

## Traffic Signs Authorisation

The Department for Infrastructure<sup>(a)</sup>, gives the following authorisation in exercise of the powers conferred by Article 28(2) of the Road Traffic Regulation (Northern Ireland) Order 1997<sup>(b)</sup> and now vested in it<sup>(c)</sup>.

### *Interpretation*

1. In this authorisation—

“the 1997 Regulations” means the Traffic Signs Regulations (Northern Ireland) 1997<sup>(d)</sup>;

“lower height traffic light signals” means a light signal shown in a diagram in the Schedule;

“pedal cycle” has the meaning assigned to it by regulation 2 of the 1997 regulations;

“stop line” means—

a) the road marking shown in diagram 1001 in Schedule 6 to the 1997 Regulations; or

b) the upper line in the road marking shown in diagram 1001.1 in Schedule 6 to the 1997 Regulations; or

c) the upper line shown in the road marking as authorised on 25th March 2014;

“vehicular traffic light signals” means a light signal shown in diagram 3000 in Schedule 8 to the 1997 Regulations.

### *Control of traffic by lower height traffic light signals*

2.—(1) The lower height traffic light signals shown in a diagram in the Schedule are authorised for erection for the purpose of the control of pedal cyclists on roads and cycle lanes.

(2) The significance of the lower height traffic light signals shall be as follows—

(a) the green signal shall convey that pedal cyclists may proceed beyond the stop line;

(b) the amber signal shall, when shown alone, convey the same prohibition as the red signal, except that, as respects a pedal cycle which is close to the stop line that it cannot safely be stopped without proceeding beyond the stop line, it shall convey the same indication as the green signal;

(c) the red signal shall convey the prohibition that pedal cyclists shall not proceed beyond the stop line;

(d) the red-with-amber signal shall denote the same prohibition as the red signal.

(3) The information indicated and conveyed by the lower height traffic light signals shown in a diagram in the Schedule shall be that specified in or under that diagram.

### *Use of lower height traffic light signals*

3. A lower height traffic light signal may be used in the following manner —

(a) on their own, as a primary signal, to control traffic exclusively made up of pedal cyclists; or

(b) as a repeater (or secondary signal), placed in conjunction with vehicular traffic light signals, to mimic the operation of vehicular traffic light signals and to provide a signal at pedal cyclists’ eye level; or

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(a) 2016 c.5 (N.I.)

(b) S.I. 1997/276 (N.I. 2)

(c) S.R. 1999 No. 481 Article 6(d) and Schedule 4 Part IV

(d) S.R. 1997 No. 386

- (c) as a repeater, in accordance with paragraph (b) but incorporating an early release phase, where the green signal appears in advance of the associated vehicular traffic light signals.

***Use of lower height traffic light signals in conjunction with other signs***

**4.**—(1) The lower height traffic light signals shown in a diagram in the Schedule shall be used in conjunction with a stop line.

(2) The lower height traffic light signals shown in a diagram in the Schedule may be used on their own, as a primary type, or may be used in conjunction with the vehicular traffic light signals as shown in diagram 3000 to the 1997 Regulations.

***Lower height traffic light signals to be of the size, colour and type shown in the diagrams***

**5.**—(1) Subject to the provisions of this authorisation, the lower height traffic light signals shall be of the size, colour and type shown in the diagrams in the Schedule.

(2) Dimensions indicated in the diagrams in the Schedule are expressed in millimetres.

***Application of Article 50 of the Road Traffic (Northern Ireland) Order 1995***

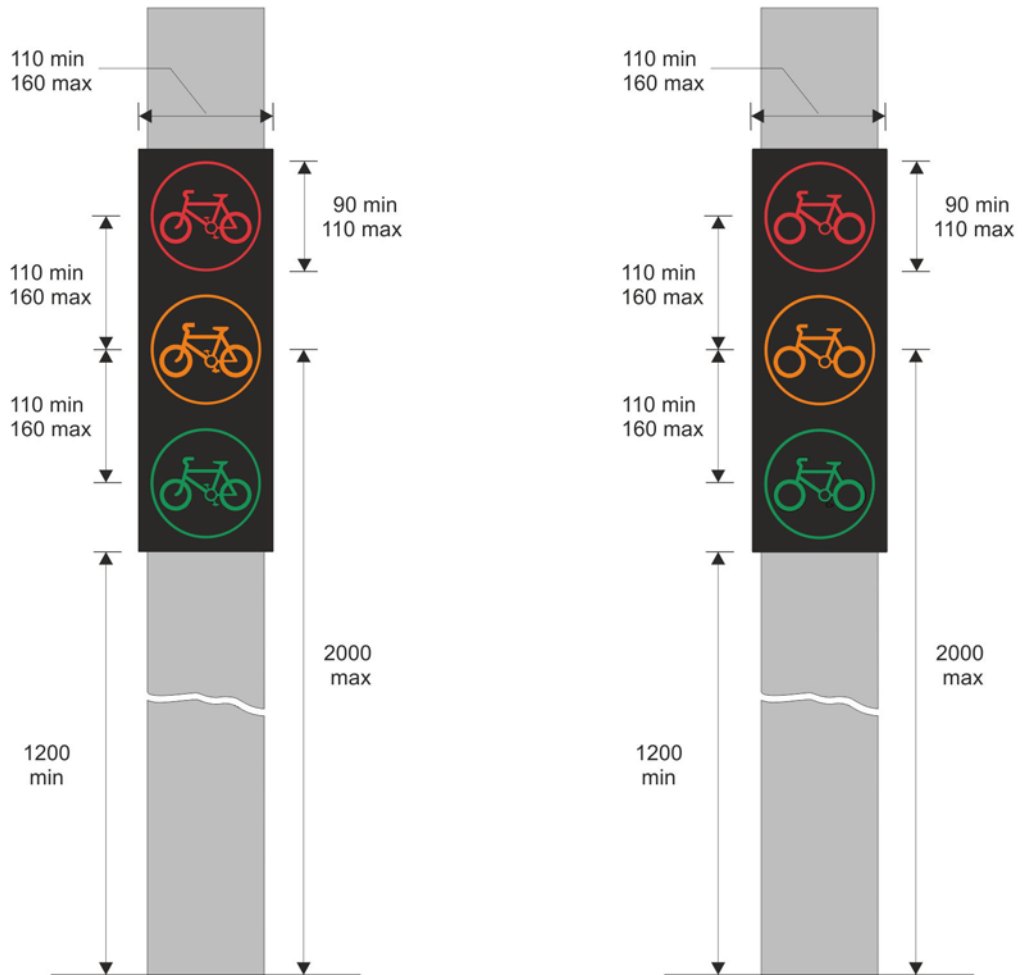
**6.** Article 50 of the Road Traffic (Northern Ireland) Order 1995(a) shall apply to the lower height traffic light signals.

Sealed with the Official Seal of the Department for Infrastructure on 18th May 2016

(L.S.)

*G F McKenna*  
A senior officer of the Department for Infrastructure

## SCHEDULE



Lower height traffic light signals for the control of vehicular traffic consisting solely of pedal cyclists (alternative types)