

# Regulations relating to Pedestrian and Vehicle Traffic (Traffic Rules)

## Section 1. Definitions

1. In these traffic rules, the following terms shall mean as follows:
  - a) *Road*: Any public or private road, street or open square (including lay-bys, car parks, bus and tram stops, bridges, winter roads except marked tracks for snowmobiles, ferry quays or other quays immediately adjoining a road) that is open to general traffic.
  - b) *Junction*: Any point at which a road crosses or merges with another road.
  - c) *Carriageway*: The part of a road intended for ordinary driving.
  - d) *Driving lane*: Each of the longitudinal parallel lanes into which the carriageway is divided by road markings, or which is wide enough for a stream of car traffic.
  - e) *Shoulder*: The part of a road that lies outside its edge line.
  - f) *Pedestrian path and cycle path*: Any path designated by an official traffic sign for the use of pedestrians or cyclists or a combination of pedestrian and bicycle traffic. Such path is separated from other roads by a strip of grass, a ditch, fence, kerbstones or by other means.
  - g) *Cycle lane*: A driving lane designated for the use of cyclists by an official traffic sign and road markings.
  - h) *Pavement*: Facility designated for the use of pedestrians and separated from the carriageway by kerbstones.
  - i) *Convoy of military vehicles and convoy of civil defence vehicles*: Four or more vehicles belonging to the Armed forces or the Civil Defence which are being driven in a convoy with a blue flag or light on the first vehicle and a green flag or light on the last vehicle.
  - j) *Level crossing*: Junction on the same level between a road and a railway or tramway on a separate track.
  - k) *Parking*: Any stationing of a vehicle, even if the driver does not leave the vehicle. Exceptions are shortest possible stops for the purpose of embarking or disembarking or loading and unloading.
  - l) *Wheelchair*: A device with wheels and/or tracks which is specifically designed for moving a person with a walking impairment. The device must have an unladen mass not exceeding 250 kg (including any batteries), a length not exceeding 180 cm and a width not exceeding 85 cm. If the device is propelled by an engine, it must be designed for a maximum speed capacity not exceeding 10 km/h. Such devices are not deemed to be vehicles pursuant to Section 2 of the Road Traffic Act.
  - m) *Toy vehicle*: A motorised device designed for children is not deemed to be a vehicle pursuant to the Road Traffic Act when its maximum speed is physically prevented from exceeding 6 km/h and its unladen mass does not exceed 50 kg.
2. In other respects, the definitions in the Road Traffic Act and in regulations issued pursuant to the Act shall apply.

## Section 2. Scope of regulations, deviation from road traffic provisions etc.

1. These traffic rules shall apply to all traffic on roads.
2. Insofar as they are applicable, the rules for vehicle traffic shall apply also to horse riders and persons leading saddle, pack or draught animals and to persons leading or herding farm animals.
3. Pedestrians also include persons who
  - a) are skiing or roller-skiing,
  - b) are propelling a wheelchair, a kicksled or a sled
  - c) are pushing a bicycle or a moped, pushing a pram or using a toy vehicle.

4. When it is necessary or of considerable help when on duty, or for training for such duty, the provisions laid down in or issued pursuant to Sections 4-9 of the Road Traffic Act, may be deviated from by
- a) drivers of emergency vehicles,
  - b) drivers of other vehicles in police service
  - c) drivers of vehicles used for roadworks or similar work on or near a road, for roadside inspections by the Norwegian Public Road Administration, and for the inspection and enforcement of rules for parking and stopping on public routes of travel. Such drivers shall, however, comply at all times with the provisions of Section 6 of the Road Traffic Act and Section 13 of the Traffic Rules (Driving Speeds). The same applies to the rules relating to traffic lights.

Drivers mentioned in the preceding paragraph shall always obey instructions given by the police.

When driving through a red traffic light, the driver of an emergency vehicle shall reduce the speed of the vehicle sufficiently to be able to stop immediately for any crossing or oncoming traffic.

5. For drivers of trams, the traffic rules only apply when this is expressly stated in the relevant provision.

The provisions of Sections 3, 5, 6, 9, 12, 21, 23 and 31 of the Road Traffic Act also apply to drivers of trams.

### **Section 3. *Instructions***

1. Instructions given by traffic lights, official traffic signs or road markings take precedence over the traffic rules.

Instructions given by traffic lights take precedence over instructions concerning the obligation to give way indicated by official traffic signs.

Special traffic light signals for traffic in lanes reserved for public transport, cyclists or pedestrians apply only to traffic in the lane in question, and they take precedence over other traffic light signals.

2. Instructions given by the police, the Norwegian Public Roads Administration, Norwegian Customs or military police take precedence over instructions given in any other manner.

The same applies to instructions given by any other person authorised to control traffic or to inspect motor vehicles, loads or drivers.

3. This section also applies to drivers of trams.

### **Section 4. *Use of the carriageway***

1. Drivers shall use the carriageway. It is forbidden to drive on the pavement or on a pedestrian path.

Drivers other than cyclists must not use cycle paths or cycle lanes. Cyclists may only use the cycle lane on the right-hand side of the road.

2. Only motor vehicles or vehicle combinations that can lawfully be driven at speeds of at least 40 km/h on a horizontal road are permitted to drive on motorways and motor vehicle roads or on entrance or exit roads for motorways and motor vehicle roads

The Directorate of Public Roads or body authorised by the Directorate may grant exemptions from this provision in individual cases.

Mopeds must not be driven on motorways or motor vehicle roads.

### **Section 5. *Position of vehicles on the road***

1. Insofar as circumstances permit, vehicles shall be driven on the right-hand side of the road. On carriageways with two or more lanes in the direction of traffic, the right-hand lane shall be used when the traffic rules do not require or permit use of the left-hand lane(s).

Vehicles must keep well within the boundaries of the lane.

Bicycles or other vehicles that are not motor vehicles may be ridden or driven on the right hand shoulder of the road.

2. Driving in public transport lanes and in high-occupancy vehicle lanes is only permitted as indicated by official traffic signs. However, electric motor vehicles or hydrogen-powered motor vehicles, two-wheel motorcycles without a sidecar, two-wheel mopeds, bicycles or marked emergency vehicles may also use such lanes.

3. The distance to the vehicle in front shall be sufficient to prevent any danger of collision arising if the vehicle in front slows down or comes to a halt. The distance shall be sufficient for overtaking cars to be able to move into the space between the vehicles.

4. Drivers approaching or entering a junction shall drive in a manner that avoids having to stop and thus unnecessarily obstructing or inconveniencing road users on the intersecting road.

This subsection also applies to drivers of trams.

## **Section 6. *Turning***

1. On carriageways with two or more lanes in the direction of traffic, a driver intending to make a right turn shall in good time move into the lane furthest to the right. When intending to make a left turn, the driver shall in good time move into the lane furthest to the left.

2. When turning right, the driver shall keep the vehicle as close to the right-hand edge of the carriageway as possible.

When turning left on a two-way carriageway, drivers shall drive as close to the middle of the carriageway as possible.

3. When turning into a carriageway with two or more lanes in the direction of traffic, drivers may enter the lane which is most suitable.

4. Vehicles entering a carriageway from opposite directions may drive to the left of each other.

## **Section 7. *Obligation to give way***

1. Road users for whom one has an obligation to give way must not be obstructed or inconvenienced. A road user who has an obligation to give way shall demonstrate this clearly in good time by reducing speed or stopping.

2. Drivers shall give way to vehicles approaching from the right. The same applies when drivers intending to turn left will have vehicles on their right side when turning.

3. Drivers intending to turn shall give way to pedestrians and cyclists going straight ahead on the carriageway or on the road shoulder. Drivers intending to turn off the road thus crossing the pavement shall give way to pedestrians and cyclists on the pavement.

Drivers of trams intending to turn into a road with a pedestrian crossing shall give way to pedestrians when the pedestrian light signal is green.

4. Drivers emerging from a parking space or car park, bus stop, square, property, petrol station, pedestrian street, home zone or similar area shall give way to other road users.

The same applies to drivers emerging from a farm road or other road not open to public traffic and to drivers moving into a carriageway from the shoulder of the road.

Drivers who intend to enter or cross a road from a cycle path, pedestrian path or pavement shall give way to road users on the road. This obligation to give way does not include giving way to drivers to or from areas mentioned in the first paragraph.

5. On roads with a speed limit of 60 km/h or lower, drivers shall give way to buses when the bus driver signals that the bus intends to leave the bus stop. The bus driver is obliged to avoid danger.
6. If necessary, drivers approaching each other from opposite directions shall in good time move sufficiently to the right and drive slowly or stop. If part of the road is blocked, the driver with the obstacle on his side of the road shall give way.

### **Section 8. *Changing lanes***

1. A driver intending to change lanes shall give way to drivers in the lane which is to be entered or which must first be crossed.

The same applies to drivers intending to move out from the edge of the road or otherwise laterally change the position of the vehicle.

The provision in the first paragraph does not apply if the number of ordinary lanes in the same direction is reduced. Drivers shall mutually adjust their driving speeds to allow vehicles to proceed alternately without unnecessary obstruction or inconvenience.

2. Drivers in acceleration lanes shall adjust their driving speed to the speed of the traffic in the lane to be entered. Drivers in the latter lane shall facilitate the entry of traffic from the acceleration lane.

Drivers intending to exit a road shall move into the deceleration lane as soon as possible where such lane exists.

### **Section 9. *Special obligations towards pedestrians***

1. Drivers shall allow pedestrians sufficient space on the road.
2. Drivers crossing a pedestrian path or pavement shall give way to pedestrians. The same applies to driving in pedestrian streets or home zones.

At pedestrian crossings where traffic is not controlled by the police or by traffic lights, drivers shall give way to pedestrians who are already on the pedestrian crossing or who are about to enter it.

3. Drivers intending to overtake a tram on the right at a stop without a traffic island shall stop and give free passage to passengers disembarking from or embarking on the tram.

The same applies to cyclists who intend to overtake a bus on the right at a bus stop.

4. Drivers shall avoid stopping on pedestrian crossings.

This subsection also applies to drivers of trams.

### **Section 10. *Free passage***

1. Road users shall give free passage to emergency vehicles when the driver alerts them by using a flashing blue light.

If necessary, the road user shall stop.

2. Road users shall give free passage to and if necessary stop for trams and for trains.

Before crossing a level crossing, road users shall be alert as to whether a train or tram is approaching. This applies even if the level crossing is specially safeguarded. Drivers shall drive at a sufficiently low speed to be able to stop, if necessary, at a safe distance from the crossing.

3. Road users must not obstruct or inconvenience pedestrians in groups under the supervision of a leader, processions, funeral processions, convoys of military vehicles or convoys of civil defence vehicles.

4. Subsections 1 and 3 in this section also apply to drivers of trams.

### **Section 11. *Reversing and turning around***

1. Drivers intending to reverse or turn around shall give way to other road users. If the driver's view is inadequate, he must not reverse or turn around except under the guidance of another person or unless the driver himself has made sure that danger, damage or injury cannot arise as a result.
2. It is prohibited to reverse or turn around on motorways and motor vehicle roads or on entrance or exit roads for motorways and motor vehicle roads.

### **Section 12. *Overtaking***

1. Overtaking shall take place on the left. The following shall nevertheless apply:
  - a) When the vehicle in front is turning left or is clearly preparing to turn left, overtaking shall take place on the right.
  - b) Overtaking of a tram that is in motion or standing still may take place on the right.
  - c) If the traffic is so heavy that vehicles occupy all the lanes in the direction of traffic and are driving at a speed dictated by the vehicle in front, the vehicles in one lane may overtake on the right the vehicles in another lane.
  - d) Drivers in lanes reserved for certain road users may overtake on the right vehicles in another lane.
2. Before overtaking, the driver shall make sure that
  - a) the road is free of obstructions sufficiently far ahead,
  - b) the driver of the vehicle in front has not signalled that he wishes to overtake,
  - c) no vehicles behind have begun to overtake him,
  - d) it is clearly possible to re-enter the stream of traffic without disrupting it.
3. A driver who has overtaken on the left shall move to the right again when the overtaking has been completed without causing danger, obstruction or unnecessary inconvenience to the overtaken driver.
4. When a driver intends to overtake on the left, the driver in front shall stay as far to the right as possible and not increase his speed. If the vehicle being overtaken is moving slowly or occupies a great deal of space and the road does not offer an unobstructed view or there is oncoming traffic, its driver shall if necessary pull in to the right and slow down or stop.
5. Overtaking is prohibited immediately before or in a junction. This does not apply
  - a) on a carriageway with two or more lanes in the direction of traffic,
  - b) to overtaking on the right because the vehicle in front is turning left or is clearly preparing to turn left,
  - c) when the traffic in the junction is controlled by traffic lights or by the police,
  - d) when official traffic signs instructs the traffic on the intersecting road to give way.

Overtaking is prohibited when visibility is obscured by a hill crest, bend or in some other manner. Overtaking in a lane in which oncoming traffic is not permitted is excepted from this rule.

Insofar as they are applicable, the provisions of this subsection also apply to the overtaking of trams. They do not apply to the overtaking of two-wheeled vehicles that are positioned on the right-hand side of the lane.

6. Drivers approaching pedestrian crossings must not overtake vehicles or trams which obscure any part of the view of the pedestrian crossing.

### **Section 13. *Special provisions relating to driving speed***

1. A driver must be able to stop within the distance which he can see to be clear, and before any foreseeable obstruction.
2. Drivers are obliged in particular to maintain a sufficiently low speed so that they can stop immediately if necessary, when passing
  - a) children on or near the road,
  - b) school crossing patrols,
  - c) persons using a white stick or guide dog for the blind,
  - d) other persons who can be assumed to suffer from a disability or illness which hinders them in traffic,

- e) trams or buses that have stopped or are in the process of stopping at a stop.
3. In pedestrian streets or home zones drivers must not drive faster than walking pace.
  4. On stretches of road with a specified speed limit higher than 80 km/h, motor vehicles with a maximum authorised mass exceeding 3,500 kg or motor vehicles with a trailer must not be driven at speeds greater than 80 km/h.  

The prohibition in the first paragraph however does not apply to:

    - a) Emergency vehicles
    - b) Motor vehicles in Category M1 without trailers and with a maximum authorised mass not exceeding 7,500 kg. The motor vehicle shall be equipped with tyres designed for the speed limit at the place.
    - c) Buses without trailers that are only registered in either Category III or Bus Category 3. However, such buses are not permitted to drive at speeds higher than 100 km/h. The bus shall be designed exclusively for seated passengers, have seat belts for all, and be equipped with tyres with adequate dimensions for 100 km/h or more. Retreaded tyres must not be used on the front axle. Buses in Category I must not drive faster than 70 km/h.
  5. A motor vehicle with a trailer without brakes must not be driven faster than 60 km/h if the actual total weight of the trailer is 300 kg or more.
  6. In so far as it is applicable, this section also applies to drivers of trams.

#### **Section 14. Signs and signals**

1. Unnecessary or inconsiderate use of sound or light signals is prohibited.
2. When intending to turn or otherwise significantly change the position of the vehicle laterally, the driver shall signal his intention for the guidance of other road users.
3. Drivers of emergency vehicles who demand free passage shall alert other road users by means of flashing blue lights. A special sound signal may also be used, but only when this is necessary.

When necessary in order to avoid danger, the driver of a vehicle that is used for roadworks or similar and that deviates from the rules for road traffic shall alert other road users by means of flashing yellow lights.

4. In so far as it is applicable, this section also applies to drivers of trams.

#### **Section 15. Use of lights**

1. Lights that are mandatory for vehicles shall be switched on during driving when light or visibility conditions make it necessary in order to provide the driver with sufficient field of view or in order to make the vehicle visible to other road users.

During the driving of motor vehicles, prescribed full-beam headlights, dipped headlights or approved daytime running lights shall always be switched on.

2. Full-beam headlights must not be used in a manner that dazzles other road users. The same applies when meeting trains, trams or vessels running alongside the road.
3. Dipped headlights shall be used when the use of full-beam headlights is not required or not permitted.
4. Parking lights shall be switched on while the vehicle is standing still or parked on a road when the light or visibility conditions make it necessary in order to make the vehicle visible to other road users.

Full-beam headlights or dipped headlights must not be switched on while the vehicle is standing still or parked as mentioned in the first paragraph.

5. Permitted auxiliary lights must not be used for other purposes than those for which they are intended.

Fog lights may not be used together with dipped headlights.

6. In so far as it is applicable, this section also applies to drivers of trams.

## **Section 16. Inconsiderate driving and unnecessary noise etc.**

1. No unnecessary and inconsiderate driving of motor vehicles is permitted in or near built-up areas. Nor is it permitted in such areas to allow the engine of a motor vehicle to idle, or otherwise use the motor vehicle in a manner that causes unnecessary noise or unnecessary emissions of smoke or gas.
2. In or near built-up areas, drivers must adjust their route, speed and manner of driving so as not to disturb others unnecessarily.

## **Section 17. Stopping and parking**

1. Stopping is prohibited
  - a) on a bend with restricted visibility, in a tunnel, on a hill crest or at any other place where visibility is restricted,
  - b) in a junction or less than 5 metres from the junction. The distance is measured from the point at which the edge of the pavement, the edge marking or edge of the road starts to curve,
  - c) partly or wholly on pavements, pedestrian paths or cycle paths,
  - d) on pedestrian crossings or bicycle crossings or less than five metres before such crossings,
  - e) on motorways and motor vehicle roads or on entrance and exit roads for motorways and motor vehicle roads.
  - f) less than 5 metres from a level crossing,
  - g) in public transport lanes, in high-occupancy vehicle lanes or in bicycle lanes, except for buses or trams at stops,
  - h) at a widening of the road for a bus, taxi or tram stop or less than 20 metres from an official traffic sign for such stop. Stopping for passengers to embark or disembark is excepted if it does not obstruct buses, taxis or trams.
2. Parking is prohibited
  - a) in front of entrances and exits for vehicles,
  - b) at passing places, in the full width of the road and for the whole length of the widened section of the carriageway,
  - c) in pedestrian streets,
  - d) in home zones other than in specially marked spaces.
3. On priority roads with a speed limit higher than 50 km/h, parking is prohibited on the carriageway.

## **Section 18. Special rules for cyclists**

1. Cyclists may overtake vehicles other than bicycles on the right.
2. Cyclists intending to turn left may continue to keep to the right of the road and turn where it is convenient. In such cases, cyclists shall give way to other road users. Such turns can be carried out without consideration to directions regarding lane choice given by official traffic signs or road markings, unless these are specifically directed towards cyclists.
3. Cycling on pedestrian paths, pavements or pedestrian crossings is permitted if there is little pedestrian traffic and the cycling does not endanger or obstruct pedestrians. When passing pedestrians, cyclists must keep a sufficient distance from pedestrians and cycle at close to walking pace.
4. Bicycles may be stopped or parked on cycle paths, pedestrian paths, pavements, pedestrian streets or home zones if this does not present an unnecessary obstruction or inconvenience.

## **Section 19. Special rules for pedestrians**

1. Pedestrians shall use pedestrian paths, the pavement or the road shoulder. If this is not reasonable due to the speed of traffic or not possible, pedestrians may use cycle paths, cycle lanes or the carriageway.

A pedestrian using the carriageway shall keep as far to the left as possible in the direction he is walking, but as far to the right as possible if he wheels a bicycle. The opposite side of the carriageway may be used if the pedestrian would otherwise be endangered or if special circumstances make it necessary.

2. Pedestrians shall cross the carriageway using a pedestrian crossing, footbridge or underpass if there is one in the vicinity. Otherwise, pedestrians shall walk straight across the carriageway, preferably at a junction.

Before crossing the carriageway outside a pedestrian crossing, pedestrians must make sure that they will not thereby endanger or unnecessarily obstruct or inconvenience other road users.

The provisions of this subsection apply correspondingly to cycle paths.

### **Section 20. *Entry into force***

These Regulations enter into force on 1 October 1986.

Traffic rules issued in the Crown Prince Regent's Decree of 26 April 1957 shall be revoked from the same date.