

## Article 51 Maximum permitted speeds when overtaking

1. The maximum speeds set for roads that do not run on urban land can only be exceeded by 20 kilometres per hour by cars and motorcycles when they overtake other vehicles travelling at a lower speed.



*Remember that on the motorway it is forbidden to go over the limit. That is to say that exceeding the maximum speed limit of 120 kilometres per hour would be sanctionable (police report).*

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

## Article 52 Management of speeds

1. The following shall have their maximum speeds indicated in the previous articles managed :

A) Through corresponding signals.

B) Certain drivers due to their personal circumstances.

**Código 105/ Code 105:**

*Velocidad máxima limitada, por causas administrativas / Maximum permitted speed limited for administrative reasons*

*01, 70 kilómetros por hora / 70 kilometres per hour.*

*02, 80 kilómetros por hora / 80 kilometres per hour.*

*03, 90 kilómetros por hora / 90 kilometres per hour.*

*04, 100 kilómetros por hora / 100 kilometres per hour.*

		9.	10.	11.	12.
13.	AM				
	A1				
14.	A2				
	A				
	B				
	C1				
	C				
	D1				
	D				
	BE				
	C1E				
	CE				
	D1E				
	DE				
	btp				
	12.				

1. Apellidos 2. Nombre  
3. Fecha y lugar de nacimiento  
4a. Válido desde  
4b. Válido hasta  
4c. Autoridad expedidora  
5. Número  
10. Válido desde  
11. Válido hasta  
12. Observaciones

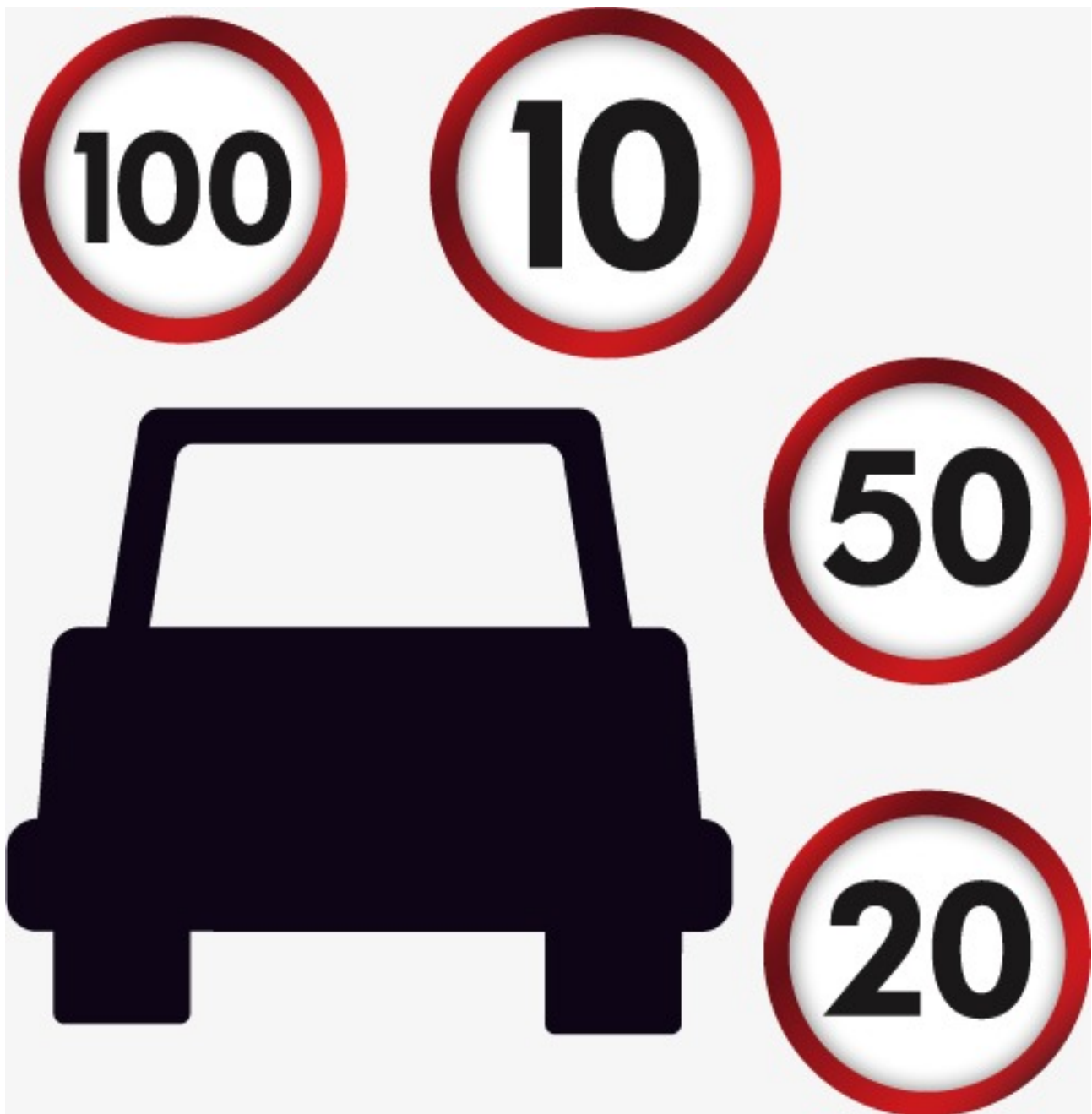
C) Novice drivers.

*Since 2011, novice drivers are not subject to a reduced speed limit. Prior to that date, new drivers were limited to a maximum of 80 kilometres per hour.*



D) Certain vehicles or groups of vehicles due to their special characteristics or the nature of their cargo.

2. In the cases included in paragraph b) of the previous section and in article 48.1.c) and d), it will be mandatory to carry, on the rear part of the vehicle, visible at all times, the speed limit signal referred to in Article 173.



3. Infractions will be considered serious or very serious, as appropriate for speeding, as provided in articles 65.4.c) and 65.5.e), both of the articulated text.

## **SECTION 2 Reduction Of Speed And Distances Between Vehicles**

### **Article 53 Reduction of speed**

1. Except in the case of imminent danger, every driver, in order to be able to reduce the speed of their vehicle considerably, must make sure that they can do so without risk to other drivers and will be obliged to give a suitable warning in the manner provided in article 109, without having to do it abruptly, so that it does not produce a risk of collision with the vehicles that drive behind theirs.



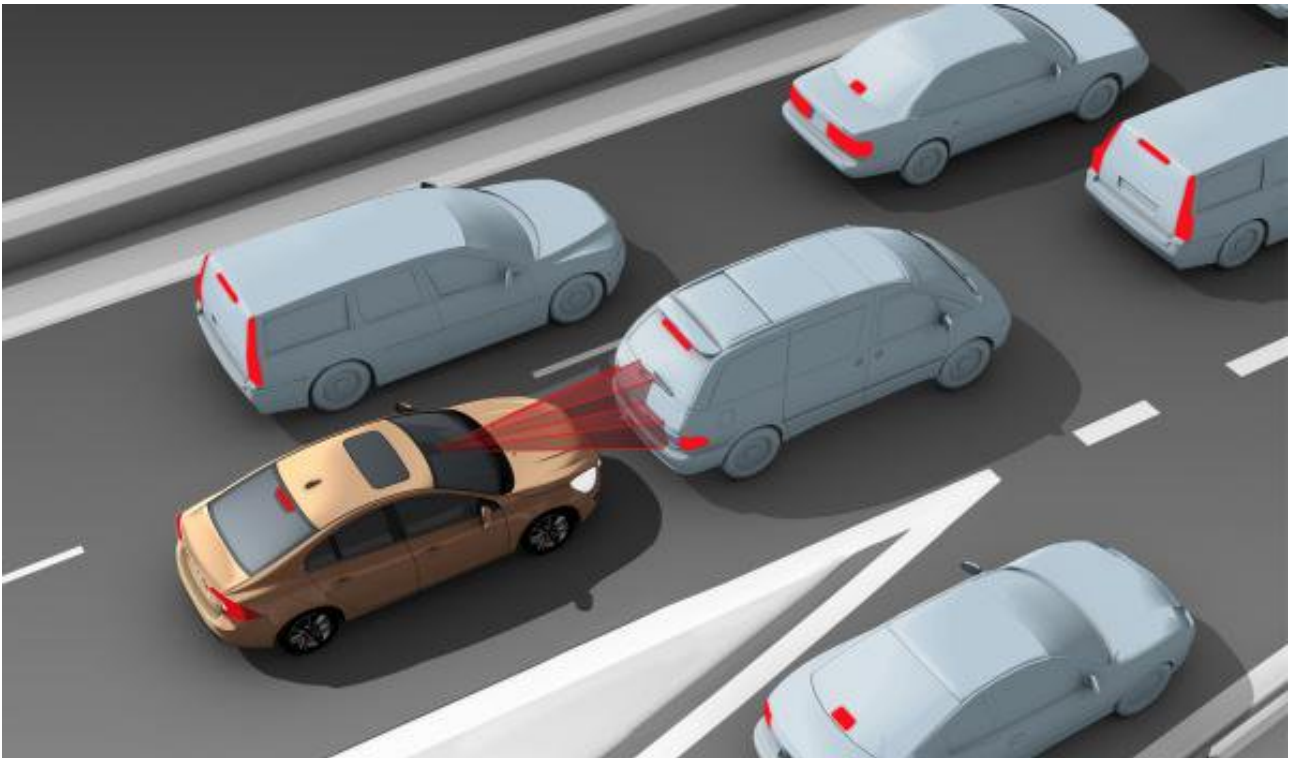
2. Infractions will be considered as serious.

*This is the most common complaint dealt with by the police, often about drivers who are driving and when they see a radar they step on the brake abruptly, sometimes endangering the vehicles driving behind. This type of braking is forbidden, with or without traffic. Speed should always be progressively reduced.*

## Article 54 Distance between vehicles

1. Every driver of a vehicle travelling behind another must leave between them a clear space that allows them to stop, in case of sudden braking, without colliding with the vehicle in front, taking into account especially the speed and grip conditions and braking. However, bicycle drivers will be allowed to ride in a group without maintaining such a separation, so long as they leave sufficient space to avoid crashing into each other.





*Remember that as a general rule if you hit a car from behind, you will be responsible for the collision. We must always leave sufficient distance that permits us to manoeuvre in case the vehicle in front of us suddenly brakes and so we do not hit it. At any time, the vehicle in front can have an animal cross in front of it, or a child, or an obstacle in the road or an incident or something that causes braking. If something happens that results in a crash, we are demonstrating that we have not kept a sufficient distance to be safe.*

2. In addition to the provisions of the previous section, the separation that must be kept by any vehicle driver that drives behind another without indicating its intention to overtake must be such as to allow another vehicle, in turn, to pass it safely, except in the case of cyclists who ride in a group. Vehicles with a maximum authorised mass exceeding 3,500 kilograms and vehicles and joined vehicles of more than 10 metres in total length must keep a minimum separation of 50 metres for this purpose.





3. The provisions of the previous section will not apply:

- A) In towns.
- B) Where overtaking is prohibited.
- C) Where there is more than one lane for traffic in the same direction.
- D) When the traffic is so saturated that it does not allow overtaking.

4. Infractions to the norms of this precept will be considered as serious.

## Section 3 Competitions

### Article 55 Sports competitions, cycling tours and other events

1. Sporting event celebrations whose purpose is to compete in distance or time through roads or land subject to traffic legislation, traffic and road safety, as well as the performance rules of cycling or other events, will require prior authorisation which will be issued in accordance with the standards indicated in annex II of this regulation, which will control said activities.



*Cyclists engaged in activities involving more than 50 riders.*

2. It is forbidden to enter speed competitions on public roads or those for public use, unless, exceptionally, they have been permitted to be used for this purpose by the competent authority (article 20.5 of the articulated text).



3. Violations of the rules of this provision will be considered very serious, as provided in article 65.5.g) of the articulated text, without prejudice to measures adopted by the agents in charge of traffic surveillance to suspend, interrupt or dissolve unauthorised sports events.

## **CHAPTER 3 PASSAGE PRIORITY**

### **Section 1 Normal priorities at intersections**

#### **Article 56 Marked intersections**

1. At intersections preference is always shown by regulating signs.



**Give way**



**STOP and give way**



**Intersection (junction) with priority given to vehicles on this road**



**Intersection (junction) where priority is with vehicles from the right**

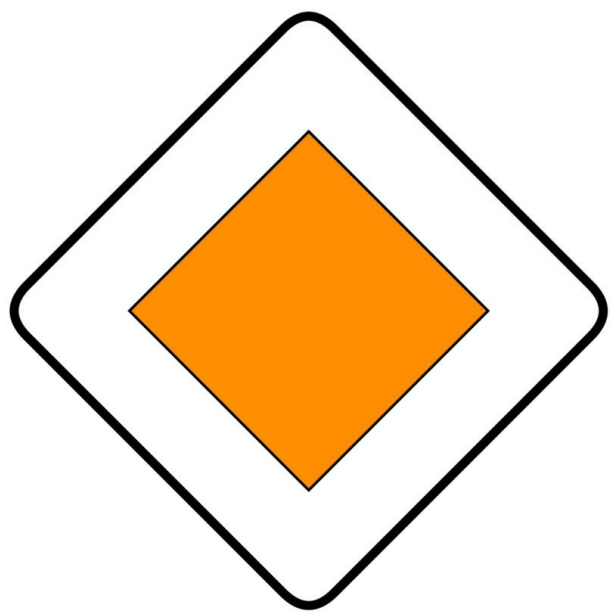
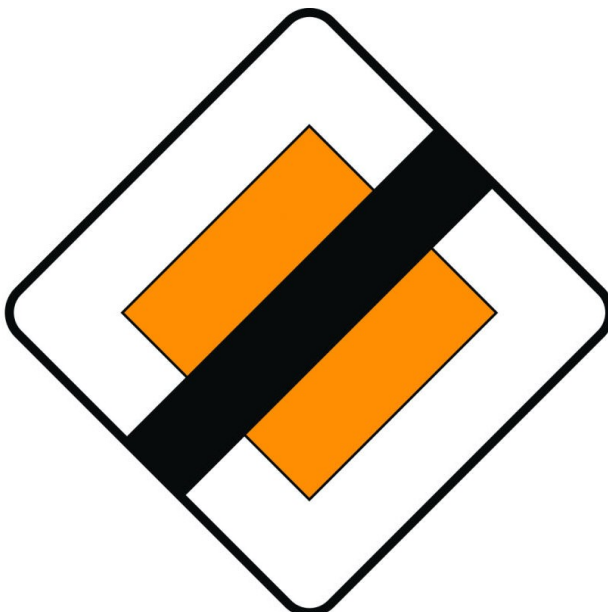
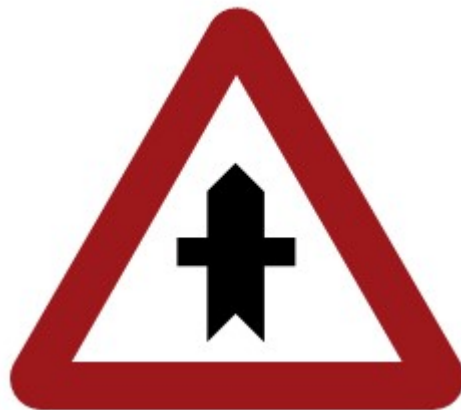
2. Drivers of vehicles when approaching an intersection controlled by a traffic agent, must stop their vehicles when so ordered in accordance with Article 143.



3. All drivers of vehicles approaching an intersection controlled by traffic lights must act in accordance with regulations set out in Article 146.



4. Drivers of vehicles approaching an intersection with traffic priority signs or drivers of vehicles on roads indicating priority over other traffic will have priority over oncoming vehicles or those vehicles coming from another direction.

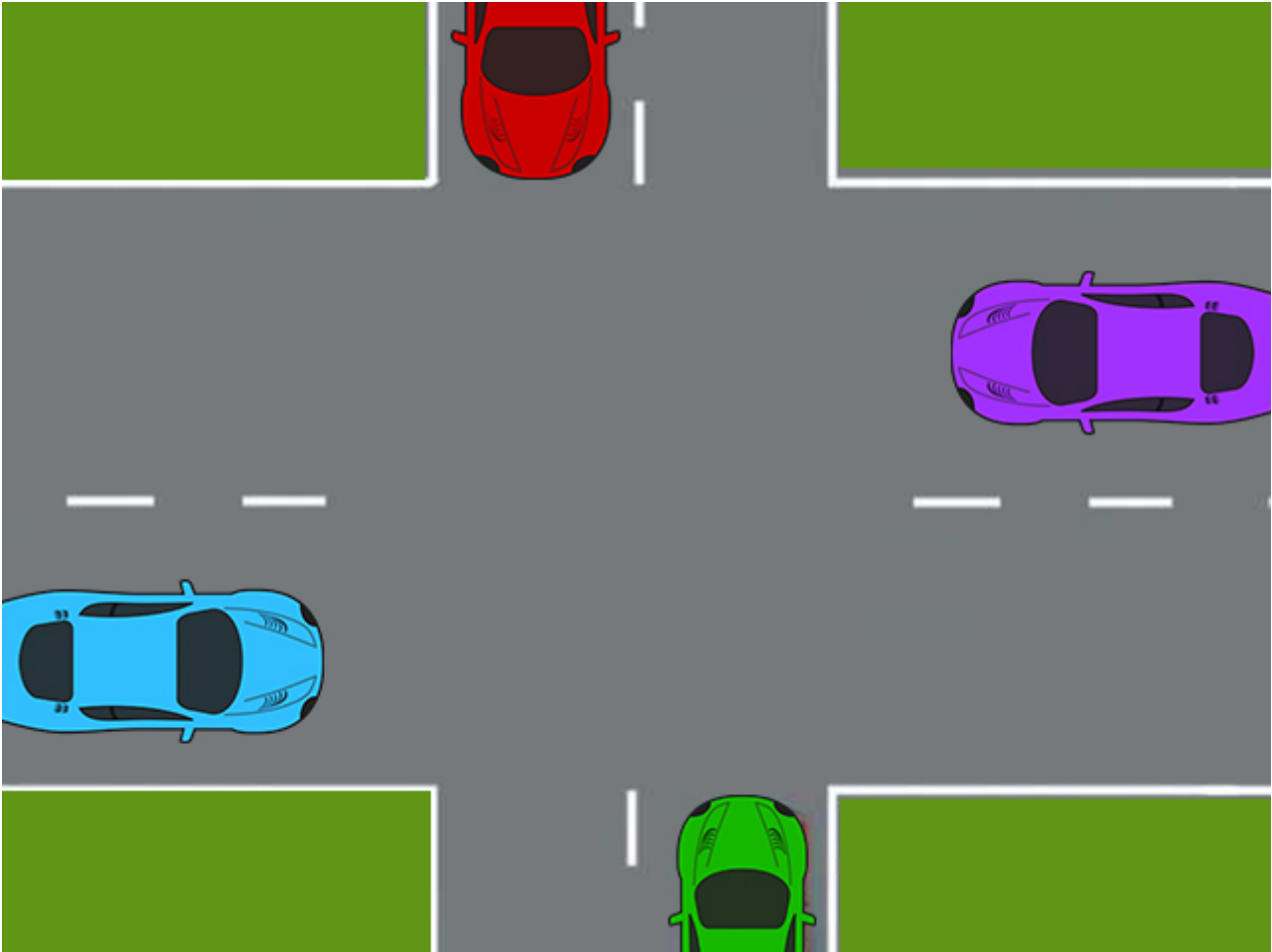


5. At intersections where a "give way" or "mandatory stop" sign is displayed, drivers will always give way to vehicles travelling on the principal road, regardless of the side from which they are approaching, stopping completely when necessary and always when indicated by the corresponding signs.



6. Infringement of rules relating to traffic priority will be considered as serious

## Article 57 Intersections without signs



1. In the absence of signs indicating traffic priority, drivers are obliged to give way to vehicles approaching from the right, except in the following cases:

- A) Vehicles travelling on paved roads will have priority over vehicles on unpaved roads.
- B) Vehicles travelling on rails have priority over all other road users.



**C)** At roundabouts, those who are already on the roundabout will have priority over those waiting to join.



**D)** Vehicles travelling on motorways or main roads will have priority over those waiting to join.





*Remember that if, at the beginning of a slip road, you realise that it will not be possible to join the main road for traffic flow reasons, you should slow down until you can do so safely without stopping or hindering the vehicles that are already in transit on the highway.*

2. Infringement of rules relating to traffic priority will be considered as serious.

### **Article 58 General rules**

1. The driver of a vehicle which has to give way to another, must not start or continue to move or manoeuvre, nor restart, until it is certain that the driver of the vehicle with priority is not forced to abruptly change direction or speed and sufficient advance indication is given to the priority vehicle of concession including a gradual speed reduction.



*In the case of vehicles approaching a roundabout travelling at a very high speed, braking sharply just before reaching it and causing a vehicle moving in an inside lane to stop for fear of a collision, the driver of the vehicle that did not reduce speed when approaching the roundabout will be sanctioned for a serious offence as follows;*

*“Not demonstrating sufficiently in advance due to the manner of driving, especially with the need for gradual reduction of speed, the intention to give way at an intersection”*

*Remember that speed at roundabouts, as a general rule, is limited to 40 kilometres per hour.*

2. Notwithstanding the rules set out in this chapter which regulate traffic priority, rules provided in previous sections should also be taken into account where appropriate.
3. Infringement of rules relating to traffic priority will be considered serious as set out in Article 65.4.c of the articulated text.

### **Article 59 Intersections**

1. Even when you have priority of passage, no driver should position the vehicle at an intersection, a pedestrian or cycle crossing if the traffic situation is such that it impedes or obstructs crossing traffic.



2. Any driver whose vehicle is stopped at an intersection regulated by traffic lights and whose position creates an obstacle to traffic, must leave the situation without waiting for passage in the direction which was intended, provided that doing so does not interfere with the progress of other users who advance in the permitted sense (article 24.3 of the articulated text).
3. Infringement of rules relating to intersections will be considered serious.

## Section 2 sections in road works, road narrowing and large pending sections

### Article 60 Stretches in road works and road narrowing

1. In sections of road where, due to narrowing, it is impossible or very difficult for two vehicles travelling in the opposite direction to pass simultaneously and where there is no express signalling to the effect, the first vehicle to enter the restricted section will have priority of passage.

In case of doubt about this circumstance, the vehicle with the greatest manoeuvrability difficulty shall have preference, in accordance with definitions set out in article 62.

2. When road repair works are being carried out, vehicles, horses and all species of farm animals will pass through the designated areas.

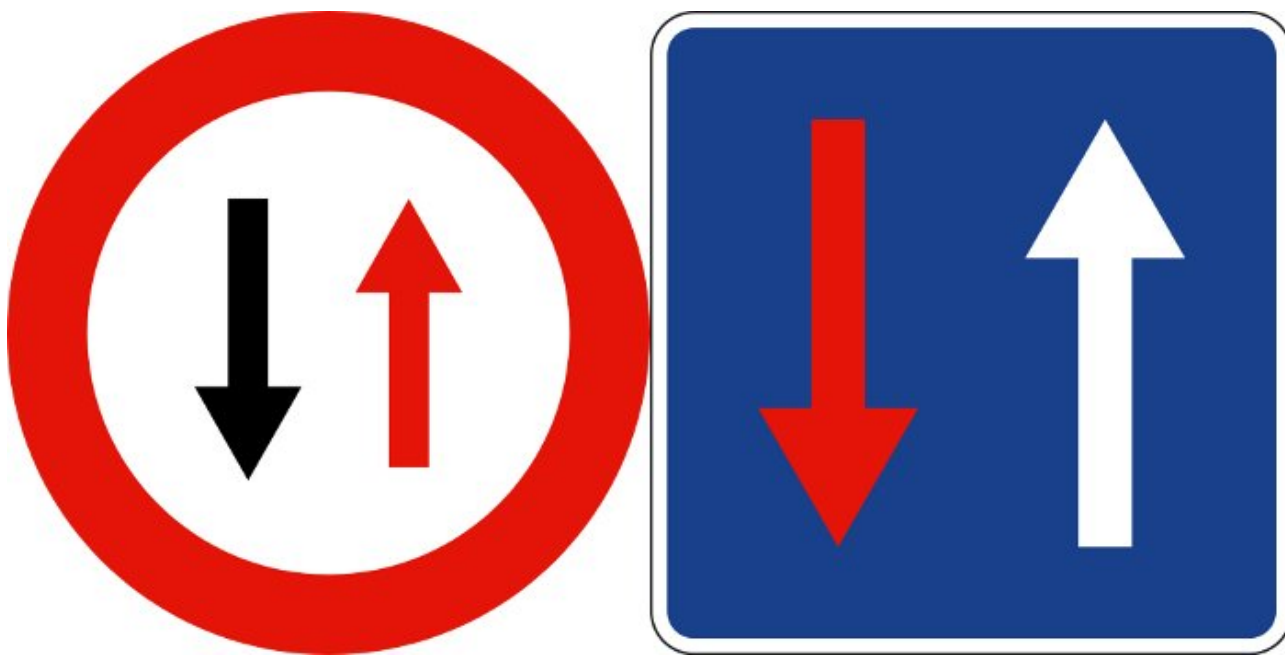
3. Whenever it is possible to do so without danger or damage to work being carried out, passage through the section in repair will be allowed for police, fire service, civil protection and rescue and health care vehicles whether public or private, which are operating in an emergency situation and whose drivers indicate so by means of the use of corresponding signalling.

4. In all cases, any vehicle that approaches a road repair work section and finds another vehicle travelling in the same direction ahead, will be placed behind it, as close as possible to the edge of the right and will not try to pass but remain following.

5. In all the cases foreseen in this article, road users are obliged to follow the instructions of the personnel assigned to regulate the passage of vehicles.

***Remember that you must heed the indications of the person who is regulating traffic at road works. It is a traffic offence not to obey them when they are on traffic regulation duties.***

6. Infractions to the norms of this precept will be considered as serious.



***These regulatory signs often cause confusion. The one on the left warns that you do NOT have priority over oncoming vehicles and so you must give way, or stop as necessary. The sign on the right indicates that you DO have priority and can continue if the way is clear and it is safe to do so.***

## **Article 61 Passage across bridges and works with signalled passage**

1. The order of preference for crossing bridges or road works whose width does not allow vehicles to pass each other will be carried out in accordance with the regulating signals.
2. In the case of two vehicles wishing to cross bridges or road works where a priority signal is placed, the vehicle which does not have priority must give way to the vehicle which does.



In the absence of signalling, the order of preference between the different types of vehicles shall be in accordance with the provisions of article 62.

3. Vehicles that need special authorisation to travel cannot cross over bridges if the width of the road is less than six metres, so that for each vehicle a track width of not less than three metres can be counted. In the event of a meeting or crossing between said vehicles, the provisions of the previous section shall apply.
4. Infractions to the norms of this precept will be considered as serious, as foreseen in article 65.4.c) of the articulated text.

## **Article 62 Priority in the absence of road signs**

1. Regardless of what a public official might order, or, as the case may be, what works staff might indicate, or those accompanying specialised vehicles or in specialised transport schemes, priority for different types of vehicles when one of them has to reverse is as follows:

A) Specialised vehicles and those in special transport schemes which exceed the weight or size set in vehicle regulations.



**B)** Groups of vehicles, except those covered by paragraph d).



**C)** Horse-drawn vehicles.



D) Cars towing trailers of up to 750kg maximum authorised weight and camper vans.



**E)** Passenger transport vehicles.



**F)** Lorries, tractors and vans.



**G)** Cars and car-derived vehicles.



**H)** Specialised vehicles which do not exceed the established weight or size regulations, quads and lightweight quads.



I) Three-wheeled vehicles, motorcycles with sidecars and three-wheeled mopeds.





J) Motorcycles, two-wheeled mopeds and bicycles.





Where vehicles are of the same type or not listed above, priority is determined in favour of the vehicle which has the greater distance to reverse, and if these are equal, the one with the greater width, length or maximum authorised weight.

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

### **Article 63 Steep stretches of road**

1. On steep stretches of road, narrow as defined in article 60, the vehicle going uphill has priority, unless it can get to a designated passing place first. Where there is doubt about the steepness of the slope or the distance to the passing place, the provisions of article 62 will apply.

***“Steep stretches of road” are defined as those with a 7% minimum gradient.***



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