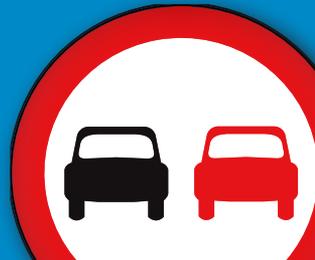




CAYMAN ISLANDS  
GOVERNMENT

# The Road Code

of the Cayman Islands  
2012 EDITION





**The Road Code  
of the Cayman Islands, 2012**



Prepared by the Department of Vehicle & Drivers' Licensing, Royal Cayman Islands Police Service and the National Roads Authority for the Ministry of District Administration, Works, Lands & Agriculture. Produced by the Cayman Islands Government Information Services (GIS).

## Table of Contents

|   | <u>Page</u> |
|---|-------------|
| Introduction  | 6           |
| Part 1: TheTraffic Law, 2011                                | 7 - 8       |
| Part 2: Seat belts –Traffic (Seat Belts) Regulations, 2012  | 8 - 9       |
| Part 3: Interpretation of the Law – Driving Skills          |             |
| • Moving off with full control                              | 10 - 12     |
| • Driving under full control                                | 12 - 13     |
| • Driving on the left                                       | 13 - 14     |
| • Right- or left-hand turns                                 | 14 -17      |
| • Lane discipline & markings                                | 17 - 22     |
| • Careless/Dangerous /Reckless driving                      | 22 - 24     |
| • Overtaking  | 25 - 29     |
| • Stopping and parking                                      | 30 - 34     |
| • Intersection and road junctions                           | 34 - 40     |
| • Roundabouts   | 41 - 44     |
| • Night driving   | 44 - 45     |
| Part 4: Inclement Weather Conditions / Hazards              | 46 - 49     |
| VehicleTowing & Trailers                                    | 49 - 50     |
| Part 5: Accidents involving Dangerous Goods Vehicles        | 50 - 52     |
| Part 6: Alcohol and Drugs                                   | 52 - 53     |
| Part 7: School Crossing Patrols                             | 53          |
| Part 8: School Buses  | 54          |
| Part 9: Pedestrians   | 54 - 58     |
| Part 10: Vulnerable Road Users                              | 59          |
| Part 11: Animals or Horse Riders                            | 59 - 61     |
| Part 12: Cyclists   | 62 - 63     |
| Part 13: Information for Motor Cyclists                     | 64 - 65     |
| <b>APPENDICES</b>   |             |
| <b>Signals, Signs, Road Markings &amp; Vehicle Markings</b> | 66 - 85     |
| Appendix 1: Signals to other Road Users                     | 66          |
| Appendix 2: Hand Signals                                    | 67 - 68     |
| Appendix 3: Signals by police or other Authorised Persons   | 69          |
| Appendix 4: Traffic Lights                                  | 70          |
| Appendix 5: Traffic Signs: Signs Giving Orders              | 71 - 72     |
| Appendix 6: Traffic Signs: Warning Signals                  | 73 - 75     |
| Appendix 7: Traffic Signs: Information                      | 76          |
| Appendix 8: Traffic Signs: School Zones                     | 77          |
| Appendix 9: Road Works Signage                              | 77          |
| Appendix 10: Road Markings                                  | 78 - 81     |
| Appendix 11: Vehicle Markings                               | 83          |
| Appendix 12: Drivers Licence Groups                         | 84          |
| Appendix 13: Your Vehicle Documents & Licence               | 85          |

## **Introduction**

The Road Code of the Cayman Islands was last published in September 1974. The time has therefore come for a more up to date and revised edition that takes account of prevailing local driving conditions. It is incumbent on all road users - drivers, cyclists, pedestrians and those in control of animals - to comply with the legal requirements of this code.

If you fail to comply with code rules, you are in breach of sections 67 and 68 of the Traffic Law, 2011 ("the Law"). In so doing, you will be committing an offence under sections 93(1)(q) and 98(b) of the Law. If in doubt, you are to consult with the relevant statute referred to in this code. Penalties and the substantive law are subject to change from time to time. If there is any conflict between the provisions of this code and the provisions of the Law, the provisions of the Law shall prevail.

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**REMEMBER TO BUCKLE UP AND DRIVE ON THE LEFT!**

## PART 1

### THE TRAFFIC LAW, 2011

(Sections 67, 68 & 106(a))

- 1.1 Definitions:** In this code “Law” means the Traffic Law 2011, “section” or “s” means a section of the Law and “regulation” or “r” means a regulation of the Traffic Regulations 2012, unless otherwise specified. Also “TL” means Traffic Law, 2011, “TCR” means Traffic Control Regulations, 2012 and “TR” means Traffic Regulations, 2012.
- 1.2 Authority:** This code takes its authority from section 106 which describes it as a code of conduct to be adhered to by drivers of vehicles and road users in general.
- 1.3 Requirements:** Section 67 requires every road user to exercise care and attention when using the road, while section 68 has special reference to the duties of drivers of vehicles and reads as follows:

A driver shall –

- (a) drive in such a manner as to have full control of the vehicle at all times;
- (b) keep to the left half of the road except when travelling in a one-way street or overtaking, or when otherwise directed by a traffic sign or signal, a police signal or signal by other authorized person;
- (c) before making a right hand turn, give the right of way to all approaching vehicles;
- (d) except where driving an emergency vehicle, comply with all traffic signs and signals;
- (e) comply with all signals and other lawful directions given by constables or wardens;
- (f) drive at a speed and in a manner and at a distance from other vehicles as to be able to stop in an emergency without being involved in a collision;
- (g) keep a watch on the road behind and in front of the vehicle being driven;
- (h) give prior warning of any intended manoeuvre by means of the prescribed hand or traffic indicator signals;

- (i) avoid obstructing other vehicles whether the vehicle under control is moving or stationary;
- (j) manage the vehicle so as to be able to stop within the limit of vision available at any given time;
- (k) where an intersection or road junction is without a traffic sign or signal giving priority to a road, drive in a way so as to avoid the possibility of collision with any other road user, irrespective of the relative size or condition of the intersection or adjoining roads;
- (l) not park a vehicle in a place or in a way that obscures -
  - (i) the view of the road;
  - (ii) a road sign; or
  - (iii) a road intersection or junction,from any other road user or to deny to any other road user free passage along any road;
- (m) give right of way to emergency vehicles and other vehicles used by officials prescribed in regulations made under this Law;
- (n) keep illuminated at night -
  - (i) the rear light or lights;
  - (ii) the front head light or lights;
  - (iii) the registration plate light,as prescribed by the class of vehicle driven; and
- (o) comply with the road code.

## PART 2

### Seat Belts – Traffic (Seat Belts) Regulations, 2012 (Made under Section 70, Traffic Law, 2011)

2.1 You **MUST** wear seat belts in all vehicles including a motor car, an oversize vehicle, a special vehicle and truck. The regulations allow exemption for a person holding a medical certificate, a person doing a manoeuvre that involves reversing and a disabled person.

#### 2.2 **EXEMPTION FOR CHILDREN**

The law is not applicable to:

- » a child holding a medical certificate
- » a child under two years in a carry cot restrained by a seat belt
- » a disabled child wearing a disabled person's belt.

Regulation 8

A child is someone under the age of 14 years – (Regulation 2)

**2.3** When using an approved child restraint it is always advisable to follow the manufacturer's safety instructions.

**2.4** The medical certificate **MUST** specify the period for which it is valid.

**THE RULE:**

A rear-facing child restraint seat **MUST NOT** be fitted in a seat protected by an active frontal airbag, as in a crash it can cause serious injury or death to the child.

**Children in cars, vans and other goods vehicles**

Drivers who are carrying children in cars, vans and other goods vehicles should also ensure that:

- children enter the vehicle through the door nearest the kerb;
- child restraints are fitted to the manufacturer's instructions;
- children do not sit behind the rear seats in a station wagon; or hatchback, unless a special child seat has been fitted and manufactured specifically for that purpose;
- child safety door locks, where fitted, are used when children are in the vehicle;
- children are kept under control.



**- ALWAYS BUCKLE UP -**

## PART 3

### INTERPRETATION OF THE LAW - DRIVING SKILLS

- 3.1 The duties of a driver as found in paragraph 1.3 are now considered in further detail as follows:
- 1.3 (a) - see p.7 - will be contravened by a driver who lets his attention wander or uses hands, feet or eyes for purposes other than the business of driving.

#### MOVING OFF WITH FULL CONTROL

(i) **VISION**

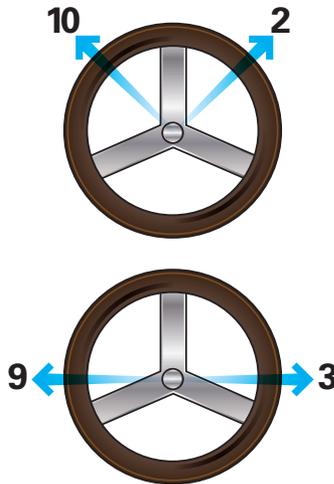
Before driving you must be able to read a registration plate at a distance of sixty (60) feet in good daylight – *Traffic Regulation 8*. Glasses or contact lenses must be worn at all times, if prescribed by a Medical Practitioner/ Optician etc. Section 34 (2) of the Law specifies one must not drive with defective vision where it cannot be “sufficiently corrected”

Fitness to drive – s.31 TL

Make sure that you are fit to drive. You **MUST** report to the Director of Licensing any health condition likely to affect your driving. Driving when you are tired greatly increases your risk of a collision. To minimize this risk:

- do not begin a journey if you are tired. Get a good night’s sleep before embarking on a long journey;
- avoid long journeys between midnight and 6:00 a.m., when natural alertness is at a minimum;
- plan your journey to include sufficient breaks. A minimum break of at least 15 minutes after every two hours of driving is recommended;
- stop in a safe place if you feel sleepy;
- drinking two cups of caffeinated coffee and taking a short nap (at least 15 minutes) are effective ways to counter sleepiness.

(ii) **STEERING**



It is suggested you have both hands on the steering wheel. Illustrated above are the two positions commonly used for proper and effective control of your vehicle. They are the 10 o'clock and 2 o'clock (10 to 2) and 9 o'clock and 3 o'clock (9 to 3) positions. Avoid having the steering wheel slide through the palms of your hands when negotiating or turning corners - this is potentially dangerous.

**USE OF MOBILE PHONES s.78 TL**

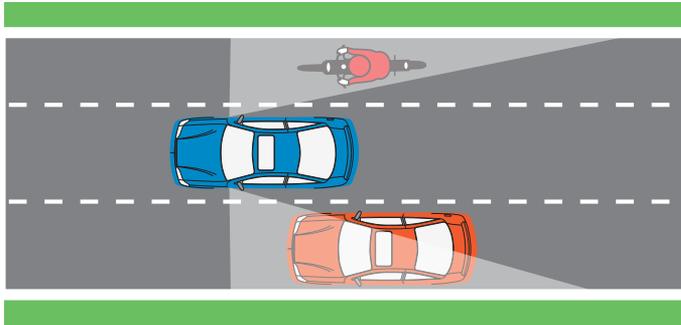
You **MUST** exercise proper control of your vehicle at all times. You **MUST NOT** use a hand-held mobile phone, or similar device, when driving or when supervising a learner driver, except to call 911 in a genuine emergency when it is unsafe or impractical to stop. Although the Law does allow the use of a hands-free device subject to certain conditions, it is far safer not to use any telephone while you are driving or riding; find a safe place to stop first or use the voicemail facility and listen to messages later.

(iii) **MOVING OFF**

Prior to moving off you should **ALWAYS**:

- use mirrors to be certain the road is clear;
- check your "blind spots" (areas that cannot be seen in your mirrors) by looking to your left, right and rear before proceeding onto the road;
- in any manoeuvre, give the appropriate signals (indicator or hand signals);
- adjust the mirror and the head restraint;

- ensure that clothing and footwear do not interfere with controls;
- familiarize yourself with all vehicle controls before moving off;
- know the route you intend to take;
- have adequate fuel for the journey;
- proceed smoothly and safely.



“Blind spots”  
(areas that cannot be seen in your mirrors)

## REMEMBER: MIRROR/OBSERVATION – SIGNAL – MANOEUVRE (MSM)

### 3.1.1 DRIVING UNDER FULL CONTROL

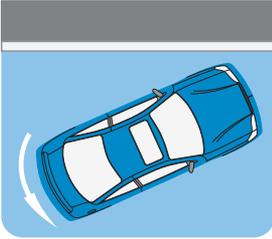
You **MUST** maintain full control of the vehicle at all times. However, there are factors that may affect your ability to control the vehicle. These are:

#### (i) BRAKING

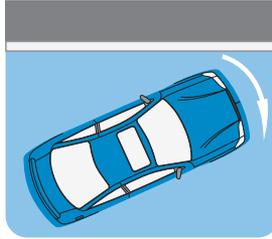
Always brake early in good time and as lightly as possible. **NO HARSH BRAKING.** The brakes should be applied firmly until the vehicle has slowed down or come to a complete stop – then ease the pressure off the brake pedal when the vehicle has stopped.

#### (ii) SKIDDING – CAUSES & WHAT TO DO

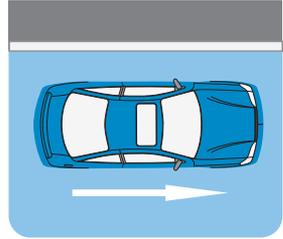
Drivers are the main contributing reason for skidding. It is caused by undue acceleration, steering or braking too harshly, and speeding – not taking into account the road conditions and/or the amount of traffic. Whenever the vehicle skids, always remember to ease off the brake or accelerator and calmly steer into the direction of the skid. Example: If the vehicle’s rear end skids to the right, steer to the right as smoothly as you can.



Rear of car skids to the right



Driver steers to the right



- (iii) **EMERGENCY BRAKING**  
If there is an emergency, brake immediately, with both hands on the steering wheel, to maintain control. Try not to lock up the front wheels when braking too harshly. This can cause you to skid.
- (iv) **DRIVING THROUGH WATER**  
Your brakes may be affected having driven through deep water. It is advisable as soon as practicable and is safe, to make sure they are working by gently applying pressure on the brake pedal – this will eventually dry the brakes out.
- (v) **ANTI-LOCK BRAKING SYSTEM (ABS)**  
Apply the brakes by pressing with hard pressure and firmly. NEVER PUMP THE BRAKES. The vehicle should slow down allowing you to steer effectively.

### 3.2 **DRIVING ON THE LEFT**

1.3 (b) - see p. 7 - does not require a driver to keep to the **extreme** left of the road when driving normally, as this could be dangerous should something suddenly enter the near side (left side) of the road. It is required, however, that drivers give ample clearance to vehicles coming from the opposite direction, or overtaking, and give way where there is an obstruction on their side of the road. When the road is obstructed by road works or a parked vehicle etc., there must be NO RACING for the available gap in the road; NEVER swing unnecessarily to the RIGHT in preparation to make a left-hand turn.

The lanes of most roads are marked appropriately with a white or yellow line, or reflective studs. **ALWAYS** drive on the left unless instructed otherwise.

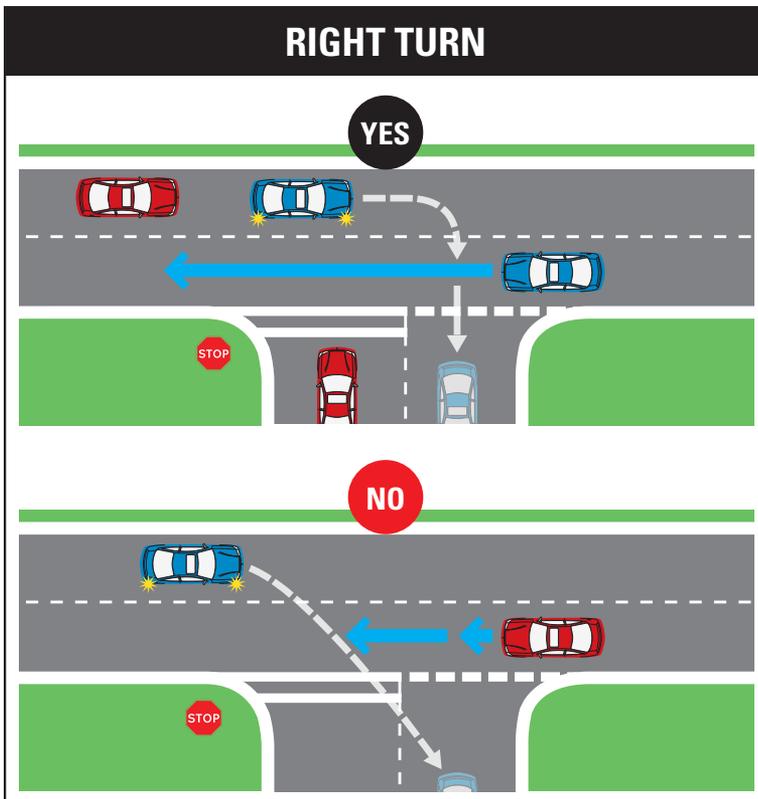
If there are two or more lanes on the carriageway:

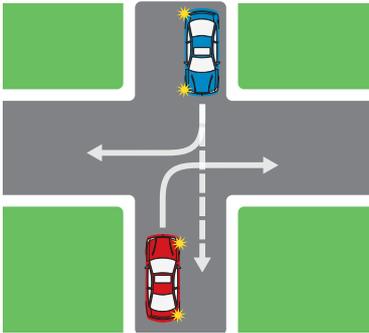
- keep in the left lane unless overtaking or turning right;
- do not obstruct other vehicles or road users if using the other lane;
- slow moving vehicles should keep to the left where possible. For other usage on multilane carriageways , see para. 3.3.12 (iv).

If the lane is unmarked:

- keep to the left side of the road;
- avoid drifting over to the right side of the road;
- do not drive on the shoulder.

## RIGHT- OR LEFT-HAND TURNS



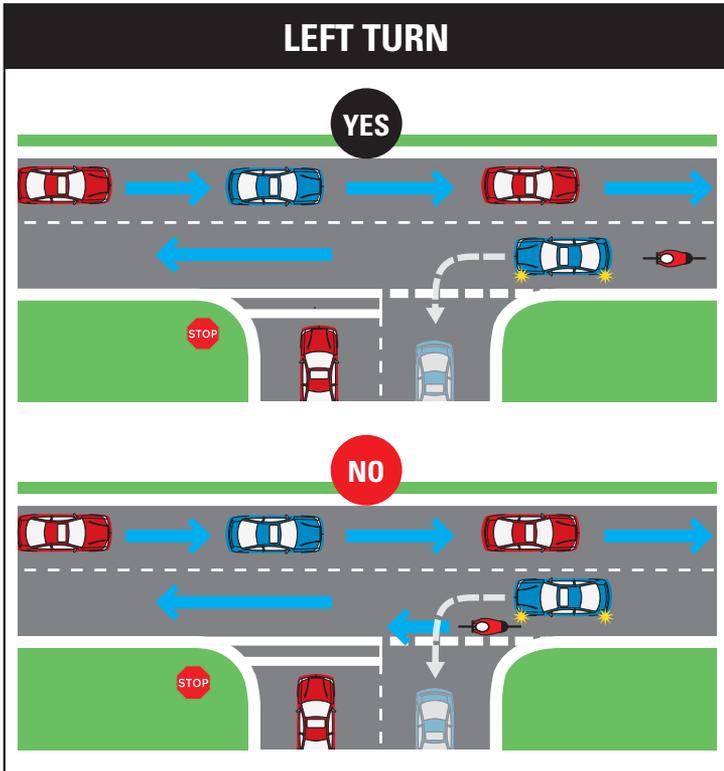


1.3 (c) - see p. 7 - the right-hand turn is the manoeuvre responsible for many road accidents; such a turn must never be made on the spur of the moment. Also, the driver who is too close to the right-hand junction into which he wishes to turn to take the necessary preliminary precautions, must carry on past that junction. Then (unless he is in a one-way street), he must again approach the junction but from the opposite direction, when it will have become a left hand turn and therefore safer to negotiate.

Before making a right-hand turn you **SHOULD**:

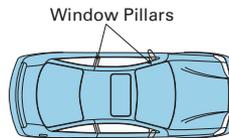
- (i) observe all other traffic on the road in front and behind and ensure that you are not being overtaken by a vehicle which cannot be seen in the driving mirror;
- (ii) signal your intention to turn by using a hand signal, traffic indicator or both;
- (iii) slow down gradually, at the same time moving towards the centre of the road;
- (iv) come to a stop if traffic is still coming from the opposite direction;
- (v) execute the turn in an even and deliberate manner as soon as the road is clear;
- (vi) turn to arrive on the left-hand side of the road into which the turn is made, passing any road island or lane divider to the left;

**NEVER**, unless so directed by a uniformed police officer or other authorized person, pull into the left-hand side of the road in preparation to making a right hand turn. This practice confuses other road users who will conclude that you intend to execute another manoeuvre.



When turning **LEFT** use your mirrors and give signals well in advance of the manoeuvre. Do not overtake prior to the left-hand turn. Always watch out for traffic or other road users on your left. Keep to your left and turn when it is safe to do so.

**ALWAYS** CHECK YOUR BLIND SPOTS  
– including **window pillars**.



## REMEMBER: MIRROR/OBSERVATION – SIGNAL – MANOEUVRE (MSM)

The duties of a driver also:

1.3 (d) - see p. 7 - require obedience to traffic signs and signals and, in order to comply with this, it is absolutely necessary for every driver to know without hesitation how to make the necessary signals and to recognize immediately all signs, road markings and signals reproduced in this code as Appendices. The concession granted to drivers of emergency vehicles under

this paragraph requires of them an increased, not diminished, duty of care for other road users.

1.3 (e) - see p. 7 - all drivers **MUST** obey signals and directions given by constables in uniform and traffic wardens/school crossing patrols or other authorised persons (Appendix 3).

1.3 (h) - see p. 7 - you **MUST** give prior warning of any intended manoeuvre by means of hand or traffic indicator signals (Appendices 1&2).

## (LANE DISCIPLINE) – TRAFFIC MANAGEMENT OF LANES

### 3.3.1 **LANE DISCIPLINE**

If you need to change lanes, first use your mirrors, if necessary taking a quick sideways glance, and check your “blind spots” to ensure you will not force another road user to change course or speed. When it is safe to do so, signal to indicate your intentions and, when clear, move over. This also applies when negotiating roundabouts.

**ALWAYS** use one lane.

### 3.3.2 **LANE MARKINGS** - Diagrams can be found in the Appendices (see pp. 78-82) of this code.

**White or yellow diagonal stripes** or chevrons painted on the road. These are to separate traffic lanes or to protect traffic turning right:

- If the area is bordered by a broken white or yellow line, you should not enter the area unless it is necessary and you can see that it is safe to do so.
- If the area is marked with chevrons and bordered by solid white or yellow lines you **MUST NOT** enter it except in an emergency.

### 3.3.3 **Lane dividers.** These are short, broken white or yellow lines which are used on wide carriageways to divide them into lanes. You should keep between them.

### 3.3.4 **Reflective road studs** may be used with white lines:

- White studs mark the lanes or the middle of the road.
- Red studs mark the left edge of the road.
- Amber studs mark the central reservation of a dual carriageway.

### 3.3.5 **A solid white line (edge of carriageway).** This marks the edge of the roadway.

- 3.3.6 A broken white line.** This marks the centre of the road. When this line lengthens and the gaps shorten, it means that there is a hazard ahead. Do not cross this line unless the road is clear and you wish to overtake or turn off. (see pages 78 and 79)
- 3.3.7 An unbroken white line.** This also marks the centre of the road. You **MUST NOT** overtake on that part of the road at any time.
- 3.3.8 Double unbroken yellow lines (centre of road).** This prohibits vehicles travelling in opposite direction from crossing the lines. You **MUST NOT** cross these lines unless you wish to turn right when it is safe to do so. Try to avoid obstructing the free flow of traffic while waiting to cross. You also **MUST NOT** overtake (see page 26 @ 3.5.4 (a)).
- 3.3.9 A single unbroken yellow line (edge of carriageway).** This means no parking except during specified hours and for purposes indicated by traffic signs.
- 3.3.10 A single unbroken yellow line (centre of carriageway).** This means you **MUST NOT** park on either side of the road. You also **MUST NOT** overtake (see page 26 @ 3.5.4 (a)).
- 3.3.11 Two parallel yellow lines (edge of carriageway).** Parking is prohibited at all times.
- 3.3.12 Lane use.** These are shown by road markings and signs that indicate which (if any) other vehicles are permitted to use the bus lane. Unless otherwise indicated, you should not drive in a bus lane during its period of operation. You may enter a bus lane to stop, to load or unload where this is not prohibited.

**(i)** Follow all signs and road markings. If the traffic is heavy or the road is congested, it is advisable not to change lanes.

**(ii) SINGLE CARRIAGEWAY - TWO LANES**

There are some roads with no physical separations or central barrier (island) separating single lanes. However, lanes may be separated with either lines and/or REFLECTIVE STUDS for traffic flowing in opposite directions.

Where a single carriageway has three lanes and the road markings or signs do not give priority to traffic in either direction:

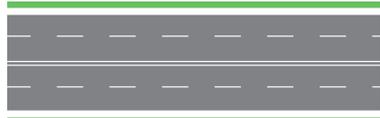
- use the middle lane **only** if turning right. Remember, you have no more right to use the middle lane than a driver coming from the opposite direction;

- do not use the right-hand lane.

Where a single carriageway has four or more lanes, use only the lanes indicated by signs or markings.



Single Carriageway with 2 lanes



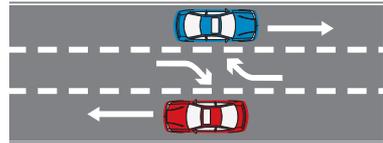
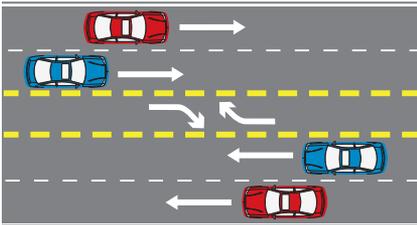
Single Carriageway with 4 lanes



Single Carriageway with 3 lanes



Dual Carriageway with 2 lanes in each direction



### Two-Way Roadway with Centre Lane

Drivers from either direction may use the centre turn lane for right turns.

A Centre Lane is a lane that is used for traffic making right turns. A BROKEN YELLOW

line marks both sides of a centre lane. Centre lanes must be used by vehicles turning right from the flow of traffic and by vehicles turning right (from side streets) to join the flow of traffic. Overtaking using a centre lane is prohibited in both directions.

### BASIC RULES:

- Do not drive in the right-hand lane unless in a one-way street, overtaking or turning right.
- Do not straddle lanes.

### (iii) DUAL CARRIAGEWAYS

A dual carriageway is a road which has a central reservation to separate the carriageways.

## **(iv) DIVIDED HIGHWAY OR MULTI-LANE ROADWAY**

This type of highway or roadway usually has four lanes or less and has a median or strip of land physically separating two lanes in either direction. It is designed to carry a large volume of traffic, using both lanes in each direction.

Use the right-hand lane for overtaking or turning right. As soon as practicable after overtaking, you are to move back to the left lane. Additionally, both lanes can be used independently for two-way traffic in the same direction as directed by traffic signs or road markings.

However, traffic travelling in the opposite direction is allowed to turn right when it is safe to do so. Otherwise there should be no U-turns or overtaking.

**DO NOT CROSS** a solid line.

## **(v) SHARED CENTRE TURN LANE**

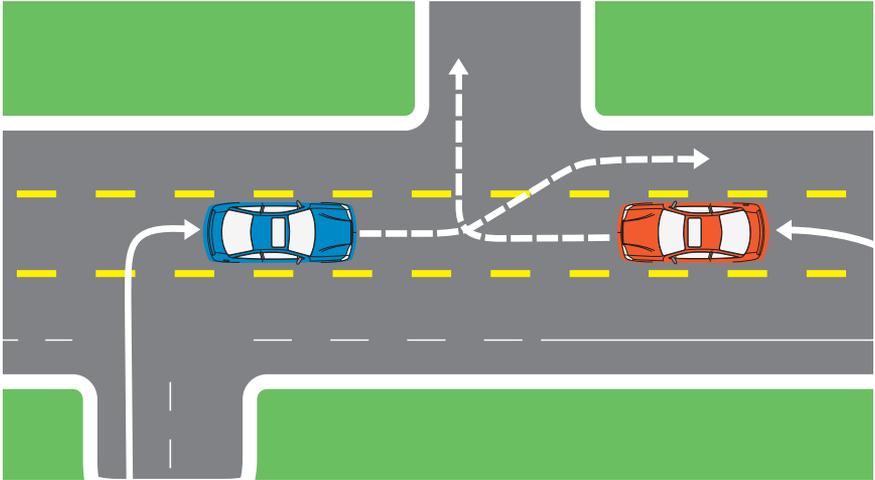
If a street has a centre turn lane, you must use it to turn right only. This is **NOT** to be used as a regular traffic lane or as a passing lane.

**TO TURN RIGHT FROM THE ROADWAY**, signal and drive cautiously and completely into the center right turn lane. **DON'T** stop part way into the lane, with the back of your vehicle blocking traffic. Make sure the lane is clear in both directions and then turn only when it is safe. Look for vehicles coming head on toward you in the same lane as they start to make their right turns.

When **TURNING RIGHT FROM A SIDE STREET** or driveway, signal, wait until it is safe, and then drive completely into the centre right-turn lane.

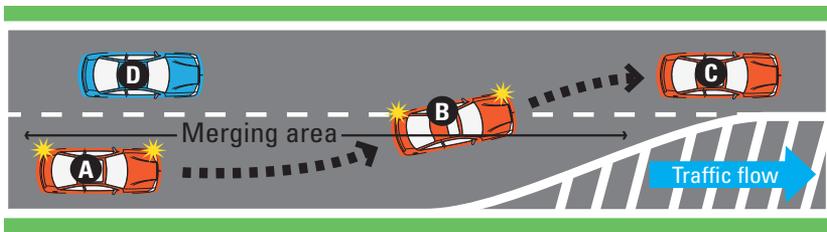
**DON'T** leave part of the vehicle protruding on either side of the centre turn lane. Drive slowly and cautiously paying attention to traffic in both directions. Come to a complete stop in the centre lane if necessary. Enter the traffic stream only when it is safe.

Driving across a center turn lane is permitted only in instances where there is a considerable break in traffic and it's safe to do so.



On a divided highway or multi-lane roadway there may be a centre-lane reserved solely for traffic turning right. It is permissible to stop in this lane until it is safe to make that right turn. You **must not** use the lane for overtaking.

**(vi) MERGING / ENTERING AN EXISTING ROADWAY**



Some roads, especially those with two lanes, will merge into a major lane. There is signage on the side of the roadway where merging traffic will be encountered. In the absence of signage, there will be road markings to indicate such merging.

**Merging traffic must give way to the traffic already in the lane into which they intend to merge.**

*Entering a merge lane*

**BASIC RULES:**

- Indicate well in advance by indicators or hand signals, your intention to merge.
- Move cautiously into the space when traffic flow allows.

- Remember to use **MIRRORS/OBSERVATION** – check for blind spots.
- Adjust your speed and merge when it is safe to do so.
- Merging traffic **MUST** give way to traffic already in the lane into which drivers intend to merge.

### 1.3 (b) - see p. 7 **ONE-WAY STREETS**

You **MUST** move in the direction as indicated by road signs and/or markings.

#### **BASIC RULES:**

- Remain in the left-hand lane when proceeding left.
- Remain in the right-hand lane when proceeding right.
- Position in the correct lane if proceeding straight ahead as indicated by road markings and/or signs.
- Use indicators before any turn or lane change.

## **REMEMBER: MIRROR/OBSERVATION – SIGNAL – MANOEUVRE (MSM)**

### 3.4 **CARELESS/DANGEROUS/RECKLESS DRIVING**

You have a duty **NOT** to:

- drive dangerously or recklessly – section 76TL;
- drive carelessly – section 77TL;
- drive without consideration for others – section 77TL.

### 3.5 Speed – section 92TL *and the Traffic Ticket Regulations, 2012*

1.3 (f & j) - see pp. 7 & 8 Drive at such a speed and in such a manner and at SUCH DISTANCE BEHIND OTHER VEHICLES as to be able to stop in an emergency without being involved in a collision: s.68 (f) TL.

**DO NOT** treat speed limits as a target. It is often neither appropriate nor safe to drive at the maximum limit.

**NEVER EXCEED** the prescribed speed limits for the road. It is also an offence to drive too slowly, thereby obstructing the free flow of traffic: s.68(i) of the Law.

However, there are exceptions to driving at reduced speed. These are as follows:

- traffic conditions prevailing at the time, including any hazards (school/pedestrian crossings);
- road conditions such as bends, junctions, pot holes, bumps, narrow roads, debris or water on the surface;
- weather conditions including rain, wind or other factors;
- night driving if visibility is reduced by oncoming traffic headlights;
- school zones when the amber warning lights are illuminated;
- poorly illuminated roads;
- areas of heavy pedestrian activity;
- where instructed to by signs, uniformed police officers or other authorised persons.

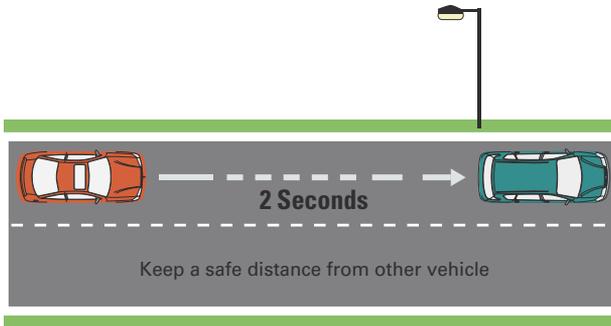
### 3.5.1 **BRAKING DISTANCES**

Drive at a speed that will allow you to stop well within the distance you can see is clear.

#### **BASIC RULES:**

- The space to be maintained between vehicles end-to-end in normal traffic flow is one vehicle length for every ten miles per hour of speed. In bad road conditions, this distance must be increased – see the ‘two-second’ rule @ 3.5.2.
- Never close the gap/space to less than that required for the shortest stopping distance – see chart below @ 3.5.2.

3.5.2 **THE TWO-SECOND RULE**



**ALWAYS** observe the vehicle traveling in front of you. Use a reference point such as a telephone pole to measure the gap/space. *Example: Mentally count "one-thousand-one, one-thousand-two."* If you finish counting before you pass your reference point, you are definitely too close – pull back to a safe distance.

| SHORTEST STOPPING DISTANCE - IN FEET |                   |                  |                           |
|--------------------------------------|-------------------|------------------|---------------------------|
| SPEED                                | THINKING DISTANCE | BRAKING DISTANCE | OVERALL STOPPING DISTANCE |
| 20mph                                | 20'               | 20'              | 40' or 3 car lengths      |
| 30mph                                | 30'               | 45'              | 75' or 6 car lengths      |
| 40mph                                | 40'               | 80'              | 120' or 9 car lengths     |
| 50mph                                | 50'               | 125'             | 175' or 13 car lengths    |

Remember that large vehicles and motorcycles may require a longer distance to stop. On a dry road, a good car with good brakes and tyres and an alert driver, will stop in the distances shown. Be mindful that these are the shortest stopping distances and they increase greatly with wet and slippery roads, poor brakes or tyres, and tired drivers.

**THE FOUR-SECOND RULE**

This is a matter of doubling the two-second rule to four seconds if the road is wet or slippery. Follow the same instructions as the two-second rule, but count "one thousand-one, one thousand-two, one thousand-three, one thousand-four."

## 3.5.3 **OVERTAKING**

### **BEFORE OVERTAKING, MAKE SURE:**

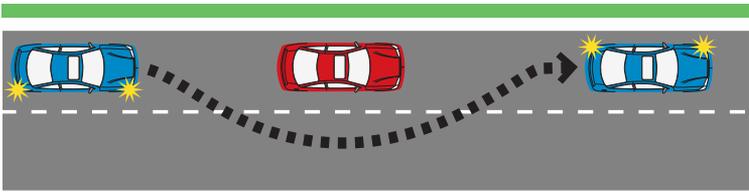
- the road is absolutely clear of oncoming traffic;
- no vehicles are overtaking you;
- there is sufficient space to pull in front of the vehicle you are about to overtake.

### **MIRROR/OBSERVATION – SIGNAL – MANOEUVRE (MSM)**

- (a) Failure to drive at the required distance behind other vehicles is a major cause of road accidents and the rule is of special importance when one vehicle is overtaking another.
- (b) Every driver must allow for the fact that drivers ahead and behind are not necessarily safe or skilled, and that even the most skilled person is occasionally subject to absent-mindedness. For this reason, before executing any manoeuvre such as OVERTAKING the driver must act on the assumption that another driver may act unpredictably.
- (c) Never attempt to overtake on a bend, at a road junction or any place where driving vision is obscured or the road ahead is obstructed.
- (d) Be careful at night or in poor visibility when it is difficult to judge speed and distance.
- (e) Remember: IT IS EQUALLY DANGEROUS to pull out to overtake a vehicle unless there is adequate space between the overtaking vehicle and the vehicle being overtaken into which the overtaking vehicle can pull in to give safe clearance if oncoming traffic or some obstruction suddenly appears. Comply with the rule IF YOU CAN'T SEE DON'T GO: an overtaking vehicle must always pass on the off-side (right) of the vehicle being overtaken except in the following circumstances:
  - i. when on a one way street;
  - ii. when the vehicle in front is turning to the right; or
  - iii. when obeying a signal from a uniformed police officer or other authorized person.

## REMEMBER: MIRROR/OBSERVATION - SIGNAL – MANOEUVRE (MSM)

- (f) Once you have started to overtake, proceed quickly past the vehicle, leaving sufficient space. Move back to your left lane as soon as it is safe to do so but do not cut in.
- (g) Pay special attention to horse riders, motor cyclists and cyclists, giving these lots of space.

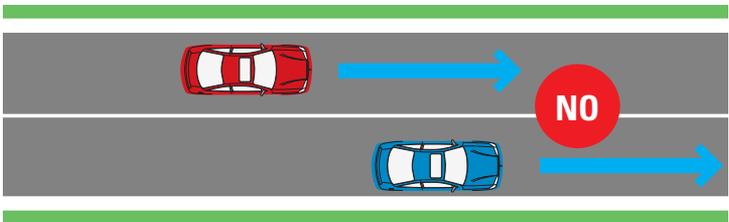


*Gradually pull in without cutting the vehicle off suddenly. Remember you must use your turn signals to show intended lane changes.*

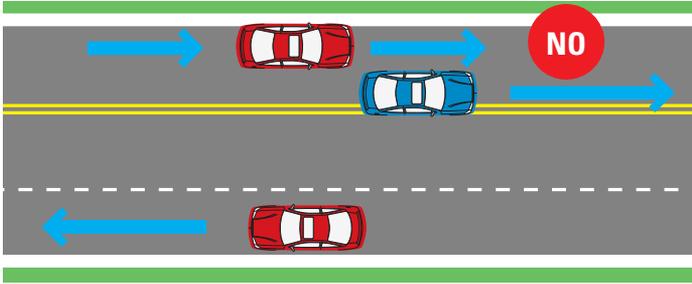
### 3.5.4.(a) YOU MUST NOT OVERTAKE:

- i. on a solid single or double white line in the centre of a roadway;
- ii. if there is a single broken white line and it is unsafe to do so;
- iii. when there is “no overtaking” sign displayed;
- iv. when there are solid double yellow lines in the centre of the roadway;
- v. if there is a continuous single yellow line at the centre of the roadway near a bend;
- vi. if a school bus is displaying flashing lights and has come to a stop or is slowing down. You may only overtake when the bus has turned off the flashing lights and has moved off.

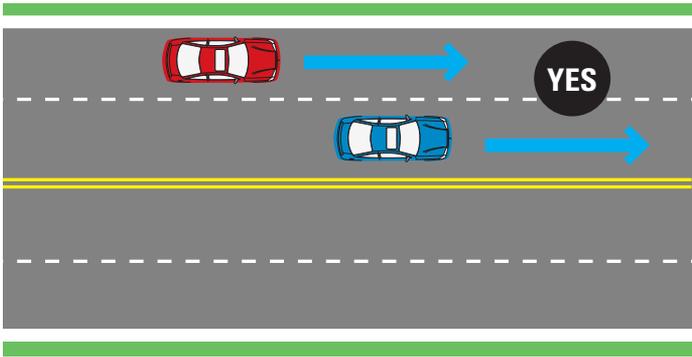
## SINGLE ROADWAY



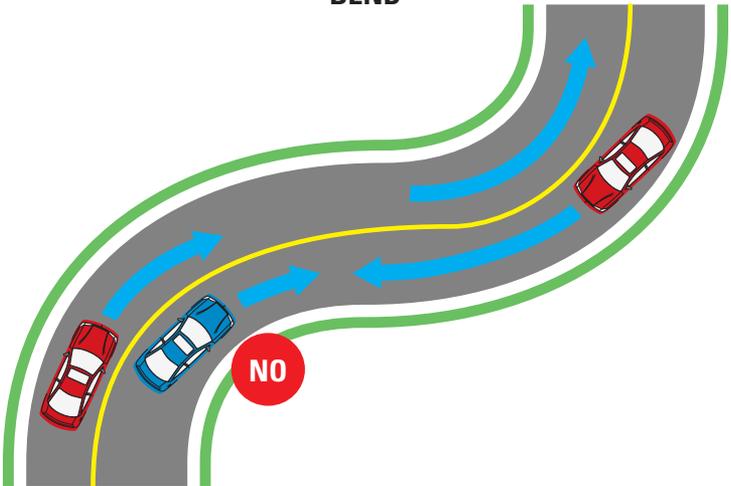
### 3 LANE ROADWAY



### 4 LANE ROADWAY



### BEND



## 3.5.4.(b) WHERE THERE MAY BE AN ENCOUNTER WITH OTHER ROAD USERS, DO NOT OVERTAKE:

- at or near a pedestrian crossing;
- at or near a school crossing patrol;
- where the road narrows;
- when a school bus is setting down or picking up passengers;
- at or near road works;
- where traffic is queuing at junctions or road works;
- on a corner or bend;
- on the brow of a hill or a hump back bridge.

However, where a vehicle is in front of you indicating a right turn, you may pass on the left if it is safe to do so.

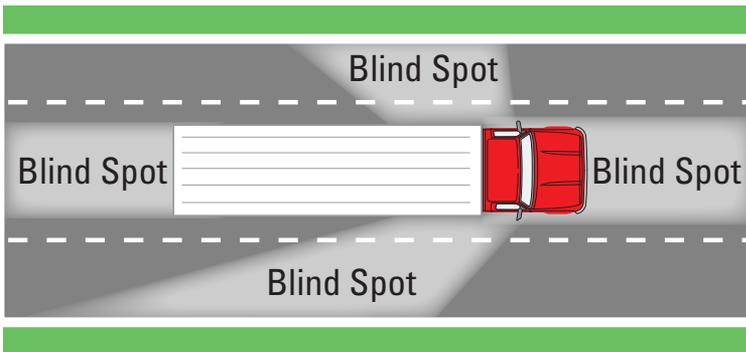
### **RULE:**

#### **Being overtaken:**

If a driver is trying to overtake you, maintain a steady course and speed, slowing down if needed, to let the vehicle pass. Never obstruct drivers who wish to pass. Speeding up or driving unpredictably while someone is overtaking you is dangerous. Drop back to maintain a two-second gap if someone overtakes and pulls into the gap in front of you. Follow the two-second rule.

Do not hold up a long queue of traffic, especially if you are driving a large or slow-moving vehicle. Check your mirrors frequently, and if necessary, pull in where it is safe and let traffic pass.

## 3.5.4.(c) OVERTAKING LARGE VEHICLES

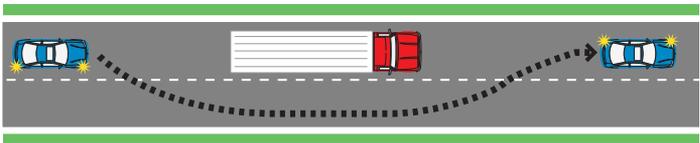


**BLIND SPOTS** – In these areas, vehicles ‘disappear’ if they are too close, making it difficult for them to be seen by large vehicle drivers soon enough to be able to stop or manoeuvre safely to avoid a collision. These blind spots are larger and closer to the driver’s side of the large vehicle.

**BASIC RULE:** If you cannot see the driver in their mirrors, it’s likely they cannot see you.

When overtaking, you should:

- (a) pull back to increase your view of traffic ahead. Stay out of the “blind spot” and be particularly vigilant of other obstructions or slow moving traffic;
- (b) maintain speed whilst overtaking but remember that larger vehicles require longer distances to pass;
- (c) ensure there is sufficient space to complete overtaking before proceeding to do so;
- (d) never follow another driver overtaking a large vehicle; that driver may have to stop his manoeuvre prematurely and return to his lane.



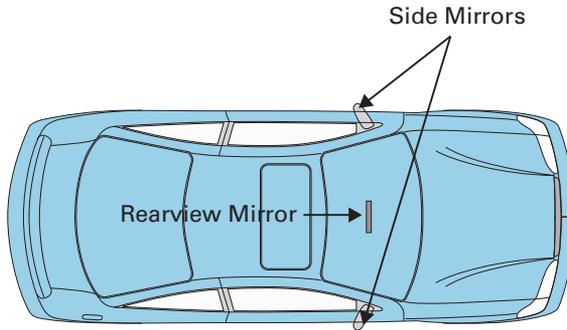
## REMEMBER: MIRROR/OBSERVATION – SIGNAL – MANOEUVRE (MSM)

### 3.5.5 USE OF MIRRORS

1.3 (g) - see p. 7 - Drivers should glance behind them or glance in their driving mirrors frequently. Any mirror must be so adjusted that the driver does not have to move his head in order to use it. **LOOSELY FITTED, DAMAGED OR DIRTY MIRRORS PREVENT COMPLIANCE WITH THIS REQUIREMENT.**

- » Before signaling, or changing direction or speed, remember to use your mirrors.
- » Check your blind spots – you will need to look around and check for traffic, other road users or hazards.

## REMEMBER: MIRRORS/OBSERVATION – SIGNAL – MANOEUVRE (MSM)



### 3.6 ARM SIGNALS & DIRECTIONAL INDICATOR SIGNALS

1.3 (h) - see p. 7 - Drivers are to give prior warning by signalling any intended manoeuvre in ample time so other road users can be aware of them and take such precautions as may be necessary. There may be emergency occasions when a driver must take the risk of stopping or turning his vehicle before having an opportunity to give warning of his intention, but anticipating unlikely events is the essence of good driving, so such risk should be extremely rare. Special care must also be taken when turning into a flow of traffic from a stationary position.

### 3.7 STOPPING AND PARKING – s. 108 TL/TCR

1.3 (l) - see p. 8 -

**RULE:** You **MUST NOT** leave any vehicle or trailer in a dangerous position or where it causes any unnecessary road obstruction.

You **CANNOT** wait or park where restrictions apply, such as:

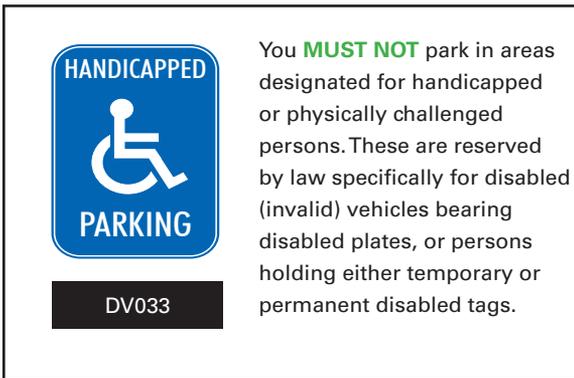
- at a single unbroken yellow line at the side of the road;
- at a pedestrian crossing or within 45 feet of the crossing;
- at a taxi rank or bus stand;
- at a double yellow line at the side of the road;
- where there is a no waiting sign;
- where there is a no stopping sign;
- where there is a solid single or double yellow lines in the centre of the roadway.

## EXCEPTIONS:

- Loading or unloading – you may park a goods vehicle for 15 minutes maximum, to load or unload – *s.108 (2) TL*.
- Emergency vehicles – fire engine, ambulance or police vehicles when responding to emergencies: *r.11(3)(a) TCR*.
- When required by law to do so: *r.11(3)(b)(i) TCR*.
- In order to avoid an accident: *r.11(3)(b)(ii) TCR*.
- When prevented by circumstances beyond your control: *r.11(3)(b)(iii) TCR*.

**Penalty: a \$200 fine and three (3) months imprisonment (Traffic Control Regulations, 2012). *r.11(4)TCR*.**

### 3.8 DISABLED PARKING – ss.93(1)(aa), 108(5) & 119 TL

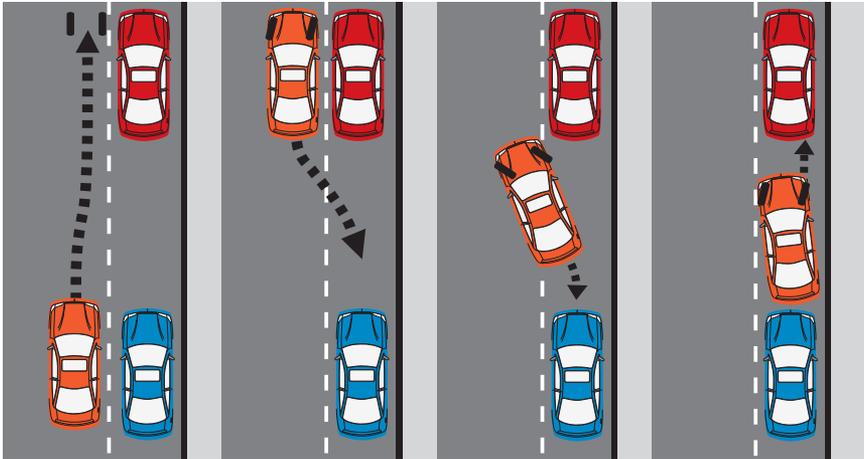


### 3.8.1 PARKING – ss.93(1)(m),(n),(t),(u),(v) & (aa) TL

There are areas off roadways or designated parking bays with demarcated lines where parking is permitted. If you have to park or stop at or near the roadway, you should:

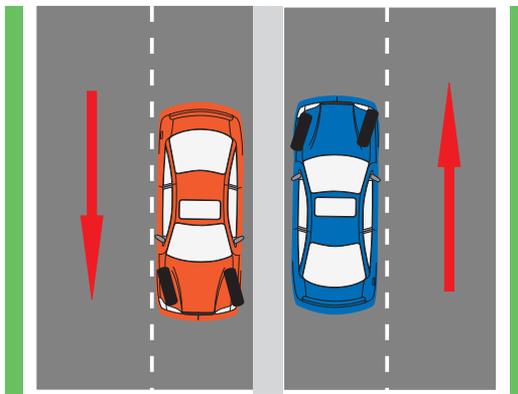
- stop as close to the kerb side as possible;
- turn your engine off if leaving the vehicle – *s.93(1)(k) TL*;
- engage the handbrake;
- be particularly careful of other road users when opening doors;
- only exit from the vehicle when safe to do so, passengers included. If possible, allow others to exit the vehicle nearest to the kerb;

- secure all valuables in the vehicle and lock it.



### 3.8.2 PARKING UPHILL

- Turn the front wheels away from the kerb.
- Select first gear if manual transmission or 'park' if automatic. Apply the handbrake.

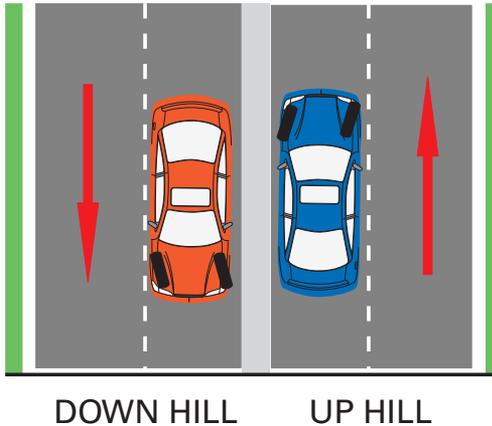


DOWN HILL

UP HILL

**3.8.3** **PARKING DOWNHILL**

- Turn the front wheels towards the kerb.
- Select reverse gear if manual transmission or 'park' if automatic.
- Apply the handbrake.



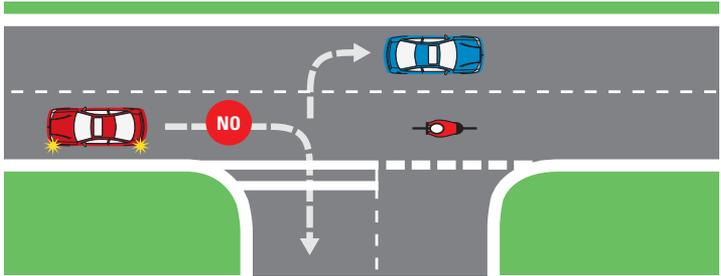
**3.8.4** **DO NOT** park:

- on a pedestrian crossing;
- within 15 feet of a road junction;
- on a bend;
- in front of an entrance to any property;
- near the top of a hill;
- at a fire hydrant;
- at or near a school entrance;
- alongside another parked vehicle (double parking);
- on or near a traffic island, central reservation or median;
- on a road or footpath if it will obstruct or endanger other road users;
- on the carriageway or hard shoulder of a dual carriageway except in an emergency;
- in sign posted taxi/bus ranks or road markings;
- on dedicated cycle paths.

## 3.8.5 **REVERSING**

This is a manoeuvre for which you have to be absolutely sure the road is clear. Remember to check your mirrors and observe and signal before reversing. Avoid reversing or turning into a busy roadway; look for a quiet street, a right-angled corner junction or a minor side road in which to turn. Always:

- when using a driveway, reverse in and then drive out onto the roadway. Never reverse from a side road into a major road;
- check for pedestrians and cyclists or other road users who may be behind you;
- check your “blind spot” behind and on both sides of you;
- when you cannot see or are in doubt, have someone guide you;
- avoid reversing your vehicle further than necessary;
- be aware the front of the vehicle will swing out as you turn.



## 3.9 **ROAD JUNCTIONS AND GIVE WAY RULES**

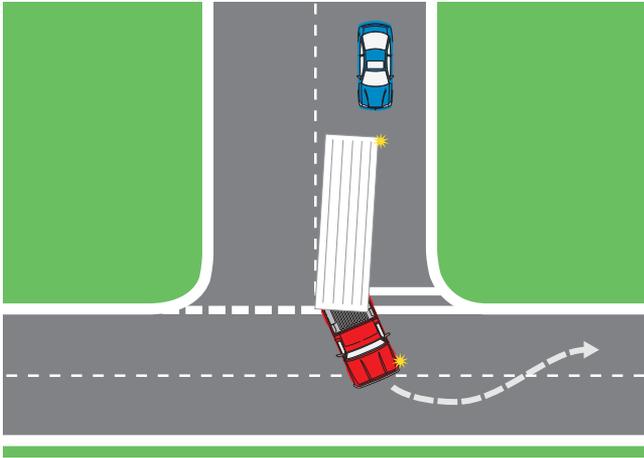
1.3 (k) - see p. 8 - No road user can excuse himself from all or part responsibility for any accident by claiming a preconceived right of way not indicated by a road sign or road marking.

A road junction occurs where two or more roads join or intersect, and include other public entrances or exits onto a road. These junctions are controlled by stop or give way signs or traffic lights, or by a uniformed police officer or other authorized person. You are to be especially careful at junctions that are uncontrolled or have an absence of signs or road markings - see paragraph 3.10.7. At all junctions you are required to take adequate precautions.

Therefore be alert:

- » for all road users and motor vehicles, especially cyclists/motor cyclists/ children/pedestrians. Remember they may not be visible;
- » for large vehicles (semi-trailers, buses and trucks) as you could be

within their “blind spots” when turning at a junction. These vehicles require more room to turn;



- » for pedestrians who have started to cross - they have priority;
- » for inexperienced drivers who are attempting to turn without signals or may otherwise cross into your path, or drivers who turn suddenly without proper signals.

### 3.10 DO NOT:

- » assume the vehicle approaching from the right and signaling left will actually turn. Wait and make absolutely sure;
- » cross or join a road until there is a gap large enough for you to do so safely;
- » use your horn when approaching horse riders and before executing any turn, as this could startle the horse.

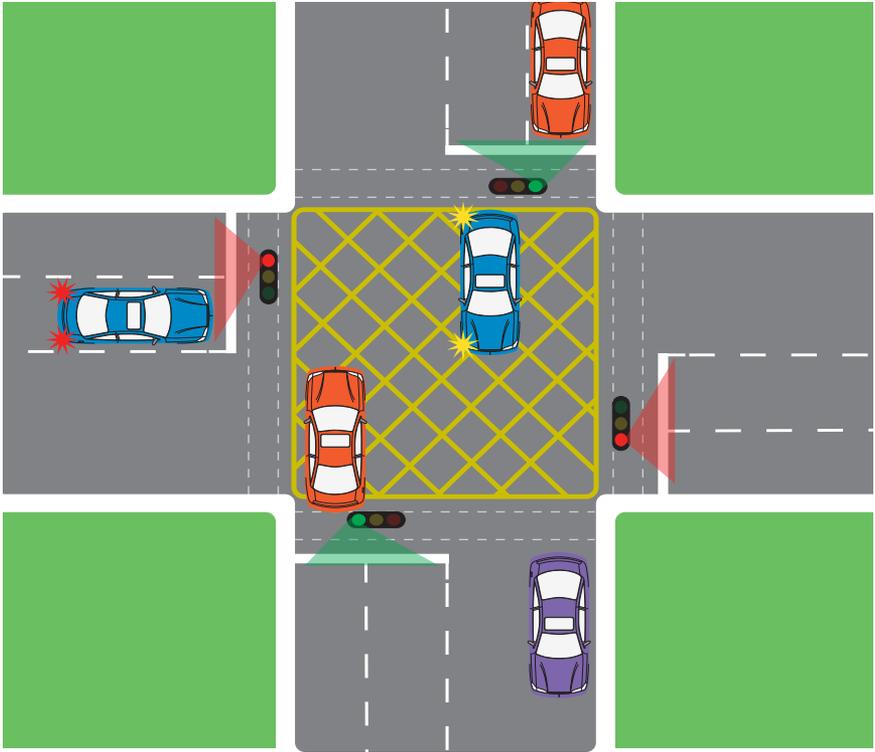
**ALWAYS** look to your right and left before turning onto the roadway. Make absolutely sure there is sufficient room before proceeding.

### 3.10.1 TRAFFIC LIGHTS AT JUNCTIONS

These lights are in three colours, namely, RED, AMBER and GREEN placed either vertically or horizontally above the road way. The meaning of each light can be found at APPENDIX 4.

When the light is red, you **MUST** stop behind the line(s). It is permissible to turn left on the red light if the road is clear or indicated by a road sign. If the lights are not working, you **MUST** treat the junction as a 4 way or 3 way junction. See paragraphs 3.10.4 and 3.10.5.

3.10.2 **BOX JUNCTION**



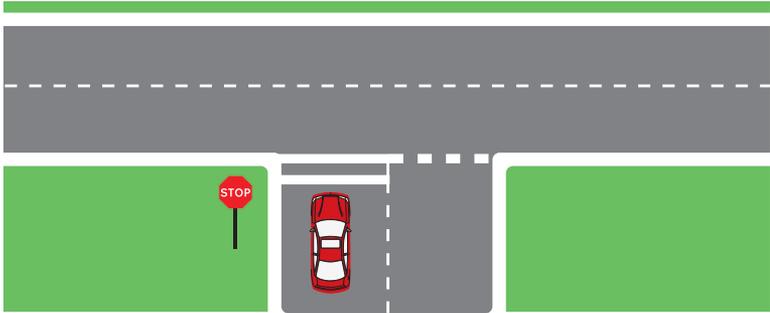
**THE RULE:**

**Box junctions:**

These have criss-cross yellow lines painted on the road. You **MUST NOT** enter the box **until** your exit road or lane is clear. However, you may enter the box and wait when you want to turn right, and are only stopped from doing so by oncoming traffic, or by other vehicles waiting to turn right. At signaled roundabouts you **MUST NOT** enter the box unless you can cross over it completely without stopping.

3.10.3 **WHERE TO STOP?**

A double white line at a stop sign means you **MUST** stop behind the lines. **DO NOT** proceed until it is safe to do so – r.11(2)(m)TCR.

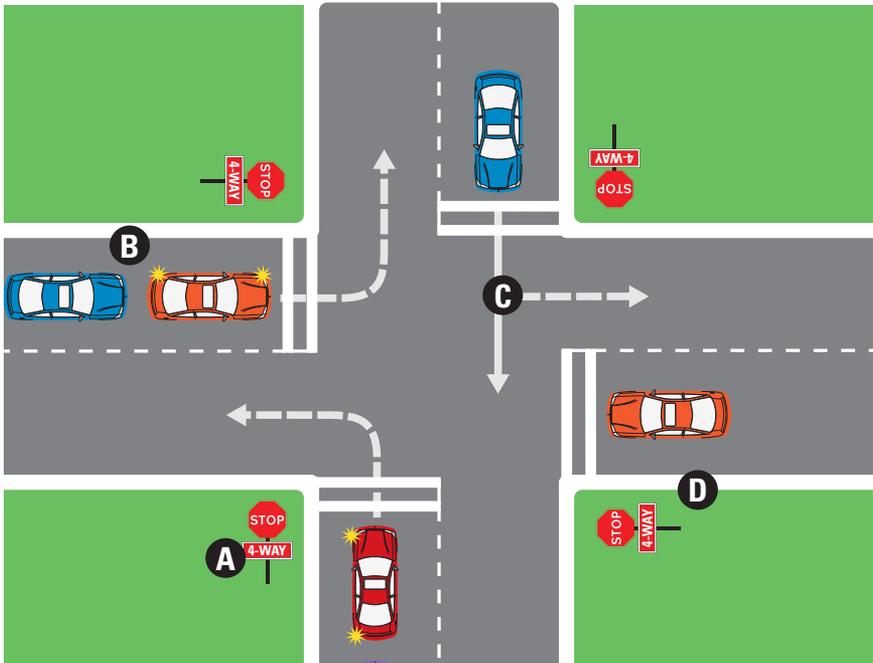


**3.10.4 FOURWAY STOPS**

This is a 4-way junction having a stop sign at each entry point.

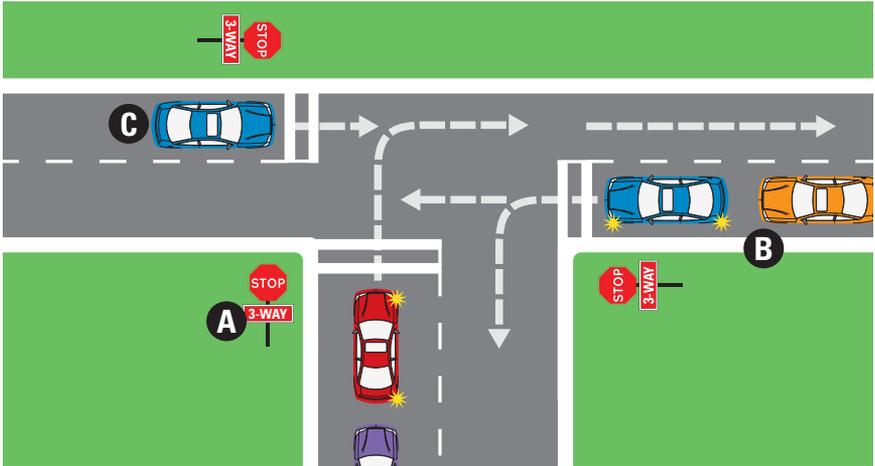
**THE RULE:**

All traffic is required to come to a complete stop. The person arriving first has the right of way to proceed through the junction. If more than one vehicle arrives at the junction, at the same time, then give way to the vehicle on your right and allow the vehicle on the right to go first.



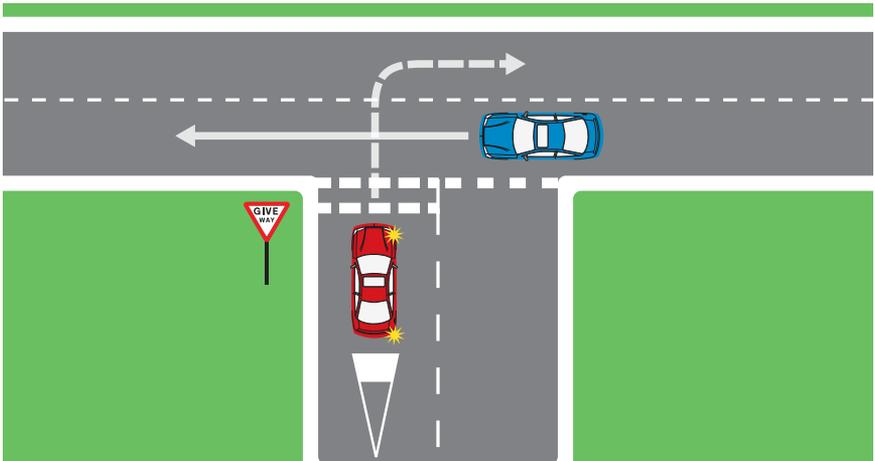
**3.10.5 THREE –WAY STOPS**

This has three (3) stop signs at the junction: The same rule applies as for 4-way stops. Be aware that there are no traffic lights at these junctions. If in doubt, wait until the other driver on the left acknowledges that you should proceed.



**3.10.6 GIVEWAY**

At some road junctions, traffic is controlled by a 'give way' sign, and/or road markings such as a white triangle or two parallel broken lines. You **MUST** stop behind the lines and give way to traffic before entering any roadway.



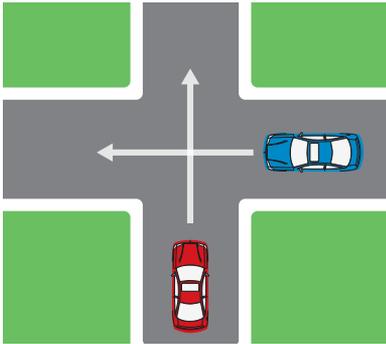
3.10.7 **UNCONTROLLED JUNCTIONS**

These are junctions with **NO** signs, traffic lights and/or road markings. In such areas, no one has priority so be vigilant for other road users, especially cyclists, motor cyclists and pedestrians who may emerge unexpectedly. **DO NOT** overtake cyclists who are on your left if you intend to turn left at the junction; **WAIT** until they have passed the junction.

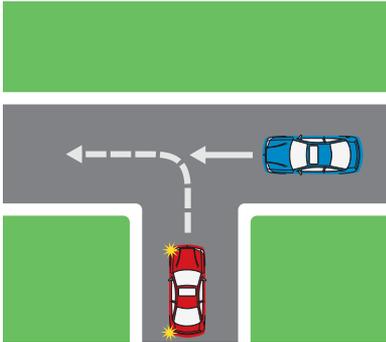
**THE RULE:**

You **MUST** give way:

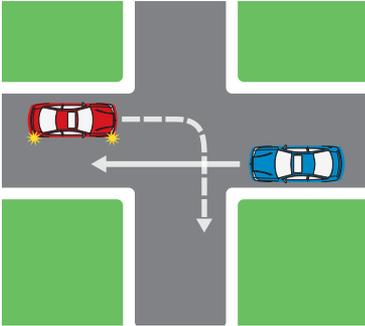
- » to vehicles proceeding through the junction on your right-hand side;



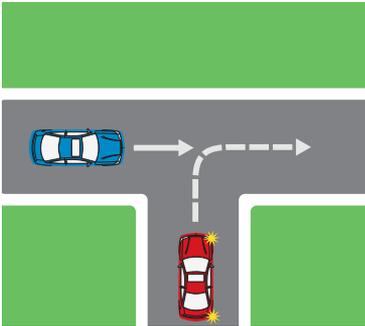
- » if turning left, allow the vehicle on your right to pass;



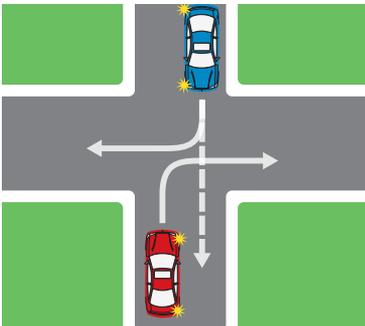
- » when turning right and a vehicle is coming towards you;



- » when you are turning right and a vehicle is proceeding through from your left;

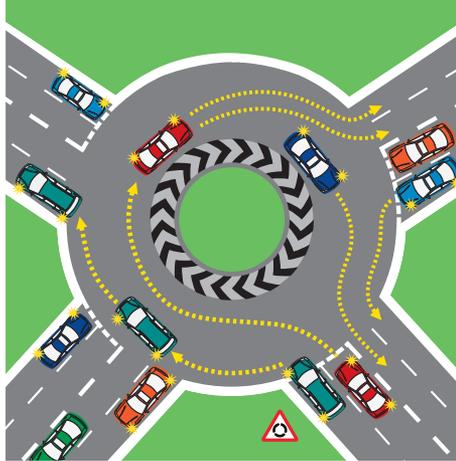


- » when you are turning right and a vehicle is coming towards you.



**EXCEPTION:** When both of you are heading towards each other and turning right, neither driver has to give way because both can turn safely. Be careful of large vehicles requiring more turning space.

3.11 **ROUNDBABOUTS - r.11(1)(j),(l) & (o) /11(2)(j)(l) & (o)TCR, 2012**



When approaching a roundabout, notice and act upon all information available to you, including road layout, traffic signs, traffic lights and lane markings which direct you into the correct lane. You **MUST**:

- **use Mirrors/Observation – Signal – Manoeuvre (MSM) at all stages;**
- decide as early as possible which exit you wish to take;
- give an appropriate signal and time it to avoid confusing other road users;
- get into the correct lane;
- adjust your speed and position to fit in with traffic conditions;
- be aware of the speed and position of all the traffic around you.

You **MUST ALSO**:

- pass to the left of any 'splitter' islands on entry;
- go clockwise around the central island.

**3.11.1 WHEN REACHING THE ROUNDABOUT, ALWAYS:**

- give way to vehicles approaching from your immediate right unless directed otherwise by signs, road markings or traffic lights;
- look especially carefully for motor cyclists and cyclists;
- watch out for vehicles already on the roundabout; they may not be signalling correctly;

- look ahead before moving off to ensure traffic in front has moved off;
- check whether the road markings allow you to enter the roundabout without giving way. If so, proceed, but look to the right before joining;
- do not overtake on the roundabout.

### 3.11.2 **SIGNALS AND POSITION**

Unless signs or markings indicate otherwise:

(i) When taking the first exit: (Going left)

- signal left and approach in the left-hand lane;
- keep to the left on the roundabout and continue signalling left to leave.

(ii) When taking any intermediate exit: (Going straight ahead or taking second exit on left)

- select the appropriate lane on approaching the roundabout, signalling as necessary;
- stay in the chosen lane until you need to alter course to exit the roundabout;
- signal left after you have passed the exit preceding the one you want.

(iii) When taking the last exit or going full circle: (Going right or making a u-turn)

- signal right and approach in the right-hand lane;
- keep to the right on the roundabout until you need to change lanes to exit;
- signal left after you have passed the exit preceding the one you want.

Do not drive at excessive speed just because it is your right of way.

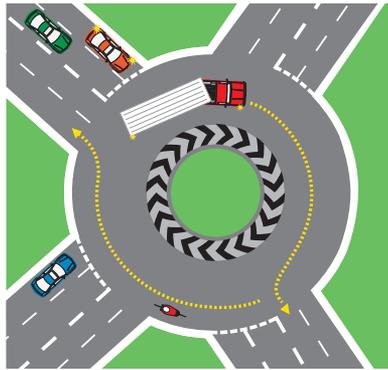
Roundabouts are high capacity junctions intended for as many as possible users at any one time. Be prepared to reduce speed if drivers enter ahead of you from the left.

### 3.11.3 **IN ALL CASES, WATCH OUT FOR AND GIVE PLENTY OF ROOM TO:**

- pedestrians crossing the approach and exit roads;
- traffic crossing in front of you on the roundabout, especially vehicles intending to leave by the next exit;
- traffic which is straddling lanes or incorrectly positioned;

- motorcyclists;
- cyclists and horse riders who might stay in the left-hand lane but signal right when they intend to continue around the roundabout;
- long vehicles (including those towing trailers) which might need to take a different course approaching or on the roundabout, due to their length. Watch out for their signals or manoeuvres.

In darkness or during heavy rain or poor visibility, take special care to ensure that you can see vehicles waiting at the give-way line in front of you, and that you can see to the right on entering the roundabout.



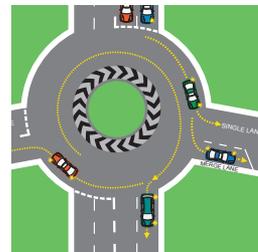
### 3.11.4 **MINI ROUNDABOUTS**

Approach these in the same way as normal roundabouts. All vehicles **MUST** pass to the left of the central markings except large vehicles which are physically incapable of doing so. Remember, there is less space to manoeuvre and less time to signal. Beware of vehicles making U-turns.



### 3.11.5 **SINGLE LANE ROUNDABOUTS**

The same rules apply on approach as normal roundabouts. However, when exiting onto a single lane from the roundabout, you **MUST** indicate and be on the left to exit properly. Any vehicle on the right intending also to exit on the single lane, **MUST** give way and reposition by going around and then exit correctly. If there is a merge lane on exit, then you **MUST** remain in this lane and give way to traffic on your left before exiting.



## Reminders

- Traffic circulates in a clockwise direction on all roundabouts.
- Motorists entering a roundabout must give way to traffic already on the roundabout.
- Ensure that you are in the correct lane before entering or exiting a roundabout.
- Always use your indicators and check your mirrors/observation.
- Do not stop or give way on the roundabout.

### 3.12 EMERGENCY VEHICLES

1.3 (m) - see p. 8 - drivers **MUST** pull in to the left-hand side of the road and if necessary come to and remain at a halt until the emergency vehicle has proceeded on its way or has stopped. Regulation 13(6)(e)TR, 2012 provides that emergency vehicles may be equipped with a blue rotating or flashing or pulsating light and regulation 14(2) provides that no mechanically propelled vehicle other than an emergency vehicle may be equipped with any bell, gong, siren, or any other device capable of giving two or more different sounds in succession.

Emergency vehicles are defined in section 2TL to mean any fire engine, ambulance or police vehicle actually engaged upon its duties.

#### THE RULE:

- Slow down, pull to the side of the road and be prepared to stop.
- Avoid braking harshly on approaching any junction or roundabout – vehicles could be behind you.

## MIRROR/OBSERVATION – SIGNAL – MANOEUVRE (MSM)

### 3.13 NIGHT DRIVING

1.3 (n) - see p. 8 - this paragraph deals with lights and must be read together with paragraph (h) of section 93(1)TL which prohibits the use of spot lights and flashing headlights in such a way as to dazzle or endanger other people.

Night is the period of time from 30 minutes after sunset until 30 minutes before sunrise on the following day: section 2TL.

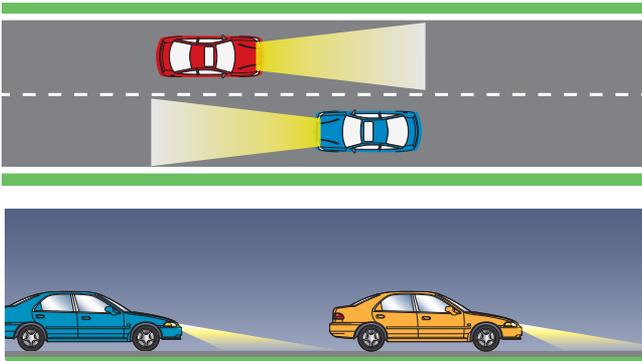
You **MUST**:

- keep your vehicle headlights, side lights, rear lights and registration plate lights illuminated between sunset and sunrise;
- dip your headlights for traffic approaching you;
- dip your headlights when following other vehicles;
- dip or turn off headlights while parked at roadside;
- dip headlights when a uniformed police officer or other authorized person is directing traffic;
- slow down or where possible stop, if oncoming traffic headlights are dazzling and endangering you and others, especially pedestrians;
- use dipped headlights when poor weather reduces visibility;
- dip your headlights when approaching pedestrians.

**3.13.1** Headlights **MUST** be fitted to dip to the left - r.13(2)(a)TR.

**3.13.2** Ensure that your windscreen, windows and lights are kept clean.

**3.13.3** You **MUST NOT** use front or rear fog lights or driving lights unless visibility is severely reduced.



## PART 4

### INCLEMENT WEATHER CONDITIONS/HAZARDS

In poor weather conditions, you **MUST** use headlights to increase visibility and enable your vehicle to be seen. Proper vehicle maintenance to cope with any weather condition is important. You **MUST** ensure that the following are in proper working order before any journey onto the roadway:

- brakes
- horn
- tyres
- windscreen wipers
- all lights
- steering
- seat belts.

**4.1** Your stopping distances increase greatly with wet and slippery roads, poor brakes/tyres and tired drivers. Therefore your stopping distance might double to that on a dry road. In such an instance, you are to use the four-second rule noted at paragraph 3.5.2.

#### In wet weather:

- increase the distance between your vehicle and the one in front (see the four-second rule at paragraph 3.5.2);
- if after applying brakes there is no response, it is possible that your tyres have lost contact with the road. (This is sometimes referred to as 'aquaplaning'). Ease off the brake and accelerator, keep the steering wheel straight and reduce speed gradually;
- be aware of hidden dangers such as oil, grease and debris on the road surface;
- watch out for pedestrians, cyclists and other road users.

**4.2** In extremely **WINDY WEATHER** vehicles can blow off course, so be particularly careful when overtaking. Remember larger vehicles also create turbulence, so leave sufficient space when overtaking. Avoid any harsh braking or manoeuvres.

**4.3** Be aware during **HOT WEATHER:**

- Road surfaces may be soft and even slight rain may make the road slippery.
- Sunrise or sunset driving, especially in the direction of the sun, requires care. If you are dazzled by the glare, slow down, use your car visor and be prepared to stop or pull over.
- Wearing sunglasses helps if the sun is in your eyes.

## 4.4 HAZARD PERCEPTIONS

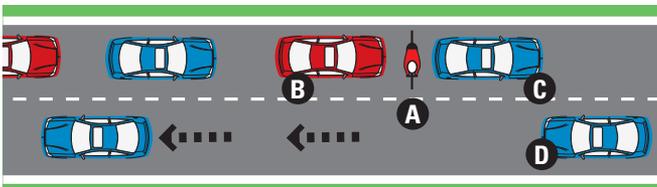
There are hazards that you will face as a driver on our roads. Hazard awareness should be a priority for all drivers to avoid objects or circumstances that are potentially dangerous. Engage in forward thinking and planning to anticipate such occurrences.

Hazards can include but are not limited to:

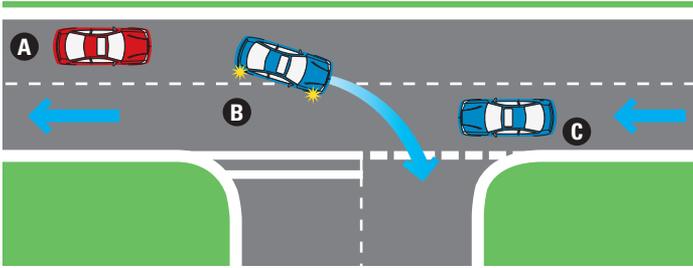
- bends in the roadway
- pedestrians or school crossings
- junctions
- children
- action or inaction of other vehicles, motor cyclists, cyclists or others using the roadway
- weather and road conditions
- road works in progress
- debris on road surface.

**ALWAYS** check your mirrors, make observations and indicate before any manoeuvre. Be prepared to slow down or stop. Give plenty of clearance when going around or passing any hazard in your path. When it is safe, accelerate as you leave the hazard.

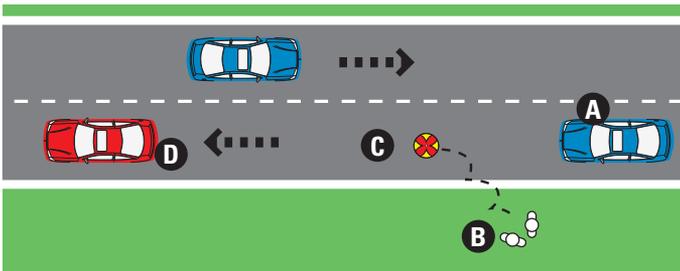
### “ALWAYS EXPECT THE UNEXPECTED”



Cyclist at hazard **A** is the main hazard. The cyclist is attempting to cross the road and is entering between parked vehicles into path of motorist **D**.



Motorist B is the principal hazard. This vehicle is turning across the road towards a junction into the path of C.



Both B and C are principal hazards. The children are at the roadside playing with a ball (hazard C) which has bounced into the path of motorist A.

**Use of Headlights:** Only flash your headlights to let other road users know you are there. Do not flash your headlights to convey any other message or intimidate other road users - section 93(1)(h)TL.

**Use of Horn:** Use only while your vehicle is moving and you need to warn other road users of your presence. Never sound your horn aggressively. You **MUST NOT** use your horn while stationary on the road **EXCEPT** when another road user poses a danger - section 93(1)(g)TL.

**Use of Hazard Lights:** These may be used when your vehicle is stationary, to warn that it is temporarily obstructing traffic - r.13(2)(f)TR. Never use them as an excuse for dangerous or illegal parking. You **MUST NOT** use hazard warning lights while driving or being towed.

**Use of flag, lights or police escort - Overhanging loads – r.18TR:**

(1) Every vehicle carrying an overhanging load shall mark such load:

- (a) by day, with a red flag at least one foot by one foot in size at each point where the load projects outside the profile of the vehicle; and

- (b) by night, with a white light to the front, a red light to the rear and an amber light to the sides at each point where the load projects beyond the profile of the vehicle.

(2) Where the overhanging load projects in beyond of three feet over any side of the vehicle, such vehicle shall not move unless accompanied by a police escort at such time and date as the Commissioner shall order after receiving a written request not less than 48 hours in advance.

## 4.5 VEHICLE TOWING & TRAILERS

A trailer is defined as a vehicle (other than a caravan designed or adapted for human habitation) having no motive power which is designed to be drawn by a vehicle - s.2TL.

This includes boat, horse, utility & dump trailers as well as cement mixers.

All trailers are required to be registered, licensed and insured.

The following are requirements that a trailer should have:

- The licence coupon to be kept with vehicle towing the trailer - r.5(1)TR.
- A registration plate to be mounted horizontally at rear only and the letters perpendicular to the road – r.5(2)TR.
- Tyres in good condition with a thread depth of one millimeter across the circumference and 75% of its breadth – r.11 TR.
- Two independent braking systems in good working order, if in excess of 4,000 lbs. One capable of operating vehicle if stationary and the other capable of stopping vehicle at 25 mph within (50) feet – r.12TR.
- Two red rear lights, brake lights, two turn signals, registration plate light and red or amber reflectors on each side – r.13TR. All lights shall be clearly visible when operated by day or night.

In addition as a driver you:

- must ensure that the trailer parts and accessories are in good working order so as not to cause a danger or nuisance to any person or property – r.17TR;
- must ensure that all load or passengers carried should not cause a nuisance or danger to any person – r.17TR;
- must ensure that the weight, distribution, packing and adjustment of the load being carried should be securely fastened and restrained so

as not cause a nuisance or danger to any person – r.17TR;

- must follow the recommended weight allowable by the manufacturer for your vehicle. **DO NOT** overload your trailer or vehicle;
- must adjust the vehicle headlights if necessary when carrying a load or towing a trailer;
- must remember that the extra weight will affect the braking and acceleration of the vehicle or trailer, increase your distance of the “two seconds rule” to four seconds;
- must be cognisant of the extra length when overtaking or any manoeuvring;
- must check your mirror often to ensure traffic is not being held up or obstructed.

You **MUST NOT**:

- tow or carry more than your driver’s licence group classification allows;
- exceed the tow ball load and the manufacturer’s recommended weight. This will affect the performance of the vehicle or trailer and could result in swerving and you losing control. Whenever this occurs, ease off the accelerator and reduce the speed slowly to regain control.

If for whatever reason your vehicle cannot be driven, it is advisable to seek a professional towing service. Towing your vehicle with a rope or other devices can be potentially dangerous to yourself and other road users.

## PART 5

### 5.1 **ACCIDENTS INVOLVING DANGEROUS GOODS VEHICLES**

Such vehicles will display dangerous goods placards/symbols. You are to know them and their meanings. See hazard warning plates in Appendix 11.

You **MUST**:

- switch off the engine. **DO NOT SMOKE** and remain a safe distance from the vehicle;
- call emergency services immediately. Inform them of the type of symbol or placard that is displayed on the vehicle;

**DO NOT**:

- attempt to rescue anyone; you could become a victim of fire,

explosion or poisonous fumes;

- use a cellular or mobile phones in the immediate accident area.

## 5.2 **EXCHANGE OF DOCUMENTS**

The law requires that you **MUST** exchange certain information when involved in an accident involving injury to a person or animal, property or vehicle damage:

- Give your name, address, date of birth, vehicle registration number, name and address of owner, and the name of the insurance company to anyone having reasonable grounds for requiring them – s.73(2)TL.
- If for whatever reason, you do not give your name, address and date of birth at the scene of the accident, you **MUST** report the accident to a police officer or police station as soon as reasonably practicable and in any case within 24 hours – s.73(3)TL.

Penalty: If you fail to comply with these statutory provisions, you commit an offence and on summary conviction you are liable to a \$2,000 fine or to imprisonment for 12 months. In addition, the court may order you disqualified from holding or obtaining a driver's licence for such period it deems fit s.73(4)TL. The particulars of the offence will be endorsed on your driving record.

Animal is defined as horse, cattle, ass, mule, sheep, pig, goat or dog – s.2TL. Additionally, there is a requirement under s.7 of the Motor Vehicle Insurance (Third Party Risks) Law (2007 Revision) to produce insurance within the time specified under that section.

## 5.3 **POLICE SIGNAGE/ROAD BARRIERS**

On approaching a police sign or road barrier you **MUST**:

- slow down and be prepared to stop;
- use extreme care as there may be an obstruction or an injured person lying on the road.

The police may direct you to pull over to the side of roadway. You **MUST** stop as soon as it is safe to do so.

As required by the police, you **MUST**:

- in certain circumstances, give your name, address and date of birth - s.69(1)TL;
- produce your driving or learner's licence - s.69(4)(a)TL;

- produce your certificate of insurance or other evidence of insurance coverage for the vehicle being driven - s.69(4)(b)TL;
- produce a current certificate of roadworthiness for the vehicle – s.69(4)(c)TL;
- produce a certificate of registration (log book) - s.69(4)(d)TL;
- have your driver's or learner's licence on you **at all times** when driving.

If documents are not available, the police may require you to produce your certificates of insurance and roadworthiness , or any other document they specify within three (3) days at a police station – s.69(4)TL.

## PART 6

### ALCOHOL AND DRUGS

Alcohol and drugs will seriously impair your judgment and abilities as a driver. Therefore the law imposes severe penalties if you are convicted of alcohol or drug-related offences. You **MUST NOT** drive a motor vehicle above these alcohol-prescribed limits (s.82TL):

- (a) 1/10 of 1% weight/volume blood alcohol of breath;
- (b) 100 milligrammes in 100 millilitres of blood;
- (c) 134 milligrammes in 100 millilitres of urine.

Drug is defined in s. 2TL to mean a drug, whether illegal or not that impairs the ability to drive or operate a vehicle.

Alcohol and drugs will:

- slow down your reaction time and reduce coordination in making split-second decisions;
- cause you to become over-confident;
- impair judgment regarding speed, distance and potential hazards;
- absorb slowly in the body; any amount of alcohol consumed may make you unfit to drive.

If you are going to consume alcohol, it is advisable that you have a designated driver who will not consume alcohol. Otherwise, make provision for other means of transport.

If you drive under the influence of alcohol or drugs, impairing your efficiency as a driver, or you have exceeded the prescribed limit, you will be

committing an offence – s.82(1)TL.

**Penalty** – s.82(3) and (4)TL:

First offence: A fine of up to \$1000 or to imprisonment for up to six (6) months, or to both.

Second or subsequent offence: A fine of \$2000 and imprisonment for 12 months, or to both.

Additionally, a driver can be disqualified for 12 months or any longer period that the court orders for the first or subsequent offence.

- 6.1** Another major factor to consider is driving whilst impaired as a result of taking prescribed medication or a combination thereof with alcohol. You **MUST NOT** drive if advised by a doctor or pharmacist while taking certain medications, or where it is indicated on the medication label.

## PART 7

### SCHOOL CROSSING PATROLS

The Commissioner of Police may appoint persons over the age of 18 years as school crossing wardens – s.112TL.

- 7.1** School crossing wardens shall wear a high-visibility retro-reflective outer garment, vest, shirt or rain gear – r.10TR.
- 7.2** At or near schools (school zones), i.e., on approaching a school zone you **MUST:**
- be aware of speed limits especially during school hours, and also pedestrians and cyclists who may cross the road;
  - reduce your speed to a 15 mph limit when amber lights are flashing within designated school zones;
  - bring your vehicle to a complete stop when the school crossing patrol sign is displayed showing 'stop for children'. – sections 112 and 120TL.

## PART 8

### SCHOOL BUS

Whenever a school bus is setting down or picking up passengers all road users **MUST**:

- stop when the lights are flashing, regardless of your direction;
- remain at a halt until lights are no longer flashing;
- watch for children crossing the road from any direction. - s.93(1)(j) TL.



## PART 9

### PEDESTRIANS

As a general rule, pedestrians should use sidewalk, pavements or any path along the side of the road if provided.

- 9.1** Always walk facing oncoming traffic. Avoid having your back to traffic.
- 9.2** **IF THERE IS NO PAVEMENT/SIDEWALK OR OTHER PATH, YOU SHOULD:**
- keep to the right-hand side of the road;
  - walk in single file if visibility or lighting is poor, or on narrow roads;
  - make yourself visible at night by wearing light-coloured clothing, a reflective jacket or arm bands;
  - walk as close to the edge of the road as possible.
- 9.3** **PARENTS** – Regarding pavements / sidewalks, practice the Road Code with your children:
- » never allow children to be alone on pavements, or foot paths;
  - » always place yourself between your children and the traffic;

- » if using a stroller or baby carriage, make sure the road is clear before attempting to cross.

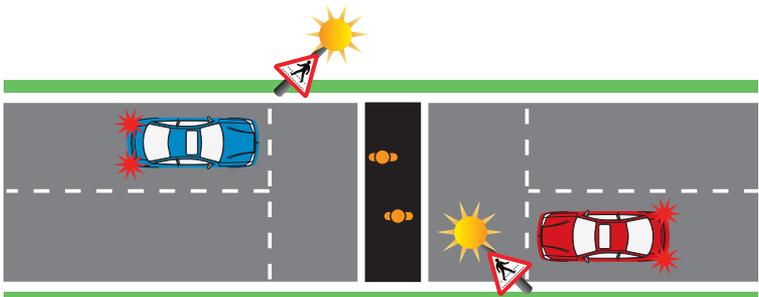
## 9.4 **CHILDREN:**

- All children should be familiar with the code.
- Children are particularly vulnerable when judging speed and distance of vehicles.
- Children are difficult to see, and may be unable to see around or over obstacles such as trees, fences, parked vehicles, etc.
- Children should be taught to find safe places to cross roads such as pedestrian crossings, overhead bridges, traffic islands or where crossings or roads are controlled by uniformed police officers, traffic wardens or school crossing wardens.

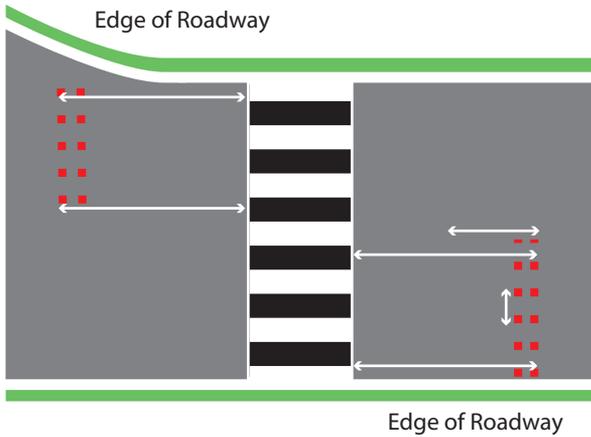
**9.5** Avoid crossing roads on bends, close to the top of hills or by parked vehicles. Be vigilant: If you cannot see clearly, **DO NOT CROSS**. Look right, then left, and right again before crossing. **STOP – LOOK – LISTEN**. When crossing, continue to look and listen.

## 9.6 **PEDESTRIAN CROSSINGS - s.110TL**

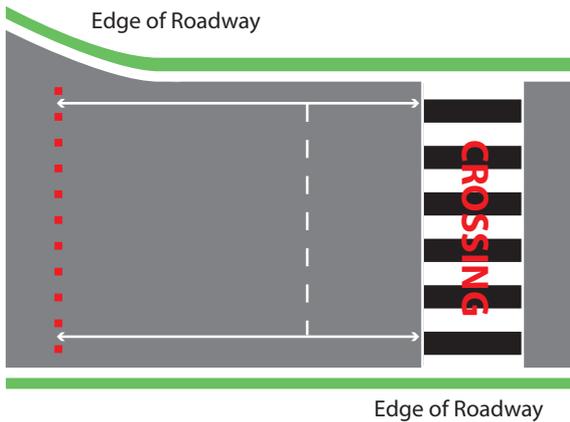
- Never assume traffic will stop for you; double check to make absolutely sure it has stopped before proceeding to cross the road. Be mindful that vehicles will need more time to stop if the road is wet or slippery. When crossing, look both ways for traffic that might be overtaking: **STOP – LOOK – LISTEN** and continue to look and listen while crossing.
- No loitering or waiting on the crossing.
- Cross between the parallel lines on the crossing or the pattern of studs.



A pedestrian crossing is marked by two parallel lines on the roadway, white or yellow in colour. Within the area of these lines are painted bands of yellow or white paint and are equally spaced from each other as the width of the road allows.



At each approach to a pedestrian crossing, at a distance of not more than 45' and not less than 42' there is a pattern of studs from the edge of the roadway to the centre of the roadway in a parallel double row. NO VEHICLE SHALL PARK WITHIN 45 FEET OF A PEDESTRIAN CROSSING.



The above is the pattern of a pedestrian crossing in a one-way street. The colours, bands and delineation are the same as the normal pedestrian crossing, with the exception that the studs are placed across the entire width of the street, on the side from which the traffic approaches the crossing. NO VEHICLE SHALL PARK WITHIN 45 FEET OF A PEDESTRIAN CROSSING.

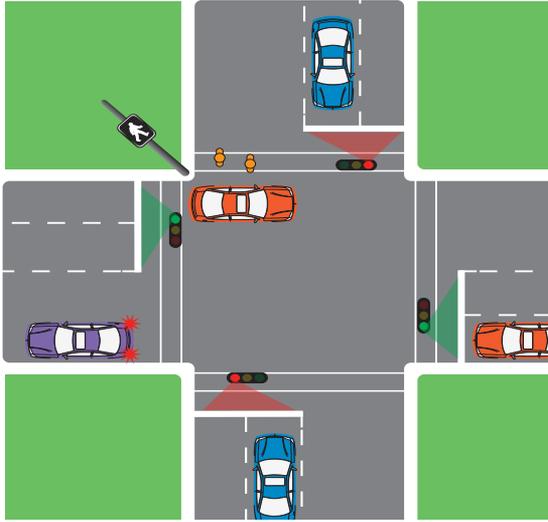
9.7

**SIGNAL-CONTROLLED CROSSINGS:**



Where there are signal-controlled crossings, push the button to activate the traffic lights. If lights are flashing, you should not cross, you must follow instructions displayed on the placard.

- Only cross when the figure indicating it is safe to do so is lit.
- If the illuminated figure goes out, try to make it across the road without delay. Keep looking for unexpected traffic.
- If there are no signals, use extreme care and caution before attempting to cross, or wait until the lights are illuminated and traffic has halted.
- Watch for multiple lanes at junctions controlled by lights as traffic may approach from any direction. **ALWAYS** wait for traffic to stop before crossing the road. **STOP – LOOK - LISTEN**
- All drivers **MUST** give way to any pedestrians on the crossing. This applies to all crossings.



**9.8**     **OBSTACLES**

As a pedestrian, you should use extra care when crossing the road, especially if your view is obstructed by obstacles such as hedges, parked vehicles, etc. You should:

- not cross behind a vehicle when it is reversing or when white reversing lights are illuminated or sounding a warning beeper;
- never cross the road in front or behind a vehicle that has its engine running, especially a large vehicle as the driver may not be able to see you;
- use the outside perimeter of parked vehicles as if it was the curb and cross between them;
- always ensure there is sufficient space between parked vehicles on the other side of the road to enable you to reach the pavement safely.

**STOP – LOOK - LISTEN**

**9.9**     **ROAD JUNCTIONS**

Be on the alert for traffic approaching from behind you and intending to turn into or out of junctions. Remember you have priority and traffic must give way if you are already crossing the junction into which they are turning.

**STOP - LOOK – LISTEN – THEN CROSS.**

9.10

**ROADWORKS**

Obey all road work signs, especially if repairs are being done on pavements, sidewalks, footpaths or the roadway - section 117(3)TL  
Watch for hidden dangers such as potholes, ditches, debris or other obstructions.

## PART 10

### VULNERABLE ROAD USERS

These include the elderly, children, physically challenged/handicapped persons, the blind/deaf and cyclists.

- Watch for road signs that warn of their likely presence on the road.
- Be alert for the elderly or infirm who may have problems judging vehicle speed and distance and may suddenly enter into your path.
- **DO NOT** be in a rush, be patient; vulnerable persons may require more time to cross the road. Avoid startling or distracting them by sounding your horn, revving the engine or making other gestures.
- Assume that all pedestrians are vulnerable and proceed carefully. Those with hearing disabilities may not hear your vehicle approach.
- Allow a blind or deaf person accompanied by a disability/guide dog or aided by a cane to cross the road. Such a person may be unable to see or hear your instructions or any other signals.

## PART 11

### ANIMALS OR HORSE RIDERS

Horse-drawn carriages are regulated by the Public Transport Board and rules of conduct are enforced by the Public Transport Unit and inspectors. Such carriages fall under the definition of a taxi as contained in section 2TL.

11.1

A horse-drawn vehicle travelling at night **MUST** have a white light to the front of the vehicle, a red illuminated light or two (2) red reflectors to the rear. No red or other colour lights are to be fitted to the front.

11.2

Appropriate arm signals to indicate intended manoeuvres are always to be used while driving a horse-drawn vehicle.

## 11.3 **SAFE RIDING**

### **NIGHT RIDING**

- Always wear reflective clothing and ensure your horse also has reflective bands fitted above the fetlock joints.
- Place a fluorescent/reflective tail guard on your horse.
- A white light is to be fitted to the front and a red light to the rear, with a band to the rider's right arm and /or leg/riding boot.
- When leading a horse at night, carry a light in your right hand, showing white to the front and red to the rear, and place reflective clothing on both you and your horse.

## 11.4 **BEFORE RIDING**

- Ensure all tack (saddle, stirrups, halters, reins, bits, harnesses, martingales and breastplates) fits properly and is in good condition.
- Be sure you can control your horse.
- For added safety, ride with other less nervous horses if your horse is young or nervous of traffic. This adds security and comfort to the least experienced horse.
- Never ride a horse without a saddle, stirrups and bridle.



## 11.5 **BASIC SAFETY RULES**

- Keep to the left-hand side of the road.
- Keep both hands on the reins unless you are signaling.
- Keep your feet in the stirrups.
- Do not ride more than two abreast. On busy or narrow roads ride in single file.
- Wear a safety helmet; a fall could result in serious head injury.

- When leading a horse, keep it to your left.
- In a one-way street, always move in the direction of the traffic flow.
- Do not ride on pavements or footpaths or beaches.
- Do not ride whilst under the influence of alcohol or drugs.
- Do not carry another person.
- Do not carry anything which may affect your balance or get tangled in the reins.

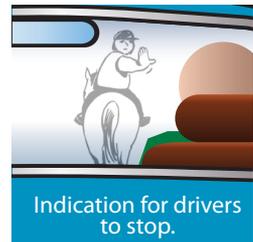
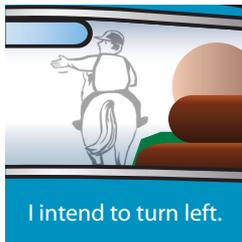
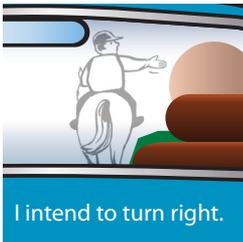
## REMEMBER: OBSERVE – SIGNAL – OBSERVE – MANOEUVRE

### 11.6 CARELESS/DANGEROUS/RECKLESS RIDING

As a rider you have a duty **NOT** to:

- ride an animal dangerously or recklessly –section 76TL;
- ride an animal carelessly – section 77TL;
- ride an animal without reasonable consideration for others – section 77TL.

### 11.7 SIGNALS:



- 11.8 It is an offence to interfere with an animal while saddled or in harness without the owner's permission: section 98(a)TL – **Penalty: A fine of \$1,000 and imprisonment for six (6) months, or to both.**

### 11.9 DOGS

- Always keep your dog on a leash when walking on the road.
- You are required to have your dog licensed by the Department of Agriculture.
- All animals in/on vehicles should be restrained to prevent distraction or injury to themselves or others.

## PART 12

### CYCLISTS

Under section 2TL a bicycle is classified as a pedal cycle. A pedal cycle is defined to mean: (a) a vehicle constructed of any number of wheels which is propelled by human power by means of pedals, including pedals that are electrically assisted, the electric motor being incapable of solely propelling the cycle; and (b) includes a bicycle. Therefore, as a cyclist you **MUST** obey all traffic signs, road markings and traffic light signals, as well as this code.

For your safety:

- Wear a bicycle helmet and have it securely fastened. Follow the manufacturer's instructions.
- Make yourself visible: wear reflective clothing or accessories, especially at night or in poor daylight.
- Use a cycle path or lane if one is available.
- Keep your bicycle in good working condition at all times.
- Keep both hands on the handlebar, unless signaling or changing gear.
- Ride in single file on narrow or busy streets or roundabouts.
- Only ride two abreast where you will not obstruct the reasonable flow of traffic or where a cycle lane is provided.
- Avoid riding alongside other moving vehicles unless overtaking with extra care.
- No 'tailgating' – that is, travelling too close behind another vehicle.
- Do not carry a pillion passenger unless your vehicle is designed or manufactured to do so.
- Do not hold onto a moving vehicle.
- Do not ride in a careless, dangerous or reckless manner.
- Do not carry anything which will affect your balance or steering or may get tangled in your wheels or chain.

**12.1** As a cyclist, it is important that you should:

- look all around to absolutely ensure safety, before making any manoeuvre;
- prepare in advance by looking out for any obstructions in the road, such as debris, potholes, parked vehicles or other road users. Avoid

swerving suddenly to avoid a collision;

- look out for doors being opened or pedestrians walking out into your path when passing parked vehicles;
- watch out for road bumps, road narrowing or other traffic-calming measures;
- keep a check behind you, especially for traffic coming up from behind;
- **NOT** ride while under the influence of alcohol or drugs.

## 12.2 **PARKING**

Always park your bicycle where it can be seen by others:

- Do not park your bicycle to obstruct or be hazardous to other road users.
- Do use bicycle stands for parking if they are available.

## 12.3 **LIGHTING REQUIREMENTS**

Your bicycle **MUST** have a white front and red rear lights that are clearly visible at night from a distance of 50 yards – r.13(6)(a)TR. In addition, it **MUST** be fitted with a red rear reflector and amber pedal reflectors. For added visibility at night, bicycle spoke reflectors will enhance your safety.

## 12.4 **OTHER SAFETY REQUIREMENTS**

- » Every bicycle **MUST** be equipped with a hand-operated bell or other means of audible approach - r.14(1)TR.
- » Bicycle tyres **MUST** be in sound condition with a tread depth of no less than 1 millimetre around the circumference and across 75% of its breadth – r.11TR.
- » Handlebars and saddles are to be adjusted to the correct height for comfort and safety.
- » Brakes and gears **MUST** be in good working order.
- » Lights/reflectors are to be kept clean and in good working order.

## 12.5 **ROUNDBABOUTS AND JUNCTIONS**

Follow the rules for motor vehicles in this code. If in doubt, dismount from the bicycle and walk across on the pavement or verge.

## PART 13

### INFORMATION FOR MOTOR CYCLISTS

This includes drivers of motor cycles, mopeds and motor scooters.

Safety requirements:

- Rider and passenger **MUST** wear an approved crash helmet, securely fastened – section 93(1)(bb)TL.
- A learner licence holder **MUST NOT** carry a pillion passenger – section 93(1)(w)TL.
- Full licence holders are allowed to carry no more than one (1) pillion passenger. That passenger should be seated facing forward with both feet on the foot rests.
- A pillion passenger should only be carried if a motor cycle is designed or manufactured to do so.
- In poor lighting conditions or at night, make yourself visible: wear reflective clothing. Keep headlights illuminated.
- Avoid riding when tired or fatigued.
- No ‘tailgating’ – travelling too close behind another vehicle.

Remember the two-second rule and it is advisable to keep lights illuminated at all times to increase visibility.

#### 13.1 **EXECUTING ANY MANOEUVRE OR TURN**

**THE RULE: MIRROR/OBSERVE – SIGNAL – MANOEUVRE (MSM)**

For your safety, you should:

- always use your mirrors; do a physical check over your shoulders in blind spots;
- be careful when emerging from junctions or changing lanes;
- be vigilant for pedestrians when crossing parked vehicles ; watch for passengers opening doors and stepping out into your path;
- do not assume other road users have seen you.

#### 13.2 **LIGHTING REQUIREMENTS**

- A motorcycle **MUST** have a headlight which may or may not dip to the left. It **MUST** also be fitted with a red rear light, a red reflector, a stoplight (brake light) and a registration plate light at the rear – r.13(6) (b)TR. Amber turn signals front & rear.

- A vehicle **MUST NOT** have any red light at the front - r.13(3)TR.
- A vehicle **MUST NOT** have any white light other than a reverse light or registration plate light to the rear – r.13(4)TR.
- A motorcycle **MUST NOT** have an amber light other than a turn signal or emergency light to the rear r.13(5)TR.
- Lights **MUST** be illuminated AT NIGHT (from 30 minutes after sunset until 30 minutes before sunrise).

### 13.3 **LICENCE REQUIREMENTS**

Age qualification: You must be at least 17 years old to ride a motor cycle having an engine capacity not exceeding 125cc r.6(a)TR.

Group number:

0: Mopeds

1: Motor cycles (including mopeds and motor scooters) up to 125cc

- Group number

1A: Motor cycles in excess of 125cc

r.4 Traffic (Categorisation and Grouping) Regulations, 2012.

Qualification: **(i) Hold a full Group 1 licence for a motorcycle not exceeding 125cc and has successfully completed a basic rider safety course approved by the Director; or (ii) Hold a full Group 1 licence for a motorcycle not exceeding 125cc for a period of at least once year.**

### 13.4 **LEARNER LICENCE**

- You **MUST** pass a theory test before obtaining a motor cycle learner licence, and then a practical test.
- You **MUST** display 'L' plates whilst riding – r.7TR.

### 13.5 Full Groups 2, 3 and 4 driver's licence (motor cars, trucks and special vehicles)

- If you have a full driver's licence to drive motor cars, trucks or special vehicles and wish to obtain a full (groups 0 & 1) motor cycle licence, you will be required to take a practical motor cycle test for group 1 only.

# APPENDICES

## SIGNALS / SIGNS / ROAD MARKINGS / VEHICLE MARKINGS.

### APPENDIX 1

#### SIGNALS TO OTHER ROAD USERS



I intend to move out or turn to the right



I intend to move in to the left  
or turn left or stop on the left



I am applying the brakes



I intend to reverse or am reversing

APPENDIX 2

**HAND SIGNALS**

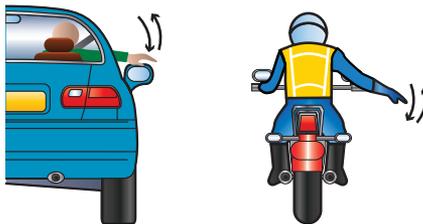
For use when direction indicator signals are not used, or when necessary to reinforce direction indicator signals and stop lights. **Also for use by pedal cyclists and those in charge of horses.**



I intend to move into the left or turn left



I intend to move out to the right or turn right



I intend to slow down or stop

## HAND SIGNALS TO PERSONS CONTROLLING TRAFFIC



I want to turn left;  
use either hand



I want to go straight on



I want to turn right

APPENDIX 3

**SIGNALS BY POLICE OR OTHER AUTHORISED PERSONS**

Stop



Traffic approaching from the front



Traffic approaching from both front and behind



Traffic approaching from behind

To Beckon Traffic on



From the side



From the front



From behind

School Crossing Patrols



Not ready to cross children



Barrier to stop children crossing



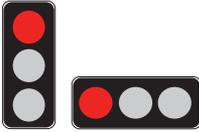
Ready to cross children, vehicles must be prepared to stop



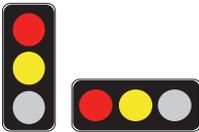
All vehicles must stop

APPENDIX 4

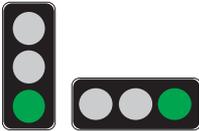
**TRAFFIC LIGHTS**



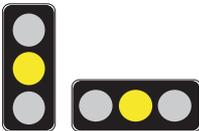
RED means "Stop". Wait behind the stop line on the carriageway. Having come to a complete stop, you may turn left providing it is safe to do so.



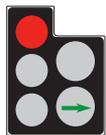
RED and AMBER also means "Stop". Do not pass through or start until GREEN shows



GREEN means you may go on if the way is clear. Take special care if you intend to turn left or right and give way to pedestrians who are crossing



AMBER means 'Stop' at the stop line. You may go on only if the AMBER appears after you have crossed the stop line or are so close to it that to pull up might cause an accident



A GREEN ARROW may be provided in addition to the full green signal if movement in a certain direction is allowed before or after the full green phase. If the way is clear you may go but only in the direction shown by the arrow. You may do this whatever other lights may be showing.



A GREEN ARROW means "GO." You must turn in the direction the arrow is pointing after you give way to any vehicle, bicyclist, or pedestrian still in the junction. The green arrow allows you to make a "protected" turn. This means oncoming vehicles, bicyclists, and pedestrians are stopped by a red light as long as the green arrow is lighted.



An AMBER ARROW means "STOP" at the stop line on the carriageway. You are changing from a protected turn to a permissive turn.

APPENDIX 5

**TRAFFIC SIGNS: SIGNS GIVING ORDERS**

Generally signs with red circles are prohibitive - the plates below convey this message.



School crossing patrol



Maximum speed



Stop and give way even if road is clear



Give way to traffic on major road



No entry for vehicular traffic



No right turn



No left turn



No U-turns



No overtaking



No waiting



No stopping (Clearway)



One-way traffic (note: compare circular 'Ahead only' sign)



No vehicles carrying explosives



No vehicles over height shown



No vehicles over width shown



No cycling



Go



No motor vehicles



No vehicles except bicycles being pushed



Give priority to vehicles from opposite direction



Entry to 20 mph zone



No stopping during period indicated except for buses

**TRAFFIC SIGNS : SIGNS GIVING ORDERS**



Ahead only



turn left ahead  
(right if symbol reversed)



turn left  
(right if symbol reversed)



keep left ahead  
(right if symbol reversed)



Minimum speed



Mini-roundabout  
(roundabout circulation  
give way to vehicles from  
the immediate right)



Vehicles may  
pass either  
side to reach  
same  
destination



End of minimum  
speed



Route to be  
used by pedal  
cycles only



Segregated  
pedal cycle  
and pedestrian  
route



Two Way Right Turn  
Lanes (TWRTL) aka  
Center Turn Lanes or  
Shared Turn Lanes



Alternative  
signage with  
optional  
supplemental  
away zone plaque

APPENDIX 6

**TRAFFIC SIGNS : WARNING SIGNALS**



Junction on bend ahead



T-junction with priority over vehicles from the right



Staggered junction



Double bend first to left (symbol may be reversed)



Bend to right (or left if symbol reversed)



Roundabout



No footway for 400 yds

Pedestrians in road ahead



Crossroads



Queues likely

Traffic queues likely ahead



STOP 100 yds

Distance to 'STOP' line ahead



Soft verges for 2 miles

Soft verges



Traffic merging from left ahead



Safe height 16'-6"

Overhead electric cable; plate indicates maximum height of vehicles which can pass safely



Uneven road



Dual carriage-way ends



Road narrows on right or merge (left if symbol reversed)



GIVE WAY 50 yds

Distance to "Give Way" line ahead



REDUCE SPEED NOW

Plate below some signs



Traffic signals not in use



Sharp deviation of route to left (or right if chevrons reversed)

**TRAFFIC SIGNS: WARNING SIGNALS**



Road narrows on both sides



Two-way traffic crosses one-way road



Two-way traffic straight ahead



Traffic signals



Slippery road



Steep hill downwards



Steep hill upwards



School crossing patrol ahead (some signs have amber lights which flash when children are crossing)



Frail (or blind or disabled if shown) pedestrians likely to cross road ahead



Pedestrian crossing



Side winds



Hump bridge

**TRAFFIC SIGNS : WARNING SIGNALS**



Cattle



Low-flying aircraft or sudden aircraft noise



Distance over which road humps extend



Other danger; plate indicates nature of danger



Falling rocks



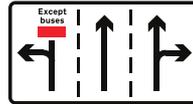
Dead End

**APPENDIX 7**

**INFORMATION SIGNS**



No through road for vehicles



Appropriate traffic lanes at junction ahead



Beach Access



Direction of travel

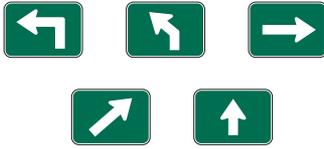


Route Confirmatory Sign



Emergency Shelter

**TRAFFIC SIGNS : INFORMATION**



Advance Turn and Directional Arrow Auxillary signs for use with General Information Signs



Example of directional assembly



Airport



Electric Vehicle Charging



Electric Vehicle Charging

Bicycle signage



Recommended route for pedal cycles



Handicapped Parking signage



Warn drivers of accident area ahead



Police



Warn of hospital zone expect Emergency vehicles



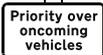
Telephone



Pedestrian signal intended to control pedestrian traffic



Area in which cameras are used to enforce traffic regulations



Traffic has priority over oncoming vehicles



Bus lane on road at junction ahead



Tourist information point

APPENDIX 8

**TRAFFIC SIGNS : SCHOOL ZONES**

Drivers **MUST** Also Comply With the Following Signs



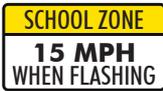
Reduced Speed Zone Ahead



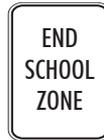
School Advance Warning



School Speed Limit When Flashing



Speed Limit When Flashing



End of Controlled School Zone

APPENDIX 9

**ROAD WORKS SIGNAGE**



Road works



Loose chippings



Temporary hazard at road works



Temporary lane closure (the number and position of arrows and red bars may be varied according to lanes open and closed)



Slow-moving or stationary works vehicle blocking a traffic lane. Pass in the direction shown by the arrow.



Mandatory speed limit ahead



Road works 1 mile ahead



End of road works and any temporary restrictions including speed limits



manually operated temporary stop and slow signs



warning sign in Temporary Traffic Control Zone

APPENDIX 10

**ROAD MARKINGS**

Across the carriageway



Stop line at signals or police control



Double Stop lines at "Stop" sign



Give way to traffic on major road



Give way to traffic from the right at a roundabout



Give way to traffic from the right at a roundabout / mini-roundabout

Along the carriageway - See Section 3.3



Edge line



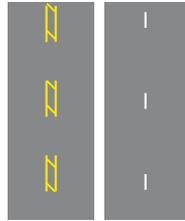
Centre line



Hazard warning line



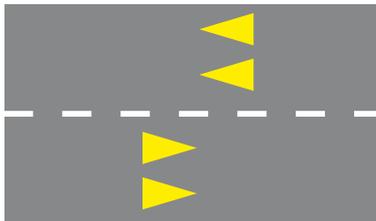
Double white lines



Lane lines  
Lane dividers

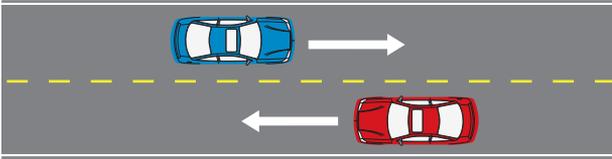


Solid Single line



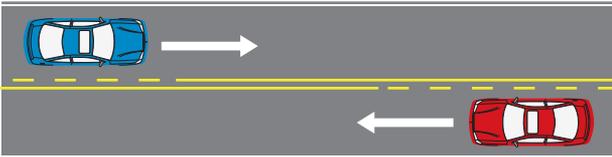
Speed humps

## ROAD MARKINGS



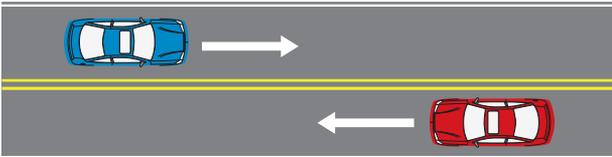
### **Broken Yellow Line**

is a roadway centreline indicating that crossing over into the oncoming traffic lane for the purposes of overtaking and passing another vehicle is permitted if it is safe to do so.



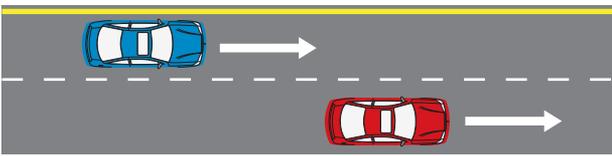
### **Double Yellow Lines: one solid, one broken**

A **SOLID YELLOW** line immediately to the right of your lane indicates that crossing the centreline to overtake and pass another vehicle is prohibited.



### **Double Solid Yellow Lines**

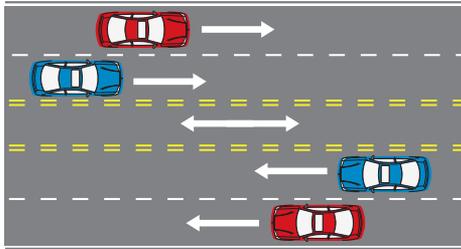
indicates that overtaking and passing is prohibited in both directions.



### **Broken White Line**

indicates that it is permissible to cross the line to change lanes to move into an adjacent lane moving in the same direction.

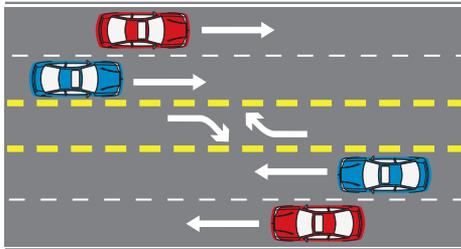
## ROAD MARKINGS



### Reversible Lanes

A lane that is used for traffic in one direction during part of the day and for traffic in the other direction during the other parts of the day. DOUBLE BROKEN YELLOW line marks both sides of a reversible lane. The pavement markings supplement signs or overhead signals that tell road users what lanes are available for use at different days and times.

1.



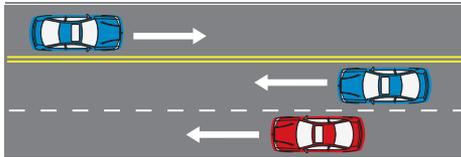
### Two-Way Roadway with Centre Lane

In diagram 1 above, drivers from either direction may use the centre turn lane for right turns.

A centre lane is a lane that is used for traffic making right turns. A BROKEN YELLOW

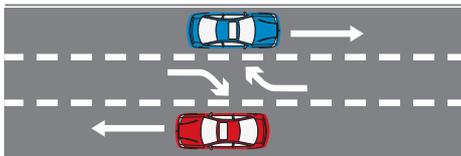
line marks both sides of a centre lane. Centre lanes must be used by vehicles turning right from the flow of traffic and by vehicles turning right (from side streets) to join the flow of traffic. Overtaking using a centre lane is prohibited in both directions.

2.



In diagram 2 above, the drivers travelling in either direction may not cross double solid lines unless they are making a right turn

3.

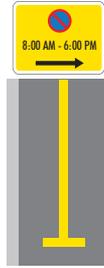


In diagram 3 above, drivers moving in either direction may use the centre lane for making right turns only.

**ROAD MARKINGS**



No waiting at any time



No waiting during times shown



Warning to Give Way just ahead



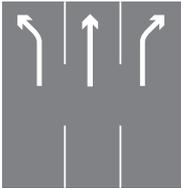
See paragraph 3.3.12



Do not block that part of the carriageway indicated



See paragraph 3.8.4



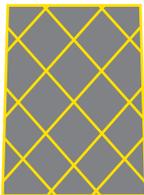
Indication of traffic lanes



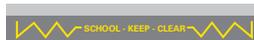
Bike Lane



Optional Markings



Box junction lanes



Keep entrance clear of stationary vehicles, even if picking up or setting down children

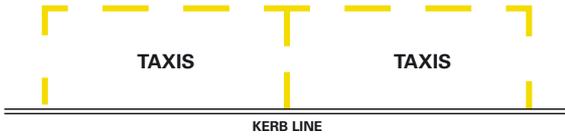
**SCHOOL**

School Zone Markings

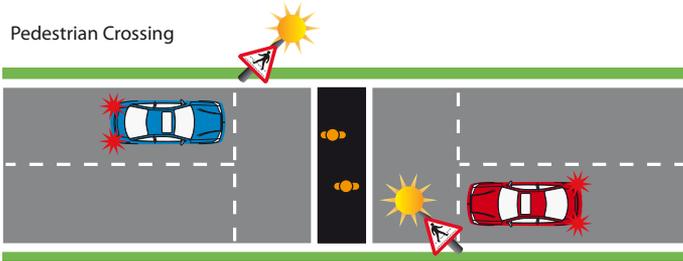
APPENDIX 11

**VEHICLE MARKINGS**

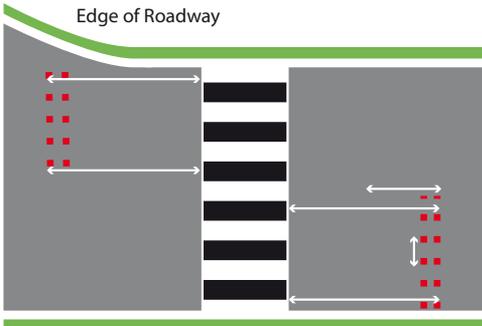
Taxi Stand



Pedestrian Crossing

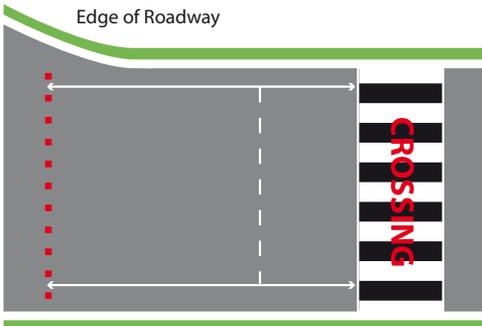


Edge of Roadway



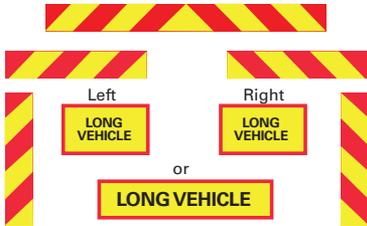
Edge of Roadway

Edge of Roadway



Edge of Roadway

**ROAD MARKINGS**



Large goods vehicle rear markings

The vertical markings are also required to be fitted to builders' skips placed in the road, commercial vehicles or combinations longer than 42 feet 6 inches (optional on combinations between 36 and 42 feet)

**Examples of Hazard Warning Plates**



The panel illustrated is for flammable liquid. Diamond symbols indicating other risks include



**ORANGE BACKGROUND** the above panel will be displayed by vehicles carrying certain dangerous



Non-flammable compressed gas



Toxic substance



Oxidising substance



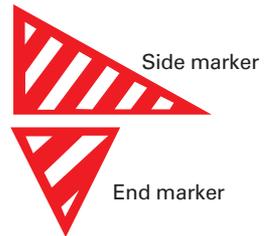
Corrosive substance



Radioactive substance



Spontaneously combustible substance



Both required when load or equipment (eg crane, jib) overhangs front or rear by more than 6 feet 5 inches

APPENDIX 12

**DRIVERS LICENCE GROUPS**

These are the group of vehicles for which driving licences and learner's licences may authorise its holder to drive (in accordance with the Law) -

- (a) Group 0 Mopeds;
- (b) Group 1 Motorcycles (including mopeds & motor scooters) with a cylinder capacity not exceeding 125 cubic centimeters;
- (c) Group 1(A) Motorcycles with a cylinder capacity exceeding 125 cubic centimeters; including vehicles in Group 1;
- (d) Group 2 Group 0, motor cars, taxis and trucks not exceeding 8,500 lbs; omnibuses not exceeding a seating capacity of fifteen persons in addition to the driver, towing a trailer up to 2,000 lbs maximum gross weight, except Groups 1 and 1A;
- (e) Group 3 Vehicles in Group 0 and 2, trucks not exceeding 33,000 lbs maximum gross weight and omnibuses not exceeding a seating capacity of forty persons in addition to the driver; towing a trailer up to 10,000 lbs maximum gross weight, except Groups 1 and 1A;
- (f) Group 4 All vehicle except Group 1 and 1A.

“Who is qualified to drive” - section 25 Traffic Law, 2011

No person is qualified to drive a vehicle-

- (a) unless he-
  - (i) is of the prescribed age to drive the group of vehicle driven;
  - (ii) satisfies such conditions relating to his previous driving experience as may be prescribed in respect of the group of vehicle driven;
  - (iii) is not disqualified from driving by reason of suffering from any relevant disability;
  - (iv) is not disqualified from driving, temporarily or otherwise, by the order of a court or the operation of any Law; and
  - (v) has passed the prescribed written test and road test in respect of the group of vehicle driven; or
- (b) unless he-
  - (i) is a new resident or visitor to whom section 29 applies or is a person to whom the exception under section 30 applies; or
  - (ii) is the holder of a learner's licence to drive such vehicle under the conditions under which it is being driven.

APPENDIX 13

**YOUR VEHICLE DOCUMENTS & LICENCE**

**DRIVER'S LICENCE:**

The law requires that you **MUST** have a current driver's licence for the class of vehicle driven.

**ALTERATION OR CHANGE TO VEHICLE REGISTRATION:**

You **MUST** inform the Department of Vehicle and Drivers' Licensing within (14) fourteen days of any alteration or change to your vehicle registration. If you fail to do so, you have committed an offence - s.9TL.

**CERTIFICATE OF INSURANCE:**

You **MUST** have a valid certificate of insurance or cover note in order to use a vehicle on a road and to register a vehicle - s.16TL & The Motor Vehicle Insurance (Third Party Risks) Law (2007 Revision). Before using any vehicle, **ALWAYS** check that you are properly covered. If you use a vehicle without insurance you are committing an offence. The penalty is a fine of \$2000 and imprisonment for (3) three months, in addition to being disqualified from driving for (12) twelve months.

**VEHICLE LICENCE COUPON:**

Your vehicle licence coupon **MUST** be displayed on the front widescreen to the left side. If using a trailer, the coupon **MUST** be kept in the vehicle towing the trailer. Failure to display your coupon is an offence.



Made by the Governor in Cabinet the 29<sup>th</sup> day of August, 2012.

Kim Bullings  
Clerk of the Cabinet.

