

SECTION 3 RULES OF BEHAVIOUR FOR DRIVERS IN RESPECT OF CYCLISTS, PEDESTRIANS, AND ANIMALS

Article 64 General rules and priority for passing cyclists

Generally, if their route is blocked, drivers have priority over pedestrians and animals on roads and hard shoulders except in the cases detailed in articles 65 and 66, where they should let them through, stopping if necessary.

Cyclists have priority over motor vehicles:

A) when they are in a bicycle lane, a cycle crossing, or a properly signposted hard shoulder.



*In the picture above, there is a lane designed for cyclists next to the pedestrian crossing. In this case, the cyclist is permitted to ride across, in that lane.
In the picture below, there is only a pedestrian crossing, and so the cyclist must dismount and walk with the bicycle.*





In both these pictures, cyclists are riding across the pedestrian crossing. This is not allowed. In this case, the cyclists must dismount and walk with their bicycles, as per the image on the previous page.





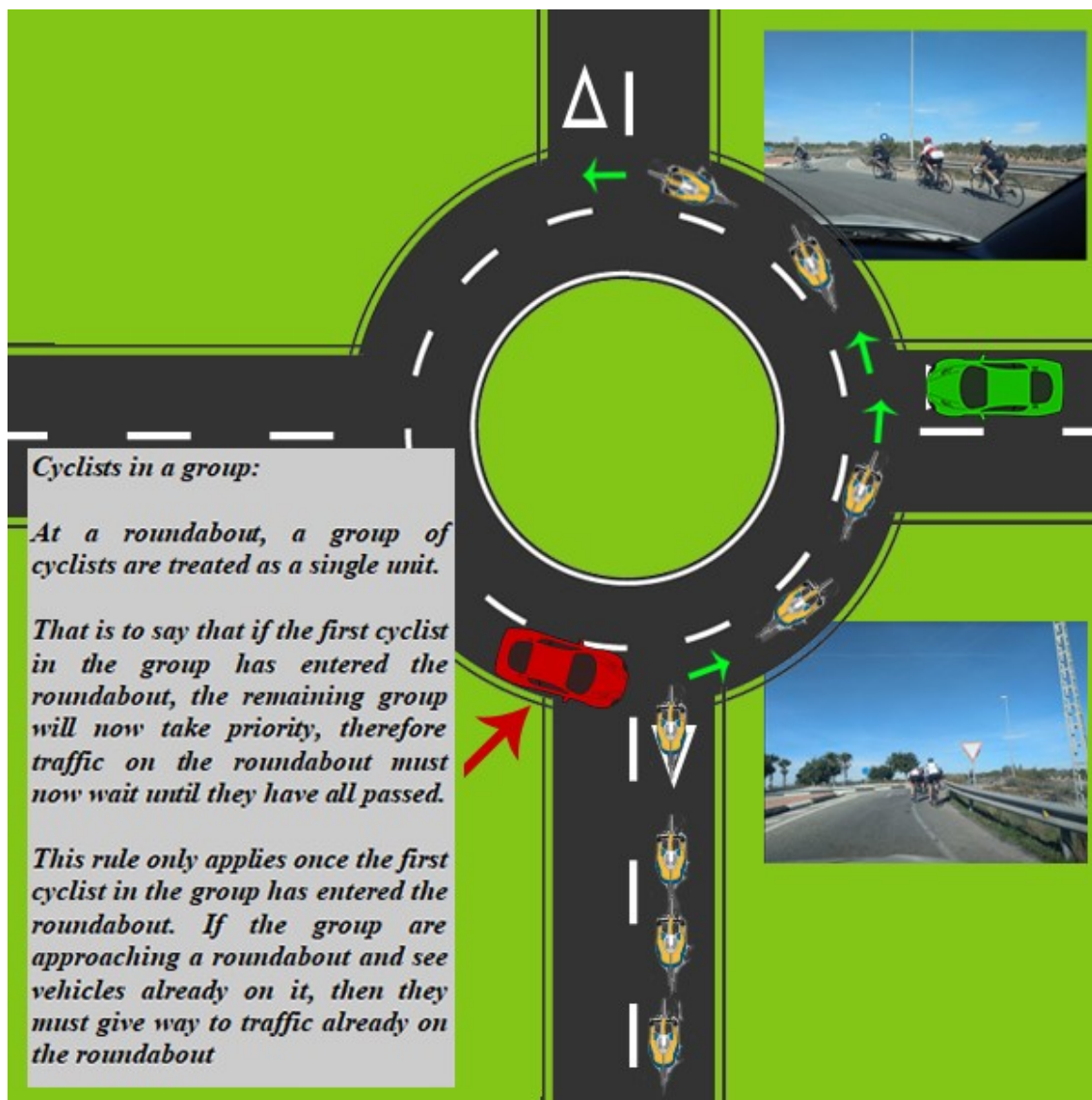
When crossing the road, we must differentiate between a pedestrian and cyclist crossing. On pedestrian crossings, cyclists must dismount to cross the road, pushing the bike while doing so. At cycle crossings, however, cyclists can cross without dismounting because the crossings are designed for the purpose.

Remember that if cyclists do not cross the road correctly and have an incident on a pedestrian crossing, they may be held responsible and for any damage caused to another party.

B) when they are in the vicinity of a motor vehicle making a legal turn left or right onto another road.



C) when they are riding in a group, the first of which has started a crossing or entered a roundabout.



At a roundabout, a group of cyclists are treated as a single unit. That is to say that if the first cyclist in the group has entered the roundabout, the remaining group will now take priority, therefore traffic on the roundabout must now wait until they have all passed.

However, this rule is on the assumption that the first cyclist has already entered the roundabout. If the group are approaching a roundabout and see vehicles already on it, then they must give way to traffic already on the roundabout, in the same way as if they were a single cycle, or a car, for example.

It is only when the first cyclist in the group has already entered the roundabout that the rest can then follow.

In other cases the general rules concerning priority between vehicles apply.

Article 65 Priority of drivers over pedestrians

1. Drivers have priority over pedestrians except in the following cases:

A) in properly designated zebra crossings.





B) when a driver finds pedestrians crossing when turning into another road, even if there is no zebra crossing.

C) when the vehicle crosses a pavement on which there are pedestrians who don't have a designated area.



2. When vehicles cross designated zones in pedestrian areas, drivers must give way to pedestrians.



3. They must also give way:

A) to pedestrians who are getting on or off a bus, at a designated stop, when they are between the vehicle and a pedestrian area or nearest place of safety.



B) to military personnel in uniform, groups of schoolchildren, or organised marches (article 23.3 of the law).



4. Offences under the terms of these rules are considered serious.

Article 66 Priority of drivers over animals

1. Drivers have priority over animals except in the following cases:

A) in properly signposted cattle tracks



B) when a driver is turning into another road and there are animals crossing even where there is no crossing place for them

C) when the vehicle crosses a pavement where animals are passing in the absence of a dedicated track for them.

2. Animal tracks and cattle grids have signposts saying «cañada» (animal track), which are placed under the sign «Domestic Animals Crossing», with their layout perpendicular to the direction of traffic, and the right side, easily visible to drivers of vehicles affected.

These signposts must be accompanied by the corresponding speed limit signs.





3. Offences under the terms of these rules are considered serious, pursuant to article 65.4 c).

SECTION 4 EMERGENCY SERVICES VEHICLES

Article 67 Priority vehicles

1. Public and private emergency services vehicles have priority over other vehicles and road users when they are engaged in service. They may exceed speed limits and do not have to comply with other rules or signs in the situations and with the conditions determined in this section (article 25).



2. Drivers of these emergency services vehicles will use this special regime judiciously and only when carrying out an emergency service, and will take care not to violate the priority at junctions or traffic lights without first taking the utmost precautions, until they are convinced that there is no risk of knocking down pedestrians and that drivers of other vehicles have stopped or are giving way to them.

When an emergency vehicle is in service, its driver will pay particular attention and take the utmost precautions to ensure that there is no risk of running over pedestrians, and that drivers of other vehicles have stopped to give way or are about to do so.

3. The installation of light-emitting devices and special acoustic signals in emergency vehicles requires authorisation from the relevant Provincial Traffic Headquarters, pursuant to the regulations governing vehicles.

Article 68 Rights of drivers of priority vehicles

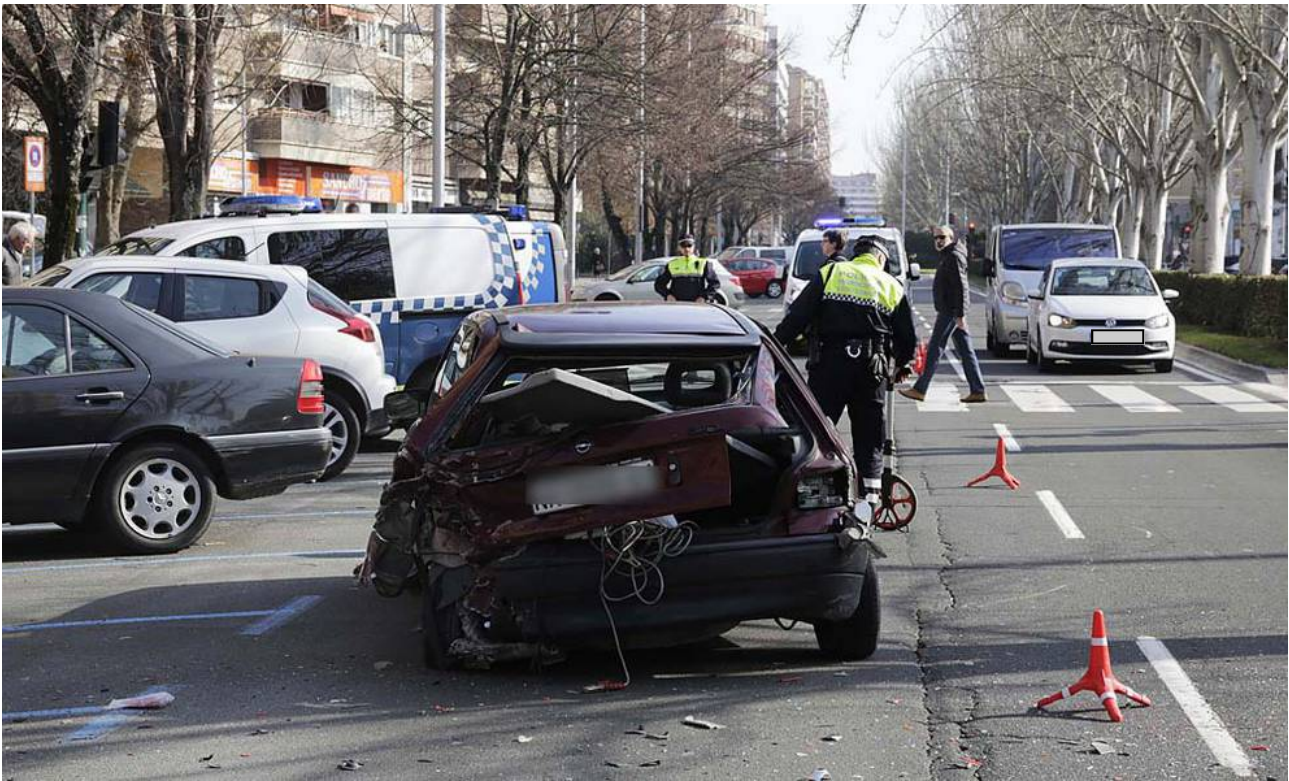
1. Drivers of priority vehicles must observe the principles of this regulation, although, provided they have ensured that they do not endanger any road user, they may fail to comply subject to this being at their own responsibility, except for the orders and signals of police officers, which are always mandatory.



The drivers of such vehicles may also, exceptionally, when they drive on a motorway or dual-carriageway on urgent service and do not endanger the safety of any user, turn around or reverse, or drive in the opposite direction to the traffic, provided they do so using the hard shoulder, or go over the central reservation or crossing sections of this.

The agents of the authority responsible for surveillance, regulation and control of traffic may use or locate their vehicles in the part of the road that is necessary when they provide assistance to the users of it or as required by the needs of the service or of the traffic. Likewise, they will determine in each specific case the places where emergency services vehicles or other special services should be positioned.





2. Vehicles of the police, fire fighting, public safety and rescue services, and of health care, public or private, that travel on urgent service and whose drivers warn of their presence by means of the simultaneous use of the illuminated signal, to which article 173 refers, and of equipment that emits special acoustic signals, to which the regulations refer, will have the status of priority vehicles.

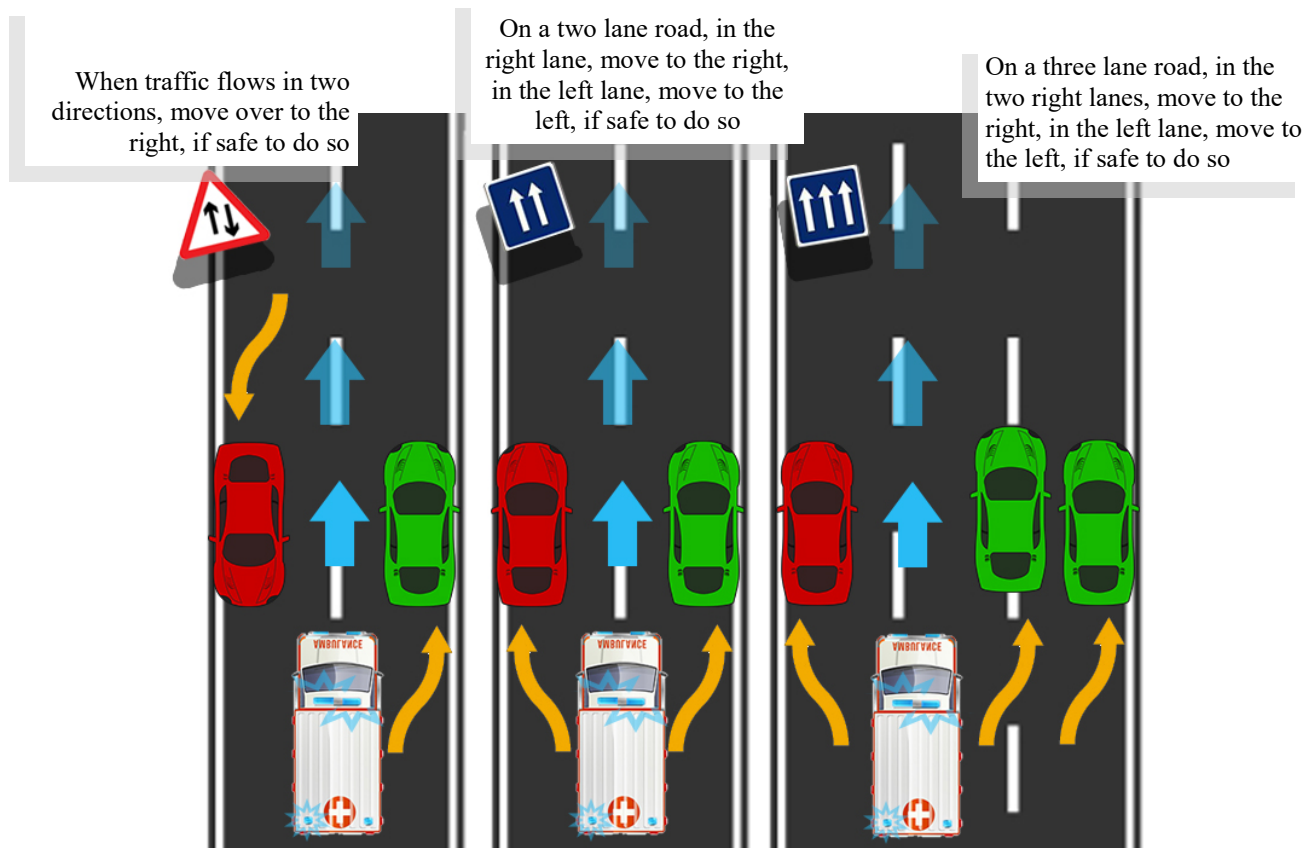
As an exception to the provisions of the previous paragraph, drivers of priority vehicles must use the light signal on its own when the omission of the special acoustic signals does not entail any danger to other users.

3. Breaches of the regulations of this rule will be considered as serious.

Article 69 Behaviour of other drivers regarding priority vehicles

As soon as they notice the special signals that notify the proximity of a priority vehicle, other drivers will adopt the appropriate measures, according to the circumstances of the time and place, to facilitate their passage, normally moving to their right or stopping if necessary.

What to do if an emergency vehicle approaches



This is sometimes called the “Emergency Corridor”



Failure to facilitate the passage of an emergency vehicle, after becoming aware of its presence, is grounds for a penalty for a serious driving offence. Be careful regarding loud music, or the use of headphones, as you could fail to hear the sound of the sirens of an emergency service vehicle .

When a police vehicle that shows its presence in accordance with the provisions of article 68.2 is located behind any other vehicle and also activates a device for emitting red lights in an intermittent or flashing way, the driver of the other vehicle must stop on the right-hand side, with the necessary precautions, in front of the police vehicle, in a place where he will not create significant risk or inconvenience for other road users, and will remain inside their vehicle. At all times the driver will adjust their behaviour to the instructions given by the police officer through the public address system or by any other means that may be clearly perceived by the former.





The Guardia Civil have a RED coloured light device installed on all of their vehicles, 2 and 4 wheeled, and when a driver sees this signal turned on, they must look for a safe area to stop their vehicle.

Once the vehicle is stopped, no occupant, including the driver, should get out of the vehicle, staying in the vehicle until the police officer approaches, which will be on the safest side according to the direction of the traffic.

Article 70 Non-priority vehicles in emergency service

1. If, as a result of particularly serious circumstances, the driver of a non-priority vehicle is forced, being unable to resort to any other means, to perform a service normally reserved for priority users, they will ensure that other users are warned of the special situation in which they are driving, using the horn intermittently and activating the hazard lights, if available, or by shaking a handkerchief or similar cloth from the window.
2. The drivers referred to in the previous section must respect traffic regulations, especially at intersections, and other road users will comply with the provisions of Article 69.
3. At any time, police officers may require justification of the circumstances referred to in paragraph 1.
4. Breaches of the regulations of this rule will be considered as serious.

This article talks about the use of private vehicles for emergency services; transfer of people whose seriousness forces them to be taken immediately to the nearest Health Centre, and there is no emergency service nearby. Such that a delay would carry a risk to the life of the injured person.

Remember that if you have to transfer a seriously ill person to a hospital, if the seriousness is such that you must do so as an emergency service vehicle, do not forget to signal this to other road users; use the horn, hazard lights and a white handkerchief if possible, otherwise put any other item of clothing out of the vehicle's window.

Do not forget that if you have to pass a junction or a traffic light where you do not have priority, travelling as an emergency service does not mean that you can cross it before you see that vehicles have stopped and pedestrians have also noticed your presence. No collision will be justified in which it can be shown that you did not take the necessary precautions.

There are cases of private vehicles driving on emergency service, ignoring any traffic regulations, without keeping basic safety standards, and endangering other road users. This behaviour is totally prohibited and is punishable.

This type of driving will be treated as a serious offence, very serious, or even a criminal charge if there has been a real risk to the lives of people.

CHAPTER IV Special vehicles and transports

Article 71 Traffic and signalling regulations

1. The traffic regulations will be those established in annex III of this regulation, in addition to the general rules that apply to them.

Special vehicles can only use the roads subject of traffic legislation to travel, not being able to carry out the tasks for which they are intended based on their technical characteristics, with the exception of those that carry out construction, repair or maintenance work on the roads exclusively in the areas where said works are carried out and those specifically designed to tow damaged, broken down or badly parked vehicles. Nor can special vehicles transport any cargo, except for those specifically intended to provide special transport services, for which they must provide the appropriate authorisation.



Drivers of special vehicles and, exceptionally, those who are not, used for construction, repair or maintenance of roads, are not required to observe the traffic regulations, provided that they are performing such work in the area where they are carried out, and they take the necessary precautions and the traffic is suitably controlled.

2. During the work, drivers of vehicles intended for works or services will use the V-2 light signal:

A) When they hold up or hinder traffic, only to indicate their position to other users, if they are vehicles specifically designed to tow those damaged, broken down or badly parked.



B) When working on cleaning, maintenance, signalling or, in general, repair of the roads, only to indicate their situation to other users, if this may pose a danger to them; the special vehicles destined for these purposes, if it is a motorway or dual carriageway, also, from their entrance to it until arriving at the place where the mentioned works are carried out.



3. Whilst driving, drivers of special vehicles or special transport must use the said illuminated signal both day and night, as long as they drive on public roads at a speed not exceeding 40 kilometres per hour. In case of failure of this signal, dipped-beam headlamps must be used together with hazard lights.



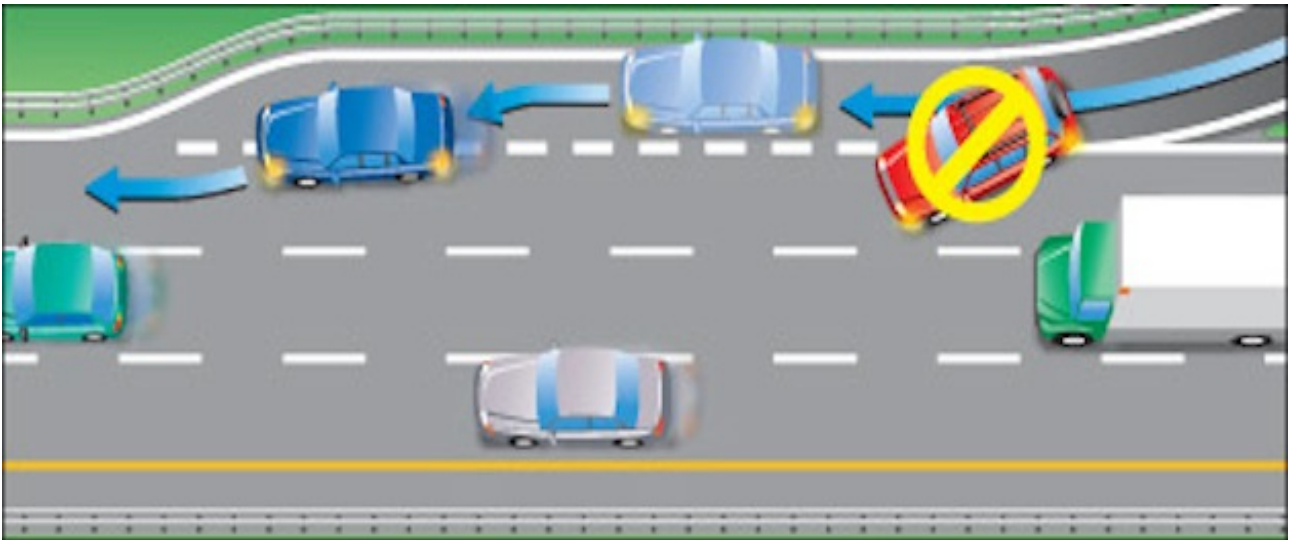
4. Breaches of the rules regarding the obligation to have installed in the vehicle the luminous signalling will be penalised in accordance with that set out in article 67.2 of the stated text.

CHAPTER V JOINING TRAFFIC

Article 72 Obligations of drivers who enter the traffic flow

1. The driver of a vehicle stopped or parked on a road or coming from the access roads to it, its service areas or an adjacent property, who intends to join the traffic flow, must first make sure, even following the signals of another person, if necessary, who can do so without danger to other users, giving way to other vehicles and taking into account the position, course and speed of these, and will advise that with the obligatory signals for these cases. If the road you are entering has an acceleration lane, the driver who joins that road will make sure to do so with speed suitable to the road.





2. Whenever a driver leaves a public road onto an exclusively private road, they must first make sure that they can do it without danger to anyone and carry it out at a speed that allows them to stop immediately, giving way to vehicles that are travelling on it, whatever the direction in which they are doing it.



3. A driver who joins traffic will use indicators to notify the manoeuvre in the manner provided in article 109.





4. On roads provided with an acceleration lane, the driver of a vehicle that intends to use it to enter the road must ensure, at the beginning of said lane, that they can do so without danger to other users passing through said road, taking into account the position, course and speed of these, and even stopping, if necessary. They will then accelerate until reaching the appropriate speed at the end of the acceleration lane to join the traffic on the road.

5. Instances of joining traffic without giving way to other vehicles will be considered serious infractions, as provided in article 65.4.c) of the stated text.



Article 73 Obligation of other drivers to facilitate the manoeuvre

1. Irrespective of the obligation of drivers of vehicles that enter the traffic to comply with the requirements of the previous article, these other drivers shall facilitate, as far as possible, this manoeuvre, especially when it concerns a collective passenger transport vehicle that wants to enter the traffic from a signed stop (article 27 of the articulated text).



Joining from an accelerating lane



Observe the main carriageway and look for a safe gap to join the main flow of traffic

Signal and continue to observe the flow of traffic

Join the main carriageway if safe and without hindering those already on the road

As far as possible one must facilitate the manoeuvre of a vehicle that is entering the traffic flow, and must not under any circumstances accelerate and so hinder them from joining the traffic.

2. In populated areas, in order to facilitate the movement of collective passenger transport vehicles, drivers of other vehicles must move sideways, whenever possible, or reduce their speed, in compliance with the provisions of article 53, coming to a stop, if necessary, so that the collective passenger transport vehicles can carry out the necessary manoeuvre to continue their progress from the exit of the stops marked as such.

3. The provisions of the previous section do not change the obligation of drivers of collective passenger transport vehicles to adopt the necessary precautions to avoid any risk of a collision, after having notified by means of their direction indicators their intention to resume progress.

CHAPTER VI CHANGES OF DIRECTION AND REVERSING

SECTION 1 CHANGES OF ROAD, CARRIAGEWAY AND LANE

Article 74 General rules

1. The driver of a vehicle that intends to turn to the right or to the left to use a road other than the one being driven on in order to take another lane on the same road or to leave it, must warn other drivers in advance and give them notice. Drivers must make sure that the vehicles behind them have time to change their speed and that the distance of the vehicles that are coming in the opposite direction is safe, allowing them to carry out the manoeuvre without any danger, refraining to do so if these circumstances do not occur. The driver should also refrain from carrying out any manoeuvre when they wish to turn left and they don't have good visibility. (article 28.1 of the articulated text).



2. Any manoeuvre regarding a sideways turn that involves a lane change must be carried out giving priority to the vehicle who is occupying the lane that the driver wishes to join. (article 28.2 of the articulated text).





Every day collisions occur at roundabouts, because the vehicle driving in the left lane decides to leave the roundabout directly from that lane, crossing the right lane, not respecting the priority of the vehicle that was driving in the right lane and colliding with it.

If at the time of changing lanes at the roundabout there is too much traffic in the lane you intend to occupy, and you cannot do it, you should not stop the vehicle in the roundabout, obstructing the vehicles that are travelling behind, you should take another turn around the roundabout.

Remember that activating the indicator signal does not give priority over other vehicles, nor to change lanes. Respect the vehicles that move in the lane you are going to occupy



3. Infringements of the rules of these requirements will be considered a serious matter, as foreseen in article 65.4.c) of the articulated text.

Article 75 Execution of changes of direction

1. To carry out the manoeuvre, the driver should:

A) Warn other drivers of their intentions in the manner provided in article 109.

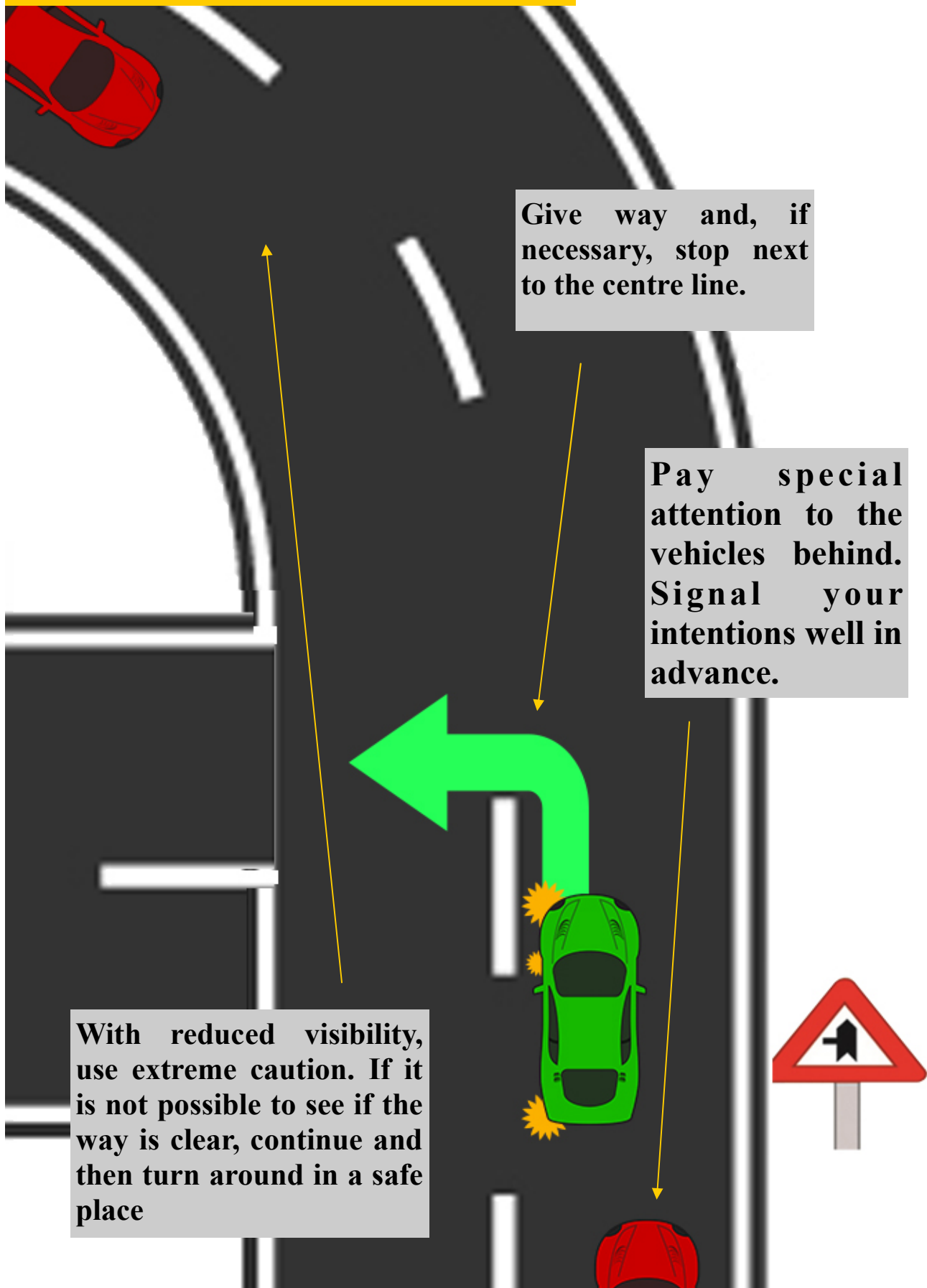


B) Unless the road is conditioned or signposted in another way, the manoeuvre should be made as close as possible to the right edge of the road, if the change of direction is to the right, and to the left edge, if it is to the left and the road is one way. If it is to the left, but the road on which it moves is of double direction of travel, the longitudinal mark of separation between directions should be followed or, if this does not exist, to the axis of the road, without invading the area destined for vehicles travelling in the opposite direction. When the road is for two-way traffic and has three lanes, discontinuous longitudinal lines must separate it, and the vehicle must be placed in the centre lane. In any case, the placement of the vehicle in the correct lane should be carried out with plenty of time in advance and the manoeuvre should be done in the shortest space and time possible.



C) If the change of direction is to the left, the driver should leave the centre of the intersection to the left, unless it is conditioned or signposted towards the right.

Turning on a conventional road when visibility is reduced



Turning across a bus or taxi lane

Give way, stopping if necessary

Vehicles authorised to use those lanes have priority, that includes mopeds and bicycles. Extreme caution is needed

The rules only permit invading the special lane in order to turn

Respect road markings

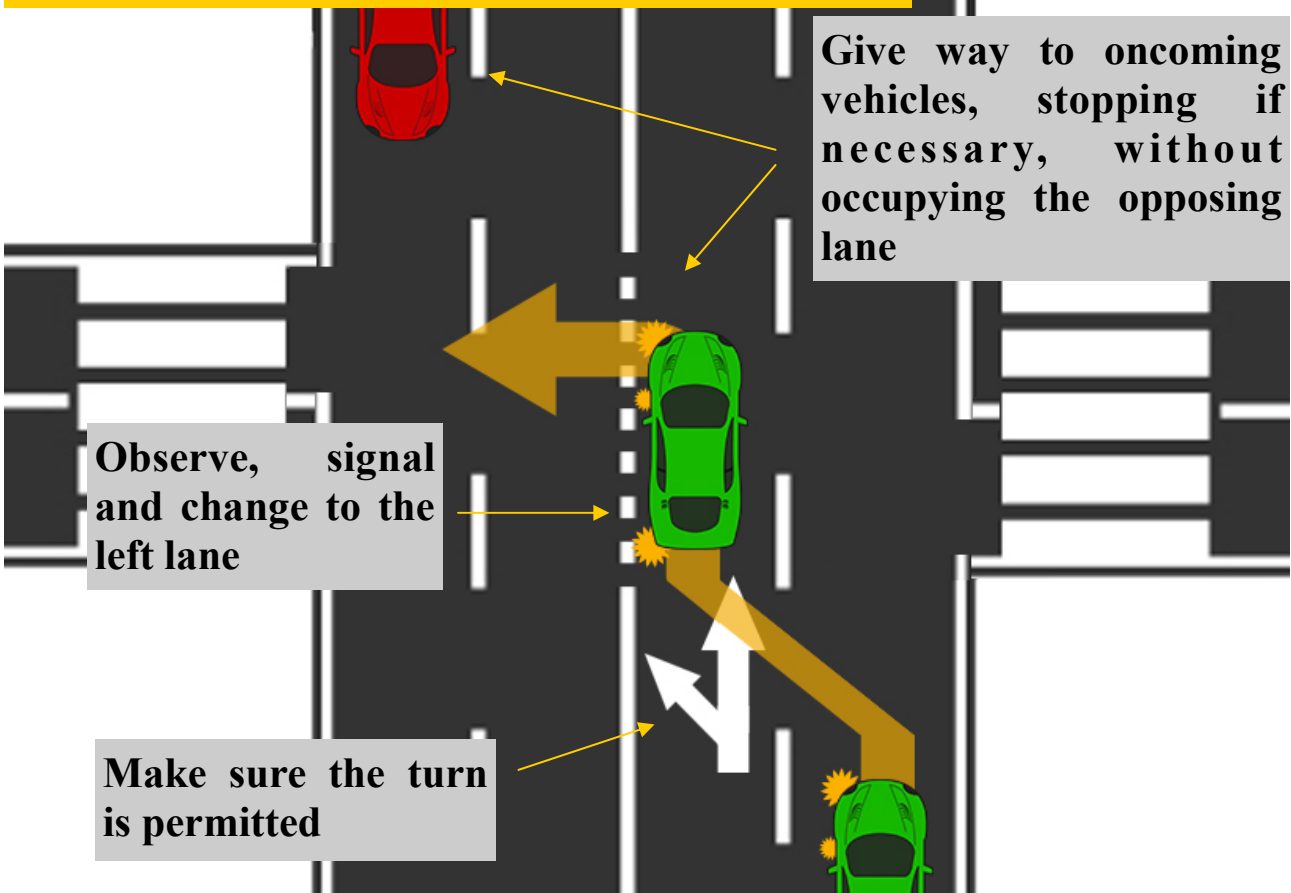


Turning on wide roads

Give way to oncoming vehicles, stopping if necessary, without occupying the opposing lane

Observe, signal and change to the left lane

Make sure the turn is permitted

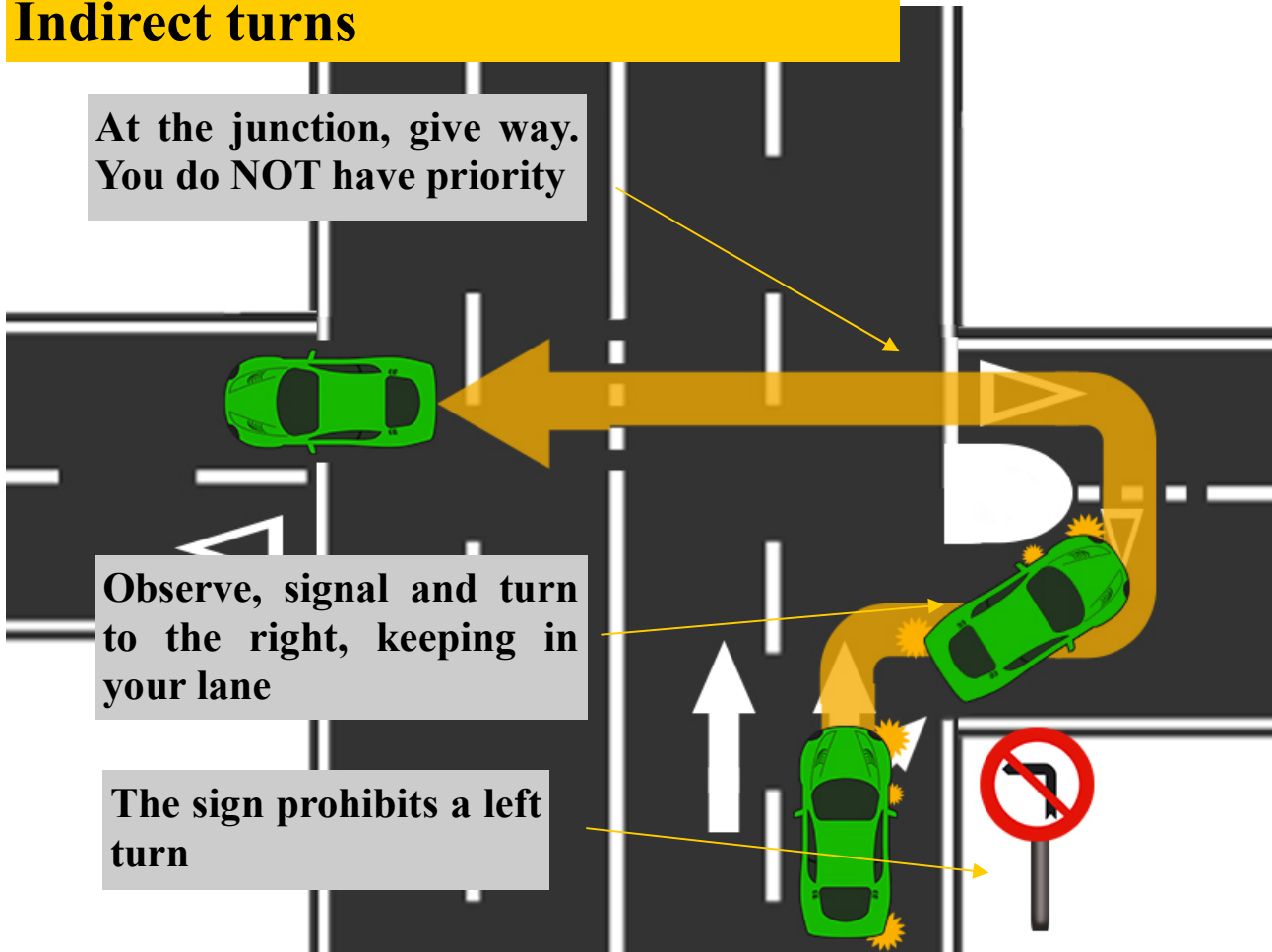


Indirect turns

At the junction, give way.
You do NOT have priority

Observe, signal and turn
to the right, keeping in
your lane

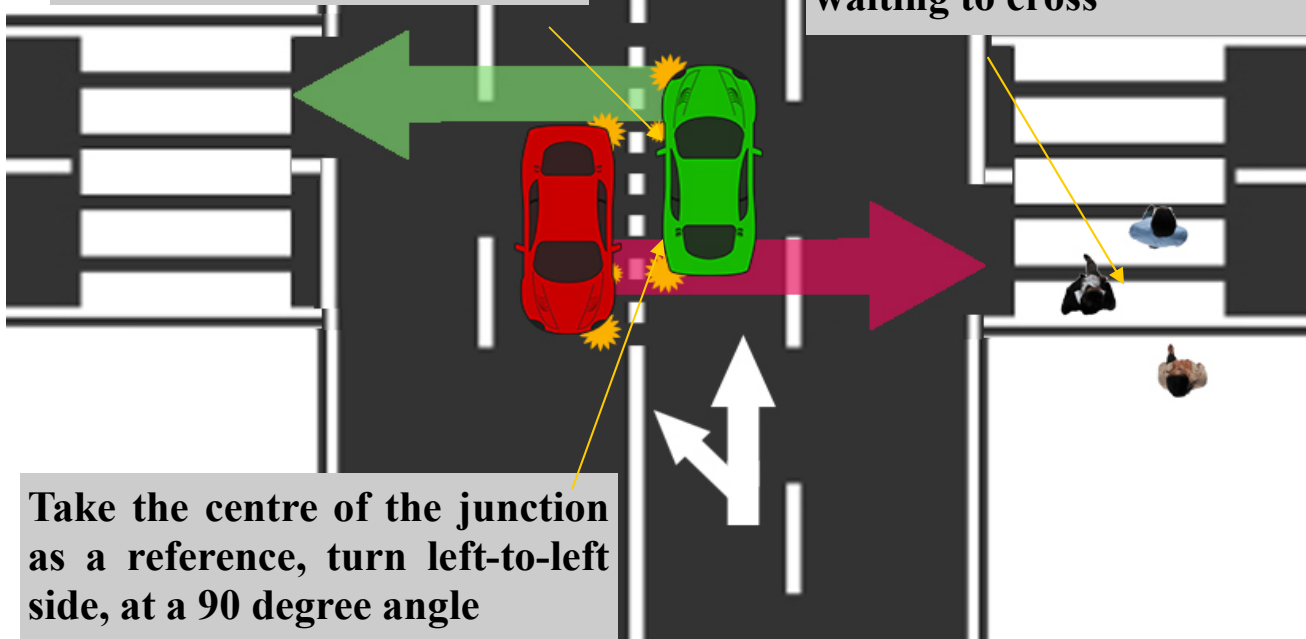
The sign prohibits a left
turn



Face to face turns

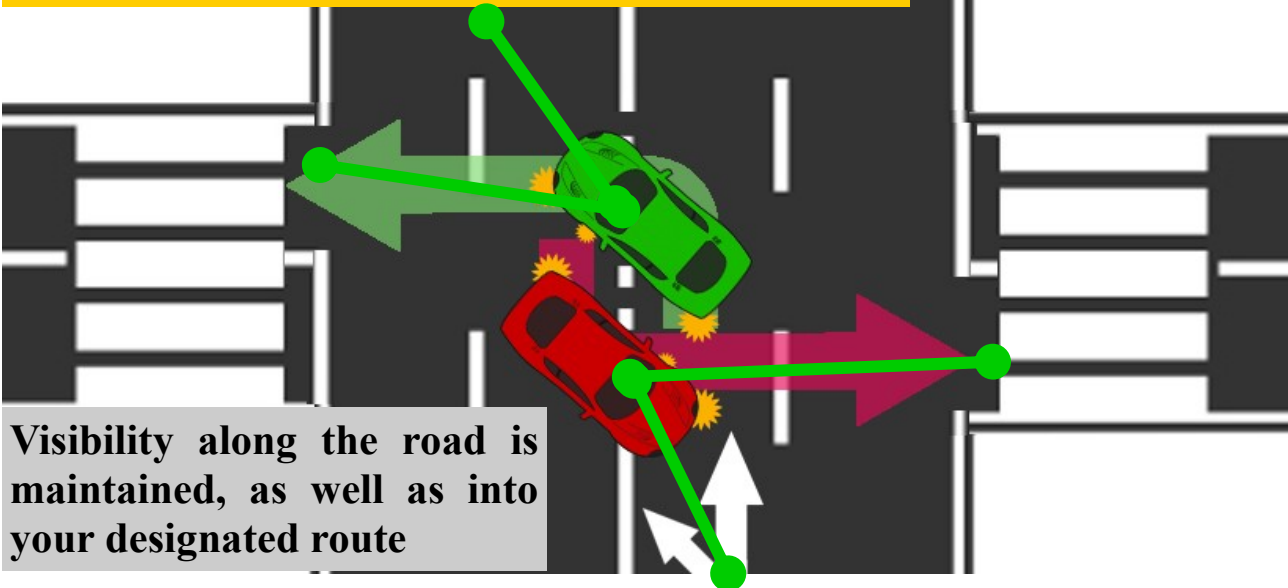
If another vehicle comes
from the opposite direction,
pass and turn behind it.

Look carefully at your
new route: There may be
pedestrians crossing or
waiting to cross

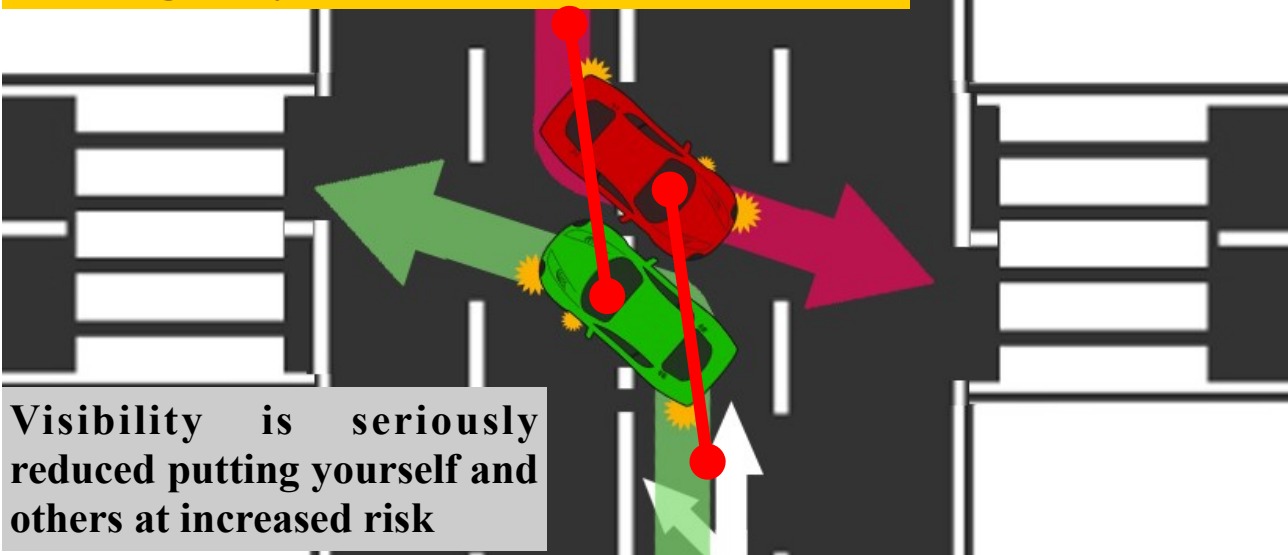


Take the centre of the junction
as a reference, turn left-to-left
side, at a 90 degree angle

Correct way to turn—Left to left

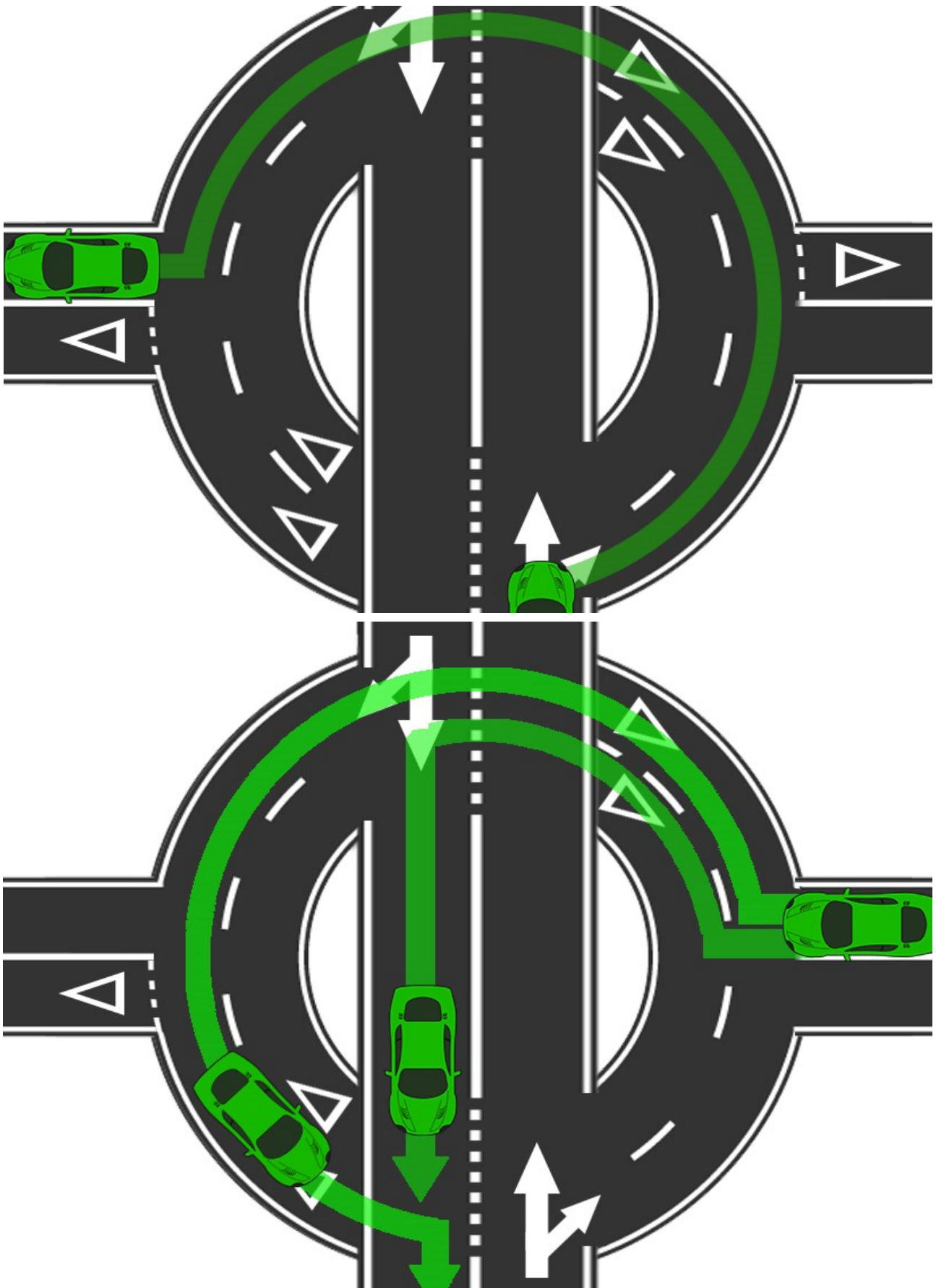


Wrong way to turn



Split Roundabouts





Split roundabout; You must make a right turn to later turn left.

2. Infringements of the rules of these requirements will be considered a serious matter, as foreseen in article 65.4.c) of the articulated text.