

SECTION II ABOUT THE MOVEMENT OF VEHICLES

CHAPTER I POSITION ON THE ROAD

SECTION 1 DIRECTION OF MOVEMENT

Article 29 General rule

1. As a general rule, and especially on bends and brows of hills with reduced visibility, vehicles will drive, on all the routes subject of the Law on traffic, movement of motor vehicles and road safety, on the right and as close as possible to the edge of the road, maintaining sufficient lateral separation to traverse safely.





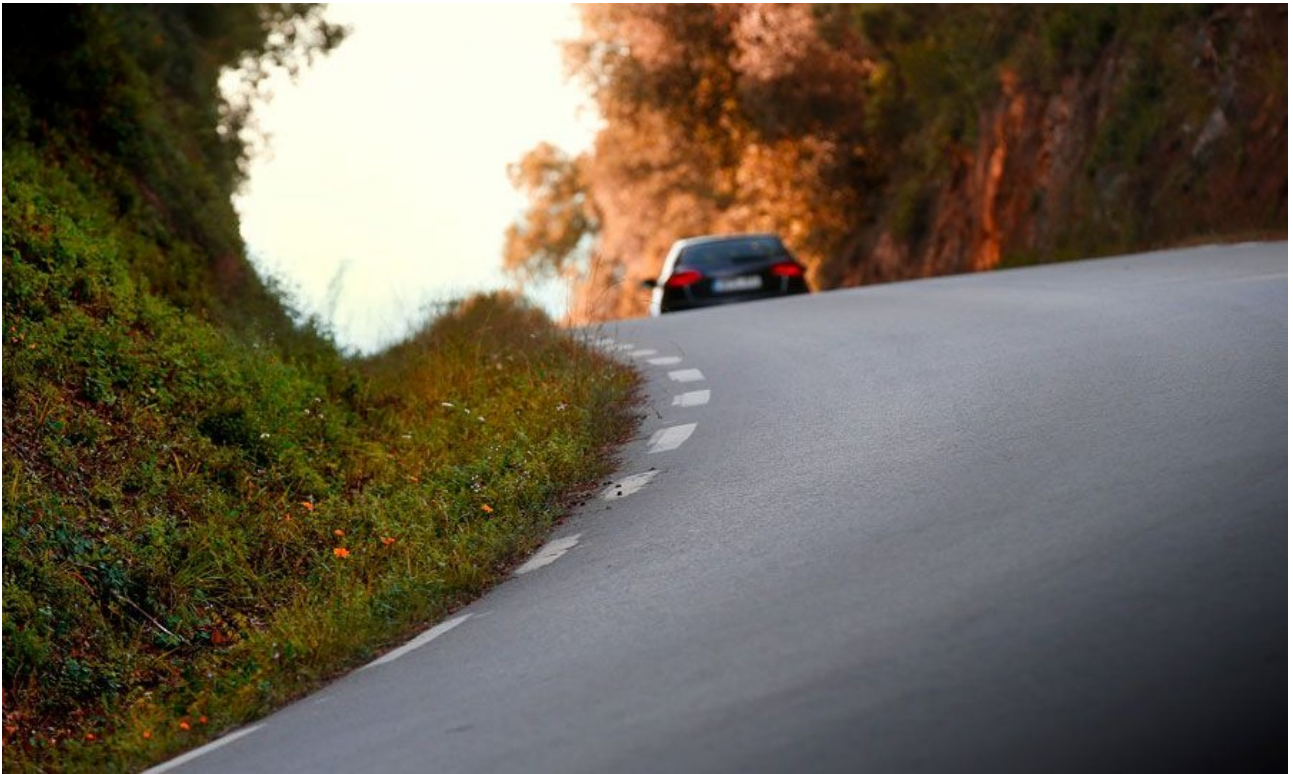
"Left lane syndrome"; the lanes located on the left are for overtaking, so once this manoeuvre is carried out and it is not intended to continue overtaking vehicles, you must rejoin the lane further to the right.

There are vehicles that, when driving through a two-lane roundabout, usually go over the line separating both lanes whilst the law makes it clear that you have to drive as close as possible to the right to avoid possible contact between vehicles.

Another common mistake on three-lane roads is to stay in the middle lane when not wanting to overtake, in which case one should use the far right lane.

Remember that the fact that the road has hardly any traffic does not give you the right to drive in the left or central lane; as a general rule, you should always keep to the right.

Even when there are no specific road signs that designate them, on brows of hills and bends with reduced visibility, every driver, except in the cases of overtaking provided in Article 88, must leave completely free the half of the road relating to those that drive in the opposite direction.



2. Instances of driving on the left, in the opposite direction to that stipulated, in a two-way road, will be considered as very serious infractions.

SECTION 2 USE OF LANES

Article 30 Use of lanes on roads with two way movement

1. The driver of a car or a special vehicle with a maximum authorised mass exceeding 3,500 kilograms will drive on the road and not on the hard shoulder, except for emergency reasons. In addition, they must comply with the following rules:

- a) On roads with two way traffic and two lanes, separated or not by road markings, you will drive in right-hand lane.
- b) On two way roads with three lanes separated by broken longitudinal lines, you will also drive in the one on your right and, in no case, in the one furthest on your left.

On these roads, the central lane will only be used to carry out any necessary overtaking and when turning left.



2. Cases of driving on the left, in the opposite direction to the one stipulated, will be considered as very serious infractions as is stipulated in article 65.5.f) of the associated text.

Article 31 Use of lanes, out of town, on roads with more than one lane for the same direction of travel

The driver of a motor vehicle or a special vehicle with a maximum authorised mass exceeding 3,500 kilograms will drive on the road and not on the hard shoulder, except for emergency reasons. In addition, out of town, on roads with more than one lane specifically for your direction of travel, you will normally drive in the right-hand lane, although you can use the other lanes on your side of the road when the traffic or road situation permits, provided that does not hinder the progress of another vehicle behind you.

Article 32 Use of lanes, outside of town, on roads with three or more lanes for the same direction of travel

When one of the said roads has three or more lanes in the direction of travel, drivers of trucks or vans with a maximum authorized mass exceeding 3,500 kilograms, those of special vehicles that are not required to drive on the hard shoulder, and those of vehicles of more than seven metres in length, will normally drive in the far right lane, and will be able to use the middle lane in the same circumstances mentioned in article 31.

Article 33 Use of lanes, in town, on roads with more than one lane reserved for the same direction of travel

When driving on roads in built-up areas with at least two lanes reserved for the same direction, marked by longitudinal lines, except in the case of motorways, the driver of a car or a special vehicle may use the one that best suits their destination, provided it is not an obstacle to the movement of other vehicles, and one should not leave it other than to prepare to change direction, overtake, stop or park.



Driving in a "zig-zag" fashion will be penalised with a fine of 200 euro.

Article 34 Lane count

When assessing the number of lanes, for the purposes of the provisions of the previous articles, those reserved for certain vehicles or certain manoeuvres in accordance with the provisions of the following article will not be taken into account.



Article 35 Use of lanes according to the speed indicated and those reserved for certain vehicles and certain manoeuvres

1. The use of the lanes according to speed and those reserved for certain vehicles and certain manoeuvres will be adjusted to what is indicated by the corresponding signals in this regulation.
2. High occupancy vehicles will be understood to be those exclusively designed for the transport of persons, whose maximum authorised mass does not exceed 3,500 kilograms, which are occupied by the number of people who, for each section of the road network, are in accordance with paragraph d) of this section. The use of lanes for vehicles with high occupancy (HOV) will be based on the following:





A) The use of the lane indicated for HOV is limited to motorcycles, passenger cars and adaptable mixed vehicles, and is therefore forbidden to other vehicles and groups of vehicles, including passenger cars with trailers, pedestrians, cycles , mopeds, animal drawn vehicles and animals.

The lanes for HOV may be used by vehicles authorised in accordance with the previous paragraph, even if only occupied by its driver, if the vehicle bears the V-15 signal, by buses with a maximum authorised mass exceeding 3,500 kilograms and articulated buses, regardless of the number of occupants, under the conditions established for the HOV, simultaneously if so indicated in the list of sections referred to in paragraph d).

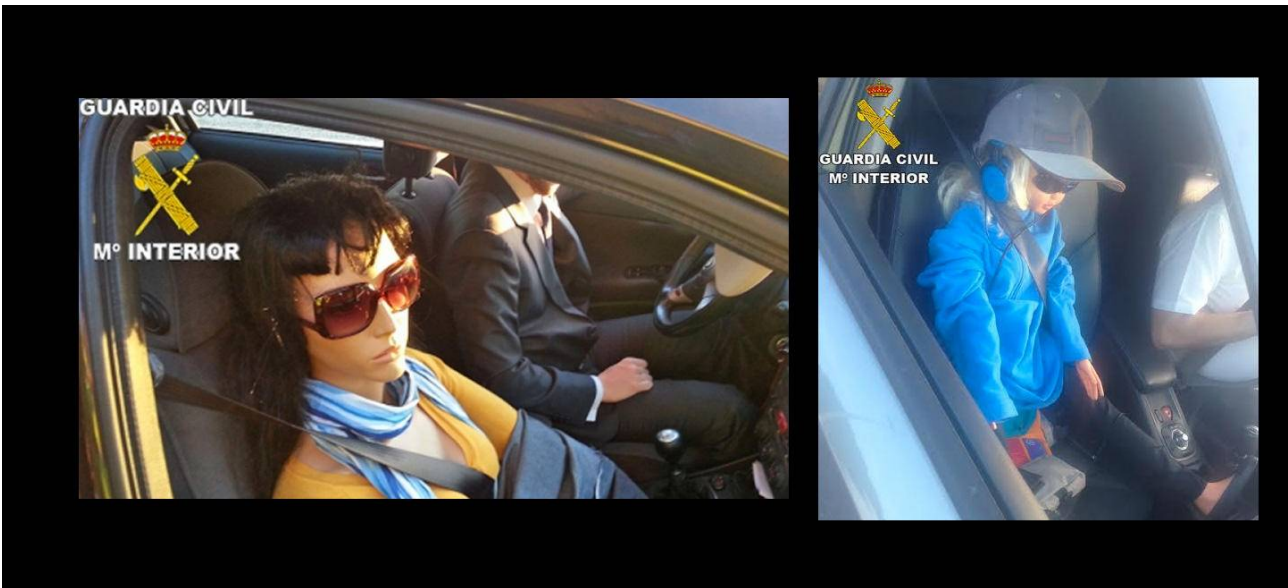
B) The authorisation or reservation of one or more lanes for the use of HOV may be permanent or temporary, with fixed hours or depending on the state of traffic, as established by the autonomous Central Jefatura de Tráfico or, where appropriate, the autonomous or local authority responsible for traffic regulation, who, in unusual circumstances and for reasons of road safety or traffic flow, may allow, recommend or order other vehicles to use the lane reserved for those, all of which without prejudice to the powers of the organisations in charge of the roads and, where appropriate, of their concessionaire companies.

C) Police, fire, civil protection, rescue and medical assistance vehicles providing an emergency service, as well as equipment for maintenance of the facilities and infrastructure of the road, may use the reserved lanes.

D) The autonomous body Central Traffic Headquarters or, where appropriate, the regional or local authority responsible for regulating traffic, following a binding report from the body responsible for the road, will determine the sections of the road network in which lanes will be reserved for HOV, they will set the conditions of use and will publish, in the manner indicated in article 39.4, the list of sections of the road network in which said lanes are enabled.

High occupancy vehicle (HOV) is understood to mean those vehicles exclusively intended for the transport of persons, whose weight does not exceed 3,500 kg and which are occupied by a minimum number of persons determined by the competent authority according to the traffic circumstances.

3. Infractions to the rules established in section 2 regarding traffic in the opposite direction to that established shall be considered very serious.



SECTION 3 HARD SHOULDERS

Article 36 Driver obligations

1. Drivers of animal-drawn vehicles, special vehicles with a maximum authorised mass not exceeding 3,500 kilograms, cycles, motorcycles, vehicles for people with reduced mobility or vehicles following cyclists, in the event that there is no lane or part of road specially dedicated to them, will drive on the hard shoulder to their right, if it is passable and sufficient for each one of them, and, where not, they will use the main part of the road.



On this picture we can see that there is cycle lane, for that reason, we must use it.

They must also drive on the hard shoulder on the right, or, in the circumstances referred to in this section, on the main part of the road, those drivers of vehicles whose maximum authorised mass does not exceed 3,500 kilograms, in an emergency, or driving at an abnormally slow speed, thereby seriously disturbing the traffic flow.







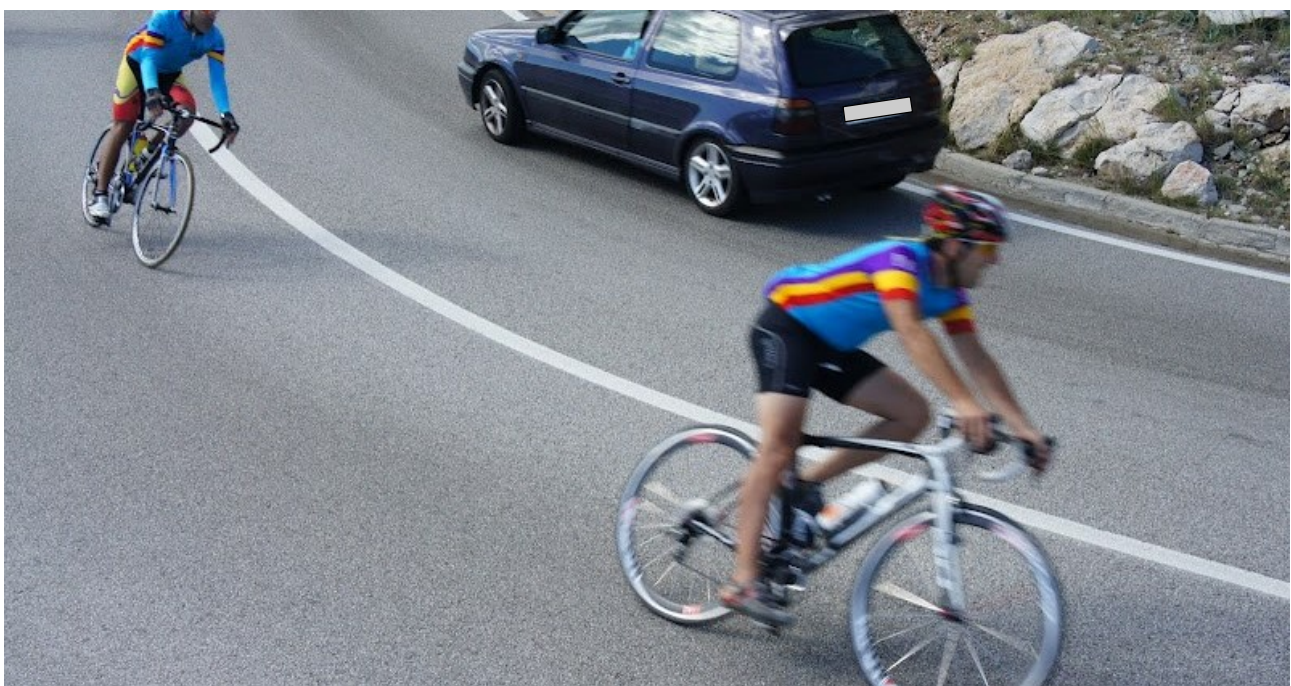


Motorcycles may not drive on the hard shoulder under any circumstances.

With the change in the law regarding driving licences, any driver that has held a "B" type driver's licence for more than 3 years, will be able to drive a 125 cc motorcycle without the need for a prior examination.

This change in the law is causing cases of drivers who have never driven a motorcycle, and have little or no experience, to drive at very low speeds on the hard shoulder. In these cases, they should first buy a moped to acquire the confidence and safety skills and then upgrade. The law does not include any exception for the use of motorcycles on the hard shoulder, therefore you should always ride on the road.

On long descents with curves, when safety permits, cyclists can leave the hard shoulder and drive on the right side of the road when needed.





It is not allowed to cross the solid lane and cycle on the other lane. Solid lines must be respected by all drivers included cyclists.

2. It is forbidden for the vehicles listed in the previous section to travel side by side, except for bicycles, which may do so in a column of two, keeping as far to the extreme right of the road, and in single file when there is reduced visibility, or when they may cause problems to other traffic. On motorways they are only allowed to travel on the hard shoulder, without encroaching the road for any reason.



Exceptionally, when the hard shoulder permits, mopeds may travel side by side, without encroaching the road for any reason.



Here, a DGT helicopter equipped with Pegasus monitoring equipment has recorded cyclists breaking the law and riding in a dangerous manner. The helicopter crew has contacted ground patrols to intercept the cyclists and fine them for the infractions.



3. The driver of any of the vehicles listed in section 1, except bicycles, cannot overtake another vehicle if the time the vehicles are parallel exceeds 15 seconds or the distance travelled to overtake exceeds 200 metres .

4. Specific regulations will apply to historical vehicles.

5. Infractions to the provisions in section 3 will be considered serious.

SECTION 4 SPECIAL DIVERSIONS OF TRAFFIC FLOW AND THE USE OF ROADS, LANES & HARD SHOULDERS

Article 37 Special traffic regulation for safety reasons or traffic flow

1. When safety or traffic flow warrants it, a change in traffic direction may be ordered by the competent authority, the total or partial restriction of access to parts of the road, either in general, for certain vehicles or users, the closing of certain routes, obligatory diversions or the use of hard shoulders or lanes in the opposite direction to that normally foreseen (article 16.1 of the articulated text).

2. In order to avoid traffic jams and ensure traffic flow, restrictions or limitations may be imposed on certain vehicles and specific routes, which will be mandatory for the users affected (article 16.2 of the articulated text).

3. The closure of a road covered by the legislation on traffic, flow of motor vehicles and road safety will only be carried out on an exceptional basis and must be expressly authorised by the autonomous body Central Traffic Headquarters or, as the case may be, by the autonomous or local authority responsible for regulating traffic, unless it is caused by physical deficiencies of the infrastructure or by carrying out works on it; in this case the authority will be the owner of the road, who should whenever possible, authorise an alternative route and its signalling. The closing and opening to traffic must be executed, in any case, by the agents of the authority responsible for the surveillance and discipline of the traffic or of the personnel dependent on the body responsible for the operation. The competent authorities who authorise the road closure are to publish information of the closures they have agreed upon.

4. The autonomous body Central Traffic Headquarters or, where appropriate, the regional or local authority responsible for regulating traffic, as well as the bodies responsible for the roads, may impose restrictions or limitations on traffic for reasons of road safety or traffic flow, at the request of the owner of the road or other entities, such as concession companies of toll roads, and the petitioner will be obliged to signal the corresponding alternative route set by the traffic authority, throughout its journey.

5. Diversions contrary to those stipulated will be considered a very serious fault.

Travel without the corresponding authorisation through routes subject to restrictions or limitations imposed for reasons of road safety or traffic flow will be sanctioned.

Article 38 Travel on motorways (autopistas and autovías)

1. It is forbidden to drive on motorways with animal-drawn vehicles, bicycles, motorcycles and vehicles for people with reduced mobility (article 18.1 of the articulated text).



Notwithstanding the provisions of the previous paragraph, riders of bicycles over 14 years old may ride on the hard shoulders of the motorways, unless, for justified reasons of road safety, they are prohibited by the appropriate signalling. Said prohibition will be complemented with a panel that reports the alternative route.



Under no circumstances will the use of bicycles be authorised on autopistas, but may be allowed on some autovías. You should check the autovía's road signs to confirm which vehicles are forbidden.

Difference between an autopista and autovía

Technically, the difference between an autopista and autovía is in the design. An autopista is a motorway for cars and land cargo with wide curves and runs at a constant maximum permitted speed of 120 kilometres per hour, not normally requiring a speed reduction (with exceptions).

2. Any driver who, for reasons of emergency, is forced to drive their vehicle on a motorway at abnormally reduced speed, regulated in article 49.1, must leave it by the first exit.



For safety reasons, if you suffer a breakdown on the motorway you should not continue driving on it, but leave at the nearest exit.

3. Those special vehicles or special transport systems that exceed the weights or dimensions established in the General Vehicle Regulations may travel, exceptionally, on motorways when this is indicated in the complementary authorisation that must be provided, and those that do not exceed said weights or dimensions, when, according to their characteristics, may drive faster than 60 kilometres per hour on level ground and comply with the conditions indicated in annex III of this regulation.

Article 39 Traffic flow limitations

1. Subject to the provisions of the following sections, temporary or permanent traffic limitations may be established on the routes covered by the legislation on traffic, motor vehicle traffic and road safety, when required by safety or traffic flow considerations.







2. On certain routes, or in parts or sections of them included within the interurban public roads, as well as in urban sections, including crossings, temporary or permanent restrictions may be established on the movement of lorries with a maximum authorised mass exceeding 3,500 kgs, vans, joined vehicles, articulated vehicles and special vehicles, as well as vehicles in general that do not reach or are not allowed to reach the minimum speed that could be fixed when, due to holidays, seasonal vacations or mass movements of vehicles, high traffic volume is foreseen, or when the prevailing conditions make it necessary or convenient.



R200
Prohibited to
pass without
stopping



R201
Weight limit



R202
Axle weight
limit



R203
Length limit



R204
Width limit



R205
Height limit



Likewise, for security reasons, temporary or permanent restrictions may be established on the circulation of vehicles in which their own dangerousness or that of their cargo warrants their removal from urban centres, or from environmentally-sensitive areas or from sections such as bridges or tunnels, or their movement outside of peak traffic hours.



3. It is necessary to communicate the aforementioned restrictions to the Jefatura Central de Tráfico (Central Traffic Authority) or, where appropriate, to the traffic authority of the autonomous region handling the situation.

4. The restrictions will be published, in every case, a minimum of eight working days in advance, in the Boletín Oficial del Estado (Official State Gazette) and, optionally, in the official journals of the autonomous regions affected.

In exceptional or unforeseen circumstances, when it is deemed necessary to achieve greater flow or safety of traffic, it will be the traffic officers responsible for traffic surveillance and discipline who, during the necessary time, will determine any appropriate restrictive measures to be taken.



5. In the case of an emergency, special authorisation may be granted for the movement of vehicles within the routes and time limits which are subject to the restrictions imposed in accordance with the provisions of the preceding sections, after justifying the absolute necessity of carrying out the journey along these routes and in the periods subject to restriction.

In these special cases, the registration number and main characteristics of the vehicle referred to, the transported merchandise, the routes affected and the special conditions applying, must be stated.

6. The authorisations referred to in the previous section will be granted to the authority that established the restrictions.

7. The restrictions on circulation regulated in this article are independent and do not exclude those established by other authorities according to their specific competencies.

8. Drivers of vehicles travelling on restricted roads without the authorisation mentioned in section 5 will be considered to be guilty of an infraction.

Article 40 Reversible traffic lanes

1. On two-lane roads, when the broken double line markings delimit a lane on both sides, this indicates that the lane is reversible, i.e. traffic can be regulated in one direction or the other by means of traffic lights or other means. Drivers travelling in these lanes must use at least dipped headlights on their vehicles, both day and night, in accordance with the provisions of article 104.

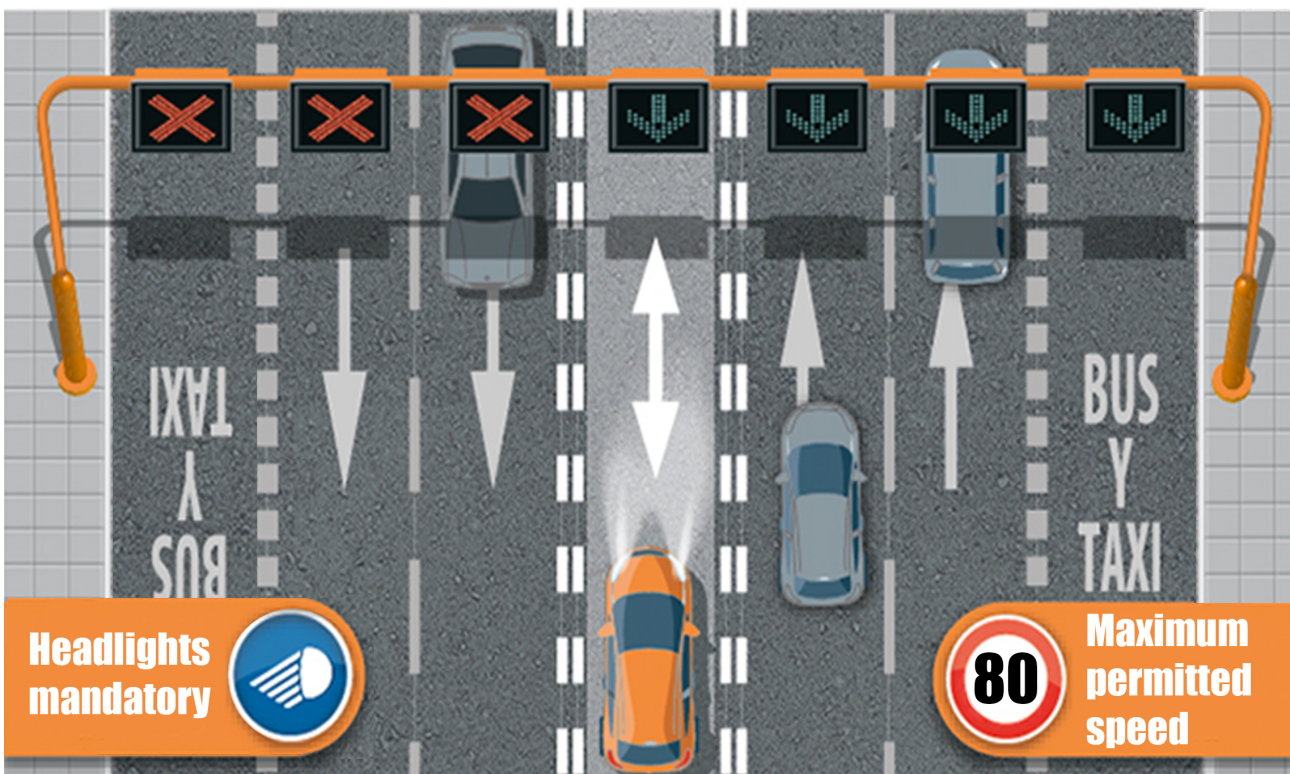
Driving in a reversible traffic lane without the flow permitting arrow or head lights being on, will be punished as a serious infraction.

2. Drivers of vehicles moving in the opposite direction to that stipulated will be guilty of serious infractions, as stated in article 65.5.f) of said text.

Article 41 Lanes used for traffic moving in the opposite direction from usual

1. In order to improve traffic flow, when there is more than one lane of traffic in each direction of travel, the traffic authorities may enable lanes for use in the opposite direction to the usual, duly marked in accordance with the provisions of article 144.





The use of lanes enabled for traffic in the opposite direction to the usual is limited to motorcycles and cars, and it is therefore forbidden to other vehicles, including passenger cars with a trailer. The users of this type of lanes will always drive with dipped headlights, at least, both day and night, at a maximum speed of 80 km/hour and a minimum of 60 km/hour, or lower if so established or specifically signposted, and may not move to the side invading the lane or lanes destined for the normal direction of movement, not even to overtake.



Drivers of vehicles travelling in lanes intended for the normal direction of traffic, adjacent to the one enabled for traffic in the opposite direction to the usual, may also not move sideways, invading those lanes enabled for use in the opposite direction to the usual; they will use, at the very least, dipped headlights, both day and night; and, in addition, if they have only one lane in their direction of movement, they will do so at a maximum speed of 80 km/hour and a minimum of 60 km/hour, or lower if so established or specifically marked, and if they have more than one lane in their direction of travel, they will travel at the speeds established in articles 48.1.a) 1st and 2nd, 49 and 50. These drivers will take special care to avoid moving the mobile, or permanent, cones or beacons.



The highway authorities may also enable lanes for use in the opposite direction to the usual, in agreement with the Jefatura Central de Tráfico (Central Traffic Headquarters) or, where appropriate, with the autonomous authority responsible for traffic, when carrying out road works on the highway, and in this case all types of roadworthy vehicles may use these lanes, unless expressly prohibited, under the same conditions established in the preceding paragraphs.

2. Drivers travelling in the direction opposite to that stipulated or in violation of the speed limits will be considered to be guilty of very serious infractions, in the first case, and serious or very serious infractions, as appropriate, in the case of excessive speed.

Article 42 Additional traffic lanes in certain situations

1. On roads with two-way traffic and hard shoulders, when the width of the road allows it, the traffic authorities may enable an additional lane of traffic to be used by vehicles in the centre of the road, in one of the directions of travel, by using provisional signalling and cones.



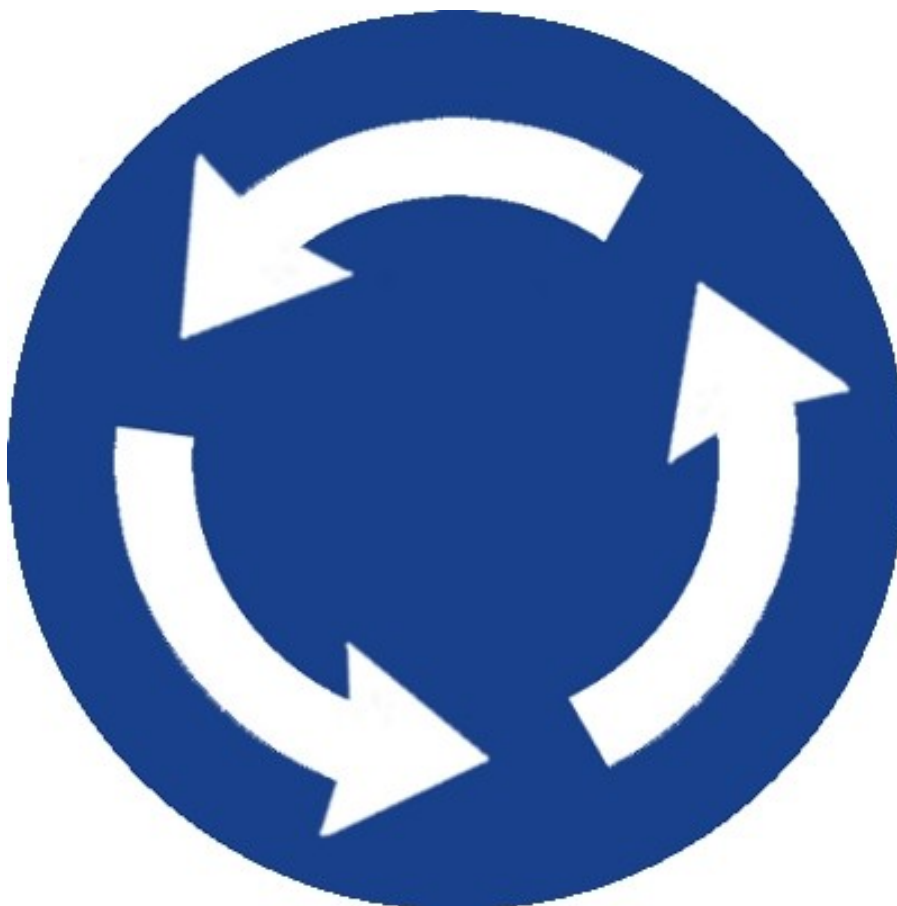
Enabling this additional lane of traffic means, by using both hard shoulders, having two lanes in one direction of travel and one in the other direction. In any case, this circumstance will be duly signalled. Vehicles travelling on the hard shoulders, and on said additional lane, will do so at a maximum speed of 80 kilometres per hour and a minimum of 60 kilometres per hour, or lower if so established or specifically signalled, and they must use at least dipped headlights or emergency lighting (hazard lights), both day and night, and should observe, as applicable, the rules contained in the previous article.

2. Drivers of vehicles travelling in the direction opposite to that stipulated or in violation of the speed limits will be considered to be guilty of very serious infractions, in the first case, and serious or very serious infractions, as appropriate, in the case of excessive speed.

SECTION 5 SHELTERS, ISLANDS OR GUIDING DEVICES

Article 43 Direction of traffic

1. When there are shelters, islands or guiding devices on the road, vehicles will pass on the right hand side of these, in the direction of travel, except when these are located on a one-way road or in the lane with a single direction of traffic, in which case they can be passed on either side.
2. On squares, roundabouts and intersections, vehicles will drive to the right of these constructions.



3. Drivers of vehicles moving in the opposite direction to that stipulated will be considered to have committed a very serious infraction, even if there are no shelters, islands or other traffic devices.

SECTION 6 DIVISION OF THE ROADS INTO LANES

Article 44 Use of lanes

1. On roads divided into two directions, with a central divider, vehicles must use the lane furthest to the right.
2. On three-lane roads, the centre lane could be for use in both directions, or in only one direction, permanently or temporarily, according to the signage in place, and the lanes to the side are to be used in only one direction, unless the Jefatura Central de Tráfico (Central Traffic Headquarters) or, in each case, the autonomous or local authority responsible for traffic, establishes for these lanes or some of these lanes to be used in another direction, which would need to be appropriately marked.
3. Drivers of vehicles moving in the opposite direction to that stipulated will be considered to have committed a very serious infraction.

CHAPTER 2 Speed

SECTION 1 SPEED LIMITS

Article 45 Adaptation of speed to the circumstances

Every driver is obliged to respect the established speed limits and additionally take into account, their own physical and mental conditions, the characteristics and condition of the road, the vehicle and its load, the meteorological, environmental and traffic conditions, and, in general, any circumstance that may occur at any time, in order to adapt the speed of their vehicle to them, so that you can always stop within the limits of your field of vision and any obstacle that may arise.





Sometimes we drive in adverse weather conditions (rain, snow, ...), remember that in these cases, you must adapt your speed to the state of the road.

There are often many incidents with the first rain / snow, because the driver does not realise the risk of continuing to drive at the same speed that they been doing; because of the loss of tyre grip on the road, made worse by a dry covering between the surface and water, the braking distance increases, so we must reduce speed to the conditions for us to control the vehicle in any circumstance.

Remember that if you have a collision in which it is proven that the main cause was not adapting the speed to the state of the road, you could be fined.

Article 46 Moderation of speed - Cases

1. You are to drive at a moderate speed and, if necessary, stop the vehicle when circumstances demand it, especially in the following cases:

A) When there are pedestrians on the part of the road that is being used or if rationally it could be foreseen, especially if it is children, the elderly, the blind or other people that are clearly disabled.



B) When approaching cyclists, at intersections and in the vicinity of cycle lanes and pedestrian crossings not regulated by traffic lights or traffic controllers, as well as when approaching markets, educational centres or to places where the presence of children is likely.



C) When there are animals on the part of the road that is being used or if rationally it could be foreseen.



P-23

Warning of domestic
animals



P-24

Warning of wild animals



D) In areas with buildings, that have immediate access to the part of the road that is being used.



E) When approaching a bus at a bus stop, especially if it is a school bus.



F) Out of built up areas, when approaching immobilised vehicles on the road and near cyclists on the road or it's hard shoulder.



G) When travelling on a slippery road or when water, gravel or other materials may be splashed or sprayed onto other road users.



H) When approaching level crossings, roundabouts and intersections in which priority is not granted, and to places of reduced visibility or narrowing.



If the intersection is properly marked but the visibility of the road is practically zero, the speed of the vehicle should not exceed 50 kilometres per hour.

I) When passing another vehicle, if the circumstances of the road, vehicles or weather / environmental conditions do not allow it to be carried out safely.



J) In bright sunlight / glare.



K) In dense fog, heavy rain, snow or clouds of dust or smoke.



Every driver must travel at a speed that allows the vehicle to stop within the limits of their field of vision, and before any obstacle that may arise. Remember that in all circumstances, if the vehicle driving in front of you stops and you hit it, you will be responsible for not having kept "a safe distance"; one that allows you to stop the vehicle without colliding with the vehicle in front of you.

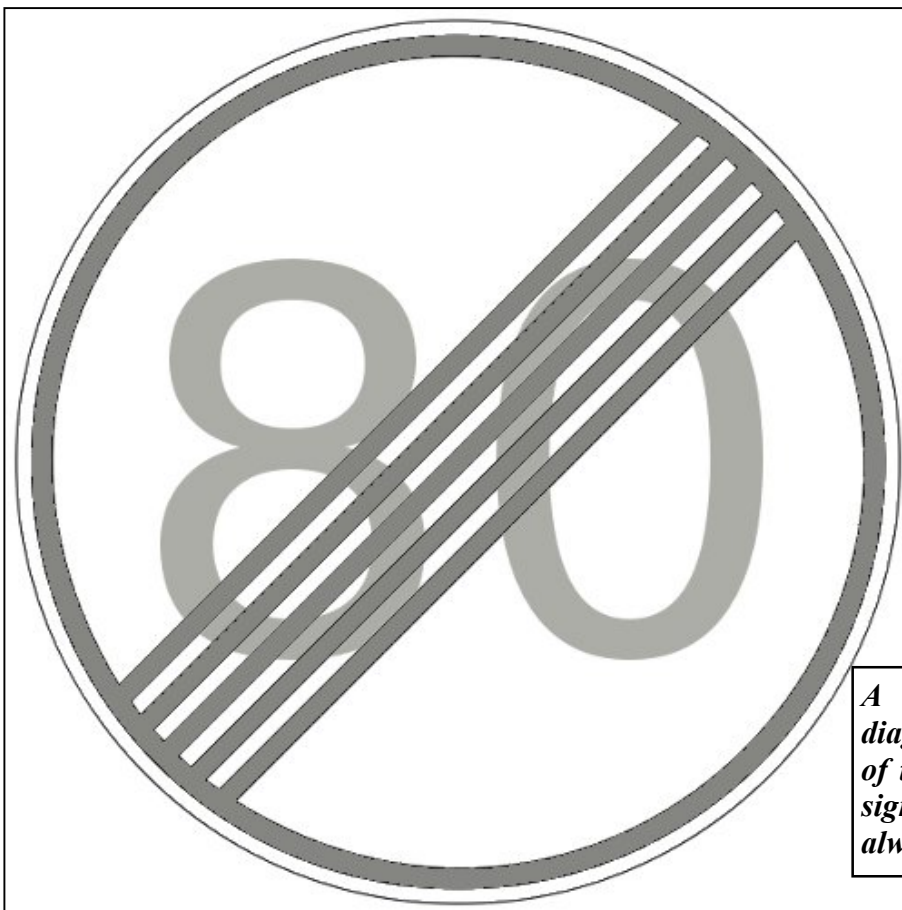
If a driver brakes abruptly when they sense a possible mobile / fixed radar, thereby creating a risk for the vehicles driving behind them, this is not considered "a moderation of speed". This behaviour will be classed as a serious infringement of the rules.

2. Infractions to these rules will be considered serious or very serious.

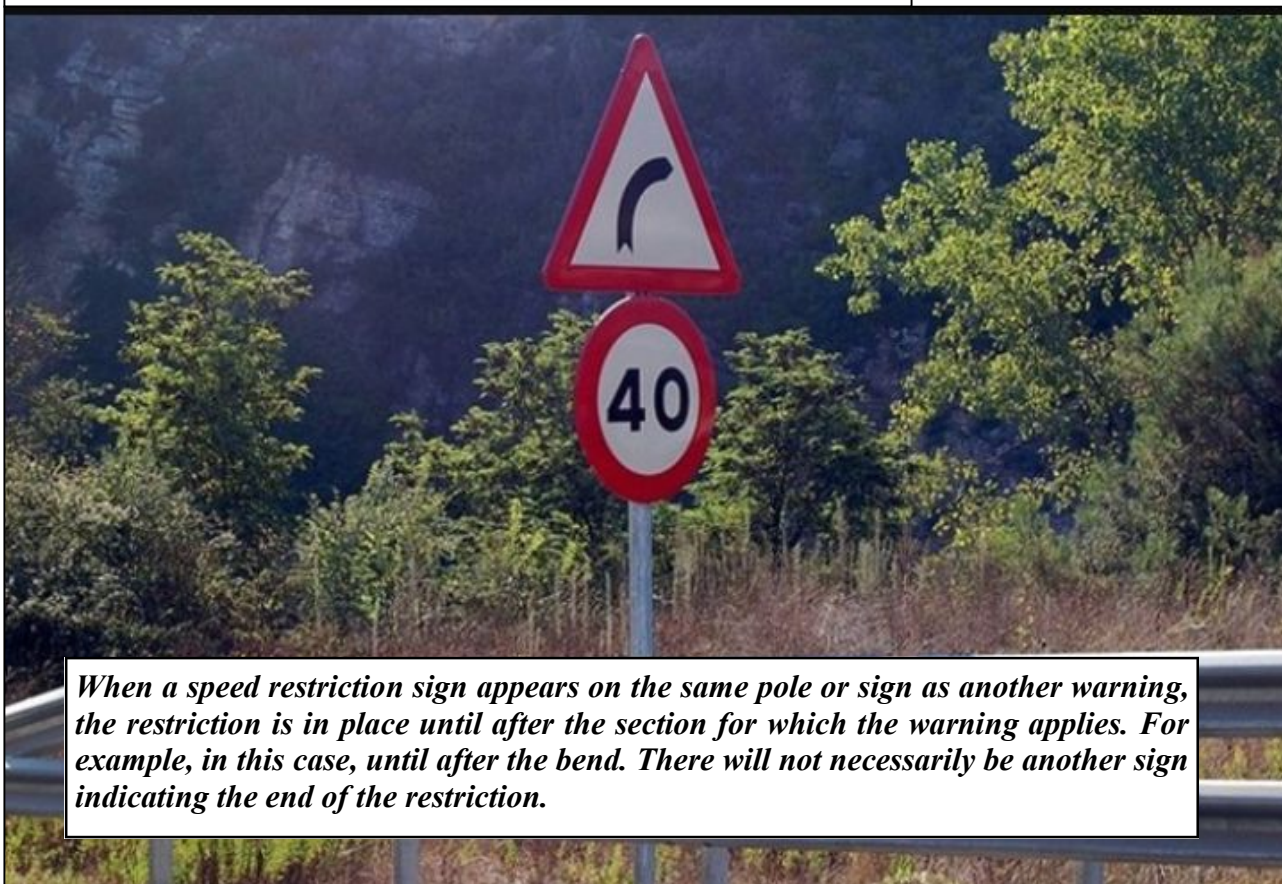
Article 47 Maximum and minimum permitted speeds

The road authority shall display, by means of corresponding signs, the specific speed limits that apply according to the characteristics of that section of the road. In the absence of any specific signs, the normal rules for that type of road will comply.





A white and grey sign with diagonal bars indicates the end of the restriction visible on the sign. These signs are not always used however.



When a speed restriction sign appears on the same pole or sign as another warning, the restriction is in place until after the section for which the warning applies. For example, in this case, until after the bend. There will not necessarily be another sign indicating the end of the restriction.

The autonomous body Central Traffic Headquarters or, where appropriate, the regional or local authority responsible for the regulation and control of traffic, when the traffic conditions require, may set speed limitations on a temporary basis with the corresponding signs or variable signalling.



This is a relatively new sign, intended to offer extra protection towards cyclists. The maximum permitted speed limit is applicable on the days and times stated. Outside these times, normal rules apply. The sign also serves as a reminder to give cyclists sufficient room when overtaking. The sign on the right indicates the end of the restriction.

Article 48 Maximum speeds on roads out of town

1. The maximum speeds that must not be exceeded, except in the cases provided for in Article 51, are the following:

a)

	Passenger cars, motor-cycles, motor homes with a maximum authorised mass of 3,500 kg or less, pick-ups	Trucks, tractors, vans, motor homes with a maximum authorised mass exceeding 3,500 kg, articulated vehicles, cars with trailers and other vehicles	Buses, vehicles derived from passenger cars and adaptable mixed vehicles
Motorways (Autopistas y autovías)	120	90	100
Conventional roads	90	80	90

1. On conventional roads with a physical separation between the two directions of traffic, the managers of the road may set a maximum limit of 100 kilometres per hour for cars, motorcycles and motor homes with maximum authorised mass equal to or less than 3,500 kg.

2. For three-wheeled vehicles assimilated to motorcycles, the same speed limits that are established for two-wheeled motorcycles apply.

b) For vehicles that performing school transport and carrying children or transporting dangerous goods, the maximum speed set in paragraph a) will be reduced by 10 kilometres per hour, depending on the type of vehicle and the road it is travelling.



In the event that a bus is carrying standing passengers, if authorised, or in the event that the bus is not equipped with a seat belt, the maximum permitted speed on conventional roads will be 80 kilometres per hour.



c) For special vehicles and vehicle assemblies, even if only one of the elements that make up the assembly is of such nature:





1. If they do not have braking signalling, they have a trailer or they are power tillers: 25 kilometres per hour.

2. The remaining special vehicles: 40 kilometres per hour, except when they can develop a speed higher than 60 kilometres per hour on level ground according to their characteristics, and meet the conditions indicated in the regulations governing vehicles; in this case, the maximum speed will be 70 kilometres per hour.





d) For vehicles under special transport, as indicated in annex III of this regulation.

e) For cycles, two and three wheeled mopeds and light quadricycles: 45 kilometres per hour. However, bicycle riders may exceed this maximum speed in those sections in which the circumstances of the road allows them to develop a higher speed.



f) On unpaved roads, the maximum speed limit will be 30 kilometres per hour.

g) Vehicles that, for reasons of testing or experimentation, have been granted a special permit for testing may exceed the maximum speed set at 30 kilometres per hour, but only within the fixed itinerary and in no case when they travel through urban roads, crossings or sections where there is specific signage that limits speed.

h) Three-wheeled and quadricycle vehicles on any type of road where their movement is allowed, the limit of 70 kilometres per hour applies.

2. Violations of the rules of this provision will be considered as serious or very serious, as appropriate for speeding, as provided in articles 76.a) and 77.a), both of the rewritten text of the Tráfico, Circulación de Vehículos a Motor y Seguridad Vial.

Last update published on 29/12/2018, effective as of 29/01/2019.

MAXIMUM PERMITTED SPEED LIMITS ON THE ROADS OF SPAIN*



Car
Motorbike
Small Motorhome
Pick-up

Bus
Car Derivatives
Mixed Adapted Vehicles

Truck
Van
Large Motorhome
Articulated Vehicles
Vehicle with Trailer
Others

Bicycle
Moped

*Where no other restrictions apply

**Where permitted

Article 49 Minimum permitted speeds in and out of towns and villages

VEHICLE TYPES	ROAD	Motorways (Autopistas and autovías)		Conventional roads with hard shoulder of 1.5		Other conventional roads		Urban roads	
Cars and motorbikes, vehicles with three wheels		120	60	100	50	90	45	50	25
Buses, derivatives of cars, motor homes, mixed vehicles		100	60	90	45	80	40	50	25
Trucks, articulated vehicles, vans, large motor homes		90	60	80	40	70	35	50	25
Vehicles with trailer up to 750kg		90	60	80	40	70	35	50	25
Other vehicles towing a trailer		80	60	80	40	70	35	50	25

1. The normal driving of a vehicle must not be obstructed by a slow-moving vehicle driving at an abnormally reduced speed without a good reason. Thus travelling on motorways at a speed of less than 60 kilometres per hour is prohibited, and on other roads, it is not permitted to drive at a speed less than half of the general limit indicated for each category of vehicles in this chapter, even if no other vehicles are on the road.

2. It is permitted to drive below minimum speed limits in the cases of special vehicles and when the traffic circumstances dictate, a vehicle or road prevent maintaining a speed above the minimum, without risk to the movement of vehicles, as well as in cases to protect or accompany other vehicles for which the speed needs to be adapted to that of the accompanied vehicle.



In these cases, the escort vehicles must show V-21 or V-22 signs on the upper part, as applicable, as written in article 173.



3. When a vehicle cannot reach the minimum speed required and there is a danger, they must use their emergency hazard lights.

4. Violating these rules will be considered serious.

Article 50 Speed limits on urban roads and crossings

1. The maximum speed that vehicles must not exceed on urban roads and crossings is generally 50 kilometres per hour, except for vehicles that transport dangerous goods, which need to drive at a maximum of 40 kilometres per hour.



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These limits may be reduced in particularly dangerous journeys by agreement of the municipal authority with the owner of the road, and on urban roads, by the decision of the relevant body of the local municipality.

Under the same conditions, the limits may be extended by the use of appropriate signs, on crossings and on motorways within the town, without exceeding at any time the general limits established for such roads outside the town. In the absence of signs, the maximum speed that vehicles should not exceed on motorways within an urban area will be 80 kilometres per hour.



Buses that carry standing passengers with authorisation may not exceed the maximum speed established in article 48.1.b) under the circumstances discussed in the previous paragraph.

2. Infractions to these norms will be considered as serious as detailed in article 65.4.c), unless they are considered as very serious.







In some cities they are beginning to apply in certain areas a speed limit of 30 kilometres per hour, as these are areas shared by both bicycles and cars, therefore reducing traffic collisions and the consequences from them. In streets where the speed limit is 30 kilometres per hour, you will find that the bike lane is signposted in the middle of the road because preference is given to bicycles on these roads, so they can ride in the middle of the road like the rest of the vehicles if it is indicated.

