



When you arrive at a toll, you should pay attention to the toll symbols, they are; manual payment, with card, and electronic toll collection and enter the entrance for the option you have chosen to continue the journey. The act of entering the wrong lane and having to back out will be a cause for sanction. It is not possible to make use of an electronic toll booth unless a payment device is installed in the vehicle.

2. Except for special circumstances that justify it, users must obey the prescriptions indicated by the signs, even when they seem to be in contradiction with the rules of behaviour in movement (article 53.2 of the articulated text).

3. Users must obey the indications of the traffic lights and vertical traffic signs immediately to their right, above the road or above their lane, and if they do not exist in the aforementioned locations and intend to turn left or continue in front, those that are located immediately to the left.

If there are traffic lights or vertical traffic signs with different indications to the right and to the left, those who want to turn left or continue straight ahead should only obey those immediately to their left.

CHAPTER II Priority between signals

Article 133 Order of priority

1. The order of priority between the different types of traffic signs is as follows:

A) Signs and orders of traffic agents.



B) Circumstantial signalling that modifies the normal way of using the road and signs of fixed beaconing.



C) Traffic lights.



D) Vertical traffic signs.



E) Road markings.



2. In the event that the prescriptions indicated by different signs appear to be in contradiction to each other, the priority will prevail, according to the order referred to in the previous section, or the most restrictive, if it is signs of the same type (article 54.2 of the articulated text).

CHAPTER III FORMAT OF THE SIGNALS

Article 134 Official catalogue of road signs

1. The official catalogue of road signs must comply with the provisions of international regulations and recommendations in this area, as well as with the basic regulations established for this purpose by the Ministries of the Interior and Development.
2. The catalogue specifies the form and meaning of the signs and, where appropriate, their colour and design, as well as their dimensions and placement systems.
3. The signs that can be used on the roads subject to the legislation on traffic, motor vehicle traffic and road safety must comply with the standards and specifications established in this regulation and in the official catalogue of traffic signs.
4. The form, symbols and nomenclature of the signs, as well as the documents that make up the official catalogue of traffic signs, are those listed in Annex I.

CHAPTER IV APPLICATION OF SIGNALS

SECTION 1 GENERALITIES

Article 135 Application

Any sign will be applied to the entire width of the roadway by the drivers who are authorised to use the road, which is who it is applies to. However, its application may be limited to one or more lanes, by markings on the road.

Article 136 Visibility

In order to make them more visible and readable at night, road signs, especially hazard warning and regulatory signs, must be illuminated or provided with reflective materials or devices, as provided in the basic regulation established for these purposes by the Ministry of Development.

Article 137 Registrations

1. To facilitate the interpretation of signals, an inscription may be added in a rectangular complementary panel placed below them or inside a rectangular panel containing the signal.
2. Exceptionally, when the competent authorities deem it appropriate to specify the meaning of a signal or a symbol or, with respect to regulatory signals, limit its scope to certain categories of users of the road or to certain periods, and the necessary indications by means of an additional symbol or figures in the conditions defined in the official catalogue of traffic signs, an inscription will be placed below the sign, in a rectangular complementary panel, without prejudice to the possibility of replacing or completing those inscriptions by means of one or several expressive symbols placed on the same plaque.

In the event that the sign is placed on a fixed or variable message poster, the inscription that refers to it may be located next to it.

Article 138 Language of signage

The written indications that are included or accompany the signalling panels of the public roads, and inscriptions, will appear in Castilian language and, in addition, in the official language of the autonomous community recognised in the respective statute of autonomy, when the signal is located in the territorial scope of said community.



The population centres and other place names will be designated in their official name and, when necessary for identification purposes, in Spanish.



In parts of the country this article is not respected because they only have traffic signals in the language of the autonomous community (Valencian, Galician, Catalan or Basque) when it should also be in Spanish.

SECTION 2 RESPONSIBILITY FOR SIGNALING IN THE ROADS

Article 139 Responsibility

1. It is the responsibility of the road user to maintain the best possible safety conditions for driving and to use and conserve the suitable signals and road markings. It is also their responsibility to get prior authorisation for installing other traffic signs. In case of emergency, authoritative agents may install circumstantial signals without previous authorisation (article 57.1 of the articulated text).

The National Roads in Spain are the state-owned roads, managed by the Ministry of Public Works and which, together with the State Highways and Motorways, form the so-called State Roads Network.

N-332

N-331

The Road Network of the Autonomous Communities, are part of the Road Network of Spain and are all the roads running fully within the Comunidad Autonoma area, and which are not owned by the Government.

Toll Motorways

The toll roads, although they are owned by the Ministry of Development and are part of the State Roads Network, are operated under concession by private or a mixture of companies.

The origin of the roads, at "0" kilometre, is the Puerta del Sol in Madrid.



2. The authority in charge of traffic regulation will be responsible for the circumstantial signalling due to the contingencies of the traffic and the variable signalling necessary for its control, in accordance with the highway legislation (article 57.2 of the articulated text). In this regard, it is the responsibility of the autonomous body Central Traffic Headquarters or, where appropriate, the regional or local authority responsible for traffic regulation determination of classes or sections of roads that must have circumstantial or variable signalling or other means of surveillance, regulation, control and telematic traffic management; that of the characteristics of the physical and technological elements that have the purpose of assisting the traffic authority; the installation and maintenance of the signage and physical or technological elements, as well as the determination at all times of the uses and messages of the variable message panels, without doubting of the competencies that, in each case, may correspond to the drivers.

3. The responsibility for signalling road works carried out on the roads subject to the legislation on traffic, motor vehicle traffic and road safety shall correspond to the bodies that carry them out or to the contracted companies. The road users are obliged to follow the instructions of the personnel assigned to the regulation of the passage of vehicles in said works, according to the requirements of article 60.5.

When the works are carried out by successful bidders or entities other than the owner, these, prior

to its start, will be communicated to the autonomous Central Traffic Authority or, where appropriate, to the regional or local authority responsible for traffic, which will dictate the instructions that are appropriate in relation to the regulation, management and control of traffic.

4. The execution of construction work without prior authorisation of the owner of the road will be governed by the provisions of the highway legislation or, where applicable, the municipal regulations (article 10.1 of the articulated text).

The realisation and signage of works that violate the instructions issued will be considered a serious infraction, in accordance with the provisions of the article 65.4.f) of the articulated text of the Law on traffic, circulation of motor vehicles and road safety. Please note that the reference to article 65.4.f) must be understood as made to article 65.4.d), as established in the final provision third 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).

Article 140 Signalling of road works

Road works that hinder road traffic in any way must be marked, both day and night, and luminously marked during the night hours, or when the weather or environmental conditions so require, by the director of the work, according to the regulation established for these purposes by the Ministry of Development.

When road works sections are marked, the road markings will be yellow. The following vertical signs will also have the yellow background:



A) The warning signs of danger P-1, P-2, P-3, P-4, P-13, P-14, P-15, P-17, P-18, P-19, P -25, P-26, P-28, P-30 and P-50.

Señales de peligro



B) Regulatory signals R-5, R-102, R-103, R-104, R-105, R-106, R-107, R-200, R-201, R-202, R-203, R-204, R-205, R-300, R-301, R-302, R-303, R-304, R-305, R-306, R-500, R-501, R-502 and R-503.

Señales de reglamento y prioridad



C) The indication signs: all lane and orientation signs.

Señales de indicación



Its meaning will be the same as that of the equivalents that are used when there are no works.

The shape, colour, design, symbols, meaning and dimensions of the signs of road works are those that appear in the official catalogue of road signs. The form, symbols and nomenclature are also included in Annex I of this regulation.

Article 141 Object and type of signals

Unless otherwise justified, in any type of works and activities on the roads the elements and devices of signalling, beaconing and defence included in the basic regulation established for these purposes by the Ministries of Development and Interior should be used exclusively, as indicated in the Annex I.



CHAPTER V Withdrawal, substitution and alteration of signals

Article 142 Obligations concerning signalling

1. The owner of the road or, where appropriate, the authority in charge of regulating traffic will order the immediate withdrawal and, where appropriate, the replacement of the adequate anti-regulation signs installed, of those that are no longer needed and those who do not comply because of their deterioration (article 58.1 of the articulated text).



2. Except for justified reasons, no one should install, remove, move, hide or modify the signalling of a road without permission from its owner or, where appropriate, the authority in charge of regulating traffic or responsible for the facilities (article 58.2 of the articulated text).

3. It is forbidden to modify the content of the signs or place plaques, posters, marks or other objects over them or near them that may lead to confusion, reduce their visibility or effectiveness, dazzle road users or distract their attention, without respecting the powers of the road owners (article 58.3 of the articulated text).



You cannot place any type of advertising, or information posters temporarily next to traffic signs without authorisation from the owner of the road. Doing so without permission could give rise to a sanction of up to 3,000 euro.

The autonomous body Central Traffic Headquarters or, where appropriate, the regional or local authority responsible for traffic regulation may alter, at any time, the content of the signals referred to in article 144.1 to adapt them to changing traffic circumstances, without limiting the capability of the owners of the roads.

4. The cases of withdrawal or deterioration of the permanent or occasional signage will be considered as serious infringements, as foreseen in article 65.4.f) of the articulated text.

Please note that the reference to article 65.4.f) must be understood as made to article 65.4.d), 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 VI TYPES AND MEANINGS OF ROAD SIGNS AND ROAD MARKINGS

SECTION 1 SIGNS AND ORDERS OF MOBILITY AGENTS

Article 143 Signals with the arm and others

1. The agents of the traffic authority who are regulating the traffic should be easily recognisable at a distance, both day and night, and their signals must be visible, and the users of the route must

immediately obey their orders.

The agents of the traffic regulation authority and the Military Police, construction workers and escorts of special transport vehicles, who regulate the passage of vehicles and, in its case, the school patrols, the personnel of civil protection and that of organisations of sports activities or of any other act, authorised for the purposes contemplated in section 4 of this article, shall wear garments of striking colours and devices or retro reflective elements that allow drivers and other road users who approach them to distinguish them at a minimum distance of 150 metres.



Failure to heed the signs of personnel who are on the road supervising works, an action or sporting event will be grounds for minor sanctions. While not obeying the signs of traffic authority agents is considered a serious infringement and involves the withdrawal of 4 points of a driving licence.

2. As a general rule, the agents of the traffic authority will use the following signals:

A) Arm raised vertically: All road users approaching the agent must stop, except drivers who cannot do so in unsafe conditions. If this signal is made at an intersection, it does not force drivers who have already entered it to stop.



The stop must be made at the nearest stopping point or, failing that, immediately in front of the agent. At an intersection, the driver must stop before entering.

After this signal, the agent may indicate, where appropriate, the place where the stop must be made.

B) Arm or arms extended horizontally: All road users approaching the agent from directions that intersect the one indicated by the arm or extended arms and whatever the direction of their movement must stop. This signal remains in force even if the agent lowers their arm or arms, as long as they do not change position or make another signal.



C) Use of a red or yellow light: All road users that the agent directs the light at must stop.



D) Extended arm moving alternately from top to bottom: This signal indicates that vehicles approaching the agent on the side corresponding to the arm that executes the signal must slow down.



E) Other signs: when circumstances so require, agents may use any other indications different from the previous ones.



Agents may order the detention of vehicles with a series of short and frequent whistle blows, and the driver may resume their movement after hearing a long whistle blow.

3. Agents may give orders or instructions to users while using the V-1 signal established by the General Vehicle Regulations, through the public address system or by any other means that may be clearly perceived by them, among which there are the following:

A) Red flag: indicates that from the passage of the vehicle that carries it, the road is temporarily closed to the passage of all vehicles and users, except for those who are accompanied or escorted by the agents of the authority responsible for the regulation, management and control of traffic.



The red flag indicates that the road, from the vehicle that carries it, is temporarily closed to the traffic, vehicles and all road users, except for those accompanied or escorted by the agents.





B) Green flag: indicates that, after the passage of the vehicle that carries it, the roadway is again open to traffic.



C) Yellow flag: indicates to drivers and other road users the need for maximum attention or the proximity of a danger. This flag may also be used by authorised auxiliary personnel who perform order, control or safety functions during bicycle races or any other activity, sporting or not, on the routes subject to traffic legislation, vehicle circulation to motor and road safety.



D) Arm extended down inclined and fixed: Used from a moving vehicle, the agent is indicating the obligation to stop on the right side to those users to whom the signal is directed.



E) Red or yellow light flashing or flashing forward: From a vehicle, the agent indicates to the driver of the one preceding them that they must stop the vehicle on the right side, in front of the police vehicle, in a place where there is no greater risk or inconvenience to other road users, and following the instructions given by the agent through the public address system.





4. In the absence of usual traffic agents or to assist them, and under the circumstances and conditions established in this regulation, the Military Police and the road works personnel, and those accompanying vehicles in a special transport regime may regulate the passage of vehicles through the use of R-2 and R-400 vertical signs incorporated into a paddle, and, by this means, school patrols can use it to stop movement. When the competent authority authorises the celebration of sporting activities or acts that require limitations to the movement in urban or interurban roads, the authority responsible for traffic may enable the civil protection personnel or the responsible organisation to prevent the access to vehicles or pedestrians to the affected area or itinerary, in the terms of Annex II.



When the State Security Forces and Corps, within the scope of their functions, establish controls for public safety on public roads, they may regulate traffic exclusively in the absence of traffic agents.















The form and meaning of the signals and orders of the traffic agents will be adjusted to what is established in the official catalogue of traffic signs. These signs are also included in Annex I.




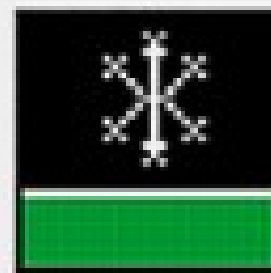
SECTION 2 CIRCUMSTANTIAL SIGNALS WHICH MODIFY THE NORMAL USE OF THE ROAD, AND BEACON SIGNALS







Article 144 Circumstantial and beacon signals

1. Variable message panels are intended to regulate traffic by adapting to changing traffic circumstances. They will be used to give information to drivers, warn drivers of possible dangers and give recommendations or mandatory instructions. The content of the texts and graphics of the variable message signs panels should comply with the provisions of the official catalogue of traffic signs.



	Queues	Road works	Slippery surface	Snow or ice	Reduced visibility	Wind or gusts	Crash or obstruction
DANGER (Nearby)							
Information (In the distance)							

Level black	Level red	Level yellow	Level green
			

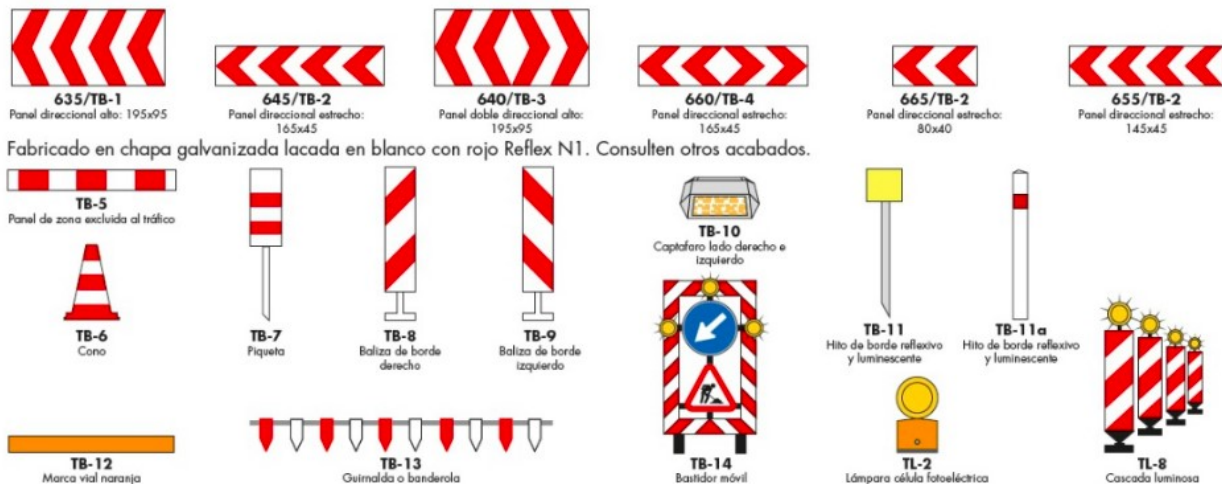
Shape and colour		Meaning
Triangle with red border		Danger / warning
Circle with red border		Prohibition or restriction
Blue circle		Obligation
Blue square or rectangle		General indications and lanes
Blue rectangle with white box containing symbol		Services
Rectangle in white, blue, green, or other colours		Orientation



The modifications that these panels of variable message make compared to the usual vertical and horizontal signalling end when the panel itself establishes it or the causes that motivated its imposition, from which point they return to dominate.

Failure to respect the instructions and obligations advised by these panels will constitute a serious offence.

2. Beacon signals may be:



A) Barrier devices: they prohibit the passage to the part of the road they restrict and are the following:

1. Fixed barrier: prohibits entry to the road or part of it that is restricted.

2. Mobile barrier or semi-permanent barrier: it temporarily prohibits entry, while it is in a transversal position to the roadway in a level crossing, a toll or customs post, access to an establishment or others.

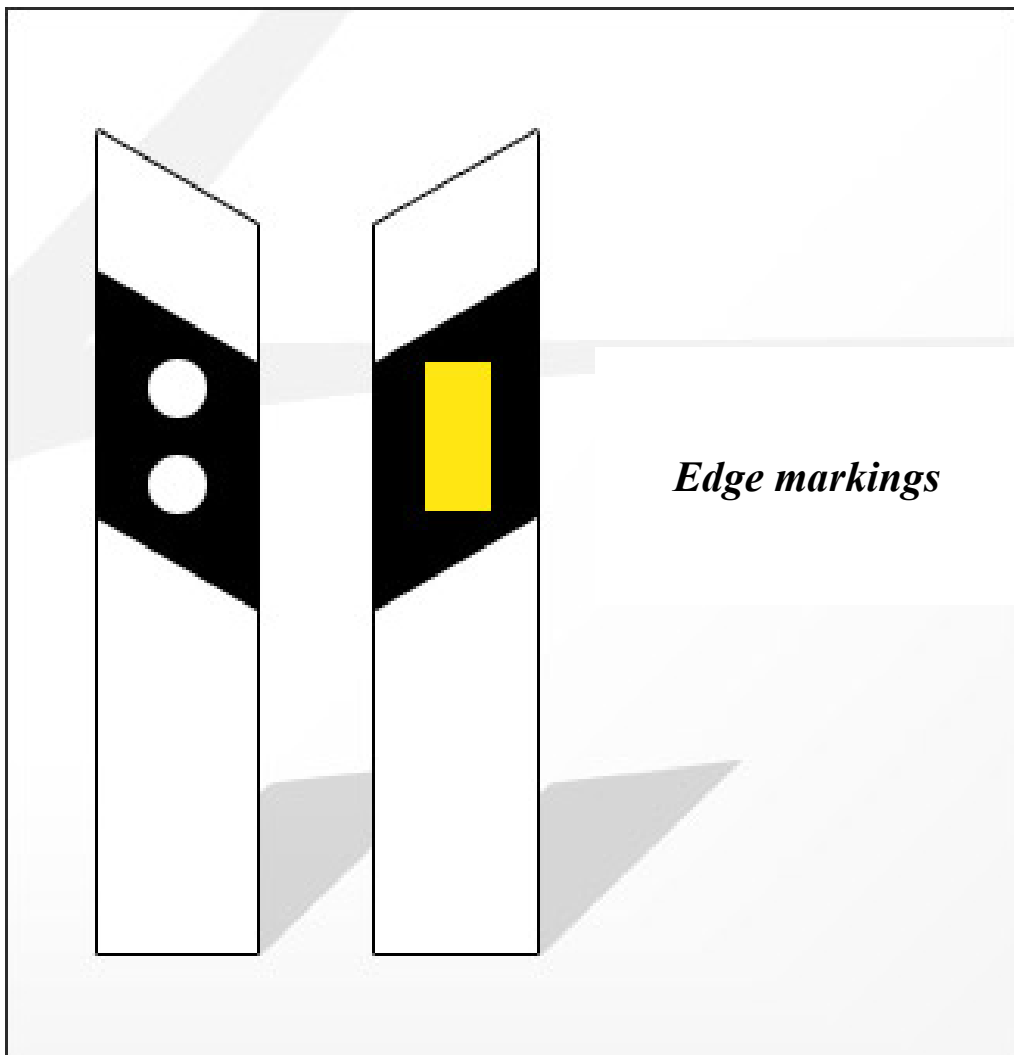
3. Provisional directional panel: prohibits entry and also informs about the direction of driving.
 4. Small flags, cones or similar devices: they prohibit the passage through the real or imaginary line that unites them.
 5. Fixed red light: indicates that the road is completely closed to traffic.
 6. Fixed or intermittent yellow lights: prohibit the passage through the imaginary line that unites them.
- B) Guidance devices:** their purpose is to indicate the edge of the road, the presence of a curve and the direction of travel, the limits of construction works or other obstacles.

They are the following:

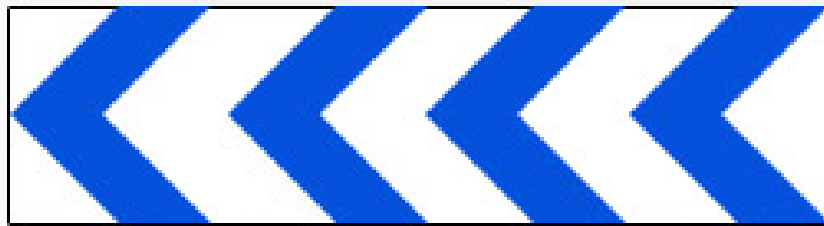
1. Vertex marker: a semi-cylindrical shape on its front face, provided with symmetrically opposed triangles, made of reflective material, which indicates the point at which two traffic flows separate.



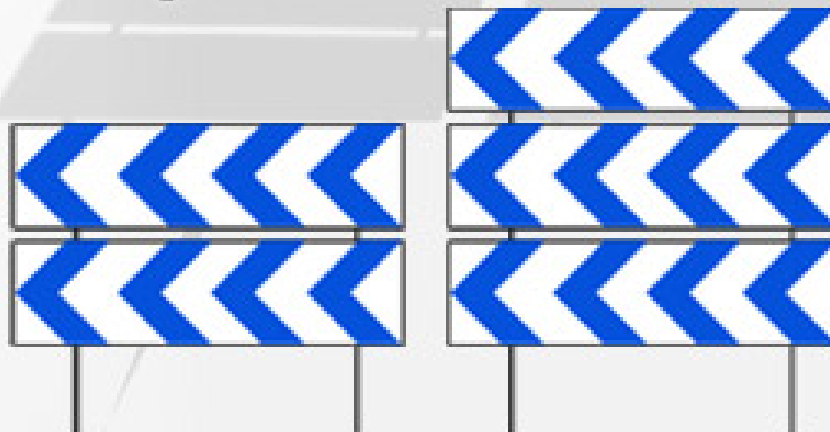
2. Edge markers: element whose primary purpose is to mark the edges of roads mainly during the night or low visibility.



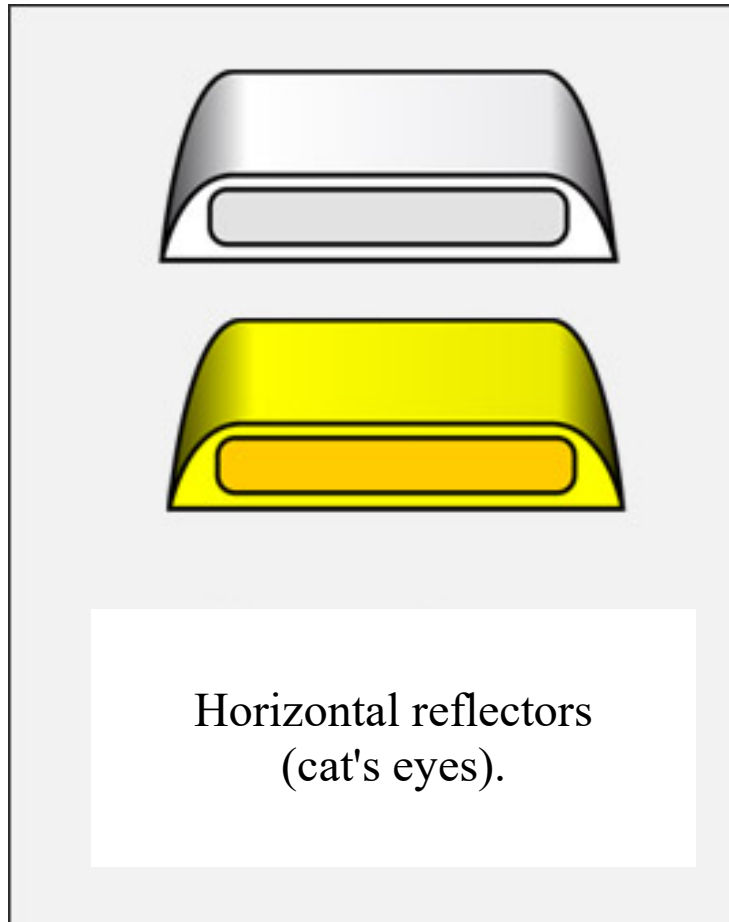
3. Permanent directional panels: devices implemented for guidance and pointing out a specific danger, through which information on the direction of traffic flow is reported.



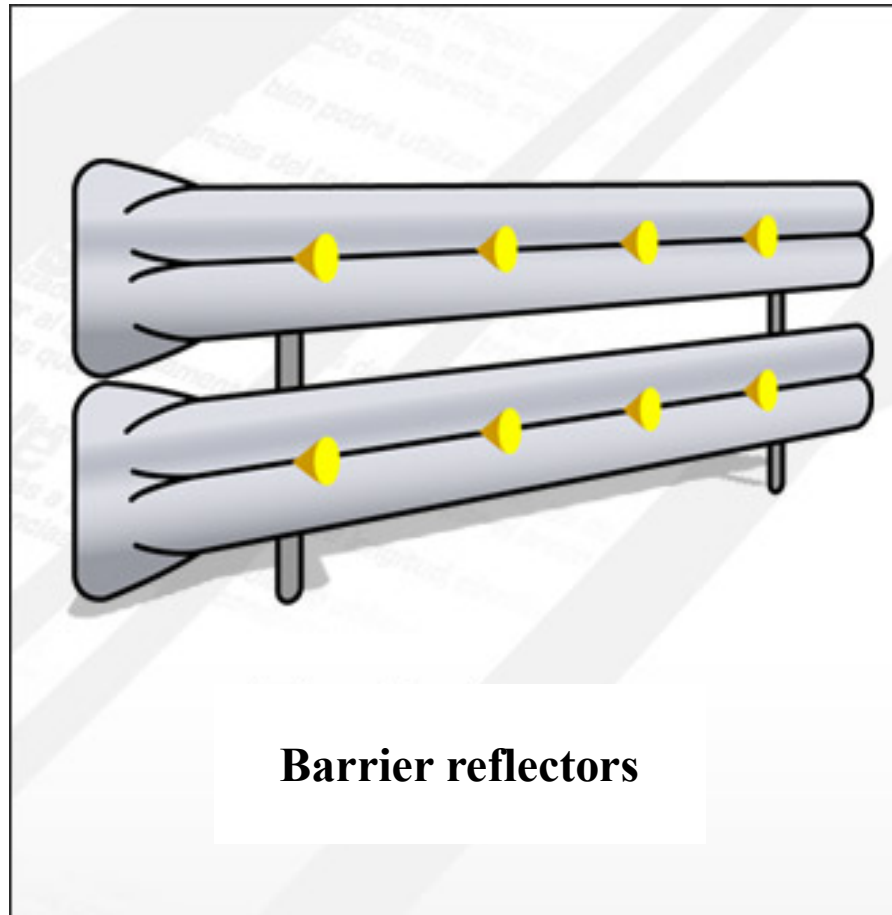
Permanent directional panels:



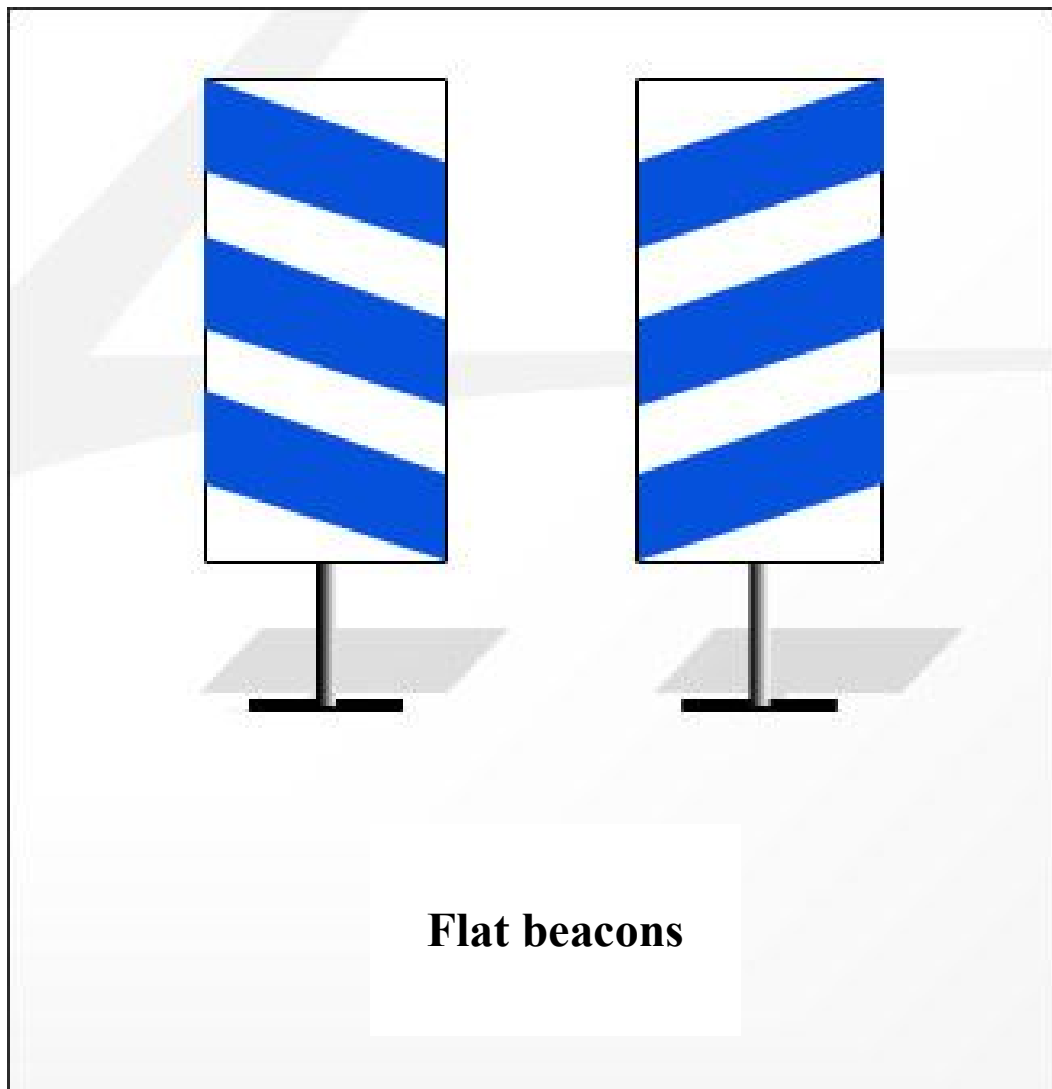
4. Horizontal reflectors (cat's eyes).



5. Barrier reflectors.



6. Flat beacons: indicate the edge of the road, the limits of construction works or other obstacles on the road.

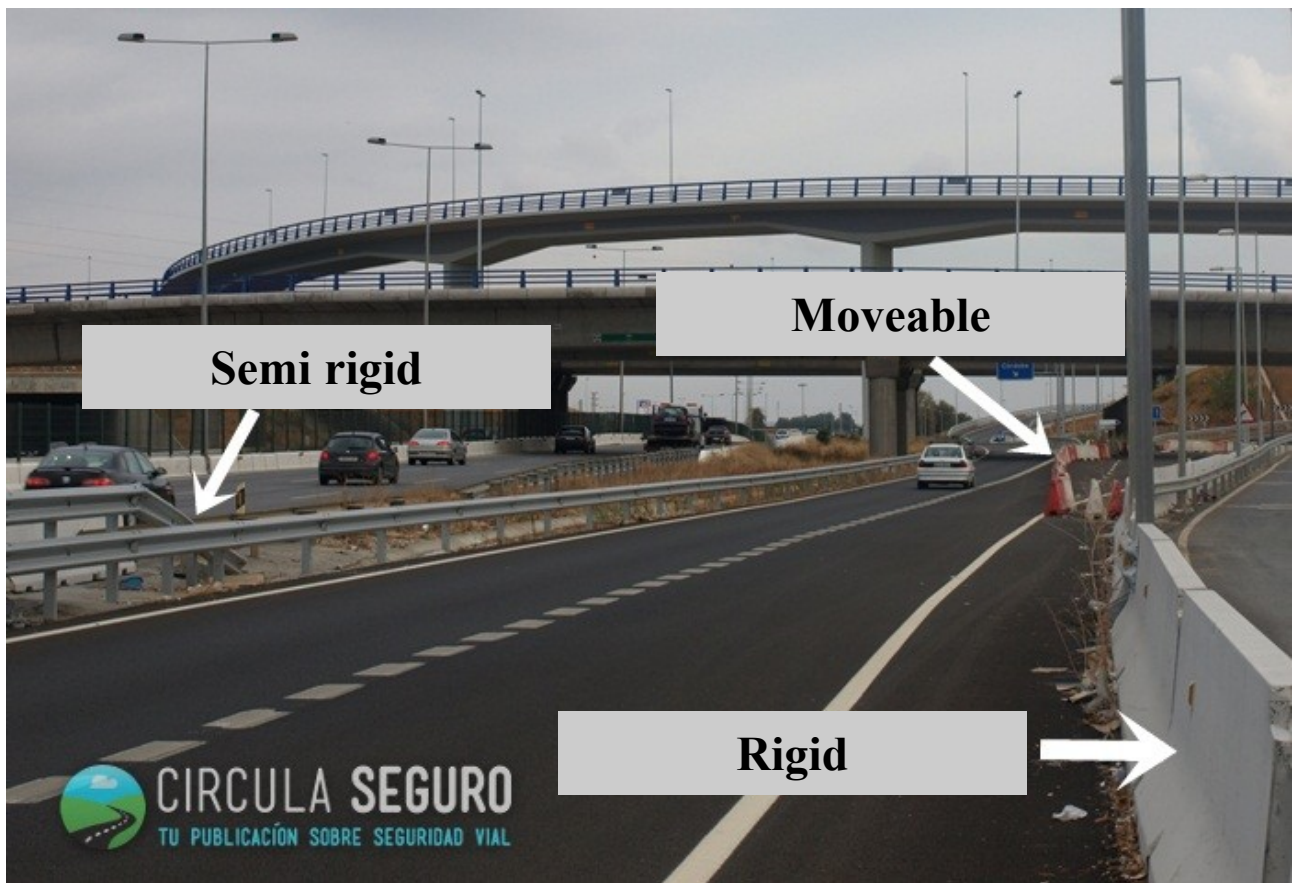


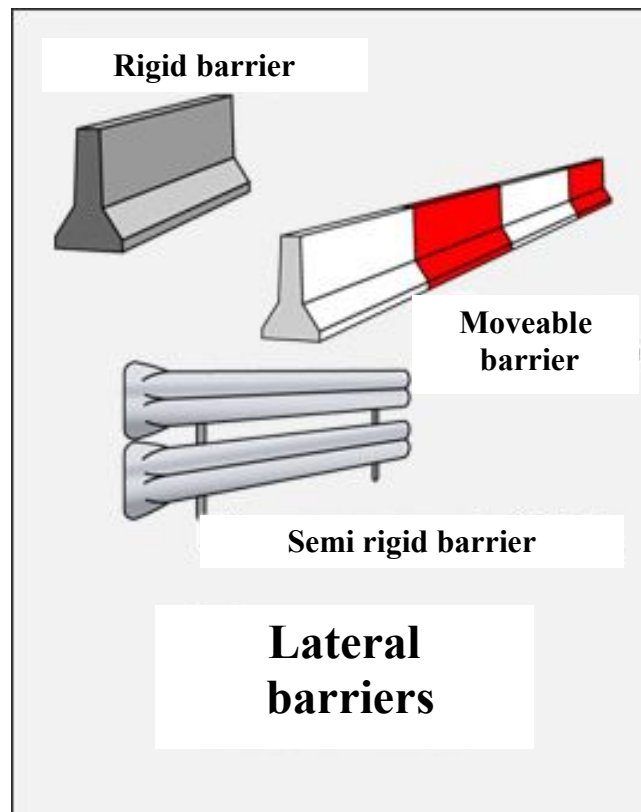
7. Cylindrical Beacons: they reinforce any security measure, and the line, imaginary or not, that unites them cannot be crossed.



8. Lateral barriers: rigid, semi-rigid and moveable. They indicate the edge of the road and protect against involuntary exits.







3. The shape, colour, design, symbols, meaning and dimensions of beacon signals should conform to what is established in the official catalogue of traffic signs.

SECTION 3 TRAFFIC LIGHTS

Article 145 Traffic lights for pedestrians

The meaning of the lights of traffic lights is the following:



A) A non-flashing red light, in the form of a motionless pedestrian, indicates to pedestrians that they should not start crossing the road.

B) A green non-flashing light, in the form of a moving pedestrian, indicates to pedestrians that they may begin to cross the roadway. When said light goes on intermittent, it means that the time they still have to finish crossing the road is about to end and that the red light will turn on.

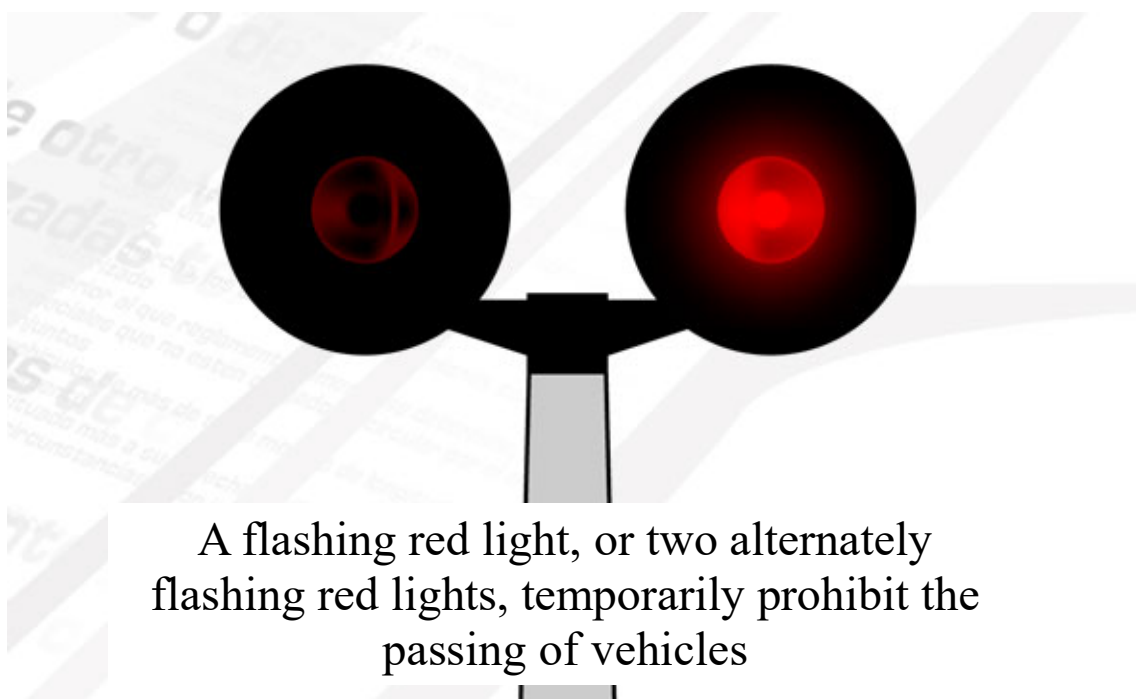
Article 146 Traffic lights for vehicles

The meaning of their lights and arrows is as follows:

A) A non-flashing red light prohibits passage. While it remains on, vehicles must not pass the traffic light or the stop line closest to it, if there is one. If the traffic light is inside or on the opposite side of an intersection, vehicles must not enter it or pass the stop line located before it, if there is one.



B) A flashing red light, or two alternately flashing red lights, temporarily prohibit the passing of vehicles before a level crossing, an entrance to a moving bridge or a pontoon ferry, in the vicinity of an exit of fire extinction vehicles or due to the approach of an aircraft at a low altitude.







C) A non-flashing yellow light means that vehicles must stop under the same conditions as if they were a fixed red light, unless, when turned on, the vehicle is so close to the place of stopping that it cannot be stopped before the traffic light in a safe way.



D) A flashing yellow light or two alternately flashing yellow lights force drivers to exercise extreme caution and, if necessary, give way. Also, the driver is not exempt from compliance with other signals that force them to stop.



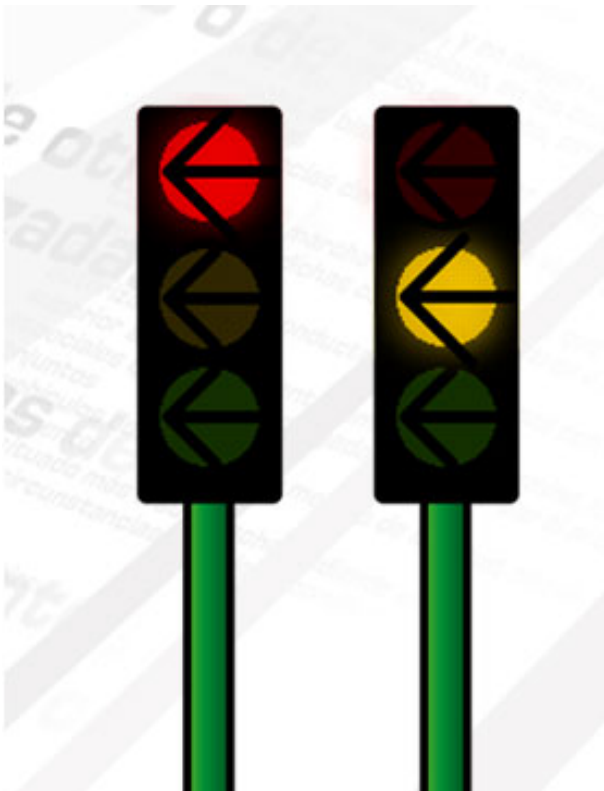
A flashing yellow light or two alternately flashing yellow lights force drivers to exercise extreme caution and, if necessary, give way

E) A green non-flashing light means that priority passing is allowed, except in the cases referred to in article 59.1.



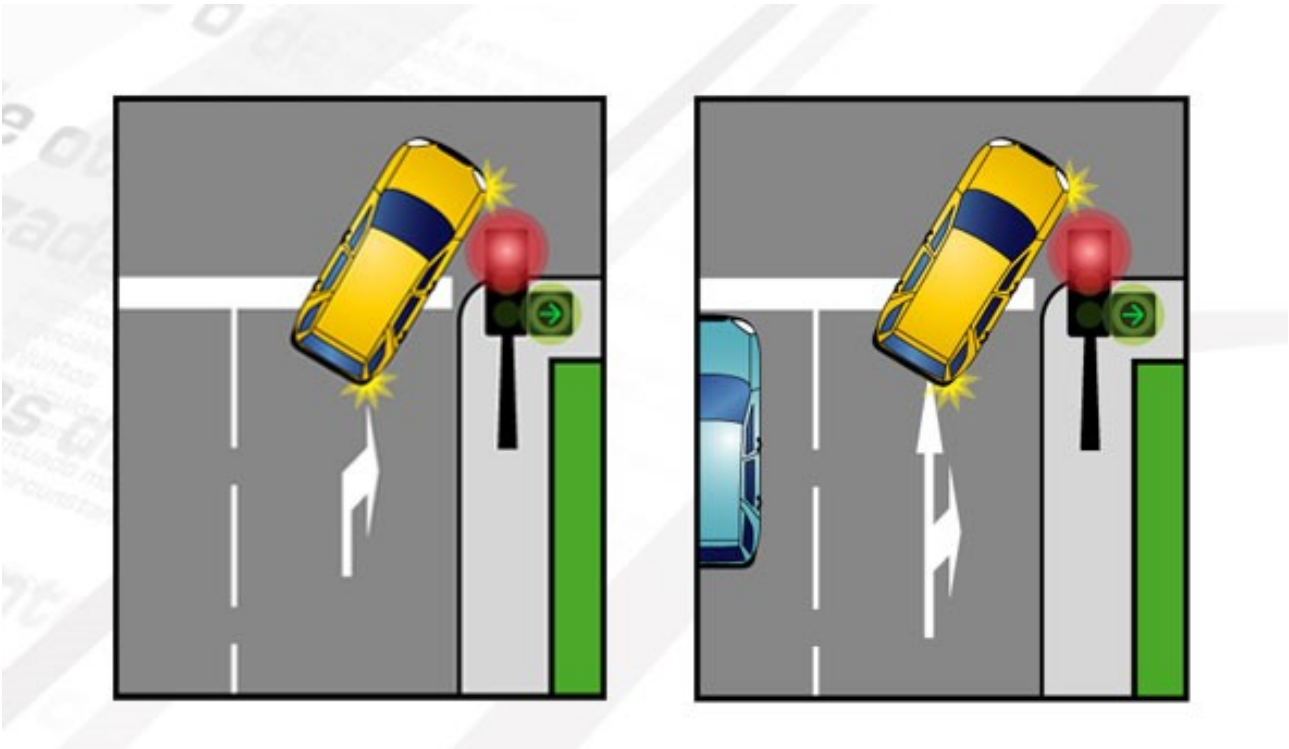
A green non-flashing light means that priority passing is allowed

F) A black arrow on a non-flashing red light or on a yellow light does not change the meaning of said lights, but limits it exclusively to the movement indicated by the arrow.



A black arrow limits it exclusively to the movement indicated by the arrow





G) A green arrow that illuminates on a black background means that vehicles can take the direction indicated by the arrow.



Any vehicle that, when the green arrow lights up, is in a lane reserved exclusively for the movement in the direction indicated by the arrow or that, without being reserved, is the one that is moving in the lane, must advance in that direction.

Vehicles that advance following the indication of a green arrow must do so with caution, allowing vehicles passing through the lane to which they are entering to pass and not endangering pedestrians crossing the road.