

Article 76 Special cases

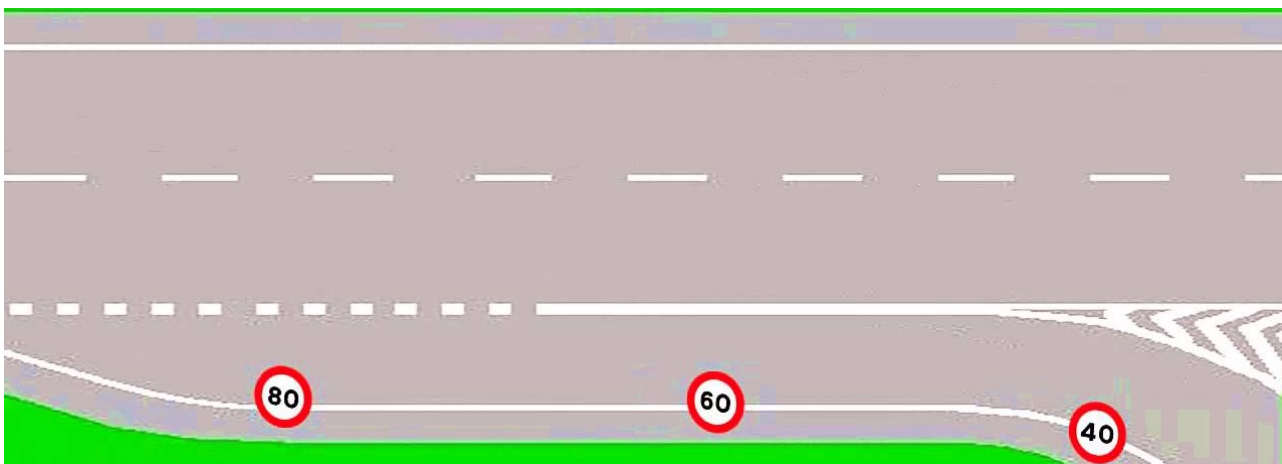
1. As an exception, if it is not possible to change direction strictly according to the description in the previous article due to the size of the vehicle or other justifying circumstances, the driver must take the necessary precautions to avoid any danger whilst carrying out the manoeuvre.
2. On interurban roads, if there is no lane specially conditioned for left turns, cycles and two-wheeled mopeds should situate themselves to the right, off the road whenever possible.



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 77 Deceleration lanes

To leave a motorway, carriageway or any other road, drivers must give plenty of notice by driving in the lane closest to the exit for a good amount of time, and enter the deceleration lane as soon as possible, if there is one.





Remember that you must always leave the highway from the right-hand lane. There are cases of drivers who drive in the left lane and directly leave the highway from that lane, stopping the vehicles that drive in the right lane.

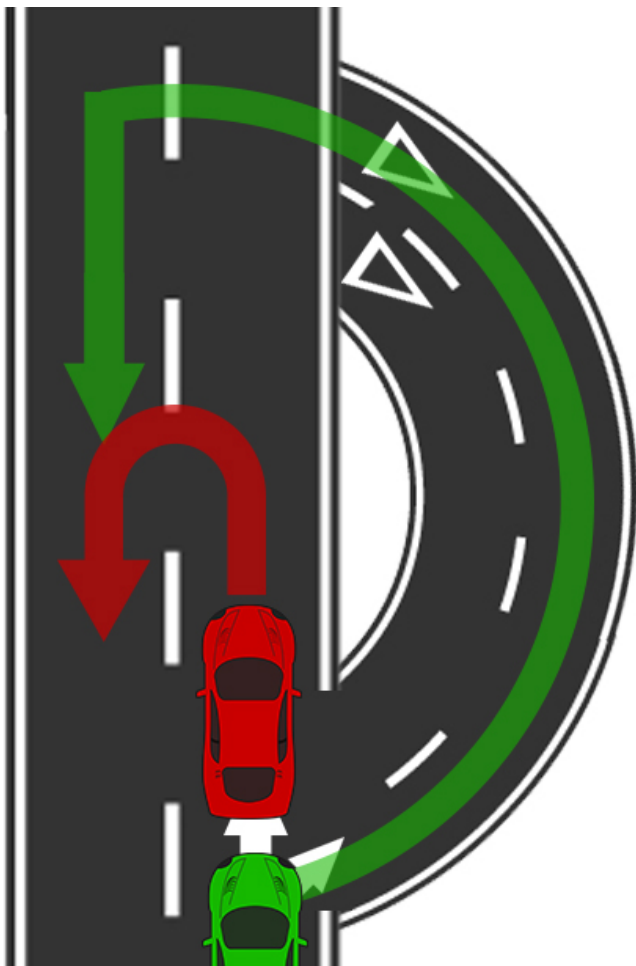
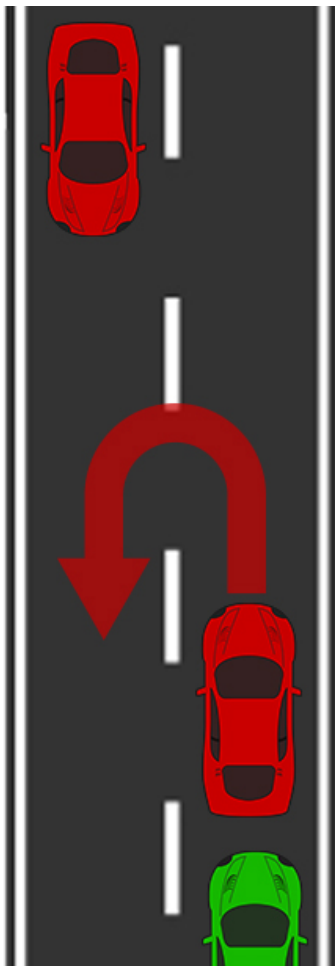
This manoeuvre is considered a serious infraction. You must leave the road from the lane located to the right.

If you ride a bicycle and moped and you are going to make a left turn, you should not stop in the lane waiting to make the turn, except if there is a lane to make the turn safely, you must leave the road on the right side, wait until vehicles on both sides have passed and make the turn. This measure is applied due to the number of crashes from the back that these vehicles receive when they are on the road and waiting to make a turn to the left, owing to reduced space, they are less visible to the rest of the drivers and for this is always advisable to make the turn from outside the road.

SECTION 2 CHANGE OF DIRECTION

Article 78 Execution of the manoeuvre

1. The driver of a vehicle that intends to change its direction must choose a suitable place to perform the manoeuvre, so that the road is intercepted in as little time as possible. The driver also must make their intentions known by giving the right signs with plenty of notice, and ensure that no other road users will be endangered or hindered. If this is not the case, they must refrain from performing this manoeuvre and wait for the opportune moment to carry it out. If, while waiting to change direction, the driver is blocking the road and preventing vehicles from moving behind them, they must move towards the right, if possible, until the driving conditions allow them to continue (article 29 of the articulated text).

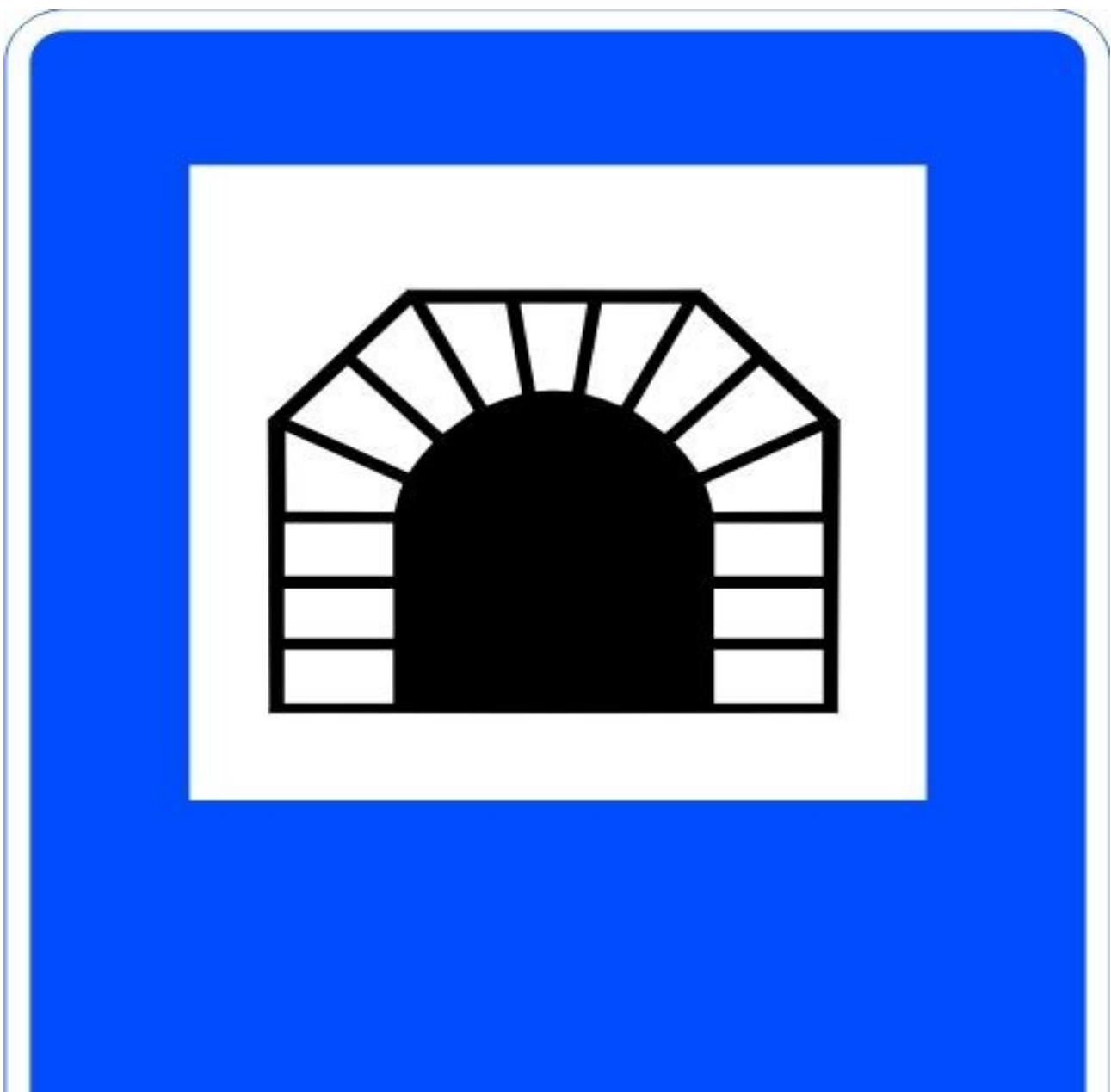


2. The signals that the driver of the vehicle must use warn their intention to change direction are those provided in article 109.

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

Article 79 Prohibitions

1. It is forbidden to change direction in any situation that prevents verification of the circumstances referred to in the previous article, at level crossings, in tunnels, underpasses and track sections affected by the signal "Tunnel" (S- 5), as well as on motorways and carriageways, except in the places designated for this purpose and, in general, in all sections of the road where overtaking is prohibited, unless changing direction is expressly authorised (Article 30 of the articulated text).



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.

REVERSING

Article 80 General rules

1. It is forbidden to travel backwards, except in cases where it is not possible to go forward or change the direction of travel, and if this is done, this must be carried out in the shortest length possible (article 31.1 of the articulated text).



Remember that the only justification of a reverse manoeuvre is when there is no other possibility. There are cases of drivers who do not wish to turn around and so go several metres back with their vehicle to avoid doing any other manoeuvre, this action is not allowed. Reversing is only allowed when nothing else can be done.

2. The backwards route, as a complementary manoeuvre to stopping, must ensure that the parking or movement cannot be more than 15 metres or invade a crossroads.

3. The reversing manoeuvre on motorways is prohibited (article 31.3 of the articulated text).

4. Infringements of the rules of these requirements, when they comprise of the driver moving in the direction contrary to the stipulated route, will be taken very seriously, as foreseen in article 65.5.f) of the articulated text.



Article 81 Execution of the manoeuvre

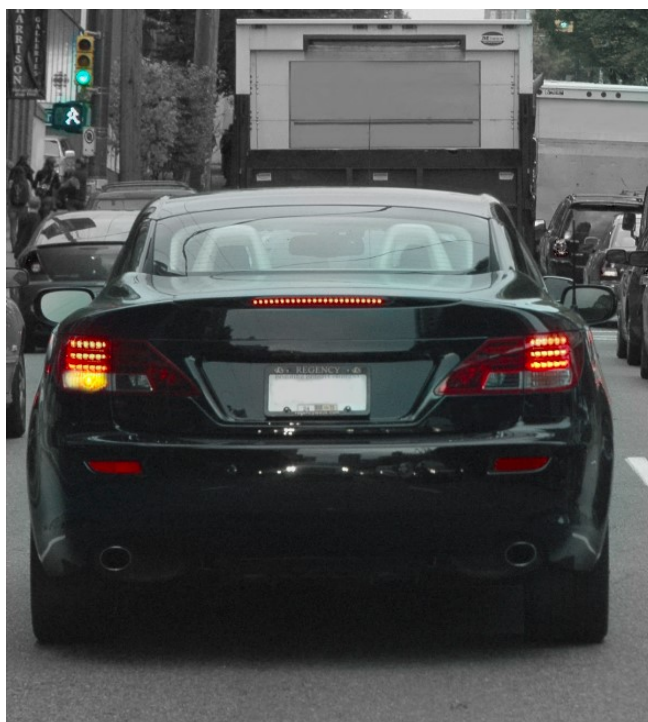
1. The reversing manoeuvre should be carried out slowly, and only after having warned other drivers using the mandatory signals and having made sure that they will not prove a danger for the other road users according to the conditions of visibility, space and time needed to carry it out, even if the driver has to leave their vehicle or follow the instructions of another person, if necessary. (article 31.2 of the articulated text).
2. The driver of a vehicle that intends to drive backwards must warn of its purpose in the manner provided in article 109.
3. Likewise, the manoeuvre must be performed with the utmost caution and the vehicle should be stopped quickly if any warning signs are heard. The driver must be aware of the proximity of another vehicle or a person or animal, or when they should stop for safety reasons.

CHAPTER VII OVERTAKING

SECTION 1 OVERTAKING AND PARALLEL DRIVING

Article 82 Overtaking on the left. Exceptions

1. On all roads subject to traffic legislation, motor vehicle traffic and road safety, as a general rule, overtaking must be carried out on the left of the vehicle to be passed (article 32.1 of the articulated text).
2. By exception, and if there is enough space to do so, overtaking can be done on the right by taking the utmost precautions, when the driver of the vehicle to be overtaken is clearly indicating their intention to change direction to the left or stop on that side, on roads with vehicles moving in both directions, as well as with trams that cross the central zone (article 32.2 of the articulated text).





Remember to leave a safe distance between both vehicles before overtaking, many vehicles stick to the back of the vehicle they intend to overtake creating a risky situation.

If the vehicle does not indicate its purpose of turning to the left overtaking on the right is forbidden.

The separation of one and a half metres is only for people, cyclists and vehicles with animals pulling them.

Many times we see vehicles that drive in the left lane at a lower speed than us and after finishing overtaking they continue to drive in this lane, which sometimes causes drivers to want to overtake in the right lane. This is a violation by both vehicles, the one that is driving in the left lane preventing overtaking, and the vehicle that cannot overtake in the left lane, that uses the right lane to do so. In these cases we must remain in the left lane, using the horn or lights to communicate our presence and our intention to overtake the vehicle in front of us.

The use of the horn or lights, is justified in this case provided it is done moderately and only to warn of our presence and intention to overtake the driver of the vehicle in front.

3. Within populated areas, on roads that have at least two lanes reserved for traffic in the same direction of travel, separated by longitudinal marks, overtaking is allowed on the right-hand side provided that the driver of the vehicle that makes the manoeuvre is sure beforehand that they can do it without endangering others.



4. In all cases in which overtaking involves a sideways movement, the driver must warn before making the manoeuvre by means of the corresponding optical signal referred to in article 109.

5. Infringements of the rules of these requirements will be considered a serious matter, as foreseen in article 65.4.c) of the articulated text. Please note that the reference to article 65.4.c) must be understood as made to article 65.4.a), as established in the third final provision of this Regulation, introduced by section ten of the single article of the R.D. 965/2006, of September 1, by which the General Regulation of Circulation is modified, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

Article 83 Advancement on multi-lane roads

1. On roads that have at least two lanes reserved for traffic in the direction of their movement, the driver who is going to overtake may remain in the lane that they have used for the previous move, provided they are sure that they can do it within enough time so as not to cause a hindrance for the drivers of vehicles behind them.



2. When the movement of vehicles is so densely spaced that the vehicles occupy the entire width of the road and can only move at a speed that depends on the one that precedes them in its lane, the fact that those in a lane move more quickly than those of another will not be considered as overtaking.



In this situation, no driver must change lanes to overtake or perform any other manoeuvre other than preparing to turn left or right, exit the road or choose a certain direction.



Sometimes in traffic jams there are drivers who want to save some time and start zigzagging by changing lanes only to overtake vehicles. This type of manoeuvre is totally forbidden, since you can only change lanes for the above mentioned reasons.

3. In any stretch of road where there are acceleration or deceleration lanes or parts of the road intended exclusively for the traffic of certain vehicles, it will not be considered overtaking if the vehicle moves more quickly than those in normal traffic lanes, or vice versa.

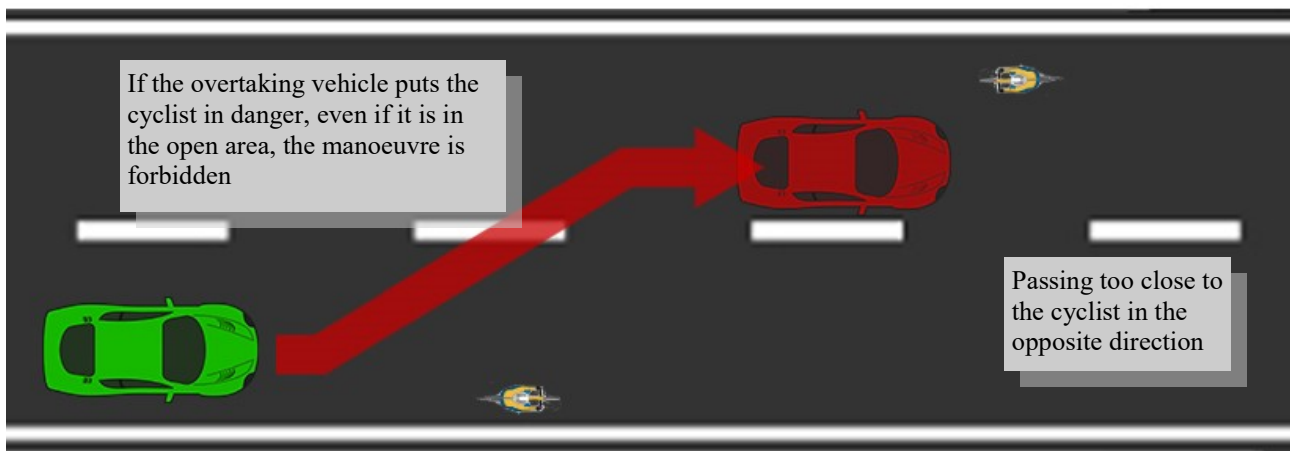


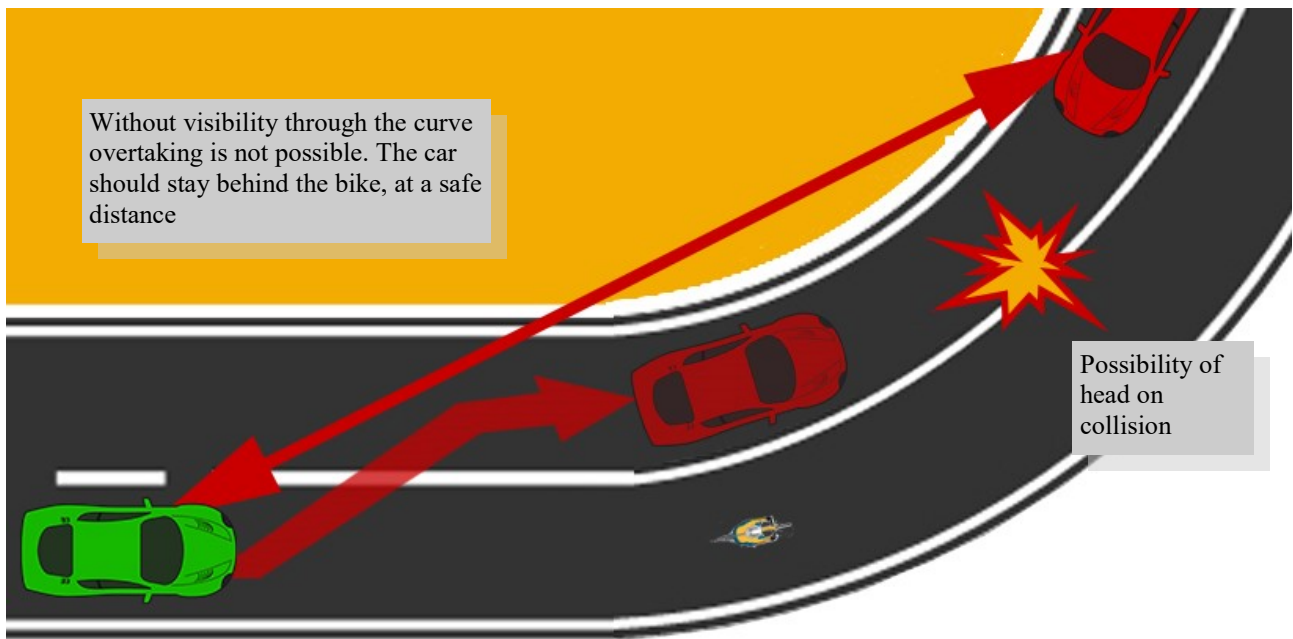
4. Infringements of the rules of these requirements will be considered a serious matter, as foreseen in the article 65.4.c) of the articulated text. Bear in mind that the reference to the article 65.4.c) must be understood made to the article 65.4.a), as established in the third final provision of this Regulation, introduced by section ten of the single article of the RD 965/2006, of September 1, by which the General Regulation of Circulation is modified, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

SECTION 2 GENERAL RULES OF OVERTAKING

Article 84 Obligations of the driver who overtakes before starting the manoeuvre

1. Before starting to overtake another vehicle in a movement that requires the driver to move sideways, the driver who intends to overtake must warn others in advance with the mandatory signals and check that there is enough free space in the lane they intend to use for overtaking for the manoeuvre to not endanger or obstruct those who are moving in the opposite direction, taking into account their own speed and that of the other affected users. Otherwise, they must refrain from doing it (article 33.1 of the articulated text).







There are drivers that use their indicators just at the time of overtaking or after having started the manoeuvre. The indicators must be used before carrying out the manoeuvre to inform the vehicles behind and in front of the manoeuvre you intend to make, and thus avoid a possibly dangerous situation, since if for example you are driving behind a heavy vehicle and do not indicate the manoeuvre or indicate it once started, it could be the case that the vehicle behind you has already started a manoeuvre which could end up in an collision.

That is why we must always signal the manoeuvre, wait a few seconds and start doing it.

No driver should overtake several vehicles if they are not completely certain that, when another vehicle is coming in the opposite direction, they may deviate to the right side without causing damage or putting any of the vehicles ahead in danger.



If you are going to overtake several vehicles at the same time, always keep in mind that at any time another vehicle may come in front and there must be enough space to be able to return to our lane. Sometimes there is a "false sense of security" when we overtake a truck with a trailer and halfway through the manoeuvre we realise that due to the dimensions of the convoy we will not be able to do it safely, so we will have to stop and hold back from doing the manoeuvre.

On roads with a double direction of traffic and three lanes separated by discontinuous longitudinal marks, overtaking can only be carried out when the drivers travelling in the opposite direction have not occupied the central lane to overtake in turn.

2. The driver must also make sure that the driver of the preceding vehicle in the same lane has not indicated its purpose of travelling to the same side; in this case, preference must be respected. However, if after a reasonable time the driver of the aforementioned vehicle does not exercise their priority, the overtaking manoeuvre may be initiated, warning them previously with acoustic or optical signal (article 33.2 of the articulated text).



It is allowed that several vehicles can perform an overtaking manoeuvre at the same time. The first one to action the indicator will have the priority to start the manoeuvre.

Both the overtaking start manoeuvre (left indicator) and the end one (right indicator) must be signalled and not using them is a reason for sanction, this violation being one of the most sanctioned since drivers do not always signal their return to the lane after overtaking.

The use of the horn or lights is authorised to warn the driver ahead that we are going to overtake.



It is prohibited, in any case, to overtake vehicles that are already overtaking another if the driver of the third vehicle has to invade the part of the road reserved for traffic in the opposite direction.



3. Likewise, the driver must ensure that no driver who follows them in the same lane has started the manoeuvre to overtake their vehicle, and that they have enough space to return to their lane when they have finished overtaking (article 33.3 of the articulated text).
4. The mandatory signals that the driver must use before starting their lateral movement will be those prescribed in article 109.
5. For the purposes of this article, cyclists travelling in groups do not apply to the theory of overtaking (article 33.4 of the articulated text).

6. Infringements of the rules of these requirements will be considered a serious matter, as foreseen in article 65.4.c) of the articulated text. Please note that the reference to article 65.4.c) must be understood as made to article 65.4.a), as established in the third final provision of this Regulation, introduced by section ten of the single article of the R.D. 965/2006, of September 1, by which the General Regulation of Circulation is modified, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

Article 85 Obligations of the driver who overtakes whilst manoeuvring

1. When overtaking, the driver who carries it out must drive their vehicle at a speed notably superior to that of the one they intend to overtake and leave enough space to the side between them to carry it out safely (article 34.1 of the articulated text).



2. If, after starting the overtaking manoeuvre, they notice that there are circumstances that may make it difficult to finish without risk, they should quickly reduce their speed, return to their lane and warn those who follow them with the mandatory signals (article 34.2 of the articulated text).



3. The driver of the overtaking vehicle must return to their lane as soon as possible and gradually, without forcing other users to change their trajectory or speed, and warn them through the mandatory signals (article 34.3 of the articulated text).



4. When referring to pedestrians, animals, two-wheeled vehicles or animal-drawn vehicles, the manoeuvre must be performed occupying part or all of the adjacent lane of the roadway, provided that there are precise conditions to carry out the overtaking as foreseen in this regulation; in any case, the lateral separation should be no less than 1.50 metres. It is expressly forbidden to overtake when endangering or hindering cyclists travelling in the opposite direction.







Many risky situations occur due to the fact that when overtaking drivers do not take into account cyclists that drive along the hard shoulder in the opposite direction. In these cases, you must wait for them to pass before starting to overtake.

Always remember to leave a minimum separation of 1.5 metres, otherwise you should wait to overtake.

When overtaking any vehicle other than those referred to in the previous paragraph, or if it takes place in a populated zone, the driver of the vehicle to be overtaken will leave a lateral margin of safety proportional to the speed and width and characteristics of the road.

5. The driver of a two-wheeled vehicle that intends to move from one place to another must do so leaving a space of over 1.50 metres between themselves and the outermost parts of another vehicle.

6. Infringements of the rules of these requirements will be considered a serious matter, as it is foreseen in the article 65.4.c) of the articulated text. Bear in mind that the reference to the article 65.4.c) must be understood made to the article 65.4.a), as established in the third final provision of this Regulation, introduced by section ten of the single article of the RD 965/2006, of September 1, by which the General Regulation of Circulation is modified, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

SECTION 4 OVERTAKEN VEHICLE

Article 86 Driver's obligations

1. Any driver who notices that they are being followed for the purpose of being overtaken will be obliged to stick to the right side of the road, except in the cases of turns or changes of direction on the left or stopping on that same side referred to in article 82.2, in which case they should stick to the left as much as possible, but without interfering with the movement of vehicles that may move in the opposite direction (article 35.1 of the articulated text).

Stick to the right edge of the road; This is something that drivers do not usually do, either because of ignorance of the rule or because of neglect, but this rule is still in force.

In the event that it is not possible to completely adhere to the right edge of the road and overtaking can still be done safely, the driver of any of the vehicles referred to in paragraph 3 that will be overtaken will indicate the possibility of doing so to the vehicle that is approaching by extending their arm horizontally and moving it repeatedly backward and forward, with the back of the hand backward, or putting on the right flasher, when it is not convenient to make the signal with their arm.





Use of the right indicator or moving the arm forward and backward; this usually is needed when we want to overtake large vehicles on single lane roads in each direction and due to the dimensions of these, we cannot see well if traffic is coming so we do not go.

In these cases, the driver of the heavy vehicle can make use of the right indicator or move their arm not to indicate an intention to leave the road, but to inform the driver of the vehicle behind that it is possible to overtake safely since there are no oncoming vehicles.

2. The driver of the vehicle to be overtaken is prohibited from increasing their speed or performing manoeuvres that prevent or hinder overtaking.

If you drive on a main road and you see that you are going to be overtaken, you are not allowed to increase your speed, making it difficult to overtake. As much as possible, you should ease the access of the vehicles that are overtaking into the road on which we are driving.

They will also be obliged to reduce the speed of their vehicle when, once the overtaking manoeuvre has begun, there is a situation that entails danger to their own vehicle, to the vehicle that is overtaking, to those travelling in the opposite direction or to any other user of the road (article 35.2 of the articulated text).

Notwithstanding the conditions of the previous paragraph, when the vehicle who wishes to overtake gives explicit signs of desisting from the manoeuvre by reducing their speed, the driver of the vehicle that was intended to be overtaken will not be obliged to reduce speed, if this endangers

the safety of traffic, although they will be obliged to facilitate the driver who wants to overtake to return to their lane.

3. Drivers of heavy vehicles of large dimensions or vehicles that are obliged to follow a specific speed limit must either slow down or leave to the hard shoulder as soon as they can. This must be done if it is practical to make way for those who are behind them, when the density of the traffic in the opposite direction, the insufficient width of the road, its profile or state do not allow overtaking easily and without danger.

4. Infringements of the rules of these requirements will be considered a serious matter, as provided in article 65.4.c) of the articulated text. Note that the reference to article 65.4.c) must be understood made to article 65.4.a), as established in the third final provision of this Regulation, introduced by section ten of the single article of the R.D. 965/2006, from September 1, which modifies the General Circulation Regulations, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

SECTION 5 OVERTAKING MANOEUVRES THAT IMPINGE ROAD SAFETY

Article 87 Prohibitions

1. It is forbidden to overtake:

A) On curves and changes of gradient of reduced visibility and, in general, in any place or circumstance in which the visibility is not good enough to carry out the manoeuvre or stop it once initiated, unless the two directions of movement are clearly delimited and the manoeuvre can be carried out without invading the area reserved for the opposite direction (article 36.1 of the articulated text).





You cannot overtake by driving behind another vehicle that in turn is overtaking, if this prevents you from seeing oncoming traffic. This happens with large vehicles; vans, trucks, buses ... which, due to their size, prevent us from seeing what is in front of us, so we must let them pass in order to start the manoeuvre.

In accordance with the conditions of the previous paragraph, it is specifically prohibited to overtake from behind a vehicle that is performing the same manoeuvre, when the dimensions of the vehicle that carries it out first prevents visibility of the front part of the road to the driver of the vehicle that follows it.



B) In pedestrian crossings marked as such, at intersections with bicycle lanes, at level crossings and in their vicinity (article 36.2 of the articulated text).

However, this prohibition will not be applicable when the overtaking is carried out on two-wheeled vehicles which, due to their small dimensions, do not impede lateral visibility, at a level crossing or its vicinity, prior to the appropriate acoustic or optical signals. Neither will this prohibition be applicable in a marked pedestrian crossing when the overtaking of any vehicle is carried out at such a sufficiently low speed that they may stop in time if there is a danger of a pedestrian being run over.

C) At intersections and in their vicinity, except when:

1. At rotating circulation squares or traffic roundabouts
2. The overtaking must be made on the right, as provided in article 82.2.
3. The roadway on which it takes place has priority at the intersection and there is a specific sign that indicates so.
4. The overtaking is carried out on two-wheeled vehicles (article 36.3 of the articulated text).

D) In tunnels, underpasses and track sections affected by the signal "Tunnel" (S-5) in which only one lane is available for the direction of movement of the vehicle it intends to overtake.

2. Infringements of the rules of these requirements will be considered a serious matter, as provided in article 65.4.c) of the articulated text. Note that the reference to article 65.4.c) should be understood as referring to article 65.4.a), as established in the third final provision of this Regulation, introduced by section ten of the single article of the R.D. 965/2006, of September 1, by which the General Regulation of Circulation is modified, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

SECTION 6 EXCEPTIONAL ASSUMPTIONS OF OCCUPATION OF THE REVERSE DIRECTION

Article 88 Immobilised vehicles

1. On a stretch of road where overtaking is prohibited, if a vehicle that becomes immobilised is completely or partly occupying the road in the direction of travel, unless the immobilisation is imposed by the needs of the traffic, it may be passed, even though to do so it is necessary to occupy the part of the road reserved for the opposite direction, after making sure that the manoeuvre can be carried out safely. With the same requirements, drivers of bicycles, cycles, mopeds, pedestrians, animals and animal-drawn vehicles can be overtaken when, due to the speed they move at, they can be overtaken without risk to them or to general movement.



As a general rule overtaking in a continuous line is forbidden, but the exception to the rule says that it can be done when we pass the drivers of bicycles, cycles, mopeds, pedestrians, animals and animal-drawn vehicles.

The overtaking of heavy machinery is not allowed in this way.

Many drivers think that the service vehicles that drive along the hard shoulder at a reduced speed, can be overtaken in a section where there is a continuous line. But due to their large dimensions they occupy part of the carriageway so overtaking them would mean we have to occupy practically the opposite lane to overtake them safely, which is why overtaking like this is forbidden.

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. Note that the reference to article 65.4.c) should be understood as referring to article 65.4.a), as established in the third final provision of this Regulation, introduced by section ten of the single article of the R.D. 965/2006, of September 1, by which the General Regulation of Circulation is modified, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

Article 89 Obstacles

1. Likewise, in the circumstances indicated in the previous article, any vehicle that finds any obstacle in their way that forces them to occupy the space provided for the opposite direction of its movement may overtake, provided that they have made sure that they can do it safely. The same precaution will be observed when the obstacle or the immobilised vehicle is in a section of road where overtaking is allowed.



Speed reducing bands are not obstacles in the road, they are an element of road safety, they are installed to reduce the speed in sections where it is necessary for different reasons; a high number of incidents, abuses, school zone, etc ... These bands should not be driven around or avoided in any way, so you should reduce your speed and pass over them at a speed that allows you to do it safely.

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

Note that the reference to article 65.4.c) should be understood as referring to article 65.4.a), as established in the third final provision of this Regulation, introduced by section ten of the single article of the R.D. 965/2006, of September 1, by which the General Regulation of Circulation is modified, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

CHAPTER VIII Stopping and Parking

A “Stop” is the immobilisation of the vehicle for less than two minutes, without the driver leaving the vehicle. The moment the driver gets out of the vehicle, even leaving another person inside, it is considered “parked”.

We must take into account the difference between stopping and parking because in some areas we will find that parking is prohibited but not stopping, as long as we do it following these instructions.



SECTION 1 GENERAL RULES OF STOPPING AND PARKING

Article 90 Places in which they must be carried out

1. The stopping or parking of a vehicle on interurban roads must always be made outside the road, on the right side of it and leaving free the walkable part of the hard shoulder (article 38.1 of the articulated text).



When, in an emergency, it is not possible to locate the vehicle outside the road and the passable part of the hard shoulder, the rules contained in the following articles of this chapter and those provided in article 130, as applicable, shall be observed.

2. When on urban roads it has to be done on the road or on the hard shoulder, the vehicle will be located as close as possible to its right side, except on one way roads, where parking can also be done on the left side (article 38.2 of the articulated text).



Remember that if the street is two-way, you cannot stop or park on the left side, since you would be doing it in the opposite direction of the vehicles.

The ordinances issued by the municipal authorities in accordance with the conditions of Article 93 must also be observed.

Article 91 Mode and manner of execution

1. Stopping and parking must be carried out in such a way that the vehicle does not obstruct traffic or constitute a risk to other road users, especially taking care of the vehicle's positioning and preventing it from moving when the driver is absent. (Article 38.3 of the articulated text).



Special attention with parking large vehicles on corners or crossings as they hinder visibility to drivers who want to join or cross the road. It is usually the case to find vans or caravans parked in places that even though it is not forbidden to park there, due to their size they limit visibility creating risky situations to other drivers as they cannot see. In these cases even though these vehicles are allowed to park they should look for another parking spot.

2. The following are considered to be a risk or obstacle to traffic when stopping or parking is done in a dangerous place or in a place that seriously impedes traffic:

A) When the distance between the vehicle and the opposite edge of the road or a longitudinal mark on it that indicates a prohibition to cross it is less than three metres or, in any case, when it does not allow other vehicles to pass.



B) When another vehicle that is correctly parked or stopped is prevented from joining traffic.





C) When the normal use of the exit passage or access to a building for people or animals, or vehicles in a signalled ford is hampered.





Plate showing that you cannot park here; issued by the corresponding City Council, with the assigned plate number on the sign. Those not issued by the Town Councils that can be acquired in any establishment are invalid.

They will only be valid for their use in private spaces, such as parking for a community of owners, never for use on public roads.

D) When the normal use of the reduced steps for physically handicapped persons is obstructed.



E) When the manoeuvre is done in dividers, separators, islets or other traffic channelling elements.



F) When the authorised turn is prevented by the corresponding signal.



G) When parking takes place in an area reserved for loading and unloading, during the hours of use.



H) When parking is done in a double row without a driver.



Some drivers have the habit of parking on double yellow lines and go for bread, newspaper, drinks, coffee... it is totally forbidden for the DRIVER to be absent. There are cases of drivers leaving an occupant in the vehicle in their absence. The regulation makes it clear that the driver must not leave the vehicle.

I) When parking is carried out at a public transport stop, signposted and delineated.





J) When parking is carried out in spaces expressly reserved for emergency and security services.





K) When parking is carried out in spaces prohibited on public roads qualified as preferential attention, specifically marked.



L) When the parking is made in the middle of the road.



M) When stopping or parking movements not mentioned above constitute a danger or seriously impede the movement of pedestrians, vehicles or animals.

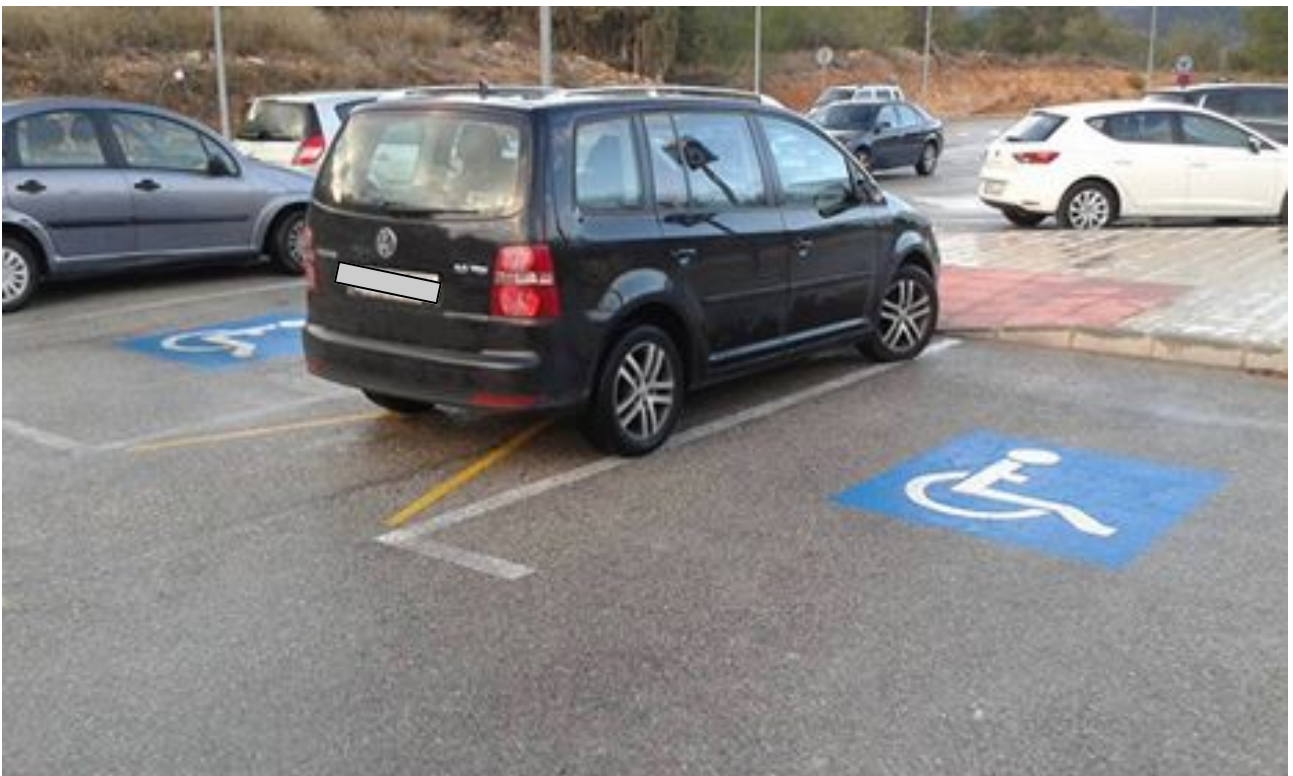
3. The attempts to stop or park in dangerous places or that seriously impede the movement are considered as serious infringements, as foreseen in article 65.4.d) of the articulated text.

Note that the reference to article 65.4.c) should be understood as referring to article 65.4.a), as established in the third final provision of this Regulation, introduced by section ten of the single article of the R.D. 965/2006, of September 1, by which the General Regulation of Circulation is modified, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

Article 92 Placement of the vehicle

1. Stopping and parking should be carried out by placing the vehicle parallel to the edge of the road. By exception, another placement will be allowed when the characteristics of the road or other circumstances allow.

2. All drivers who stop or park their vehicle must do so in a way that allows the best use of the remaining available space.



Only one parking space should be occupied. Failure to do so may result in a penalty for minor infringement.

3. In the case of a motor vehicle or moped, if the driver has to leave their vehicle, they must also follow, as soon as they are applicable, the following rules:

A) Stop the engine and disconnect the starting system and, if they move away from the vehicle, take the necessary precautions to prevent its use without authorisation.

B) Leave the handbrake on.

C) In a vehicle provided with a gearbox, the driver must leave it on first gear if they are on an upward slope, reverse, in descendant, or, where applicable, the parking position.

D) In the case of a vehicle which weighs more than 3,500 kilograms of maximum authorised mass, a bus or a group of vehicles and the stop or parking is done in a place on a slope, its driver must leave it properly parked, either through the placement of wedges, without the need to use elements such as stones or others not expressly intended for that function, or by supporting one of the steering wheels on the curb of the sidewalk, tilting these towards the centre of the road on the ascending slopes and outside in descending slopes. The wedges, once used, must be removed from the road before resuming movement.

Article 93 Municipal ordinances

1. The stop-and-park system on urban roads shall be regulated by municipal ordinance, and the necessary measures may be taken to avoid traffic jams, including parking time limitations, as well as the precise corrective measures, including the withdrawal of the vehicle or its immobilisation when it is not provided with a title that enables parking in areas limited in time or exceeding the authorisation granted until the identification of the driver is achieved (article 38.4 of the articulated text).

When we talk about "parking time limitations", we are talking about the "blue zone"; areas where parking is only allowed for a limited time, after payment of a fee in one of the parking metres installed on the street.

Once the amount has been paid, we must display the parking ticket in a visible place on the dashboard. It will be cause for immobilisation and even taking the vehicle away, if you either fail to display the ticket, or exceed the authorised time without having renewed the ticket.

Once the driver is identified, they will be sanctioned, having to pay the town truck and deposit expenses in case the vehicle is moved to the municipal pound until the driver is identified.

2. In no case may the municipal ordinances oppose, alter, distort or induce confusion with the precepts of this regulation.