagrams Nos. 1A, 2A, 3A, 4A, 7A, 8, 10A, 13A and 75A in the First Schedule.

In prohibitory discs, mandatory rings and warning triangles the reflectors shall be red in colour, and in all other symbols, letters and numerals the reflectors shall be white in colour.

FOURTH SCHEDULE

1. Paragraphs (*a*), (*b*), (*c*), (*e*) and (*h*) of Regulation 22 of these Regulations.

2. (*a*) Two lights shall be used facing the stream of traffic which the signal is intended to control, one red and the other green.

(*b*) The lamps showing the coloured lights aforesaid shall be arranged vertically the lamp showing a red light being uppermost.

(*c*) Each lamp shall be separately illuminated and the effective diameter of the lens thereof shall not be less than 8 inches nor more than $8\frac{1}{4}$ inches.

(*d*) The centres of the lenses shall not be more than 14 inches apart.

(*e*) The signals shall be so constructed that the red and green lights are not shown together and that one shall follow the other without any appreciable interval of time.

3. The optical system employed for each light shall be such, that when fitted with

(*a*) a colourless lens without any lettering on the surface and identical in form and finish with the coloured lens to be used for the signal;

(*b*) a visor as required by paragraph 5 of this Schedule;

the distribution of light shall be as follows:—

The intensity measured along the axis of the beam shall be not less than 350 candles: the intensity measured at an angle of 10 degrees vertically below, or horizontally on either side of the axis of the beam, shall be not less than 200 candles; the intensity measured at an angle of 25 degrees horizontally on either side of the axis of the beam shall be not less than 70 candles. The polar curve shall be reasonably smooth and free from secondary maxima.

4. Clauses 25 and 26 of the British Standard Specification for Road Traffic Control (Electric) Light Signals No. 505-1937.

5. A visor shall be fitted to each optical system. The top of the visor shall project at least 8 inches from the signal face measured at right angles to the signal face.

6. The height of the centre of the green lens from the carriageway shall be not less than 5 feet and not greater than 7 feet 6 inches.

7. The signal head and the post or legs on which it is supported shall be black and white in alternate horizontal bands.

FIFTH SCHEDULE

The significance of the light signals aforesaid shall be as follows:—

(*a*) The red signal shall be taken as prohibiting vehicular traffic from proceeding beyond the stop line on the carriageway provided in conjunction with the signals or, if there is no stop line, beyond the signals, until the green signal is shown.

(*b*) The amber-with-red signal (where an amber signal is provided) shall be taken to denote an impending change in the indications given by the signal from red to green, but shall not be taken to alter the prohibitory significance of the red signal.

(*c*) The green signal shall be taken to indicate that vehicular traffic may pass the signals and proceed with due regard to the safety of other users of the road.

(*d*) The amber signal (where an amber signal is provided) shall be taken as prohibiting vehicular traffic from proceeding beyond the stop line or, if there is no stop line, beyond the signals, except in the case of any vehicle which, when the signal first appears, is so close to the said line or signals that it cannot safely be stopped before passing the line or signals.

SIXTH SCHEDULE

Form and Dimensions of Letters and Numerals to be used on Traffic Signs

The proportions of the letters of the standard alphabet and of the numerals illustrated in diagram 1 herein are given in the second column of the following table.

The proportions of the letters of the " compressed " alphabet and of the numerals illustrated in diagram 2 herein are given in the third column of the following table.

The numerals to be used in conjunction with each of the alphabets are identical.

Generally the thickness of the stroke for letters and numerals should be one-sixth of the height of the letter or numeral.

LETTERS

Letter	Percentage width in relation to height		Remarks
	Standard Alphabet	" Compressed " Alphabet	
A	90·00	80·00	The upper edge of the horizontal stroke is 37·5 to 40·0 per cent. above the base line.
B	66·66	60·00	The lower portion is slightly larger than the upper.
C	72·50	65·00	Based on letter " O." The gap is wide and finished with radiating lines.
D	75·00	70·00	Part of letter " O " is used and is linked to the vertical stroke with straight horizontal lines.

LETTERS—*cont.*

Letter	Percentage width in relation to height		Remarks
	Standard Alphabet	" Compressed " Alphabet	
E	62·50	55·00	The horizontal strokes differ in length. The upper edge of the intermediate stroke is 60·0 per cent. above the base line.
F	57·50	52·50	Part of letter " E."
G	75·00	67·50	Based on letter " O." The length of the horizontal stroke is 27·5 per cent. of the height of the letter and its upper edge is 45·0 per cent. above the base line. The vertical stroke terminates on the base line.
H	80·00	72·50	The upper edge of the horizontal stroke is 60·0 per cent. above the base line.
I	16·66	16·66	This stroke is used as the basis of the strokes for all other letters.
J	70·00	65·00	The lower portion is part of a circle and is finished with a radiating line.
K	80·00	72·50	The projection from the vertical of the two inclined strokes is similar.
L	62·50	55·00	Part of letter " E."
M	100·00	90·00	The junction of the intermediate strokes is pointed and finishes 5·0 per cent. above the base line.
N	80·00	72·50	The junctions are of stroke width on the top and base lines.
O	80·00	70·00	The letter is oval in form.
P	65·00	60·00	The lower edge of the curvilinear portion is 40·0 per cent. above the base line.
Q	80·00	70·00	Based on letter " O " with the tail of full stroke width terminating 35·0 per cent. above the base line.
R	72·50	67·50	The upper portion is based on letter " P."
S	70·00	67·50	This letter is 5·0 per cent. longer than other letters, overlapping equally the normal top and base lines. The lower portion is slightly larger than the upper.
T	75·00	70·00	A symmetrical letter with vertical ends to the horizontal stroke.
U	75·00	70·00	The lower portion is part of a circle.
V	87·50	80·00	The junction of the two strokes is of stroke width on the base line.
W	120·00	105·00	The junction of the intermediate strokes is pointed and finishes 5 per cent. below the top line.
X	92·50	82·50	The intersection of the strokes is 52·5 per cent. above the base line.
Y	85·00	80·00	The junction of the strokes measured at the sides of the letter is 42·5 per cent. above the base line.
Z	70·00	65·00	The lower horizontal stroke is slightly longer than the top stroke.

NUMERALS

Numeral	Percentage width in relation to height	Remarks
1	16·66	The stroke terminates with horizontal lines stroke width.
2	67·50	The upper portion is part of a circle and terminates with a radiating line.
3	67·50	The junction of the two upper strokes is pointed. The lower portion is part of a circle and terminates with a radiating line.
4	82·50	The junction at the top is of stroke width. The junction of the inclined and horizontal strokes is pointed.
5	65·00	The curvilinear portion terminates with a radiating line. The end of the horizontal stroke is finished with a vertical line.
6	67·50	The eye is pointed and in part circular.
7	67·50	The junction of the strokes is pointed.
8	65·00	This numeral is 5·0 per cent. longer than other numerals. The lower portion is larger than the upper. The eyes are pointed and in part ellipse.
9	67·50	The numeral " 6 " inverted.
0	80·00	Oval in form.



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SIXTH SCHEDULE DIAGRAM 2

ABCDEFGHIJ
KLMNOPQRS
TUVWXYZ.
1234567890

EXPLANATORY NOTE

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

These Regulations prescribe the size, colour and type of the generality of traffic signs which a highway authority is authorised to place on or near any road within its area, subject to any general or other directions of the Minister of Transport. Apart from the omissions of obsolete signs, the main difference between these Regulations and those now revoked is that the new Regulations include the majority of the traffic signs which have been the subject of authorisations given by the Minister under Section 48 (2) of the Road Traffic Act, 1930, as amended by the Road Traffic Act, 1934.

SAFEGUARDING OF INDUSTRIES

The Safeguarding of Industries (Exemption) (No. 15) Order, 1950

1950 No. 2105

Made - - - - 22nd December, 1950

Whereas the Treasury have received from the Board of Trade a recommendation that the articles specified in the Schedules to this Order should be exempted from the duty imposed by section one of the Safeguarding of Industries Act, 1921(a), as amended by the Finance Act, 1926, and by any subsequent enactment, for the periods mentioned in Articles 1 and 2 of this Order:

Now, therefore, the Lords Commissioners of His Majesty's Treasury, by virtue of the powers conferred on them by subsection (5) of section ten of the Finance Act, 1926(b), as amended by section two of the Import Duties (Emergency Provisions) Act, 1939(c), and section two of the Finance Act, 1941(d), and of all other powers enabling them in that behalf, hereby make the following Order:—

1. The articles specified in the First Schedule to this Order shall be exempted from the duty imposed by section one of the Safeguarding of Industries Act, 1921, as amended by the Finance Act, 1926, and by any subsequent enactment, for the period beginning with the 1st day of January, nineteen hundred and fifty-one, and ending with the thirty-first day of March in that year.

2. The articles specified in the Second Schedule to this Order shall be exempted from the duty imposed by section one of the Safeguarding of Industries Act, 1921, as amended by the Finance Act, 1926, and by any subsequent enactment, for the period beginning with the 1st day of January, nineteen hundred and fifty-one, and ending with the nineteenth day of August in that year.

(a) 11 & 12 Geo. 5. c. 47. (b) 16 & 17 Geo. 5. c. 22.
(c) 2 & 3 Geo. 6. c. 97. (d) 4 & 5 Geo. 6. c. 30.