

ROAD TRAFFIC ACT
(Cap. 69:01)

ROAD TRAFFIC (SIGNS) (AMENDMENT) REGULATIONS, 1986

(Published on 13th June, 1986)

ARRANGEMENT OF REGULATIONS

REGULATION

1. Citation
2. Amendment of regulation 16 of Cap. 69:01 Sub. Leg.
3. Amendment of regulation 19 of principal Regulations
4. Amendment of Schedule 1 to principal Regulations

IN EXERCISE of the powers conferred on the Minister of Works and Communications by section 127 of the Road Traffic Act, the following Regulations are hereby made —

Citation	1. These Regulations may be cited as the Road Traffic (Signs) (Amendment) Regulations, 1986.
Amendment of regulation 16 of Cap 69:01 (Sub. Leg)	2. Regulation 16 of the Road Traffic (Signs) Regulations (hereinafter referred to as the "principal Regulations") is hereby amended by inserting therein immediately after paragraph (c) which appears under regulatory marking 'RM8' the following new regulatory marking — "RM9 — Keep Clear Box Junction:

- (a) for the purpose of preventing stationary vehicular traffic from blocking an intersection, a keep clear box may be marked on the centre of the road as illustrated under RM9;
- (b) except for vehicular traffic turning to the right, and which is prevented from crossing the box by traffic on the opposing approaches, vehicular traffic shall not enter the keep clear box if the exit is not clear but shall stop behind the box and shall proceed to cross the box only when the exit is clear."

Amendment of regulation 19 of principal Regulations	3. Regulation 19(1) of the principal Regulations is hereby amended — (a) by substituting for sub-paragraph (v) of paragraph (b) thereof, the following new sub-paragraph — "(v) the diameter of a lens shall be 200 m. In instances where greater impact to traffic is required, a 300m lens may be used"; (b) by substituting for paragraph (e) thereof the following new paragraph — "(e) the significance of a flashing circular red indication, at a junction controlled by traffic signals shall be that — (i) vehicles facing a flashing red signal indication shall stop on their side of the STOP line. Having stopped, and having ensured that it is safe to proceed, they may proceed through the junction, but giving right of way to oncoming traffic, and to pedestrians at the junction; (ii) under normal traffic flow hours, signals work with steady red, steady amber and steady green indications. But this mode of operation may not be necessary during certain hours like late in the evenings to early morning hours, public holidays and the like. During these periods, flashing
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red signal indication in conjunction with flashing amber indication may be used, or only flashing red indication may be used. The traffic facing such indications shall respond as in (i) above in the case of flashing red signal indication and as in paragraph (j) below in the case of flashing amber signal indication:

- (iii) Where it is desired to use flashing red indication in conjunction with flashing amber indication, flashing red shall be used on the minor approach road, and flashing amber shall be used on the major approach road;
 - (iv) flashing red indication on all approaches may also come into operation, to signify that the traffic signals are not working correctly. The traffic facing such indication shall respond as in paragraph (i) above;
 - (v) pedestrians facing a flashing red or flashing amber signal indication shall cross with caution, taking care to cross only at a pedestrian crossing and within the crossing;";
- (c) by substituting for paragraph (j) thereof the following new paragraph —
- "(j) the significance of a flashing circular amber indication shall be that —
- (i) at a junction which is controlled by a robot, vehicles facing flashing amber indication shall respond the same way as for yield sign. Vehicular traffic shall exercise utmost care in proceeding through the intersection, giving precedence to other vehicular traffic and pedestrians within the intersection or pedestrian crossing;
 - (ii) at a midblock pedestrian crossing controlled by a robot, vehicular traffic facing flashing amber indication shall give way to pedestrians on the crossing by stopping on their side of the STOP line;";
- (d) by inserting therein, immediately after paragraph (l) thereof the following new paragraphs —
- "(m) the following requirements shall be observed by pedestrians in respect of pedestrian crossings and pelican crossings at a robot —
- (i) a pedestrian may cross a road only at the pedestrian crossing and within such crossing. The pedestrian should cross taking all the precautions described in paragraphs (e) and (k);
 - (ii) a pedestrian wishing to cross at a pelican crossing shall push a button and wait until a green silhouette of a man walking appears, then he may proceed to cross the road at the crossing. When he sees a red silhouette of a man standing, he should not cross, but if he is already within the crossing he should proceed and complete the crossing;
 - (n) at a pelican crossing, vehicular traffic facing flashing amber signal may cross provided there are no pedestrians on the crossing;
 - (o) in case of robot failure due to power of equipment failure the following requirements shall be observed at a junction or midblock crossing —

Amendment
of
Schedule 1
to
principal
Regulations

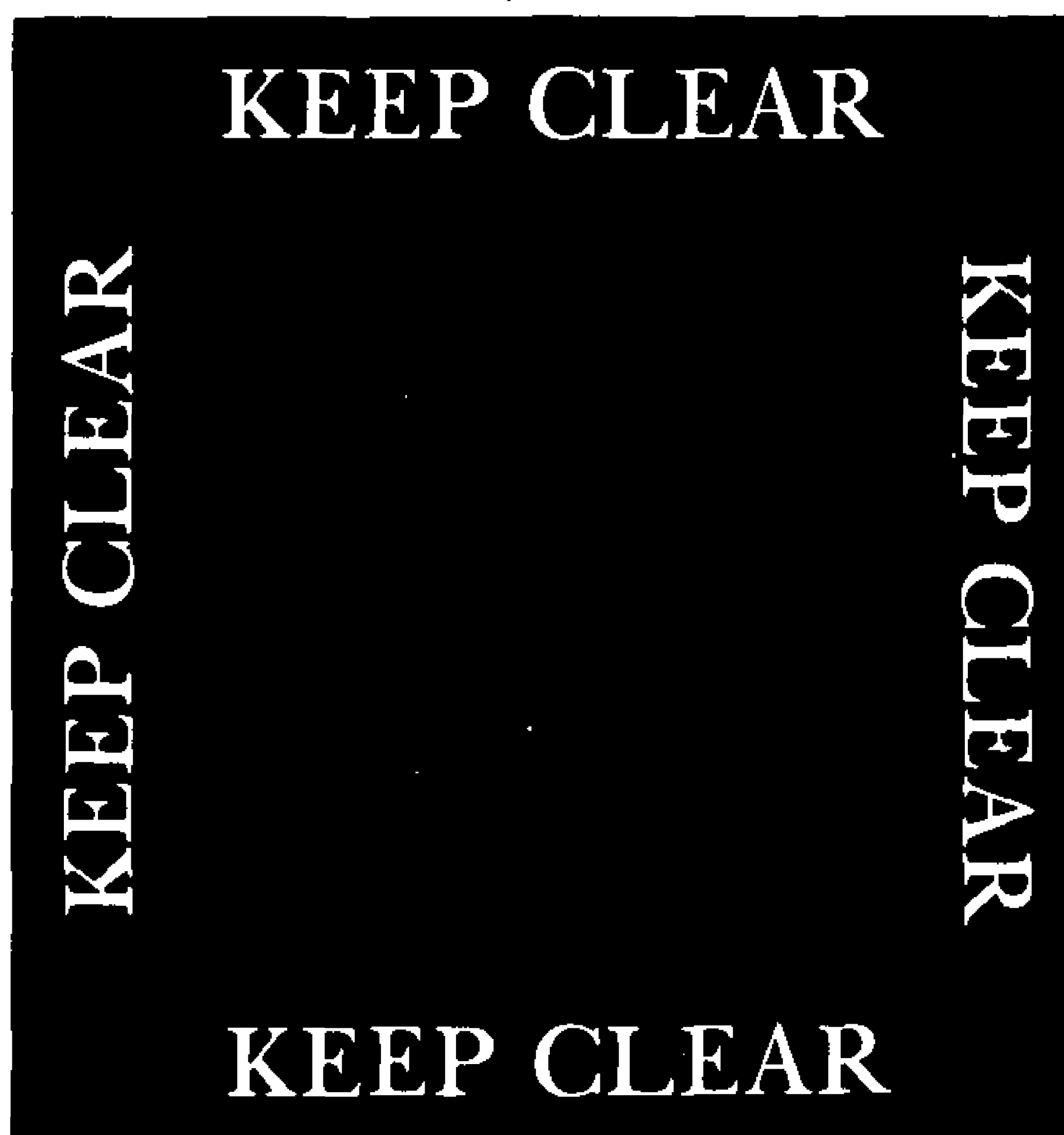
- (i) the junction will operate as if a "STOP" sign has been installed on each approach.

Vehicular traffic shall stop at the stopline and proceed only when it is safe to cross the junction:

- (ii) at a midblock pedestrian crossing, vehicular traffic shall treat the crossing as an uncontrolled pedestrian crossing and give right of way to pedestrians on the crossing.

4. Schedule 1 of the principal Regulations is hereby amended by inserting therein immediately after the RM8 regulatory markings the following new marking —

RM9



MADE this 7th day of May, 1986.

C.W. BLACKBEARD,
*Minister of Works and
Communications.*

L2/7/34 II