

ROAD TRAFFIC ACT

(CHAPTER 276)

ROAD TRAFFIC (TRAFFIC SIGNS) RULES

R 33

1990 Ed.

G.N. No.

S 501/91

Amended by

S 442/92	S 171/96
S 540/93	S 319/96
S 341/94	S 196/97
S 466/94	S 223/97
S 48/95	S 482/97
S 61/95	S 179/98
S 192/95	S 461/98
S 205/95	S 636/98
S 229/95	S 191/99
S 538/95	

REVISED EDITION 1999
(30.9.1999)

30.9.1999

**ROAD TRAFFIC ACT
(CHAPTER 276, SECTIONS 119 AND 140)**

ROAD TRAFFIC (TRAFFIC SIGNS) RULES

ARRANGEMENT OF RULES

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The Schedule

[1st November 1991]

Citation

1. These Rules may be cited as the Road Traffic (Traffic Signs) Rules.

Prescribed traffic signs

2.—(1) Subject to any directions which the Minister may give under section 119 of the Act, the traffic signs authorised to be drawn or placed on or near any road shall —

- (a) be at least of the size, and conform to the colour and type as prescribed in the diagrams set out in the Schedule; and
- (b) conform to the descriptions set out in these Rules.

(2) The dimension of the traffic signs as given in the diagrams set out in the Schedule denotes the dimension in millimetres unless otherwise stated.

(3) A traffic sign drawn or placed on or near a road shall be deemed to be a prescribed traffic sign and to have been so lawfully drawn or placed unless the contrary is proved.

(4) The fact that a traffic sign differs slightly in size, colour or type from that prescribed in these Rules shall not prevent the traffic sign from being a regular or lawful sign so long as the sign is not thereby misleading or its general appearance materially altered or its effectiveness impaired.

Types of traffic signs

3. The traffic signs set out in the Schedule are divided as follows:

- (a) regulatory signs as set out in Part I of the Schedule which are intended to inform road users of special obligations, restrictions and prohibitions with which they must comply and are subdivided into —
 - (i) mandatory signs;
 - (ii) priority signs; and
 - (iii) prohibitory or restrictive signs;

- (b) warning signs as set out in Part II of the Schedule which are intended to warn road users of the danger on the road and to inform them of the nature and source of the danger; and
- (c) informative signs as set out in Part III of the Schedule which are intended to provide road users with information which may be useful while they are travelling.

Inscriptions on signs

4. The inscription on the traffic signs shall be in the English language except that there may also be inscription in another language or languages on the signs.

Change of directions

5. The direction of any arrow or other indication on the signs shown in the diagrams in the Schedule may be reversed or otherwise varied as circumstances may require.

Parking places

6. The signs shown in diagrams 36 (a) to 36 (f) in Part I of the Schedule shall be used only in connection with parking places owned by or under the control of the Government or statutory bodies.

Lines, markings or traffic devices on roads

7.—(1) Lines, markings and other traffic devices may be drawn or placed on a road to indicate —

- (a) the position where vehicles shall stop or reduce speed when required to do so by a traffic sign, or a police officer engaged in the control of traffic;
- (b) the course and direction to be followed by traffic;
- (c) a street refuge;
- (d) places reserved for bus terminals, bus stops, taxi stands, taxi stops, trishaw stands, motor cycle parks, bicycle parks, car parks, coach parks, lorry parks, trailer parks, loading and unloading bays and vehicles of handicapped persons;
- (e) a pedestrian crossing;
- (f) a bicycle crossing;

- (g) the edge of the road;
- (h) a central reservation which divides the road for the safety or guidance of traffic;
- (i) a yellow box;
- (j) a road shoulder along an expressway;
- (k) a bus lane;
- (l) the section of the road where parking of vehicles is restricted or prohibited;
- (m) the boundary on the road which no vehicle, whether overtaking other vehicles or not, shall cross; and
- (n) a parking place or a public service vehicle stand.

(2) The lines, markings and other traffic devices drawn or placed on a road shall be painted or indicated by other suitable material in white, yellow or red.

(3) The width of longitudinal lines on a road shall not be less than 100 mm and the width of transverse lines on a road shall not be less than 200 mm.

(4) A zebra pedestrian crossing is indicated by markings across a road as shown in diagram 142 (a), 142 (b), 143 (a), 143 (b), 144 (a) or 144 (b) in Part III of the Schedule and such crossing may, in addition, also be identified on either side of the road by a pair of —

- (a) traffic signs facing approaching vehicles as set out in diagram 125 (a) in Part III of the Schedule; or
- (b) amber beacons of not less than 300 mm in diameter which may be intermittently or otherwise internally illuminated.

(5) A signalised pedestrian crossing is indicated by 2 parallel white lines each of not less than 200 mm in width and spaced not less than 3,000 mm apart from centre to centre from one edge of the road to the other as shown in diagrams 140 (a) and 145 in Part III of the Schedule.

(6) A pedestrian crossing (other than a signalised pedestrian crossing) at a signal-controlled junction is indicated by 2 parallel yellow lines each of not less than 300 mm in width and spaced not less than 3,000 mm apart from the centre to centre from one edge of the road to the other as shown in diagram 140 (e) in Part III of the Schedule.

(7) A signalised bicycle crossing is indicated by 2 parallel white lines each of not less than 300 mm in width and spaced not less than 3,000 mm apart from the centre of one line to the other and with the 2 lines running from one edge of the road, subway or bridge, as the case may be, to the other as shown in diagram 145 (a) in Part III of the Schedule.

(8) A yellow box is indicated by yellow lines connecting the 4 corners of an area of road at a road junction or on any part of the road as shown in diagrams 140 (a) to 140 (d) in Part III of the Schedule.

(9) A road shoulder is the strip constructed with a surface suitable for motor vehicles to move along or stop, along the left (nearside) or right (offside) of a road and is demarcated from the road by a continuous white marginal line of not less than 300 mm in width as shown in diagram 151 (e) in Part III of the Schedule.

(10) The edge of a road is indicated by a continuous or broken white marginal line of not less than 300 mm in width as shown in diagrams 139 (b) and 139 (c) in Part III of the Schedule.

(11) A bus lane is the section of a road marked by a longitudinal continuous yellow line of not less than 300 mm in width and transverse yellow lines of not less than 200 mm in width and 1,200 mm in length as shown in diagrams 115 (a) to 115 (d) in Part III of the Schedule.

(12) The boundary which no vehicle shall cross under paragraph (1) (m) is indicated by continuous double white lines as shown in diagram 150 (a) in Part III of the Schedule.

(13) A parking place or a public service vehicle stand is indicated by broken or continuous lines as shown in diagram 156 in Part III of the Schedule.

Bus lanes

8.—(1) Except on a Sunday or a public holiday, no person shall drive a vehicle other than an omnibus, or cause or permit any such vehicle to remain, on a bus lane during the hours of —

- (a) 7.30 a.m. to 9.30 a.m. and 4.30 p.m. to 7.00 p.m. on a weekday other than a Saturday; and
- (b) 7.30 a.m. to 9.30 a.m. and 11.30 a.m. to 2.00 p.m. on a Saturday.

(2) Paragraph (1) shall not apply to —

- (a) the driver of an ambulance, fire engine or any vehicle for police or rescue purposes on urgent duty call if the approach of such vehicle is made known by means of some distinctive siren, bell or multi-toned horn, as the case may be;
- (b) a cyclist who is not cycling alongside of another bicycle on his left;
- (c) the driver of a motor vehicle who drives along the bus lane in order to avoid causing danger to any person or a collision with any other vehicle if that driver does not cause or permit the vehicle to remain on the bus lane longer than is necessary to avoid causing such danger or collision; and
- (d) the driver of a school bus, a private hire bus or an excursion bus which is being used for the carriage of passengers for reward under a Supplementary Public Transport Scheme in accordance with the terms and conditions of a permit issued by the Registrar under the Road Traffic (Public Service Vehicles) Rules (R 14) and a bus service licence issued under the Public Transport Council Act (Cap. 259B).

Road divider

9. No vehicle shall pass over a road divider.

Light signals for vehicles

10. Vehicular traffic may be regulated by the following light signals:

- (a) a 3-colour system;
- (b) a 2-colour system;
- (c) lane use light signals; and
- (d) restricted zone light signals.

The 3-colour system

11. In a 3-colour system —

- (a) the signals shall consist of 3 lights, which shall be red, amber and green respectively, except that there may be —
 - (i) one or more additional green arrow lights; or

- (ii) such other additional green light or lights as may be provided for in this rule for special purposes;
- (b) the red, amber and green lights shall be arranged vertically or horizontally facing the direction of approaching traffic and —
 - (i) where they are arranged vertically, the red light shall be placed above the amber light and the green light shall be placed below the amber light;
 - (ii) where they are arranged horizontally, the red light shall be placed on the right of the amber light and the green light shall be placed on the left of the amber light;
- (c) any additional light referred to in paragraph (a) (i) or (ii) shall be placed at —
 - (i) the same level of or below the green light; or
 - (ii) the same level of or above the red light, facing the direction of approaching traffic;
- (d) where the red, amber and green lights are arranged vertically —
 - (i) the effective diameter of the lens of each light shall be at least 200 mm;
 - (ii) the height of the centre of the lens of the green light above the road shall be 2,290 mm except that it may be increased to 3,000 mm where owing to road gradient it is desirable to do so; and
 - (iii) the centres of the lenses of 2 lights placed next to each other shall not be more than 350 mm apart;
- (e) where the red, amber and green lights are arranged horizontally —
 - (i) the effective diameter of the lens of each light shall be at least 300 mm;
 - (ii) the height of the centre of the lens of each light above the road shall not be less than 5,200 mm; and
 - (iii) the centres of the lenses of 2 lights placed next to each other shall not be more than 400 mm apart; and

- (f) subject to the directions of any police officer who may be engaged in the control of traffic —
 - (i) the illuminated red light shall be taken as prohibiting vehicles from proceeding beyond the stop line or broken lines on the road provided in conjunction with the signals, subject to subparagraphs (v) and (ix);
 - (ii) the illuminated amber light shall be taken to denote an impending change from green light to red light and as prohibiting vehicles from proceeding beyond the stop line or broken lines on the road provided in conjunction with the signals except in the case of any vehicle which is so close to such line when the amber light first appears that it cannot safely be stopped before the line;
 - (iii) the illuminated green light shall be taken to indicate that vehicles may pass the signal and proceed straight on, or with due regard to the safety of other users of the road and precedence to on-coming traffic, turn left or right subject to any sign prohibiting left or right turn;
 - (iv) where the green light shows one or more illuminated arrow or arrows, it shall be taken to indicate that vehicles may only proceed in the direction or directions indicated by the arrow or arrows (where the arrow points upwards, vehicles may only proceed straight ahead);
 - (v) where the signals consist of one or more additional green arrow light or lights —
 - (A) the illuminated green arrow light or lights shall be taken to indicate that vehicles, notwithstanding that they would otherwise be required by the illuminated red or amber light to stop, may proceed in the direction or directions indicated by the green arrow or arrows; and
 - (B) the illuminated intermittent green arrow flashing light shall be taken as prohibiting

vehicles from proceeding beyond the stop line on the road provided in conjunction with the signals except in the case of any vehicle which is so close to such line when the green arrow light first flashes that it cannot be safely stopped before the line;

- (vi) where the signals consist of an additional green light showing the letter “B”, it shall be taken to indicate that any omnibus in the innermost left lane of the road before the stop line or broken lines on the road provided in conjunction with the signals may —

- (A) notwithstanding that it would otherwise be required by the illuminated red light to stop; and

- (B) if its path is not obstructed by another vehicle,

pass the signal and proceed straight on;

- (vii) the illuminated intermittent red light flashing at the rate of between 60 to 80 flashes per minute shall be taken to indicate that vehicles shall stop at the stop line provided in conjunction with the signals and may thereafter, with caution and due regard to the safety of other users of the road and precedence to traffic in other directions, proceed beyond the stop line;

- (viii) the illuminated intermittent amber light flashing at the rate of between 60 to 80 flashes per minute shall be taken to indicate that vehicles shall slow down on approaching the signals and may thereafter, with caution and due regard to the safety of other users of the road, proceed beyond the stop line provided in conjunction with the signals; and

- (ix) where allowed by the appropriate sign as shown in diagram 161 (a) or 161 (b) in Part III of the Schedule, a vehicle which —

- (A) is on a lane from which a left turn or a right turn may, by virtue of any sign or marking as shown in the Schedule, be made; and

(B) in compliance with the illuminated red light, has stopped at the stop line or broken lines on the road provided in conjunction with the signals,

may, with caution and due regard to the safety of other users of the road and precedence to pedestrians and to traffic in other directions, proceed beyond the stop line or broken lines and make a left turn or a right turn, as the case may be.

The 2-colour system

12.—(1) In a 2-colour system —

- (a) the signals shall consist of a red and green light; and
- (b) the red light and the green light shall not be illuminated simultaneously.

(2) The 2-colour system shall only be used in temporary installations.

Light signals for lanes

13. In the case of light signals regulating the use of traffic lanes —

- (a) the signals shall consist of 3 lights, which shall be a green downward arrow light, an amber inclined crossed bars light and a red inclined crossed bars light respectively and arranged horizontally facing the direction of approaching traffic;
- (b) the effective diameter of the lens of each light shall be at least 300 mm;
- (c) the height of the centre of the lens of each light above the road shall not be less than 5,200 mm;
- (d) the centres of the lenses of 2 lights placed next to each other shall not be more than 400 mm apart;
- (e) the illuminated green light shall be taken to indicate that vehicles may proceed along the lane over which the light is placed;
- (f) the illuminated intermittent amber flashing light shall be taken to indicate that vehicles may proceed with caution along the lane over which the light is placed; and

- (g) the illuminated red light shall be taken to indicate that vehicles shall not proceed beyond the signal light along the lane over which the light is placed.

Miniature light signals

14. The 3-colour system light signals may be supplemented with miniature light signals which shall be the same as the 3-colour system light signals where the red, amber and green lights are arranged vertically except that —

- (a) the effective diameter of the lens of each light shall be at least 100 mm;
- (b) the height of the centre of the lens of the green light above the road shall be at least 1,200 mm; and
- (c) the centres of the lenses of 2 lights placed next to each other shall not be more than 150 mm apart.

Light signals for pedestrians

15.—(1) Light signals may be used to indicate to pedestrians the period during which they should or should not cross the road.

(2) The light signals for pedestrians shall consist of one red light with the figure of a red man standing upright and one green light with the figure of a green man walking.

(3) The effective diameter of the lens of each light shall not be less than 300 mm.

(4) The height of the centre of the lens of the green light above the road shall be 2,290 mm except that it may be increased where owing to road gradient it is desirable to do so.

(5) The centre of the lenses of the lights shall not be more than 350 mm apart.

(6) The post on which the lights are supported may be painted black and yellow in alternate horizontal bands.

(7) The illuminated red man light shall be taken to indicate that the pedestrian shall not cross the road.

(8) The illuminated green man light shall be taken to indicate that the pedestrian may cross the road.

(9) The flashing green man light shall be taken to indicate that the red man light is about to be illuminated.

Light signals for bicycles

16.—(1) Light signals may be used to indicate to cyclists the period during which they should or should not cross the road, subway or bridge, as the case may be.

(2) The light signals for cyclists shall consist of one red light with the picture of a red bicycle and one green light with the picture of a green bicycle.

(3) The effective diameter of the lens of each light shall not be less than 300 mm.

(4) The height of the centre of the lens of the green light above the surface of the road, including that in a subway or on a bridge, as the case may be, shall be 2,290 mm except that it may be increased where owing to the gradient of the surface it is desirable to do so.

(5) The centre of the lens of the lights shall not be more than 350 mm apart.

(6) The post on which the lights are supported may be painted black and yellow in alternate horizontal bands.

(7) The illuminated red bicycle light shall be taken to indicate that the cyclist shall not cross the road.

(8) The illuminated green bicycle light shall be taken to indicate that the cyclist may cross the road.

(9) The flashing green bicycle light shall be taken to indicate that the red bicycle light is about to be illuminated.

Temporary beacons

17.—(1) Temporary beacons showing an intermittent amber flashing light may be used on special occasions or in connection with road works to assist the safe movement of traffic.

(2) The temporary beacons shall conform to the following provisions:

- (a) the effective diameter of the lenses shall not be less than 125 mm nor more than 200 mm;

- (b) the height of the centre of the lens above the road shall not be less than 1,000 mm nor more than 1,200 mm;
- (c) the rate of flashing shall be between 60 to 80 flashes per minute; and
- (d) the beacons shall be mounted on a beam or a traffic cone or posted on to a barricade.

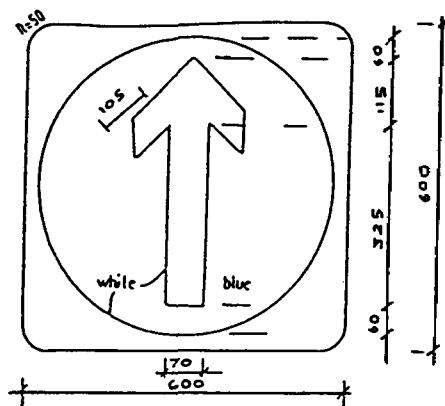
Temporary signs for road works

18.—(1) Where road works are in progress or where for some other reason the width of the road is temporarily reduced, the traffic signs in diagrams 7 and 8 in Part I of the Schedule may be used to control traffic.

(2) Nothing in this rule shall prevent the use for the purpose stated in paragraph (1) of devices which on 15th November 1991 are already in the possession of the Government, any statutory body which has the lawful authority to break up a road, or the contractors engaged in the business of marking and repairing roads.

THE SCHEDULE
PART I
MANDATORY SIGNS

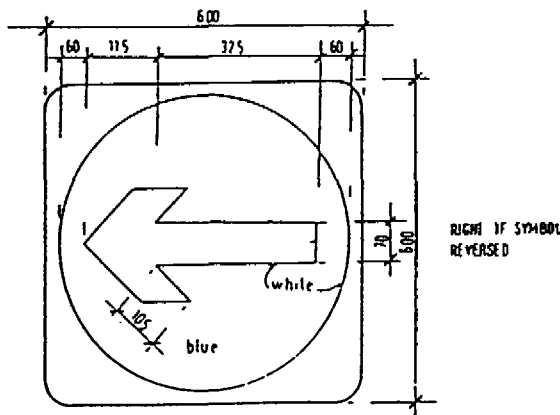
DIAGRAM 1



AHEAD ONLY

This sign indicates that vehicles shall only proceed in the direction of the arrow. It may be further qualified when used with supplementary plates.

DIAGRAM 2



TURN LEFT

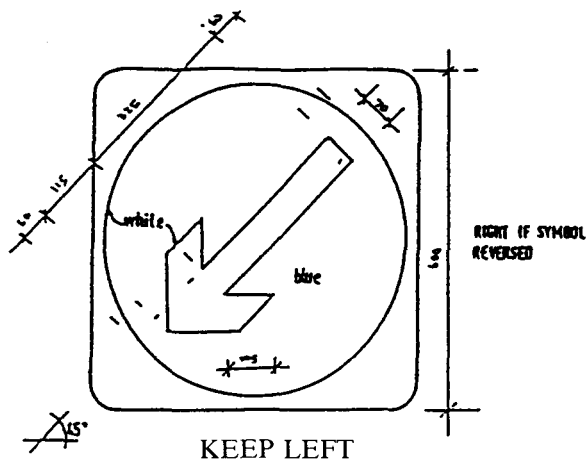
The direction of the arrow may be reversed to indicate —

TURN RIGHT

This sign indicates that vehicles shall only proceed in the direction of the arrow. It may be further qualified when used with supplementary plates. It may also be used as a temporary sign to indicate diversion of traffic.

THE SCHEDULE — *continued*PART I — *continued*

DIAGRAM 3

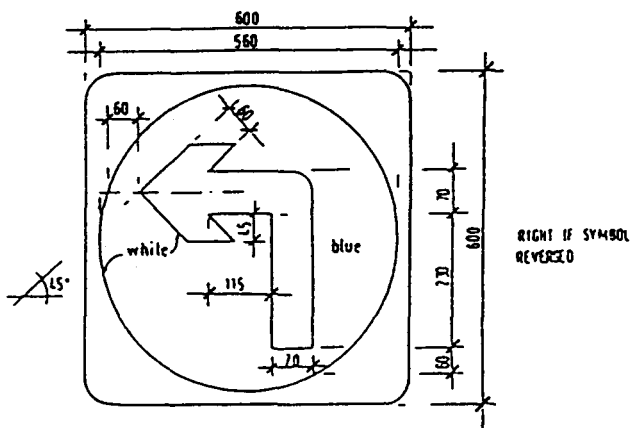


The direction of the arrow may be reversed to indicate —

KEEP RIGHT

This sign indicates that vehicles shall keep left (or right). It may be further qualified when used with supplementary plates.

DIAGRAM 4



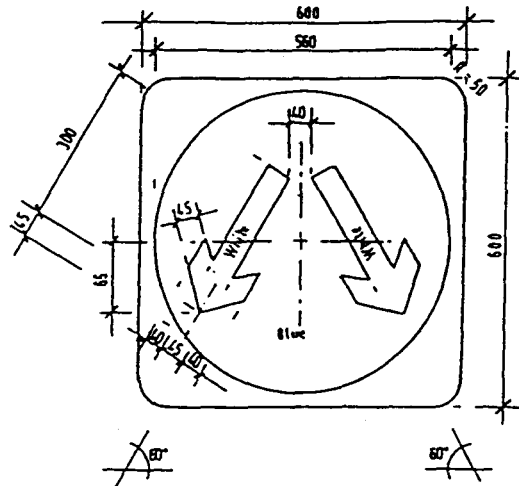
The direction of the arrow may be reversed to indicate —

TURN RIGHT AHEAD

This sign indicates that vehicles shall only turn in the direction of the arrow at the junction ahead. It may be further qualified when used with supplementary plates.

THE SCHEDULE — *continued*
PART I — *continued*

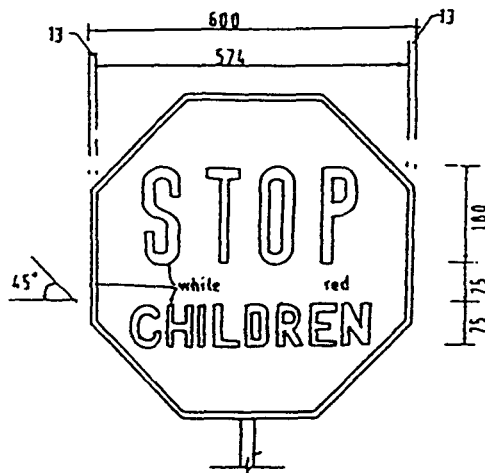
DIAGRAM 5



PASS EITHER SIDE

This sign indicates that vehicles shall pass on either side of the sign.

DIAGRAM 6

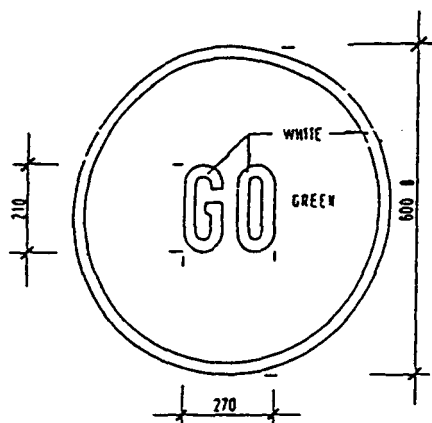


STOP CHILDREN

This sign indicates that vehicles shall not proceed beyond the sign.

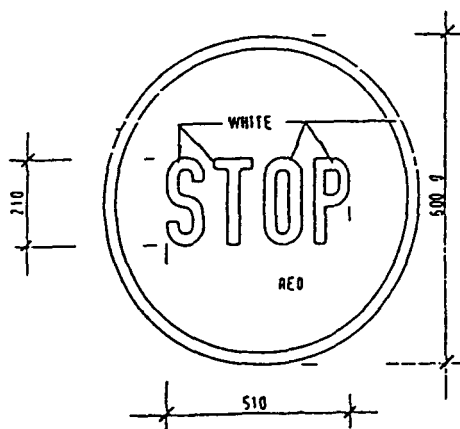
THE SCHEDULE — *continued*PART I — *continued*

DIAGRAM 7



This sign indicates that vehicles may proceed beyond the sign.

DIAGRAM 8

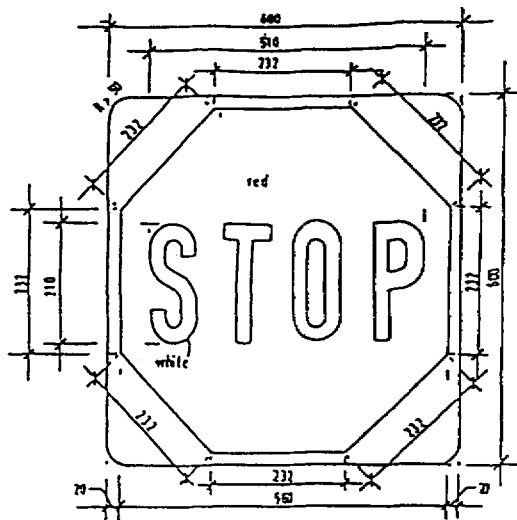


This sign indicates that vehicles shall not proceed beyond the sign.

THE SCHEDULE — *continued*PART I — *continued*

PRIORITY SIGNS

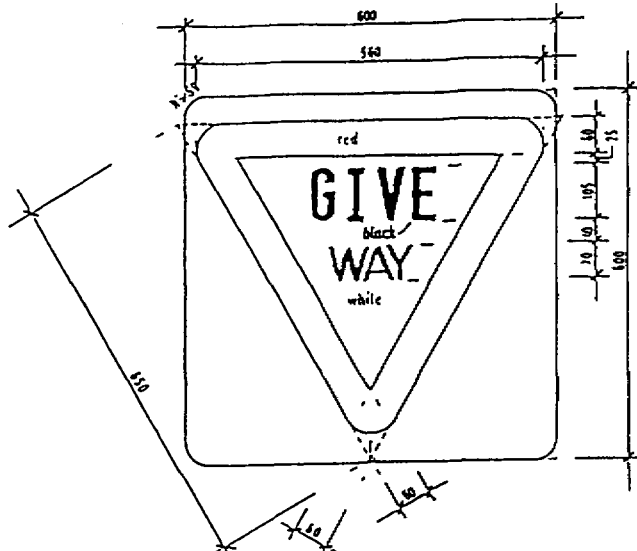
DIAGRAM 9



STOP

This sign indicates that vehicles shall, before entering the junction ahead, stop at the transverse stop line drawn in conjunction with the sign.

DIAGRAM 10



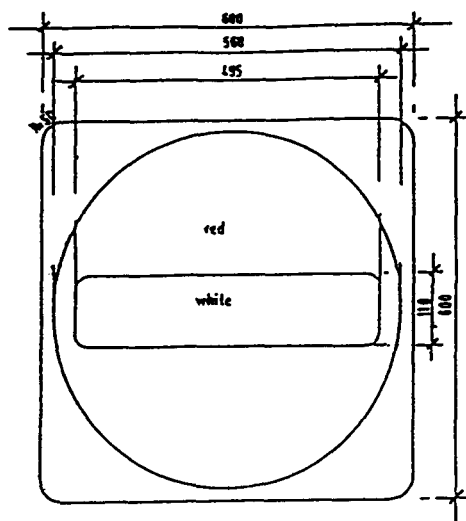
GIVE WAY

This sign indicates that vehicles shall give precedence to the traffic on the left or right, as the case may be.

THE SCHEDULE — *continued*PART I — *continued*

PROHIBITORY AND RESTRICTIVE SIGNS

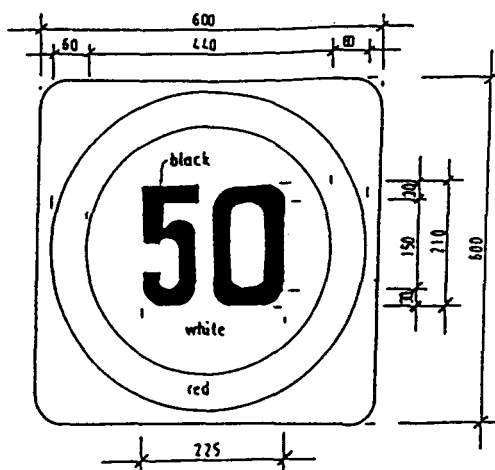
DIAGRAM 11



NO ENTRY

This sign prohibits the entry of all vehicles unless otherwise indicated by a supplementary plate.

DIAGRAM 12

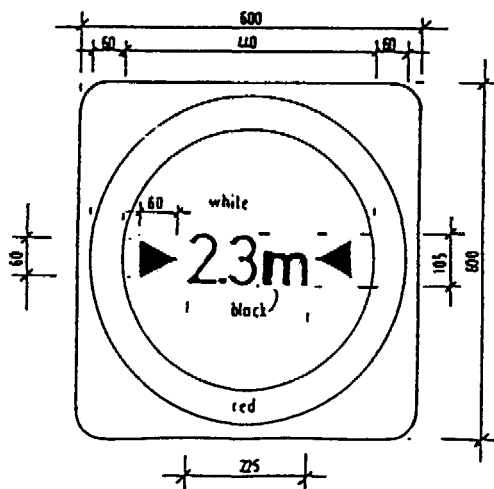


MAXIMUM SPEED LIMIT

This sign indicates that vehicles shall not travel at more than the speed of 50 km per hour. The numerals on the sign may be altered to indicate different speed limit.

THE SCHEDULE — *continued*PART I — *continued*

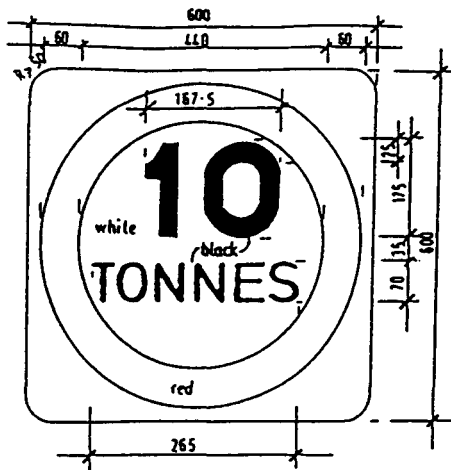
DIAGRAM 13



WIDTH LIMIT

This sign prohibits the entry of vehicles with width in excess of 2.3 metres. The numerals on the sign may be altered to indicate different width restriction.

DIAGRAM 14

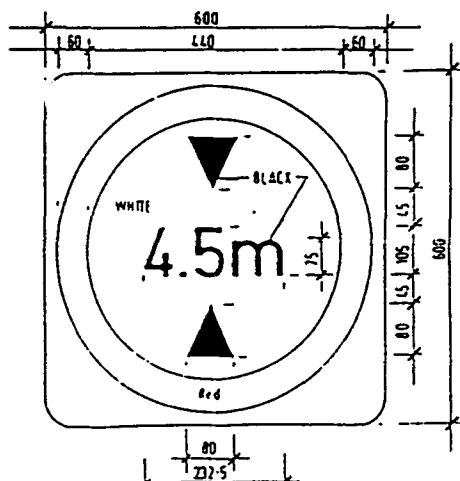


WEIGHT LIMIT

This sign prohibits the entry of vehicles with weight laden or unladen in excess of 10 tonnes. The numerals on the sign may be altered to indicate different weight restriction.

THE SCHEDULE — *continued*PART I — *continued*

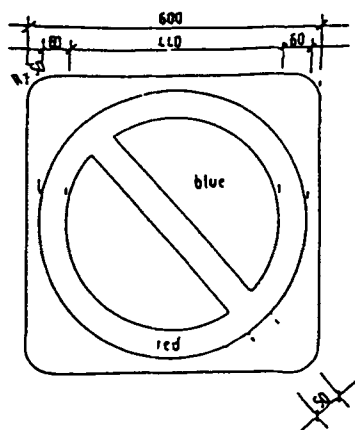
DIAGRAM 15



HEIGHT LIMIT

This sign prohibits the entry of vehicles with an overall height in excess of 4.5 metres. The numerals on the sign may be altered to indicate different height restriction.

DIAGRAM 16

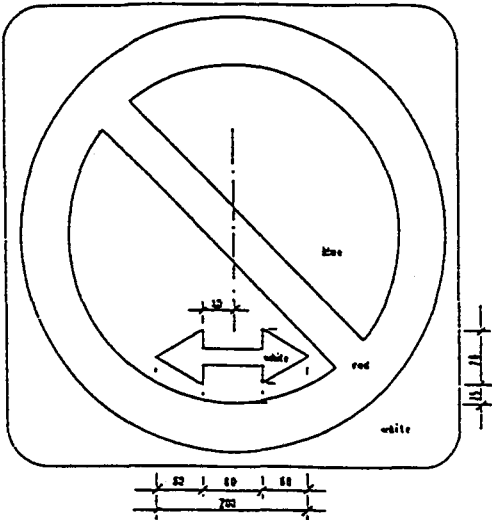


NO WAITING

This sign prohibits the waiting of vehicles. It may be used in conjunction with supplementary plates to indicate the section of the road to which the prohibition applies.

THE SCHEDULE — continued
PART I — continued

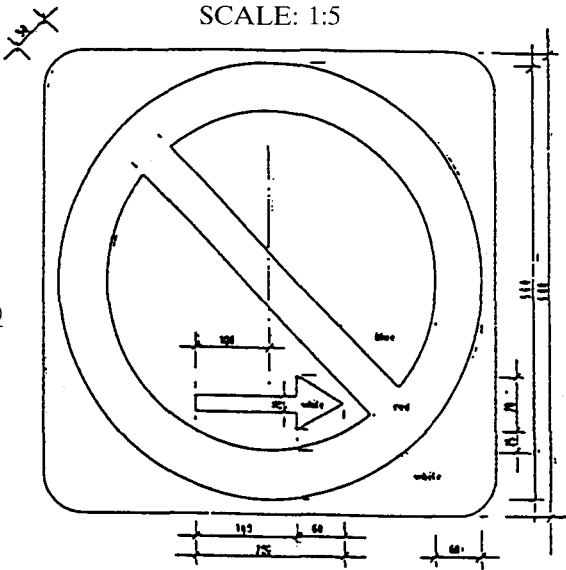
DIAGRAM 16 (a)



NO WAITING

This sign prohibits the waiting of vehicles.

DIAGRAM 16 (b)



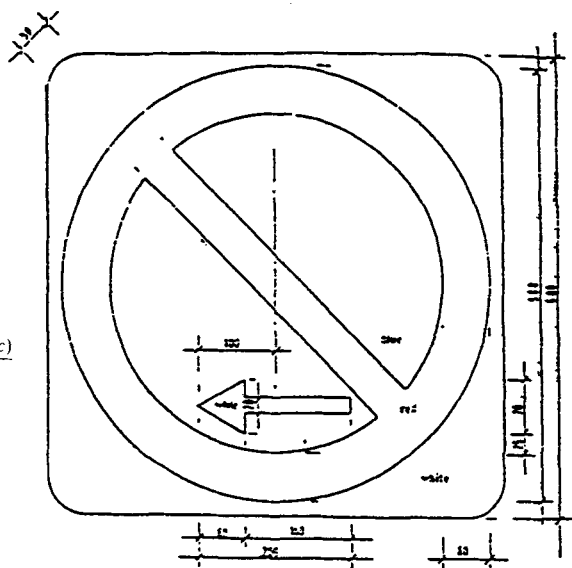
NO WAITING

This sign prohibits the waiting of vehicles, and indicates the point where the prohibition begins.

SCALE: 1:5

THE SCHEDULE — *continued*PART I — *continued*

DIAGRAM 16 (c)

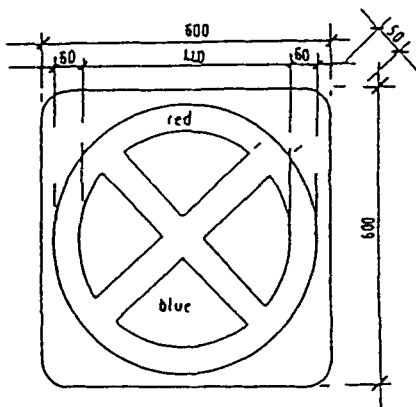


NO WAITING

This sign prohibits the waiting of vehicles, and indicates the point where the prohibition ends.

SCALE: 1:5

DIAGRAM 17



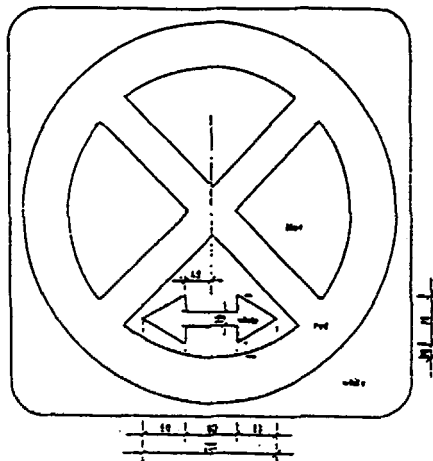
NO STOPPING

This sign prohibits the stopping of vehicles unless the vehicle is prevented from proceeding due to traffic conditions. It may be used in conjunction with supplementary plates to indicate the section of the road to which the prohibition applies.

THE SCHEDULE — *continued*

PART I — *continued*

DIAGRAM 17 (a)

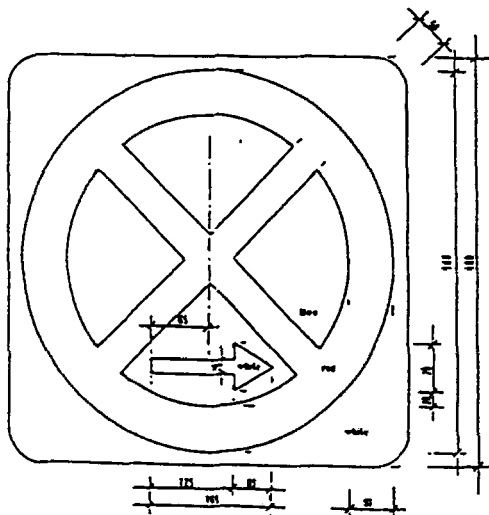


NO STOPPING

This sign prohibits the stopping of vehicles unless the vehicle is prevented from proceeding due to traffic conditions.

SCALE: 1:5

DIAGRAM 17 (b)



NO STOPPING

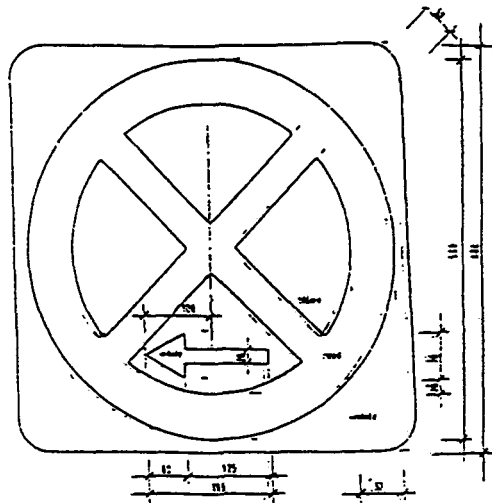
This sign prohibits the stopping of vehicles unless the vehicle is prevented from proceeding due to traffic conditions, and indicates the point where the prohibition begins.

SCALE: 1:5

THE SCHEDULE — continued

PART I — continued

DIAGRAM 17 (c)

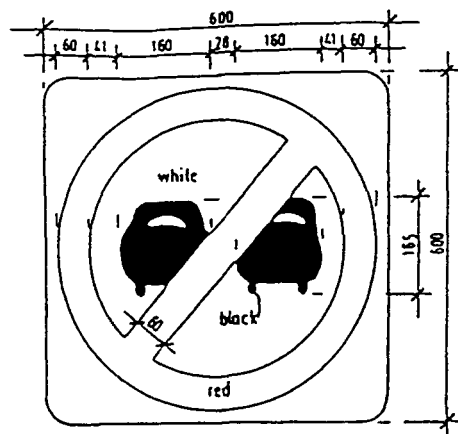


NO STOPPING

This sign prohibits the stopping of vehicles unless the vehicle is prevented from proceeding due to traffic conditions, and indicates the point where the prohibition ends.

SCALE: 1:5

DIAGRAM 18



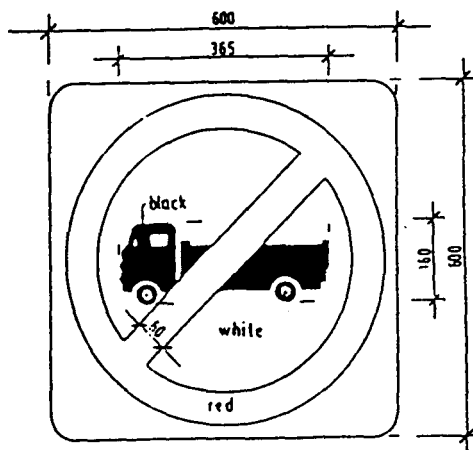
NO OVERTAKING

This sign prohibits the overtaking of motor vehicles. It may be used in conjunction with supplementary plates to indicate the section of the road to which the prohibition applies.

THE SCHEDULE — *continued*

PART I — *continued*

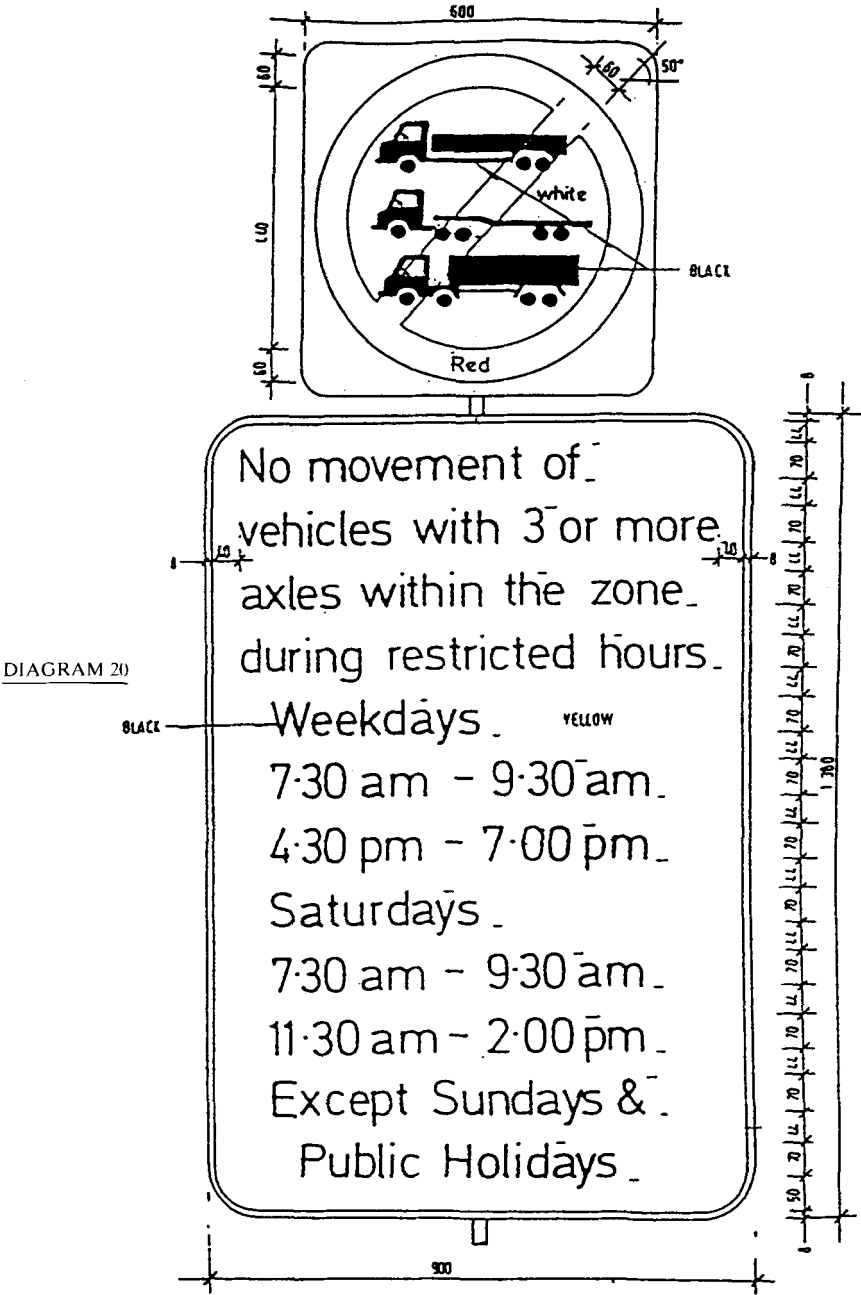
DIAGRAM 19



LORRY RESTRICTION

This sign prohibits the entry of all goods vehicles. It may be further qualified when used with supplementary plates eg. "Exceeding 2,500 kg in unladen weight".

THE SCHEDULE — continued
PART I — continued

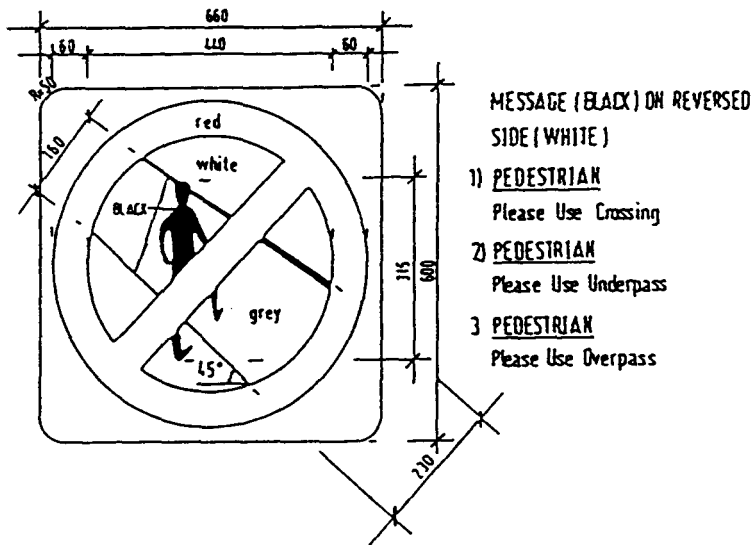


RESTRICTION OF MOVEMENT OF VEHICLES
WITH 3 OR MORE AXLES

THE SCHEDULE — continued

PART I — continued

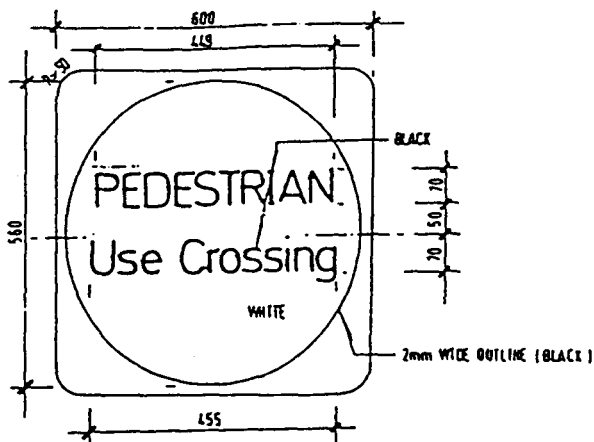
DIAGRAM 21



PEDESTRIAN CROSSING PROHIBITION

This sign prohibits pedestrians from crossing the road without using the designated pedestrian crossing. It may be used in conjunction with supplementary plates to indicate the section of the road to which the prohibition applies.

DIAGRAM 22



THE SCHEDULE — continued
PART I — continued

DIAGRAM 23

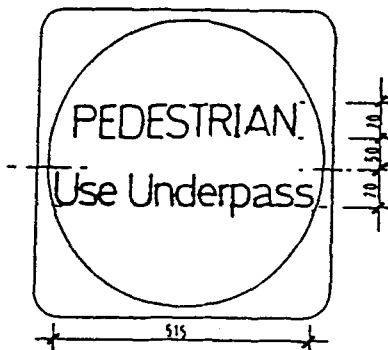


DIAGRAM 24

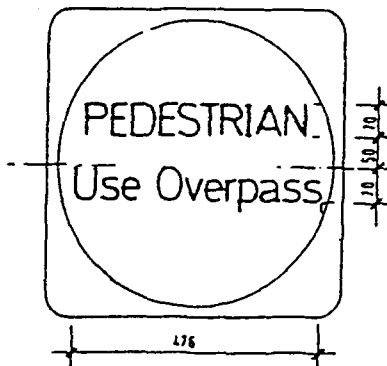
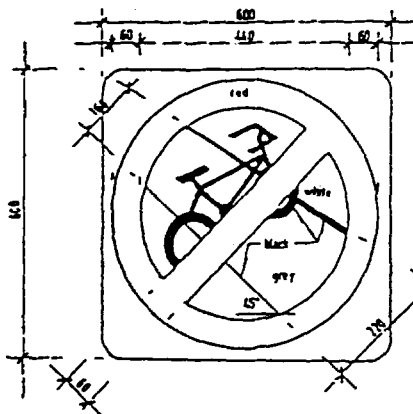


DIAGRAM 24 (a)



MESSAGE (BLACK)
ON REVERSED SIDE
(WHITE):—

1. CYCLISTS
Please Use Crossing
2. CYCLISTS
Please Use Underpass
3. CYCLISTS
Please Use Overpass

CYCLIST CROSSING PROHIBITION

The sign indicates that cyclists shall not cross that section of the road, subway or bridge, as the case may be, without using the designated bicycle crossing. It may be used in conjunction with supplementary plates to indicate the section of that road, subway or bridge to which the prohibition applies.

THE SCHEDULE — *continued*PART I — *continued*

DIAGRAM 24 (b)

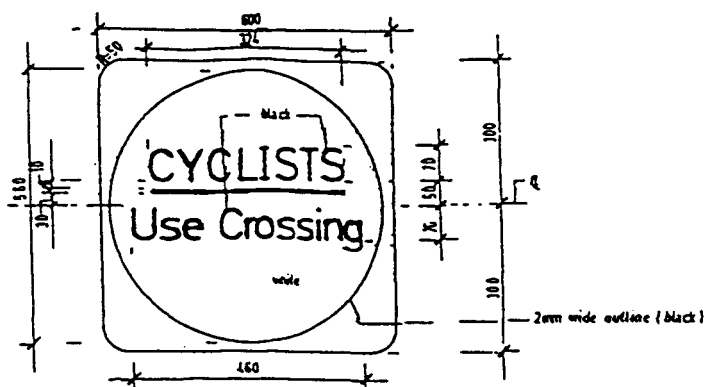


DIAGRAM 24 (c)

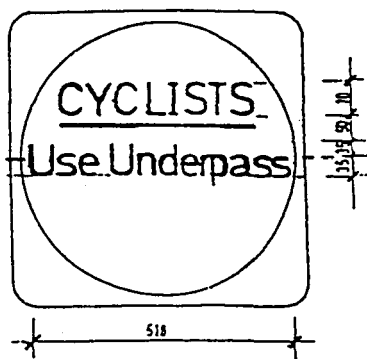
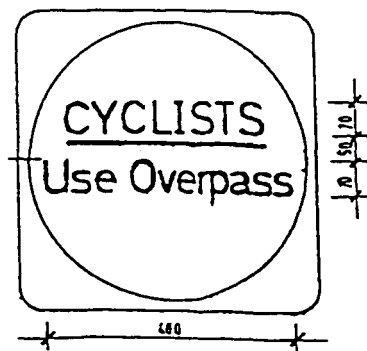


DIAGRAM 24 (d)



CYCLIST CROSSING PROHIBITION
(MESSAGE ON REVERSED SIDE)

THE SCHEDULE — *continued*PART I — *continued*

DIAGRAM 25 (a)

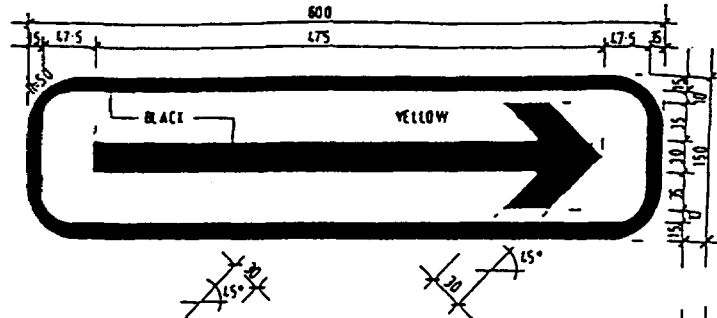
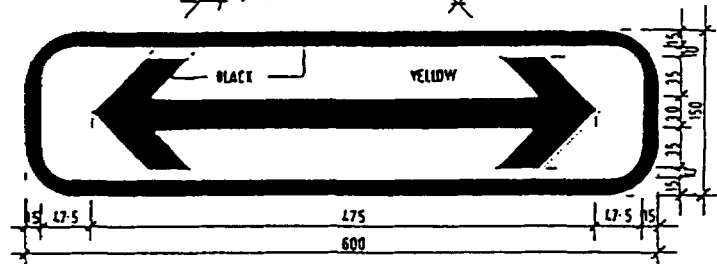


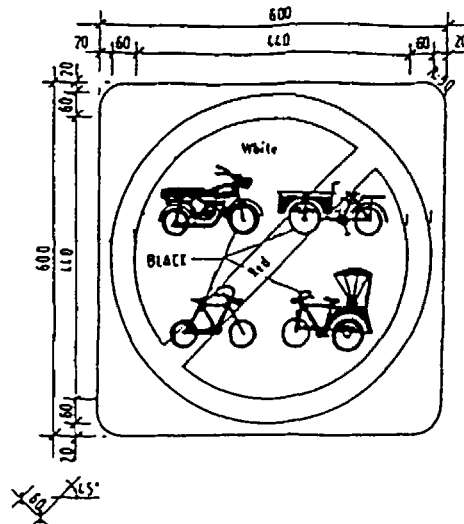
DIAGRAM 25 (b)



DIRECTIONAL ARROWS

These supplementary signs, when used in conjunction with prohibitory or restrictive signs, indicate the section of the road to which the prohibition or restriction applies.

DIAGRAM 26



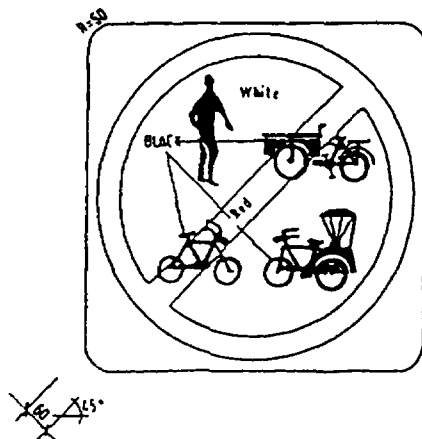
MOTOR CYCLES AND PEDAL-CYCLES RESTRICTION

This sign prohibits the entry of motor cycles and pedal-cycles i.e. trishaws, tricycles and bicycles.

THE SCHEDULE — continued

PART 1 — continued

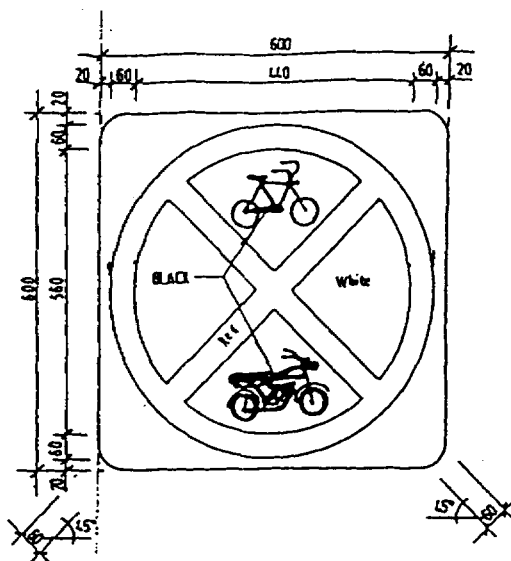
DIAGRAM 27



PEDESTRIAN AND PEDAL-CYCLES RESTRICTION

This sign prohibits the entry of pedestrians and pedal-cycles ie. trishaws, tricycles and bicycles.

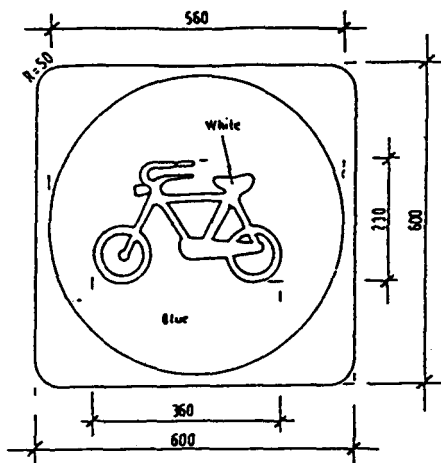
DIAGRAM 28



This sign prohibits the parking of motor vehicles with less than 4 wheels weighing not more than 470 kilograms.

THE SCHEDULE — *continued*PART I — *continued*

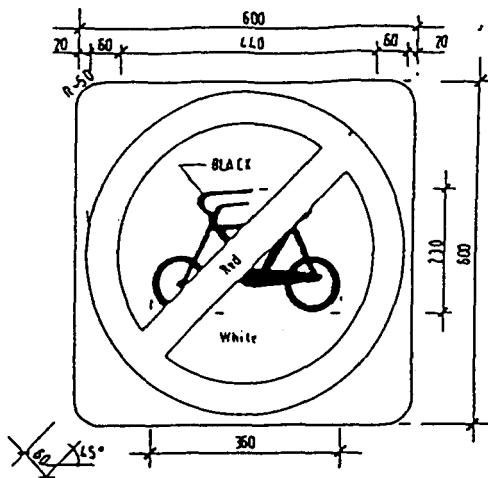
DIAGRAM 29



COMPULSORY CYCLE TRACK

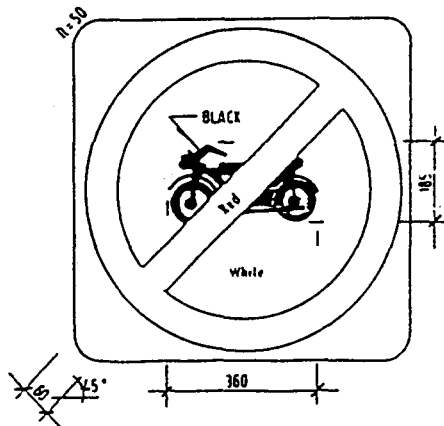
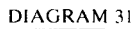
This sign indicates that cyclists shall use the cycle track.

DIAGRAM 30

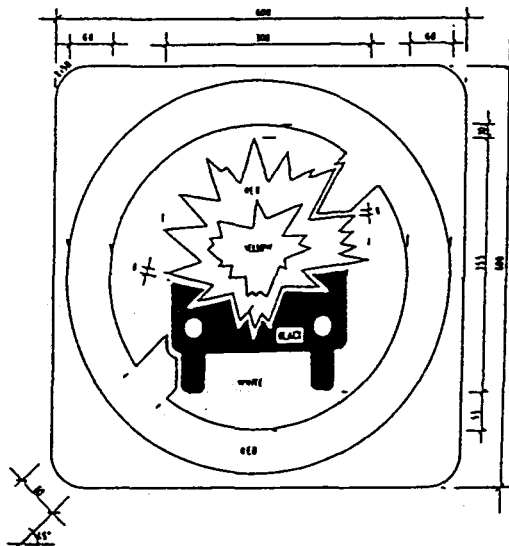


This sign prohibits the entry of bicycles.

THE SCHEDULE — continued

PART I — *continued*

This sign prohibits the entry of motor cycles.

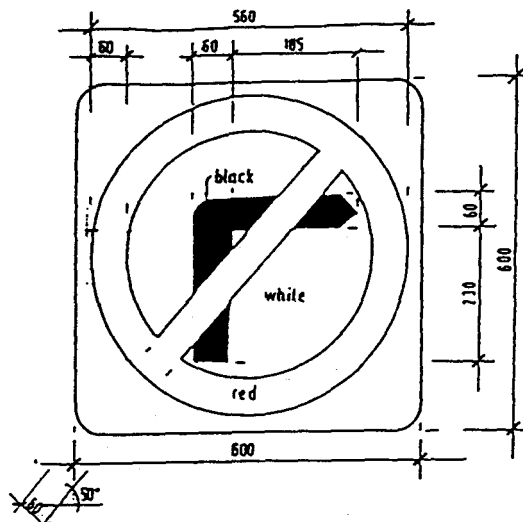


HAZARDOUS LOADS PROHIBITION

This sign prohibits the entry of vehicles transporting hazardous loads.

THE SCHEDULE — *continued*PART I — *continued*

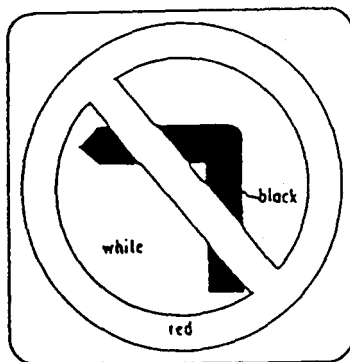
DIAGRAM 33



NO RIGHT TURN

This sign prohibits vehicles from turning right at the junction ahead. It may be used in conjunction with traffic light signals and the prohibition may be qualified by a supplementary plate.

DIAGRAM 34



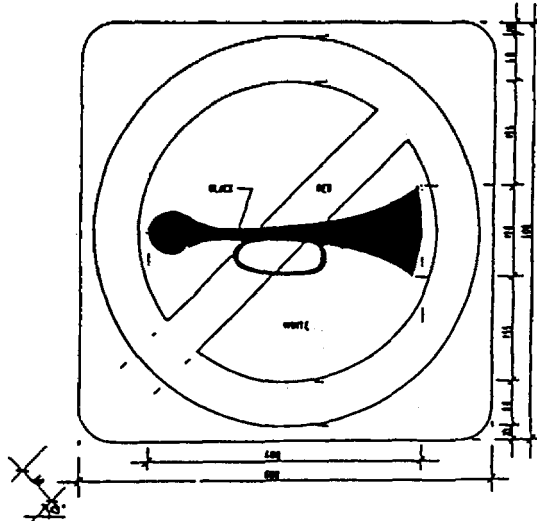
NO LEFT TURN

This sign prohibits vehicles from turning left at the junction ahead. It may be used in conjunction with traffic light signals and the prohibition may be qualified by a supplementary plate.

THE SCHEDULE — *continued*

PART I — *continued*

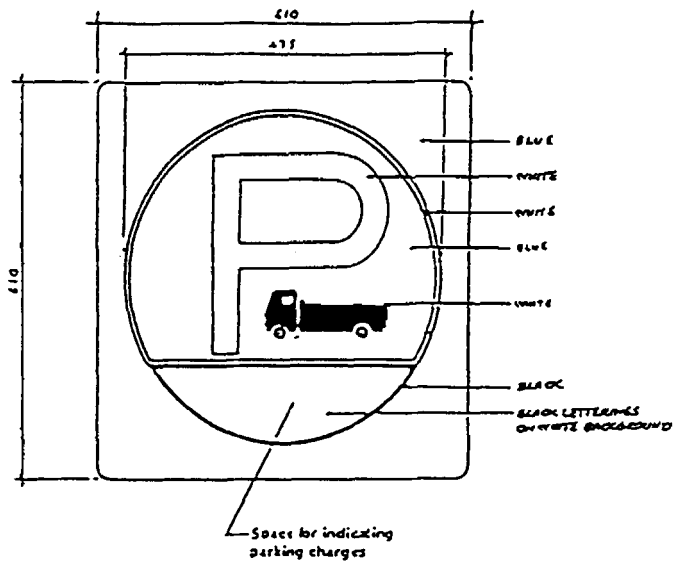
DIAGRAM 35



NO HORNING

This sign prohibits horning except in an emergency.

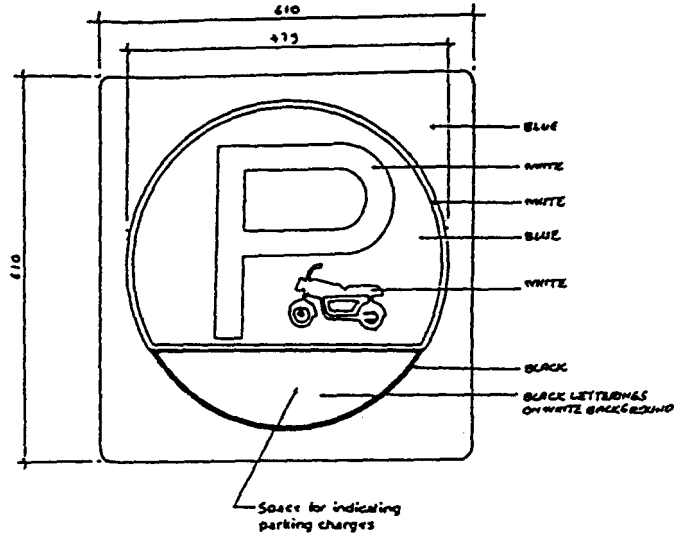
DIAGRAM 36 (a)



This sign indicates a designated pay parking place for motor vehicles with weight unladen exceeding 1,500 kilograms.

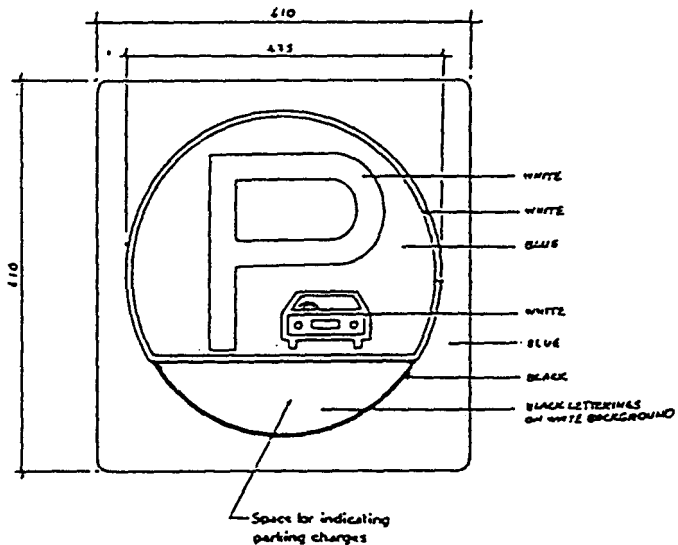
THE SCHEDULE — *continued*
PART I — *continued*

DIAGRAM 36 (b)



This sign indicates a designated pay parking place for motor vehicles with less than 4 wheels and the weight of which unladen does not exceed 470 kilograms.

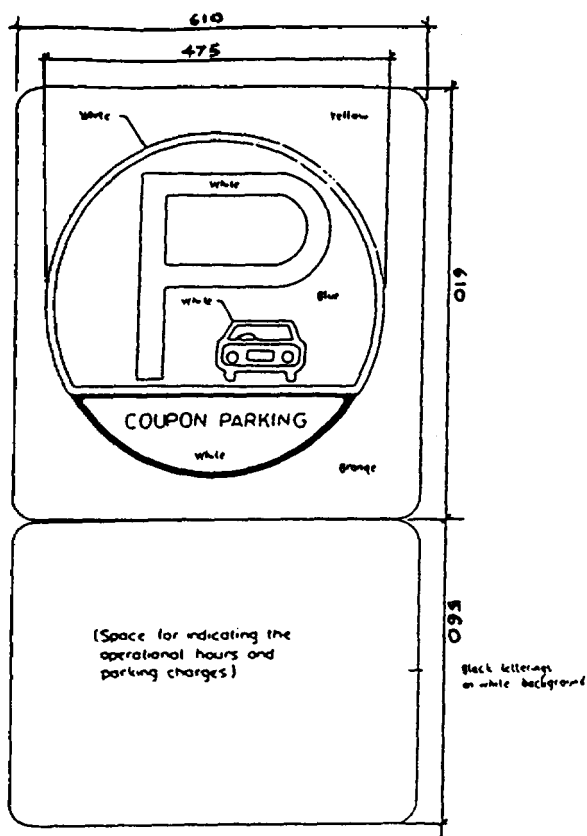
DIAGRAM 36 (c)



This sign indicates a designated pay parking place for motor vehicles, the weight of which unladen does not exceed 1,500 kilograms.

THE SCHEDULE — *continued*PART I — *continued*

DIAGRAM 36 (d)

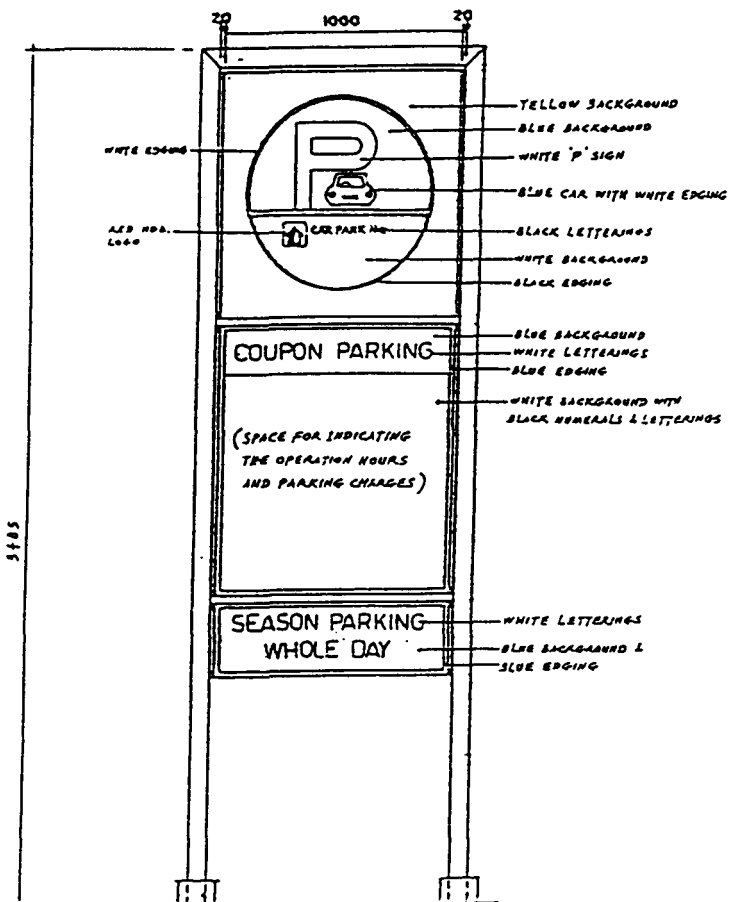


PARKING PLACES SIGN (URA)

This sign indicates a designated pay parking place where parking coupons are to be used.

THE SCHEDULE — *continued*PART I — *continued*

DIAGRAM 36 (e)



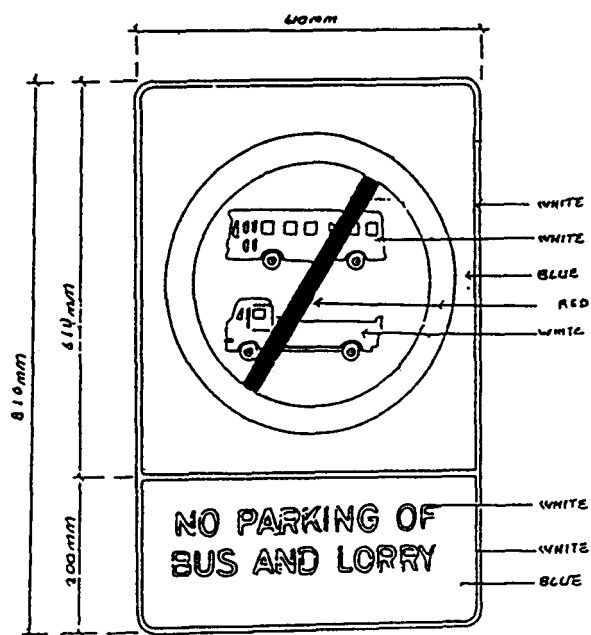
PARKING PLACE SIGN (HDB)

This sign indicates a designated pay parking place where parking coupons are to be used and/or where season parking is applicable.

THE SCHEDULE — *continued*

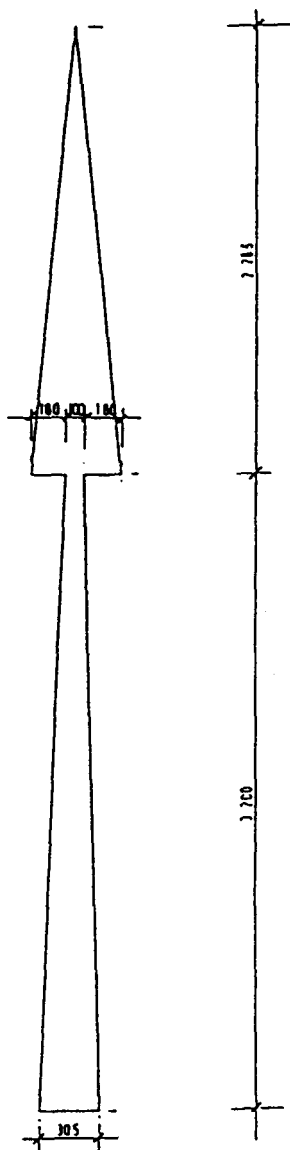
PART I — *continued*

DIAGRAM 36 (f)



NO PARKING OF BUS AND LORRY

This sign prohibits the parking of buses and lorries.

THE SCHEDULE — *continued*PART I — *continued*DIAGRAM 37

This marking indicates that vehicles on the lane with the marking may only proceed ahead.

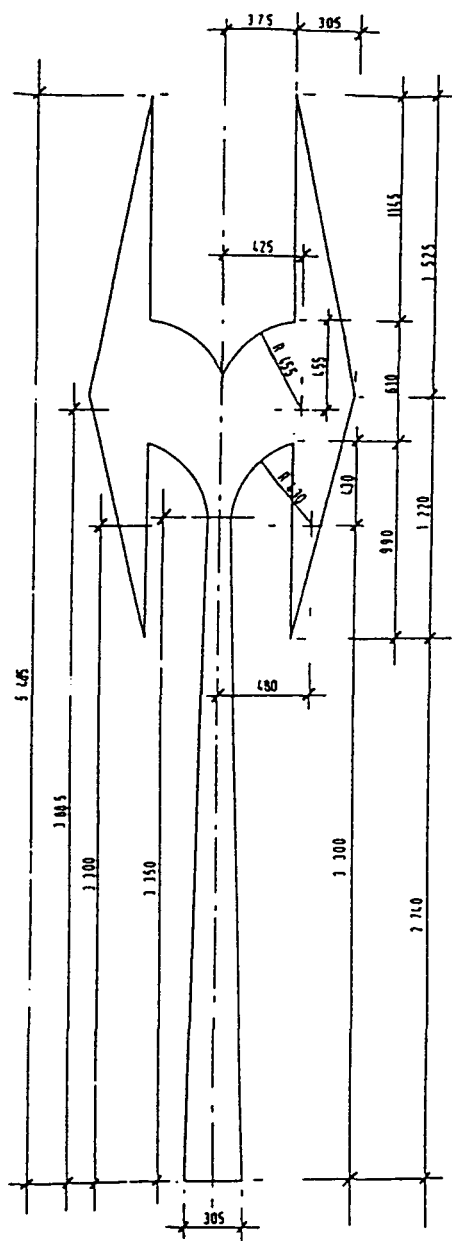
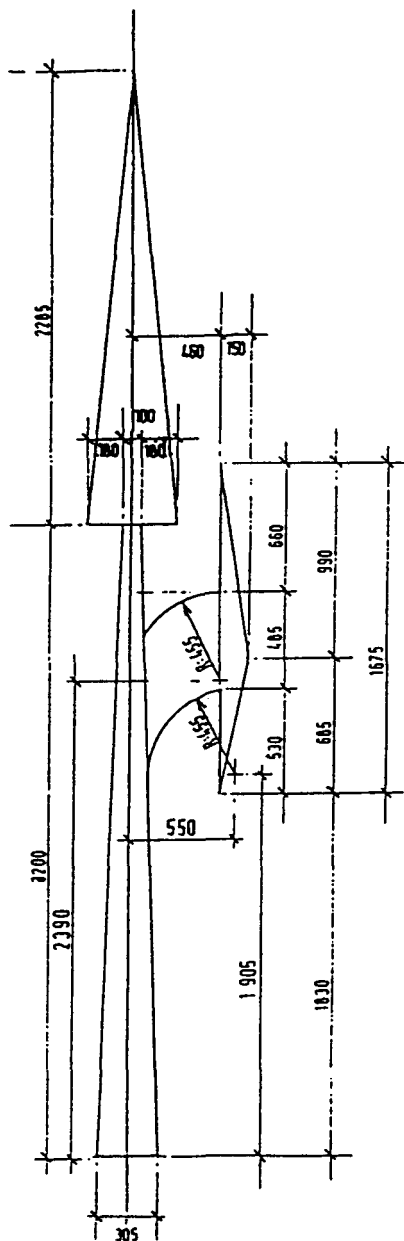
THE SCHEDULE — *continued*PART I — *continued*

DIAGRAM 38

This marking indicates that vehicles on the lane with the marking may only turn left or right.

THE SCHEDULE — *continued*
PART I — *continued*

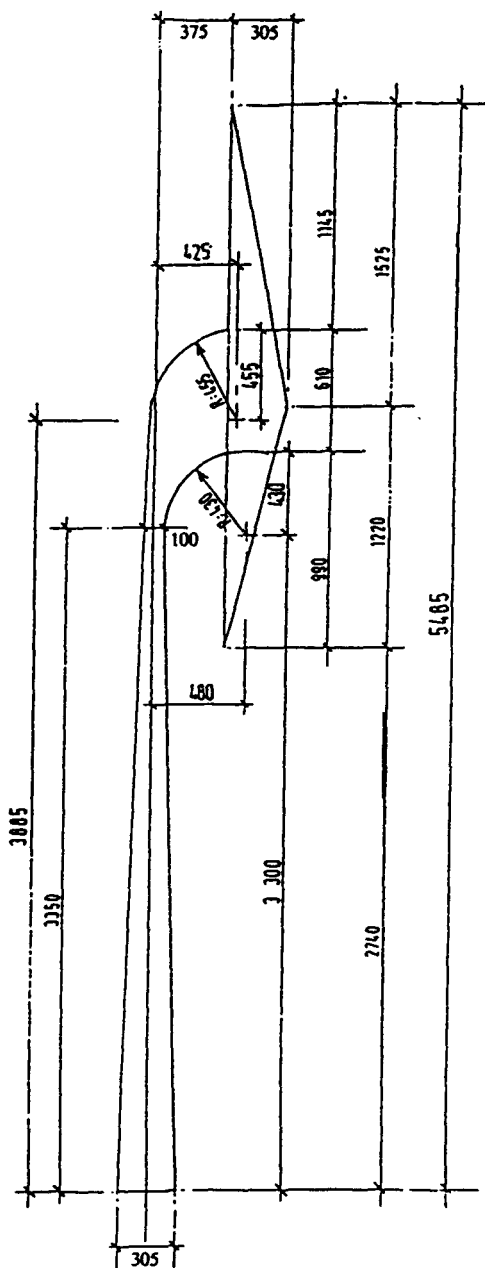
DIAGRAM 39



This marking indicates that vehicles on the lane with the marking may only proceed straight ahead or turn right.

THE SCHEDULE — *continued*PART I — *continued*

DIAGRAM 40



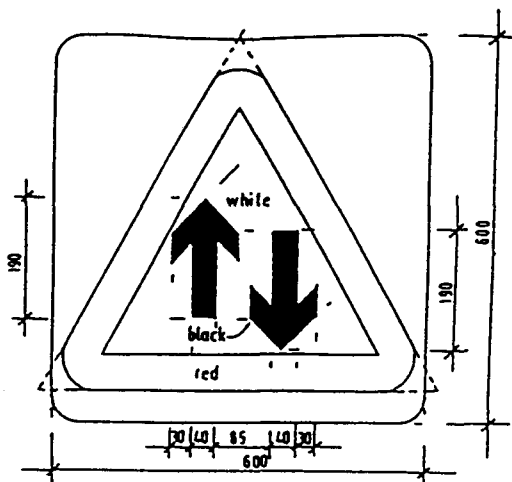
This marking indicates that vehicles on the lane with the marking may only turn right.

THE SCHEDULE — *continued*

PART II

WARNING SIGNS

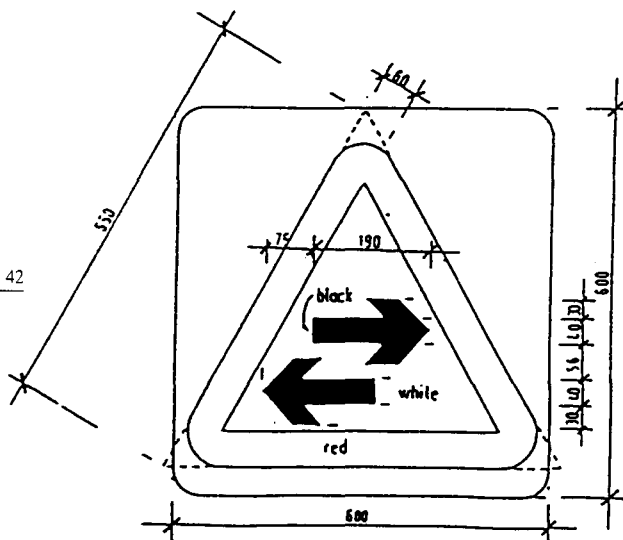
DIAGRAM 41



TWO WAY TRAFFIC

This sign indicates that the section of the road ahead carries two-way traffic.

DIAGRAM 42

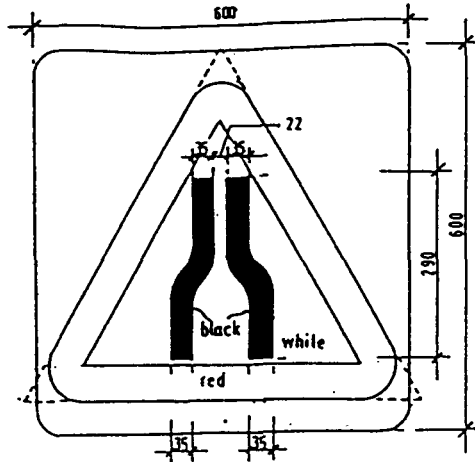


TWO-WAY TRAFFIC ACROSS A ONE-WAY CARRIAGEWAY

This sign indicates that the transverse road ahead carries two-way traffic.

THE SCHEDULE — *continued*PART II — *continued*

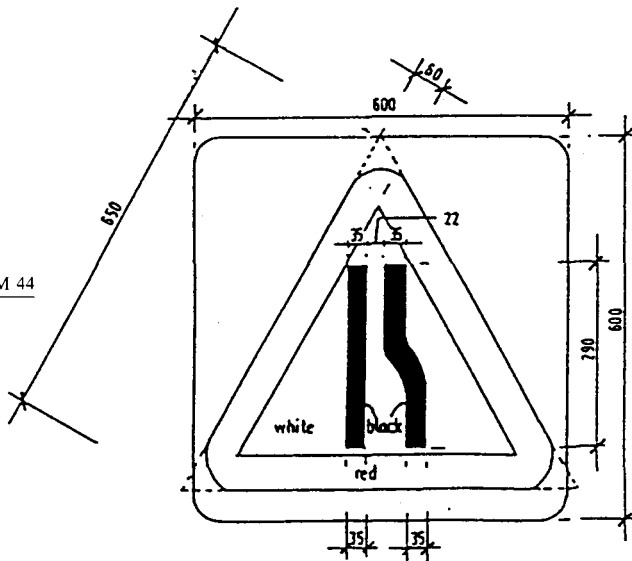
DIAGRAM 43



ROAD NARROWS ON BOTH SIDES AHEAD

This sign indicates that the road ahead narrows on both sides.

DIAGRAM 44



ROAD NARROWS ON RIGHT AHEAD

This symbol may be reversed to indicate —

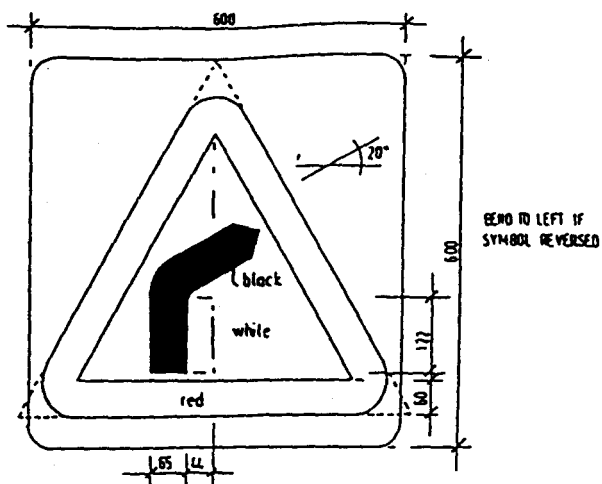
ROAD NARROWS ON LEFT AHEAD

This sign indicates that the road ahead narrows on the right (or left) side.

THE SCHEDULE — continued

PART II — continued

DIAGRAM 45



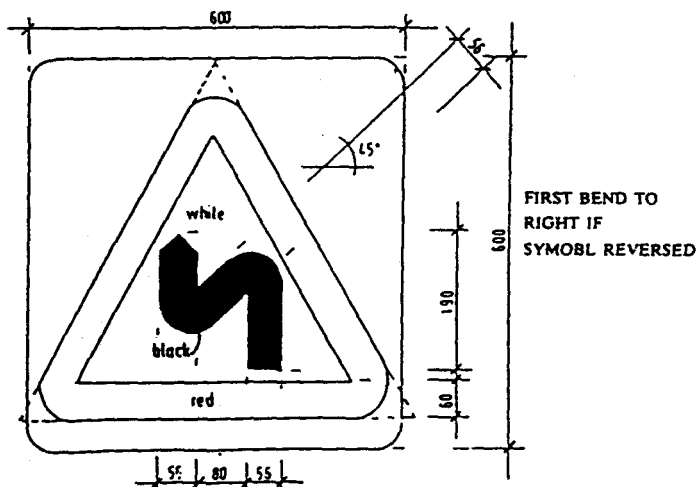
BEND TO THE RIGHT AHEAD

This symbol may be reversed to point to the left to indicate —

BEND TO THE LEFT AHEAD

This sign indicates that the road ahead bends to the right (or left).

DIAGRAM 46



DOUBLE BEND AHEAD, FIRST TO THE LEFT

This symbol may be reversed to indicate —

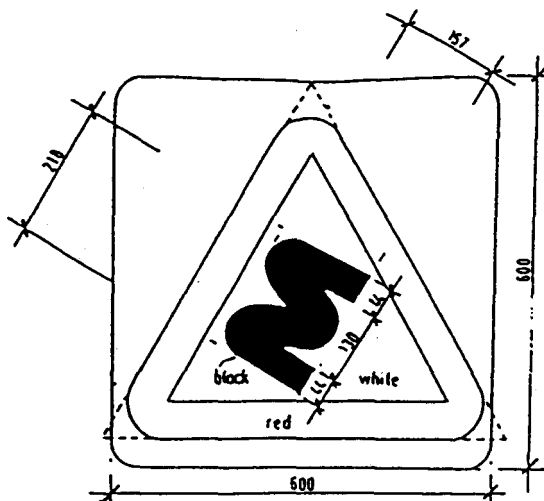
DOUBLE BEND AHEAD, FIRST TO THE RIGHT

This sign indicates that there is a double bend of the road ahead.

THE SCHEDULE — *continued*

PART II — *continued*

DIAGRAM 47



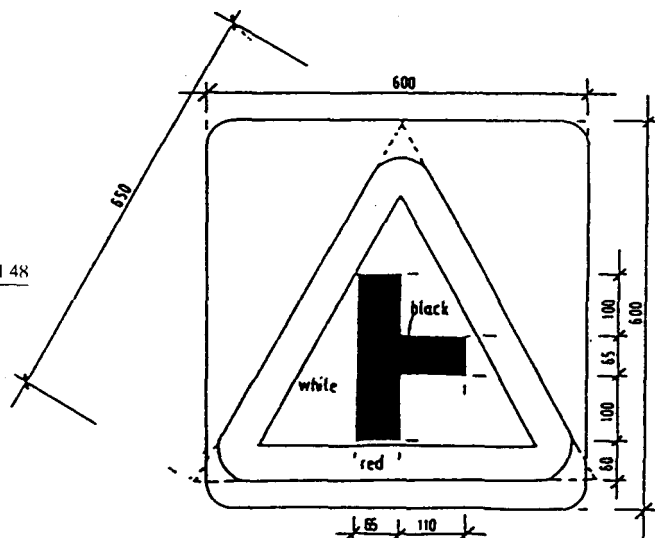
SERIES OF BENDS FIRST TO THE RIGHT

This symbol may be reversed to indicate —

SERIES OF BENDS FIRST TO THE LEFT

This sign indicates that there is a series of bends of the road ahead.

DIAGRAM 48



SIDE ROAD TO THE RIGHT

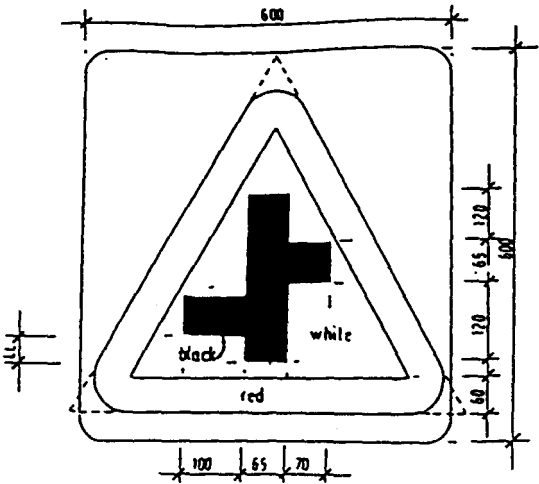
This symbol may be reversed to indicate —

SIDE ROAD TO THE LEFT

This sign indicates that there is a side road junction ahead.

THE SCHEDULE — continued
PART II — continued

DIAGRAM 49



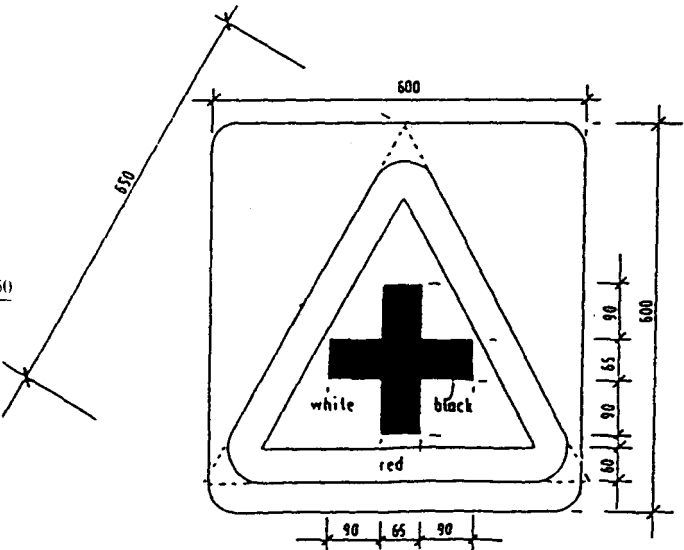
STAGGERED JUNCTION, LEFT TURN FIRST

This symbol may be reversed to indicate —

STAGGERED JUNCTION, RIGHT TURN FIRST

This sign indicates that there is a staggered junction ahead.

DIAGRAM 50



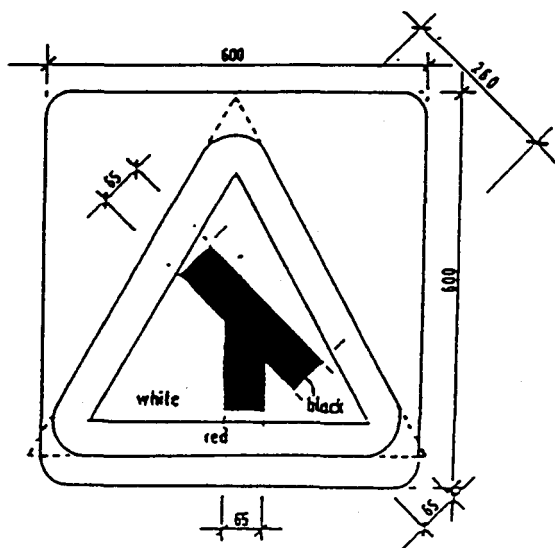
CROSS ROADS

This sign indicates that there is a cross roads junction ahead.

THE SCHEDULE — *continued*

PART II — *continued*

DIAGRAM 51



MERGING INTO TRAFFIC ON RIGHT

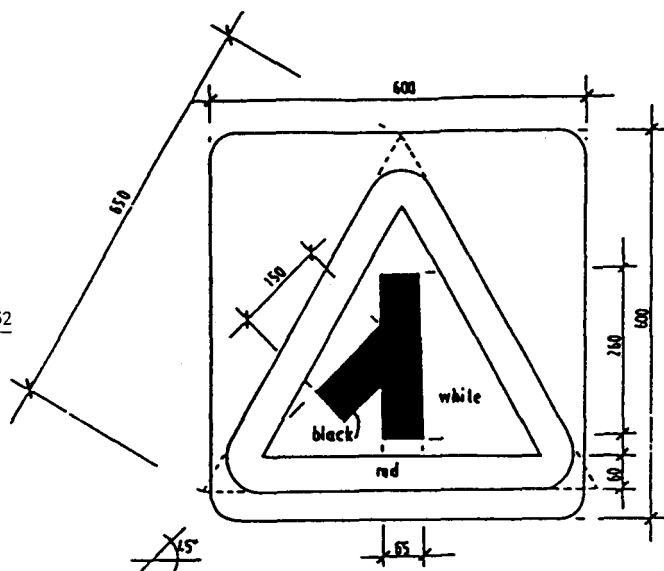
This symbol may be reversed to indicate —

MERGING INTO TRAFFIC ON LEFT

This sign indicates that there is a junction ahead where traffic on this road will merge with the traffic on the adjoining road.

THE SCHEDULE — *continued*PART II — *continued*

DIAGRAM 52



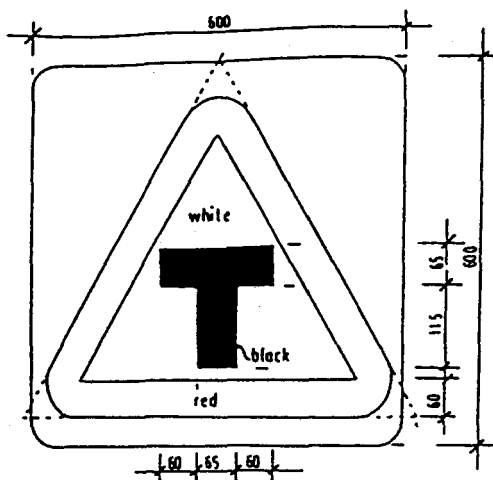
TRAFFIC MERGES FROM LEFT

This symbol may be reversed to indicate —

TRAFFIC MERGES FROM RIGHT

This sign indicates that traffic on the adjoining road will merge into traffic on this road.

DIAGRAM 53

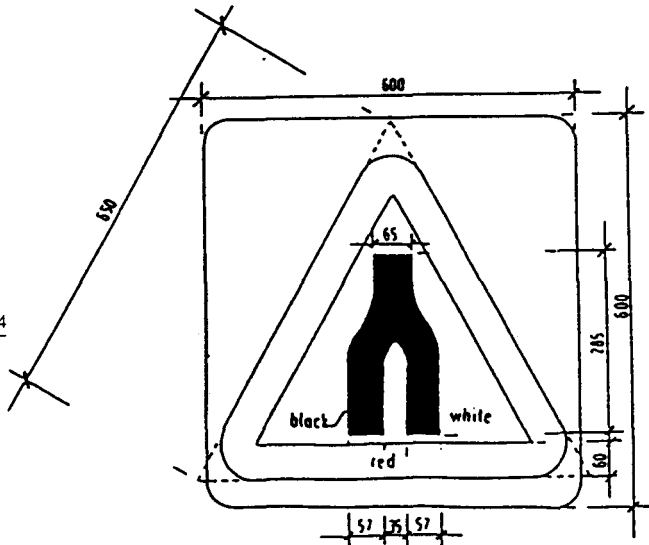


T-JUNCTION

This sign indicates that there is a T-junction ahead.

THE SCHEDULE — continued
PART II — continued

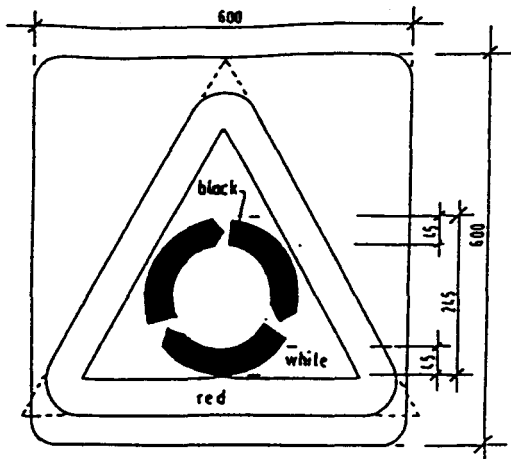
DIAGRAM 54



DUAL CARRIAGEWAY ENDS AHEAD

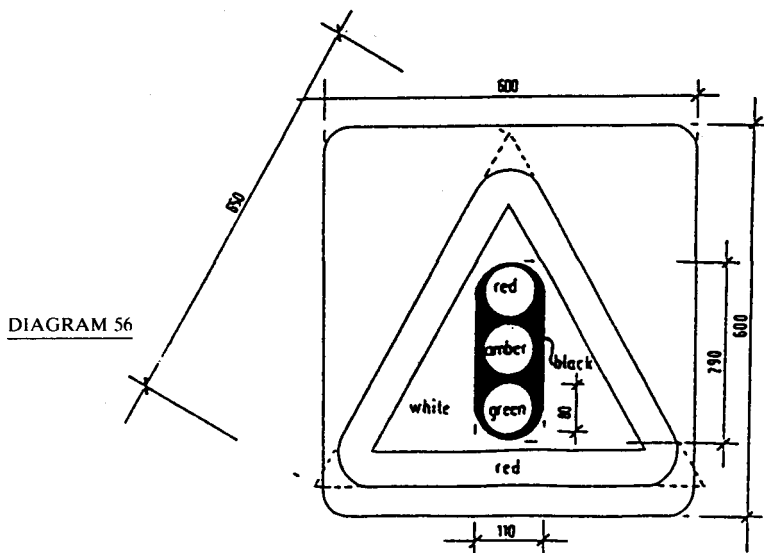
This sign indicates that the dual carriageways will merge into a single carriageway ahead.

DIAGRAM 55



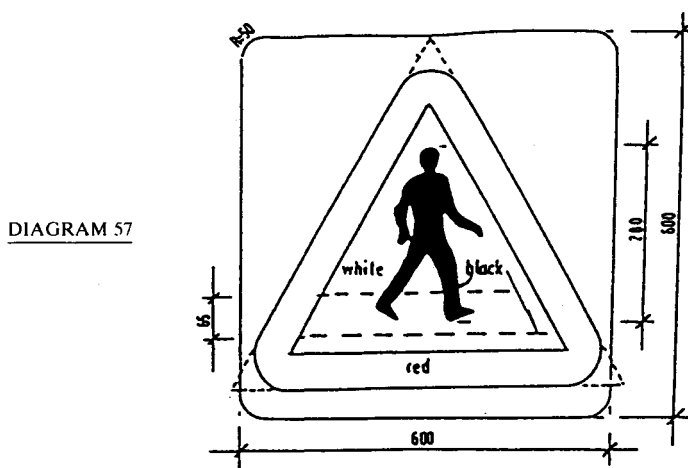
ROUNDBOUT AHEAD

This sign indicates that there is a roundabout ahead.

THE SCHEDULE — *continued*PART II — *continued*

TRAFFIC SIGNALS AHEAD

This sign indicates that traffic is controlled by traffic light signals ahead.



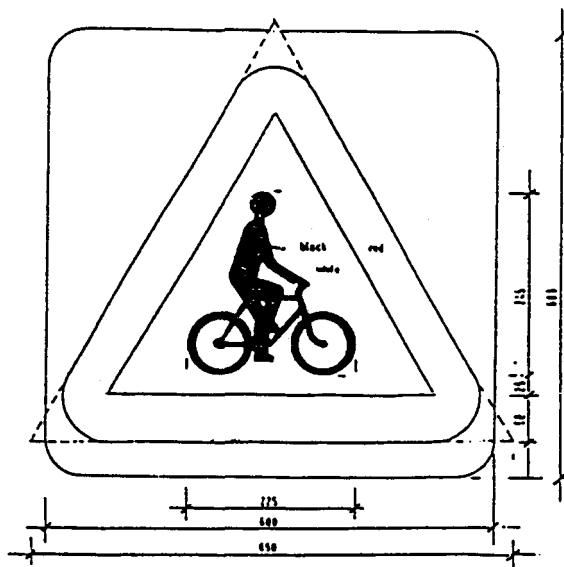
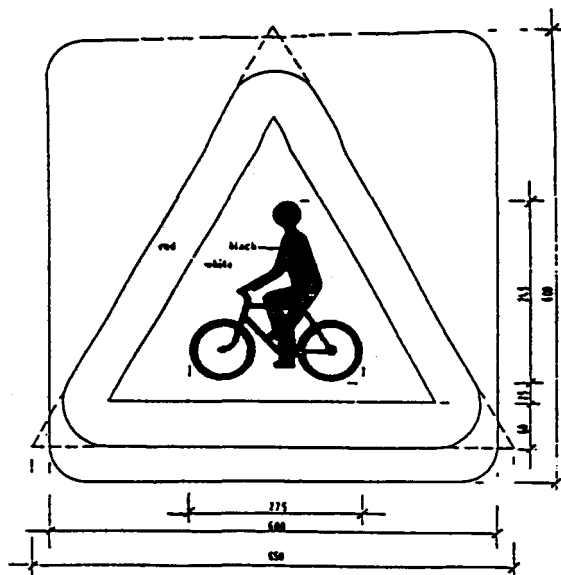
PEDESTRIAN CROSSING AHEAD

This sign indicates that there is a pedestrian crossing ahead.

THE SCHEDULE — *continued*

PART II — *continued*

DIAGRAM 57 (a)

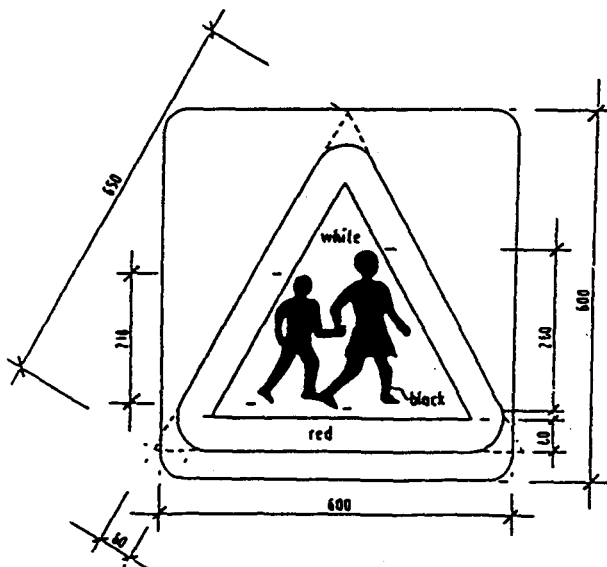


BICYCLE CROSSING AHEAD

This sign indicates that there is a bicycle crossing ahead.

THE SCHEDULE — *continued*PART II — *continued*

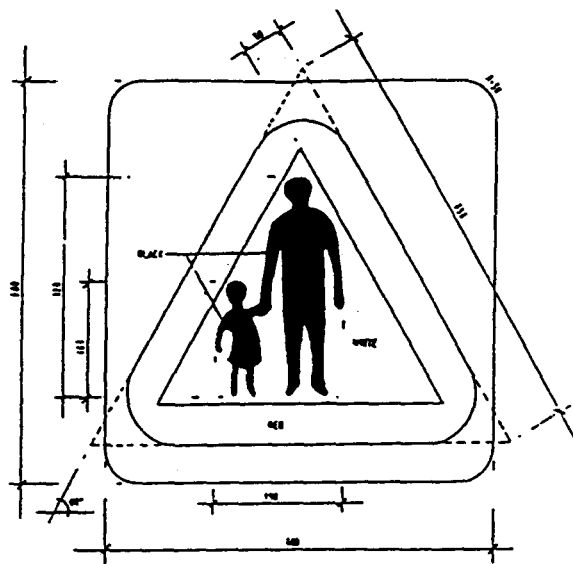
DIAGRAM 58



CHILDREN

This sign indicates that there is ahead an area where children are likely to be encountered.

DIAGRAM 59

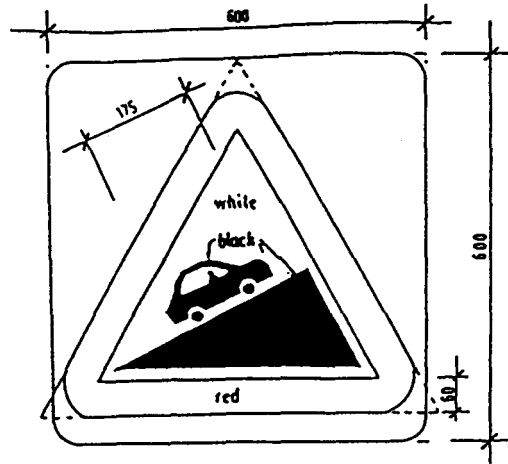


PEDESTRIAN ON ROAD AHEAD

This sign indicates that there is ahead an area where pedestrians are likely to be encountered.

THE SCHEDULE — *continued*
PART II — *continued*

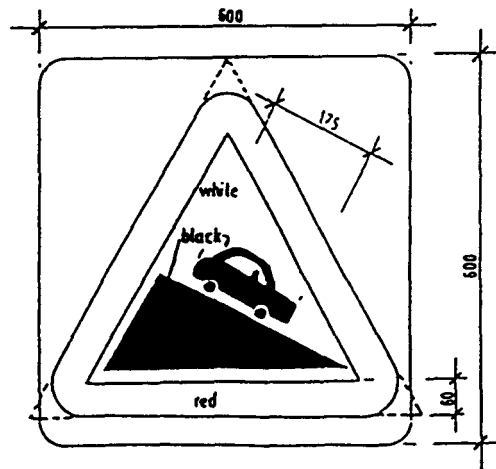
DIAGRAM 60



STEEP HILL UPWARDS AHEAD

This sign indicates that there is a steep hill upwards ahead.

DIAGRAM 61

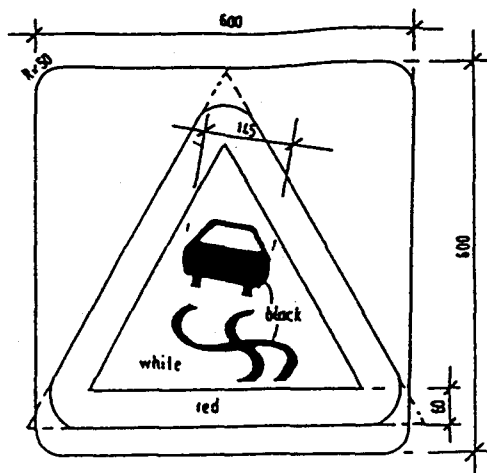


STEEP HILL DOWNWARDS AHEAD

This sign indicates that there is a steep hill downwards ahead.

THE SCHEDULE — *continued*PART II — *continued*

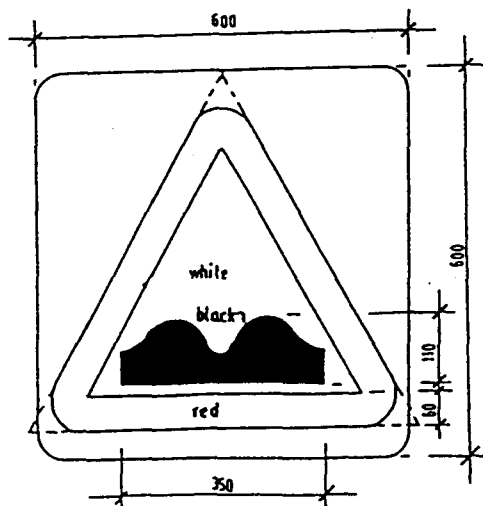
DIAGRAM 62



SLIPPERY ROAD AHEAD

This sign indicates that the condition of the road surface ahead is dangerous.

DIAGRAM 63



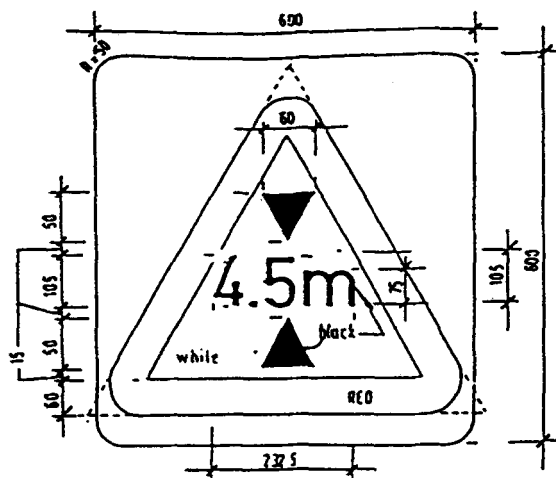
UNEVEN ROAD

This sign indicates that the road ahead is uneven.

THE SCHEDULE — continued

PART II — continued

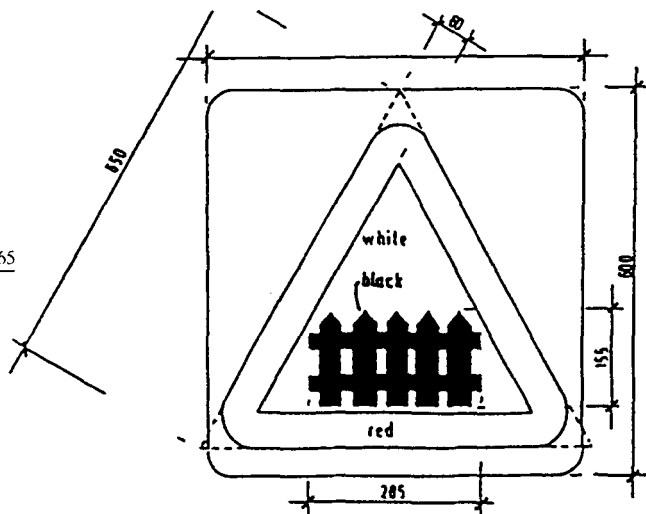
DIAGRAM 64



HEIGHT LIMIT AHEAD

This sign indicates that the section of the road ahead has a height restriction of 4.5m. The numerals on the sign may be altered to indicate different height restriction.

DIAGRAM 65

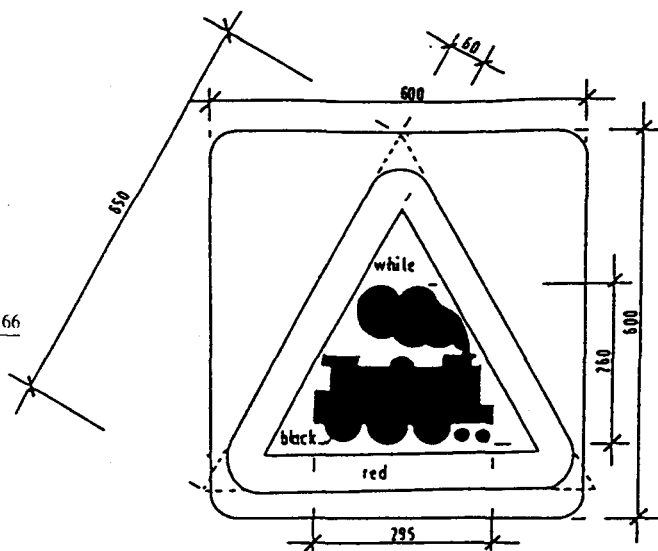


LEVEL CROSSING WITH GATE OR BARRIER AHEAD

This sign indicates that there is a level crossing with gate or barrier ahead.

THE SCHEDULE — *continued*PART II — *continued*

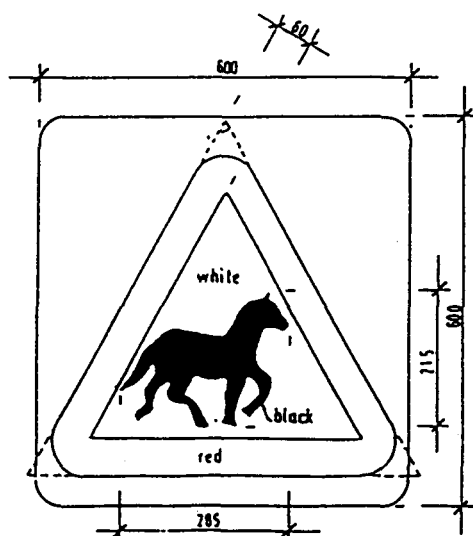
DIAGRAM 66



LEVEL CROSSING WITHOUT GATE OR BARRIER AHEAD

This sign indicates that there is a level crossing without gate or barrier ahead.

DIAGRAM 67



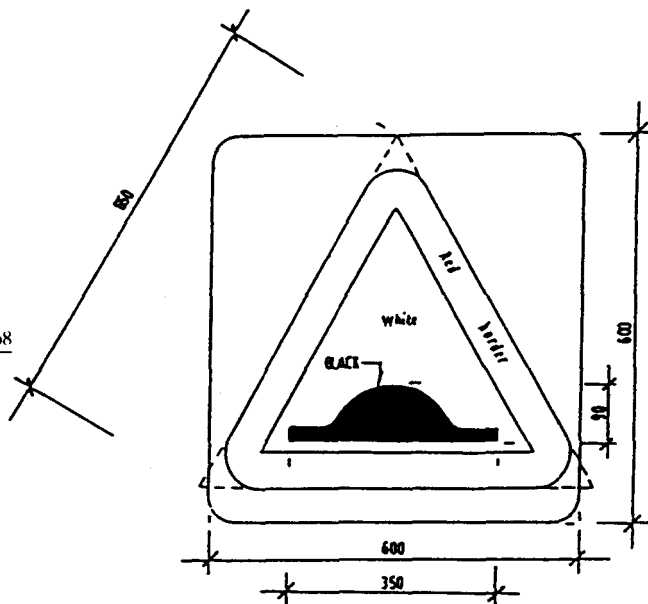
HORSES OR PONIES

This sign indicates that there is ahead an area where horses are likely to be encountered.

THE SCHEDULE — *continued*

PART II — *continued*

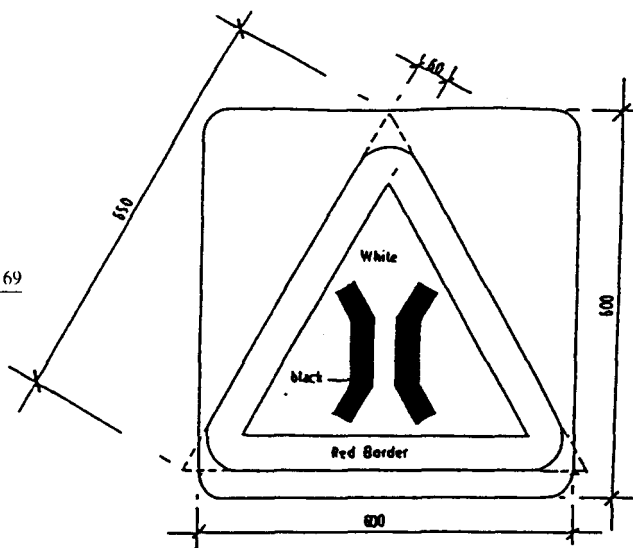
DIAGRAM 68



ROAD HUMP AHEAD

This sign indicates that there is a road hump ahead.

DIAGRAM 69

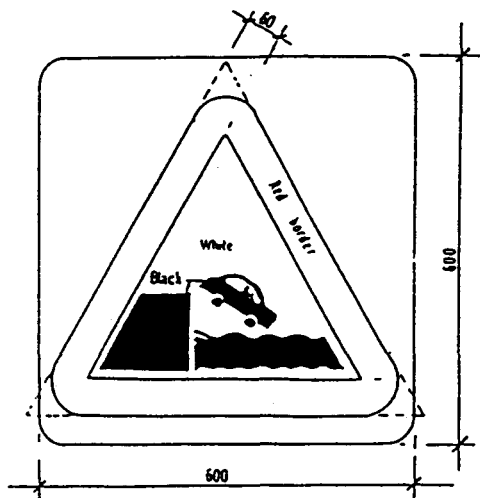


NARROW BRIDGE AHEAD

This sign indicates that there is a narrow bridge ahead.

THE SCHEDULE — *continued*PART II — *continued*

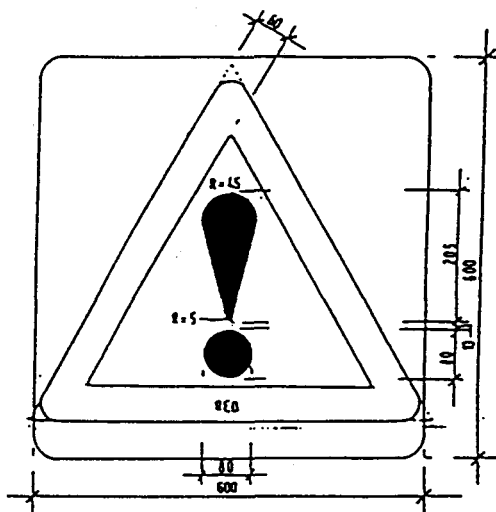
DIAGRAM 70



QUAYSIDE OR RIVER BANK AHEAD

This sign indicates that there is a quayside or river bank ahead.

DIAGRAM 71



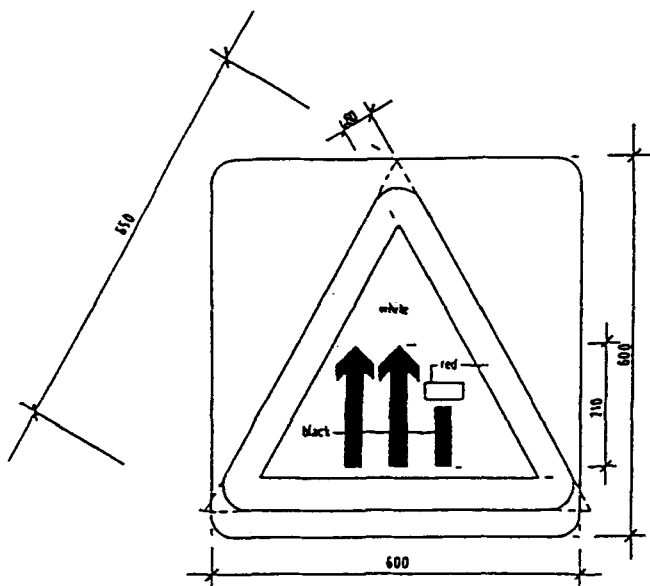
OTHER DANGER

This sign indicates that there is ahead potential danger which is not covered specifically by any other warning sign.

THE SCHEDULE — *continued*

PART II — *continued*

DIAGRAM 72 (a)



LANE CLOSURE AHEAD

OFFSIDE LANE CLOSED

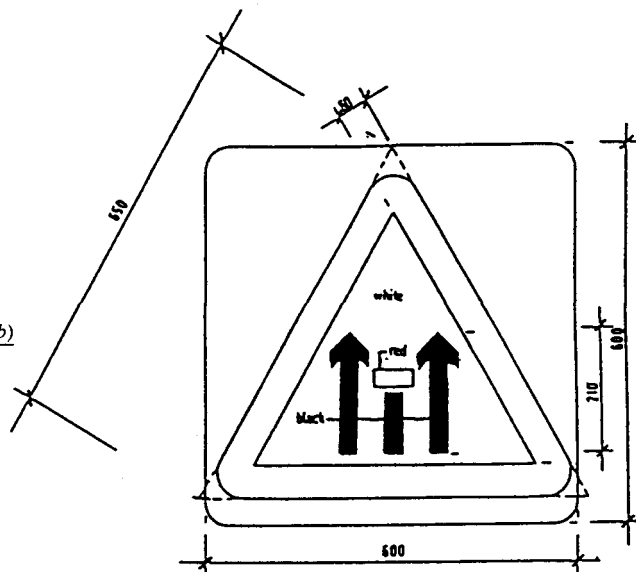
This symbol may be reversed to indicate —

NEAR SIDE LANE CLOSED

This sign indicates that there is ahead closure of the lane marked by the red bar.

THE SCHEDULE — *continued*PART II — *continued*

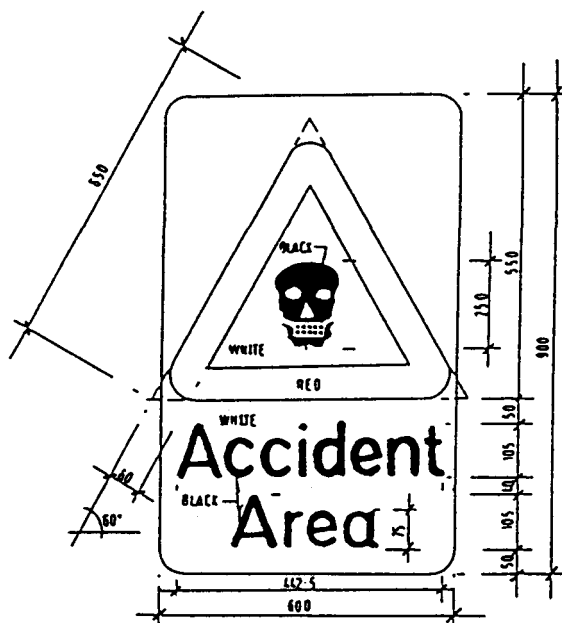
DIAGRAM 72 (b)



CENTRE LANE CLOSURE AHEAD

This sign indicates that there is ahead closure of the centre lane marked by the red bar.

DIAGRAM 73



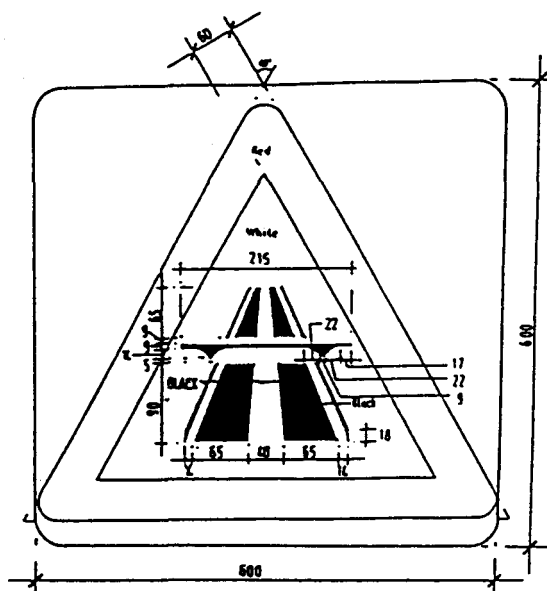
ACCIDENT AREA

This sign indicates the section of the road which is prone to accidents.

THE SCHEDULE — *continued*

PART II — *continued*

DIAGRAM 74



EXPRESSWAY AHEAD

This sign indicates the approach to an expressway.

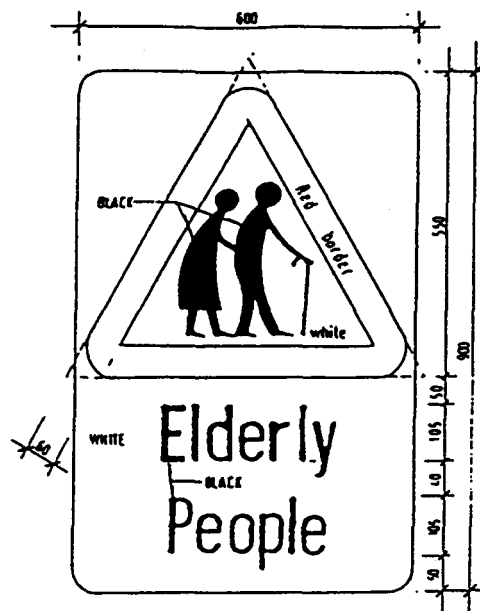
DIAGRAM 75

RESTRICTED ZONE AHEAD

[Omitted]

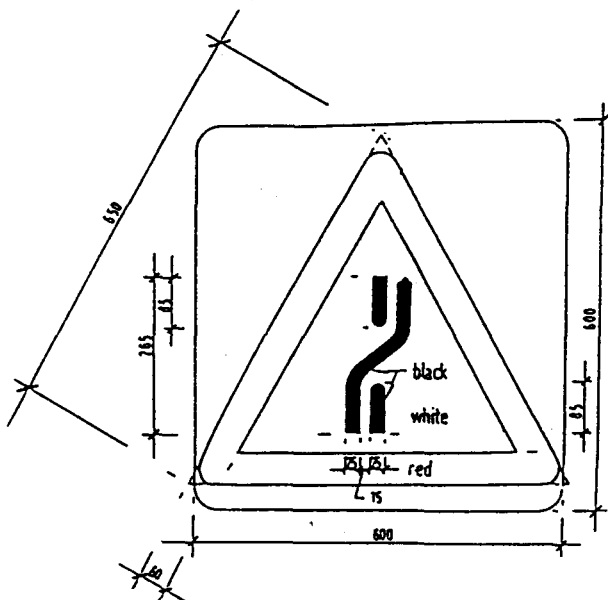
THE SCHEDULE — *continued*PART II — *continued*

DIAGRAM 76



ELDERLY OR HANDICAPPED PEDESTRIANS

This sign indicates that there is ahead an area where elderly or handicapped pedestrians are likely to be encountered.

THE SCHEDULE — *continued*PART II — *continued*DIAGRAM 77

DIVERSION TO ANOTHER CARRIAGEWAY TO THE RIGHT

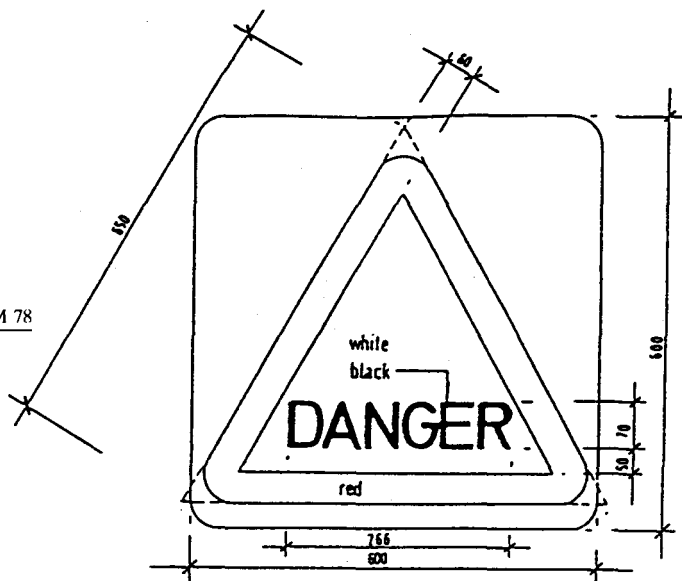
This symbol may be reversed to indicate —

DIVERSION TO ANOTHER CARRIAGEWAY TO THE LEFT

This sign indicates that there is a diversion of carriageway ahead.

THE SCHEDULE — *continued*PART II — *continued*

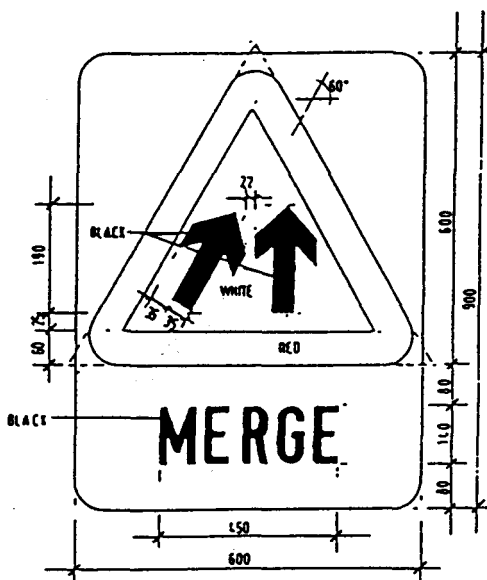
DIAGRAM 78



DANGER

This sign indicates an obstruction ahead.

DIAGRAM 79



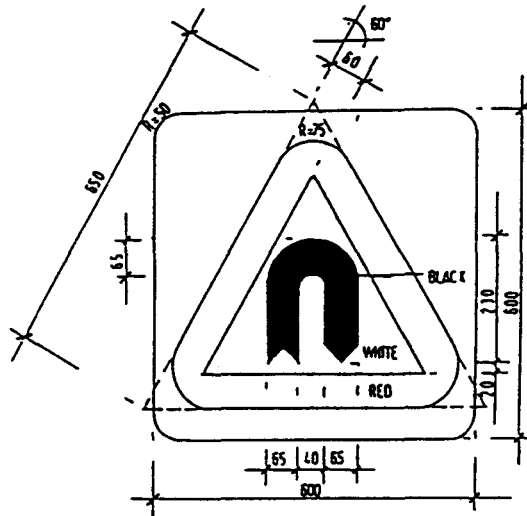
MERGE

This sign indicates that there is a merging of traffic ahead.

THE SCHEDULE — continued

PART II — continued

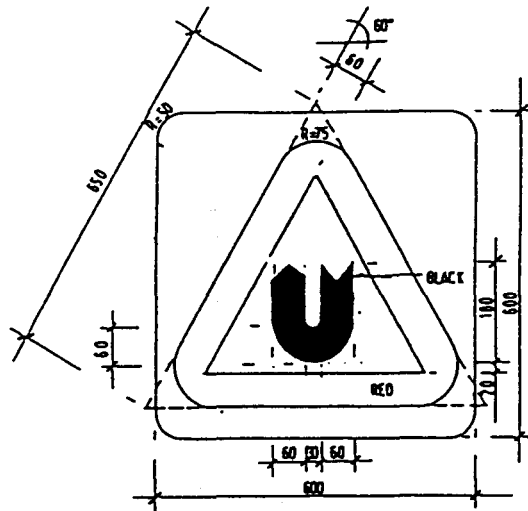
DIAGRAM 80



U-TURN AHEAD

This sign indicates that vehicles may be making a U-Turn ahead.

DIAGRAM 81



U-TURN AHEAD (FROM OPPOSITE DIRECTION)

This sign indicates that vehicles from the opposite direction may be making a U-Turn ahead.

THE SCHEDULE — *continued*PART II — *continued*

DIAGRAM 82



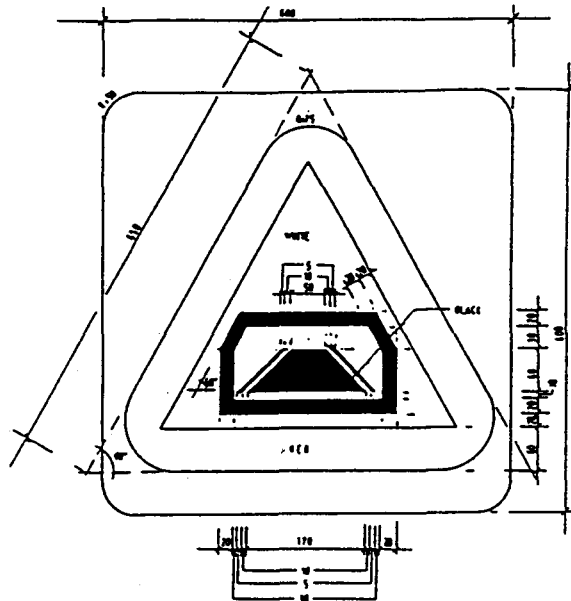
LOW FLYING AIRCRAFT

This sign indicates that there is ahead an area where low flying aircraft crossing the path of the road may possibly be encountered.

THE SCHEDULE — *continued*

PART II — *continued*

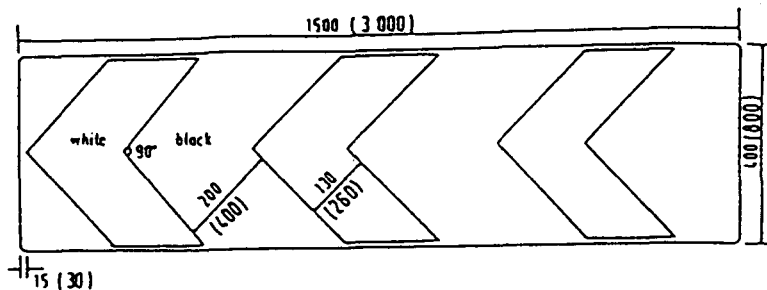
DIAGRAM 83



TUNNEL AHEAD

This sign indicates that the stretch of road ahead runs through a tunnel.

DIAGRAM 84

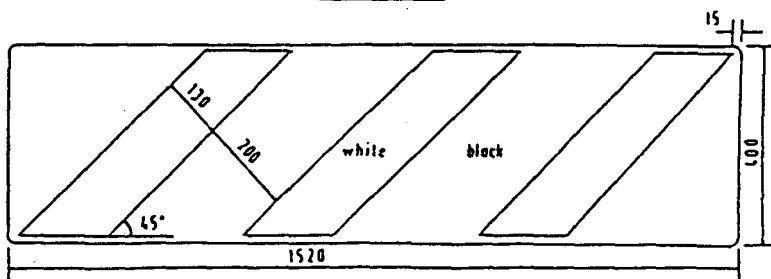


SHARP DEVIATION

This sign indicates that there is a sharp deviation in the road to the left.

THE SCHEDULE — *continued*PART II — *continued*

DIAGRAM 85



BARRIER

This sign indicates a temporary barrier.

PART III

INFORMATIVE SIGNS

DIAGRAM 86 (a)

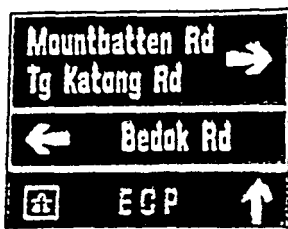
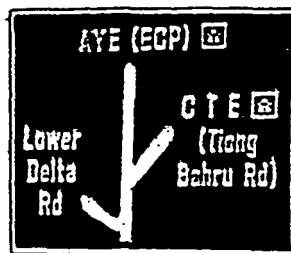


DIAGRAM 86 (b)

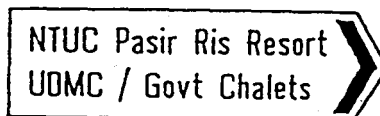


ADVANCE DIRECTIONAL SIGNS

DIAGRAM 86 (c)



DIAGRAM 86 (d)

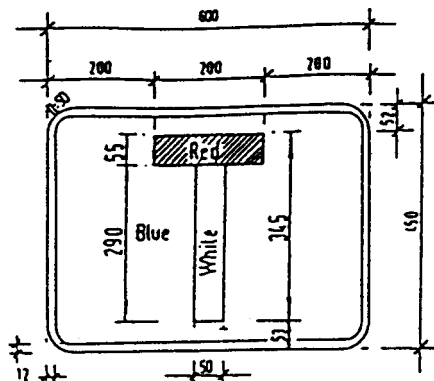


CONFIRMATORY SIGNS

Note: In diagrams 86 (a) to 86 (d), the background of the signs may be in green, blue or white. The symbols and inscriptions on a coloured background are in white or yellow and on a white background, in black.

THE SCHEDULE — *continued*PART III — *continued*

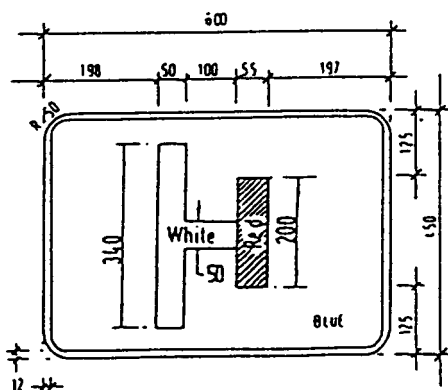
DIAGRAM 87



NO THROUGH ROAD

This sign placed at the entry to a road indicates a no through road.

DIAGRAM 88



NO THROUGH ROAD ON SIDE ROAD TO THE RIGHT

This symbol may be reversed to indicate —

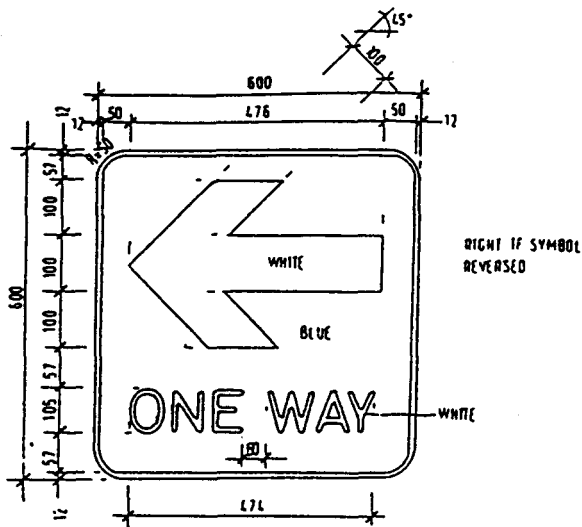
NO THROUGH ROAD ON SIDE ROAD TO THE LEFT

This sign indicates that the road on the right (or left) is a no through road.

THE SCHEDULE — *continued*

PART III — *continued*

DIAGRAM 89



ONE WAY STREET

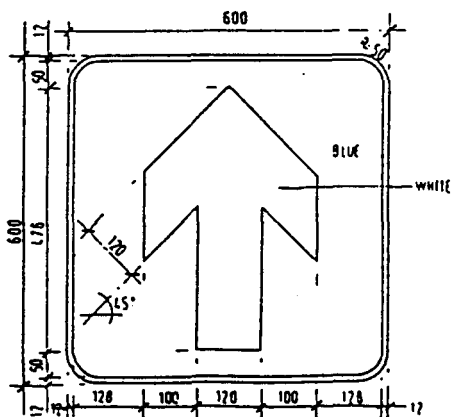
ONE WAY STREET TO LEFT

The arrow may be reversed to point right to indicate —

ONE WAY STREET TO RIGHT

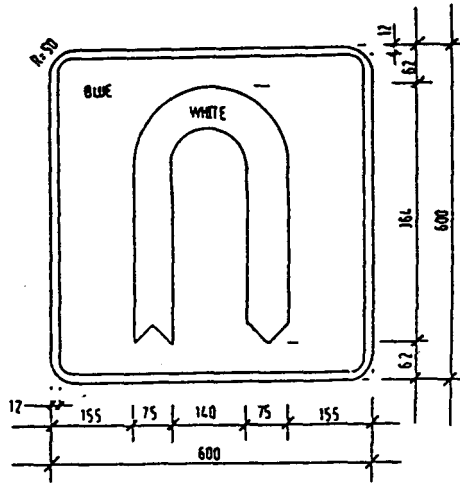
The above indicates that the traffic flow along the road ahead is a one way to the left (or right).

DIAGRAM 90



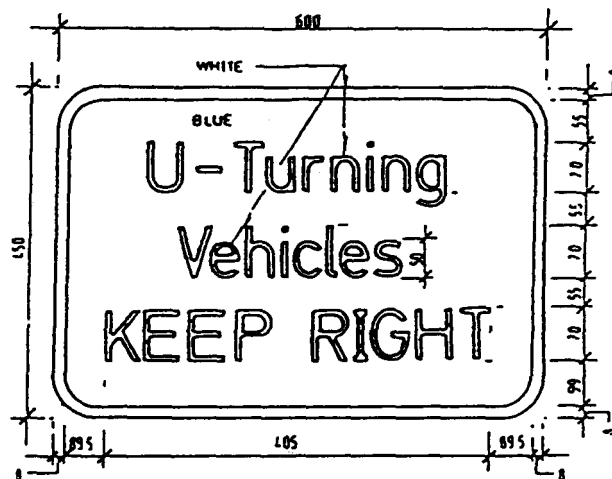
ONE WAY TRAFFIC

This sign indicates the direction of traffic flow on a one way street.

THE SCHEDULE — *continued*PART III — *continued*DIAGRAM 91

U-TURN

This sign indicates that there is ahead a facility where vehicles are permitted to make a U-Turn.

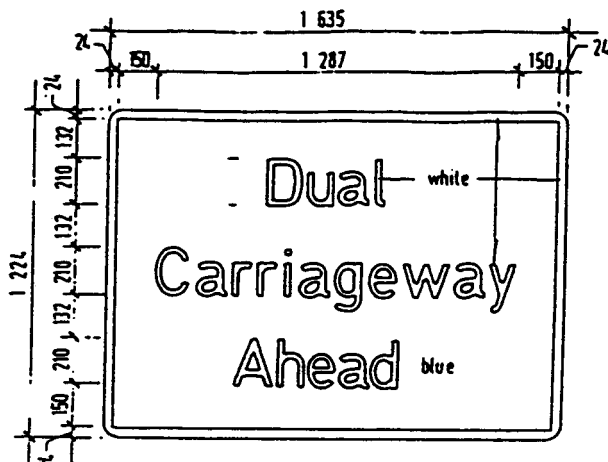
DIAGRAM 92

U-TURNING VEHICLES KEEP RIGHT

THE SCHEDULE — *continued*

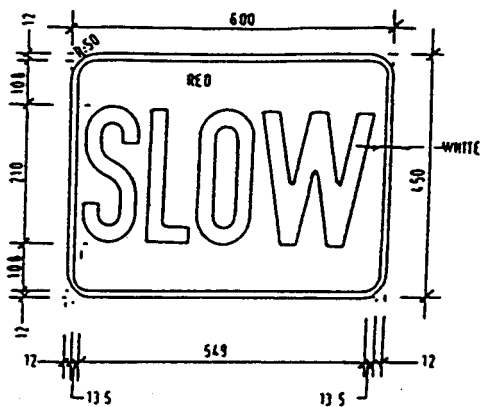
PART III — *continued*

DIAGRAM 93



DUAL CARRIAGEWAY AHEAD

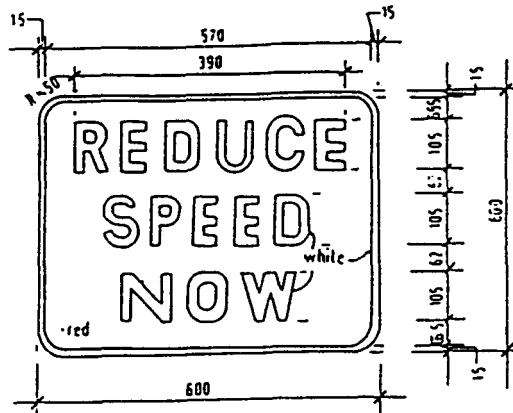
DIAGRAM 94



SLOW

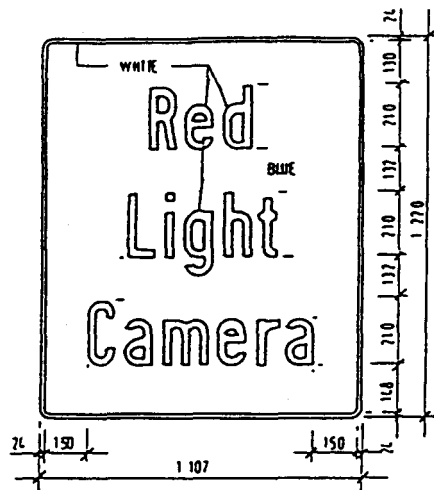
THE SCHEDULE — *continued*PART III — *continued*

DIAGRAM 95



REDUCE SPEED NOW

DIAGRAM 96



RED LIGHT CAMERA

THE SCHEDULE — continued

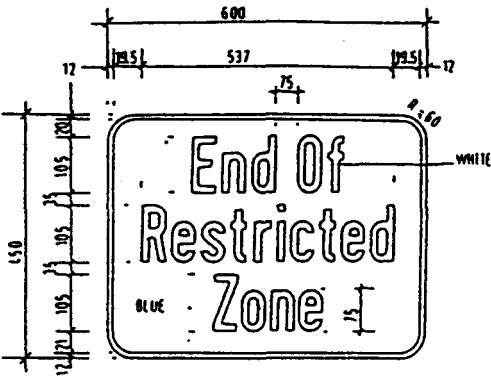
PART III — continued

DIAGRAM 97



KEEP LEFT UNLESS OVERTAKING

DIAGRAM 98

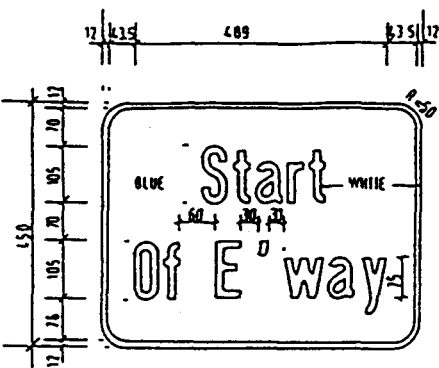


END OF RESTRICTED ZONE

THE SCHEDULE — continued

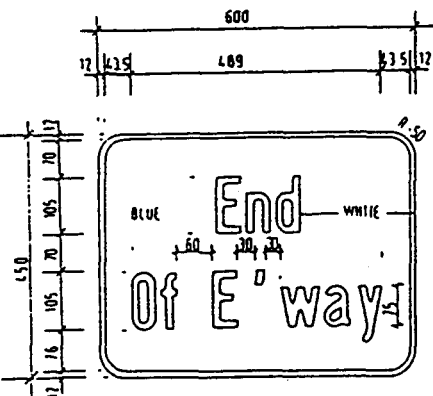
PART III — continued

DIAGRAM 99



START OF EXPRESSWAY

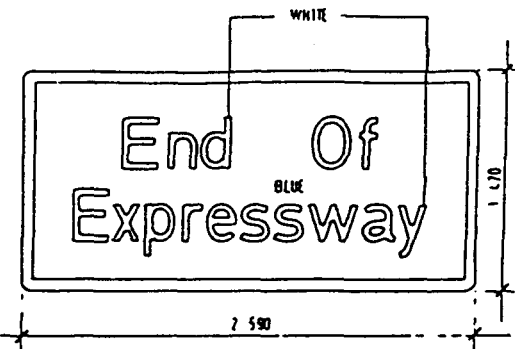
DIAGRAM 100



END OF EXPRESSWAY

TYPE I

DIAGRAM 101

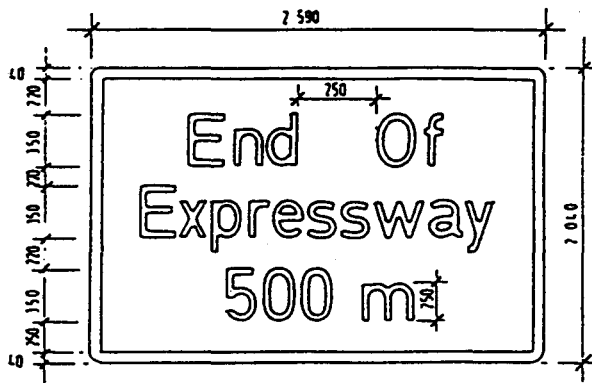


END OF EXPRESSWAY

THE SCHEDULE — *continued*

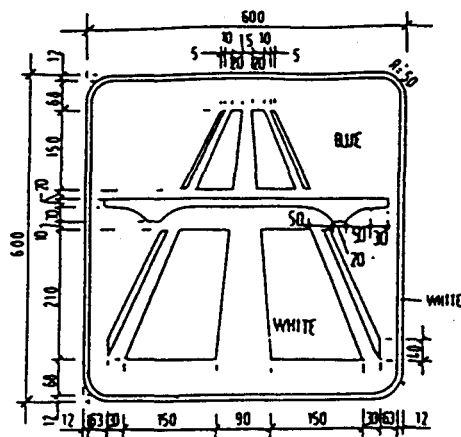
PART III — *continued*

DIAGRAM 102



END OF EXPRESSWAY AHEAD

DIAGRAM 103



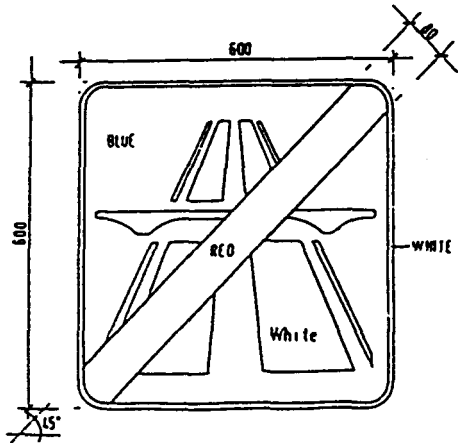
START OF EXPRESSWAY

This sign indicates the start of an expressway.

THE SCHEDULE — continued

PART III — continued

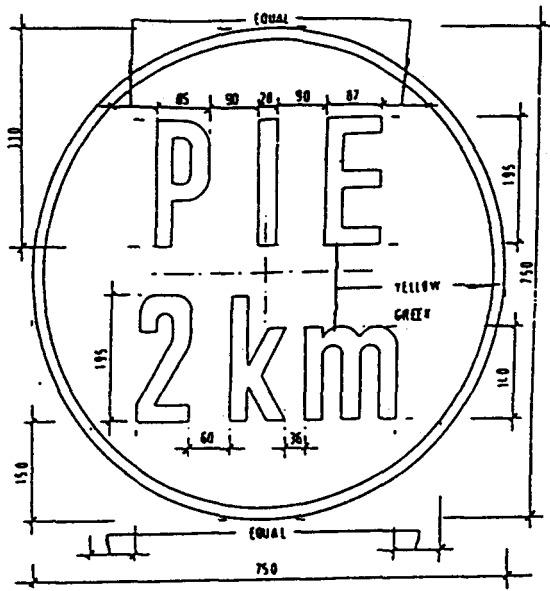
DIAGRAM 104



END OF EXPRESSWAY

This sign indicates the end of an expressway.

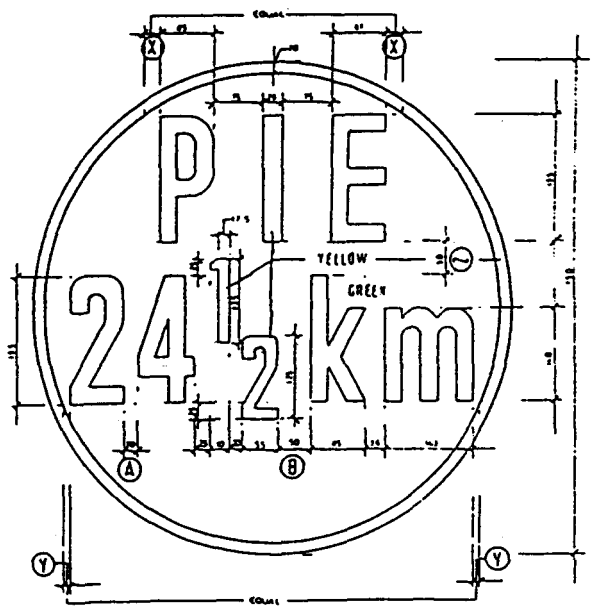
DIAGRAM 105



THE SCHEDULE — continued

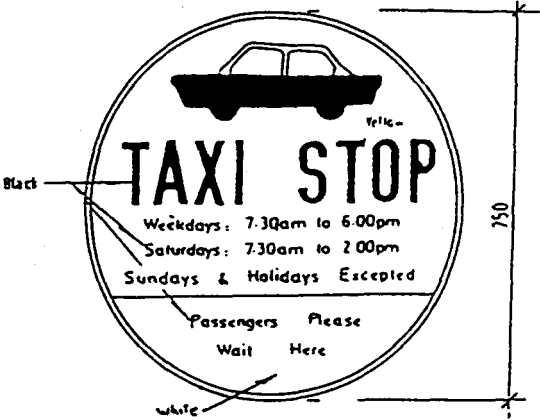
PART III — continued

DIAGRAM 106



EXPRESSWAY KILOMETRE SIGN

DIAGRAM 107 (a)

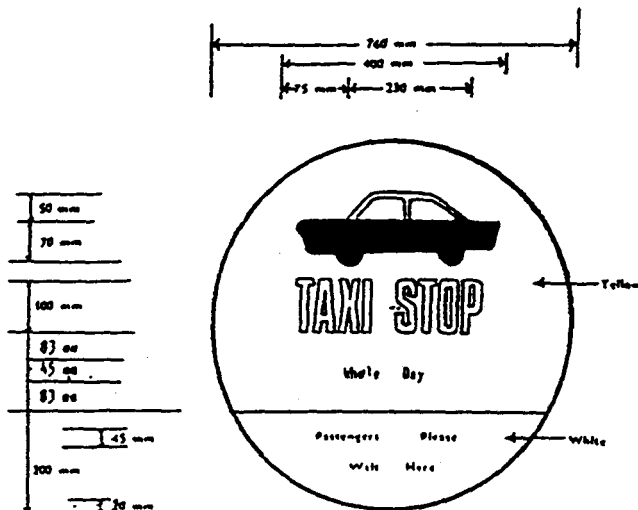


TAXI STOP

This sign indicates the location of a tax stop during the duration of time on the days of week shown on the sign.

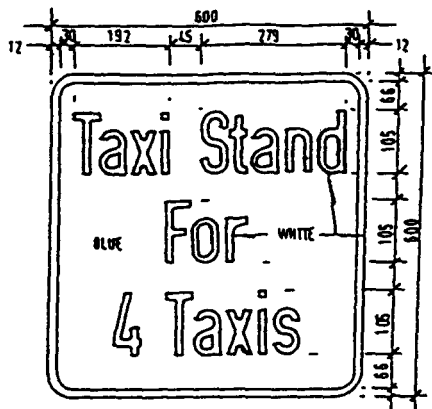
PART III — *continued*

DIAGRAM 107 (b)



This sign indicates the location of a taxi-stop.

DIAGRAM 108



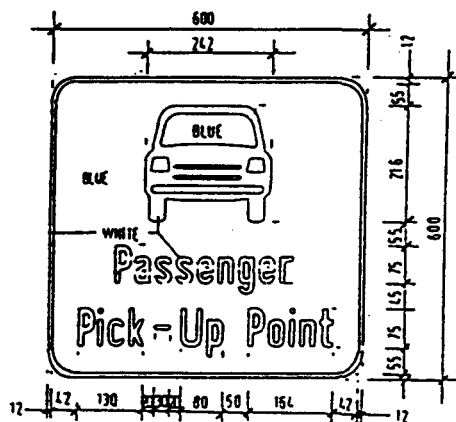
TAXI STAND

This sign indicates the location of a taxi stand for the specified number of taxis.

THE SCHEDULE — *continued*

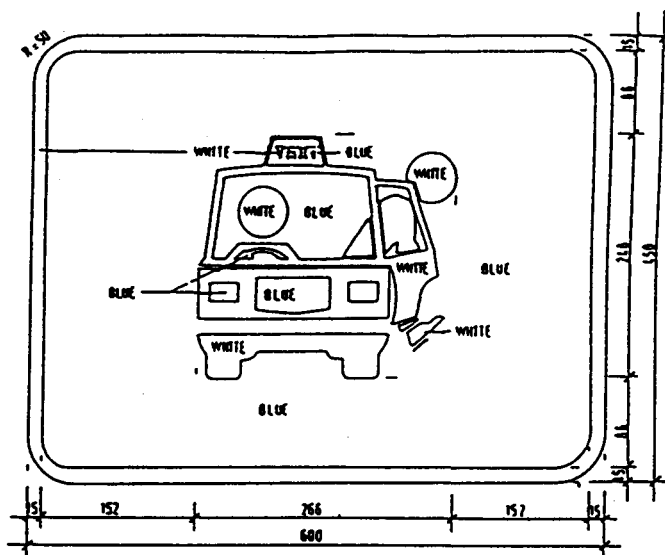
PART III — *continued*

DIAGRAM 109



PASSENGER PICK-UP POINT

DIAGRAM 110



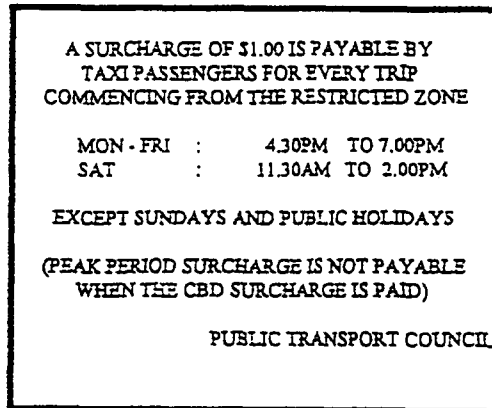
TAXI DROP-OFF POINT

This sign indicates the location of a taxi drop-off point.

THE SCHEDULE — *continued*PART III — *continued*

WORDINGS OF CBD SURCHARGE SIGN

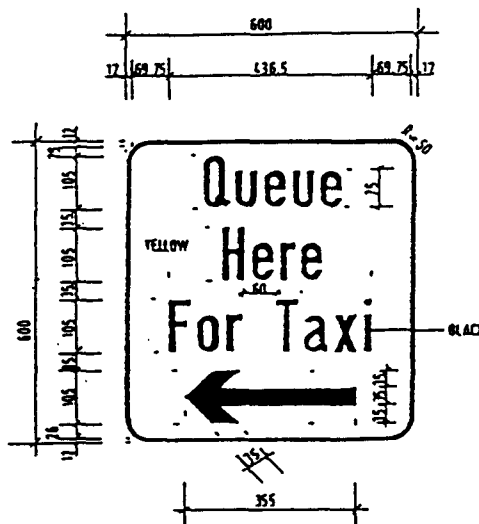
DIAGRAM 111



CBD SURCHARGE SIGN

Note: The colour of the background is blue with white border. The inscriptions are in white.

DIAGRAM 112

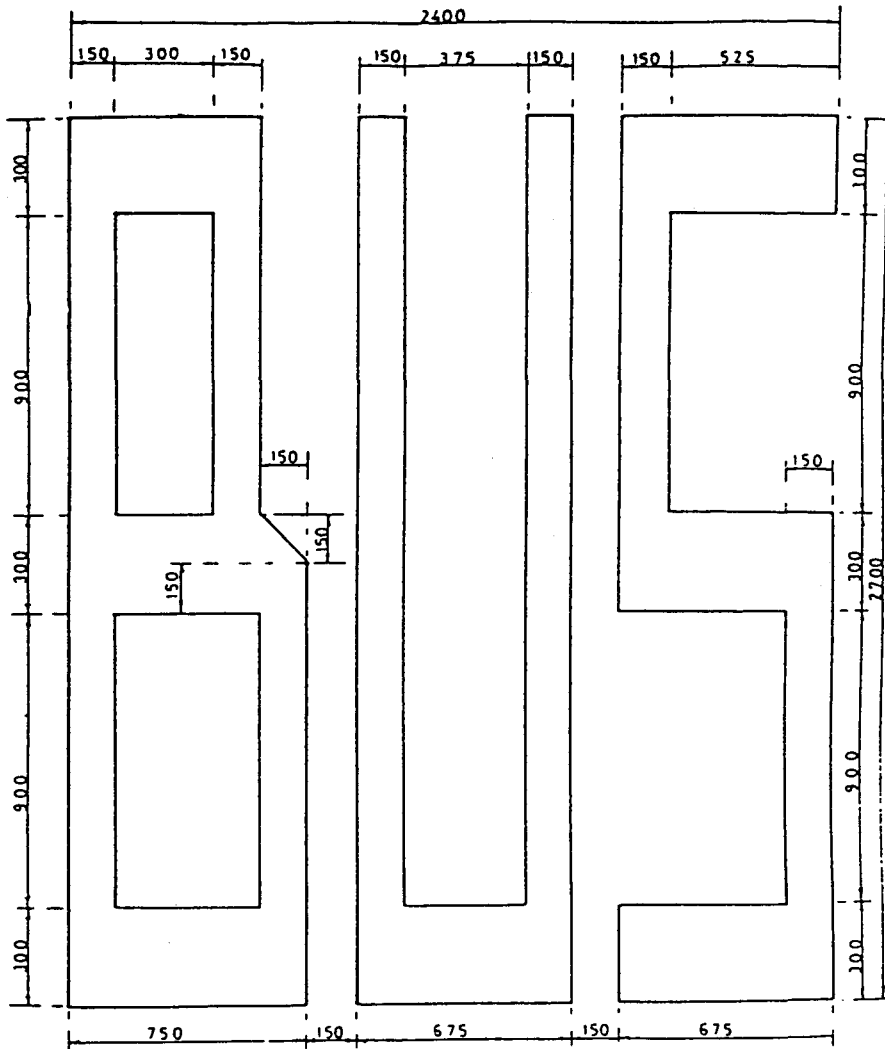


QUEUE HERE FOR TAXI

THE SCHEDULE — *continued*

PART III — *continued*

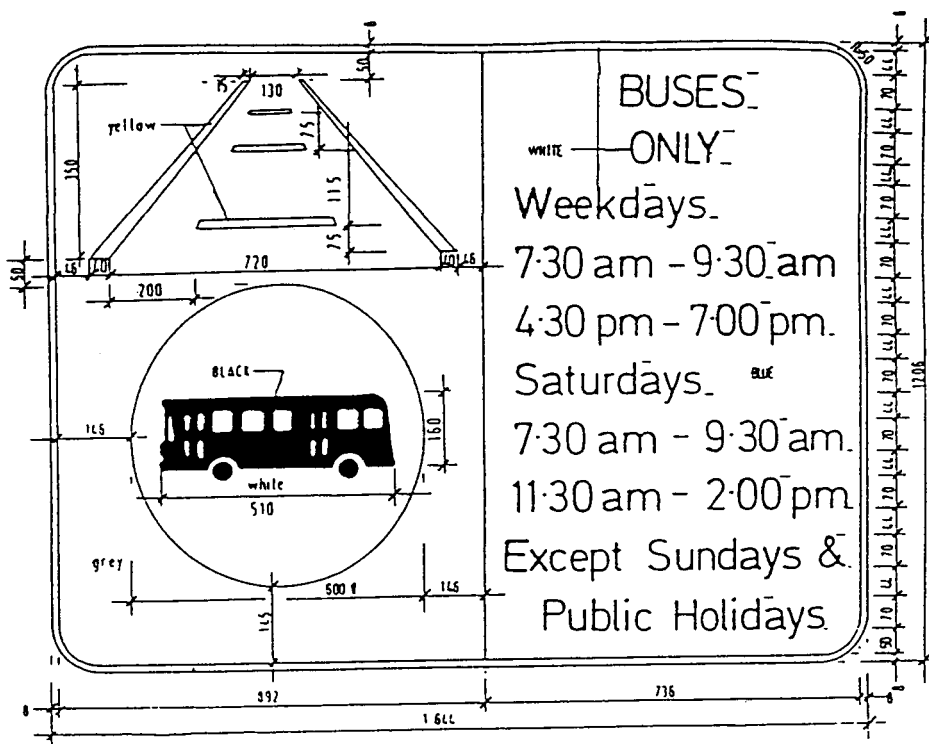
DIAGRAM 113



MARKING AT THE START OF A BUS LANE

THE SCHEDULE — *continued*PART III — *continued*

DIAGRAM 114

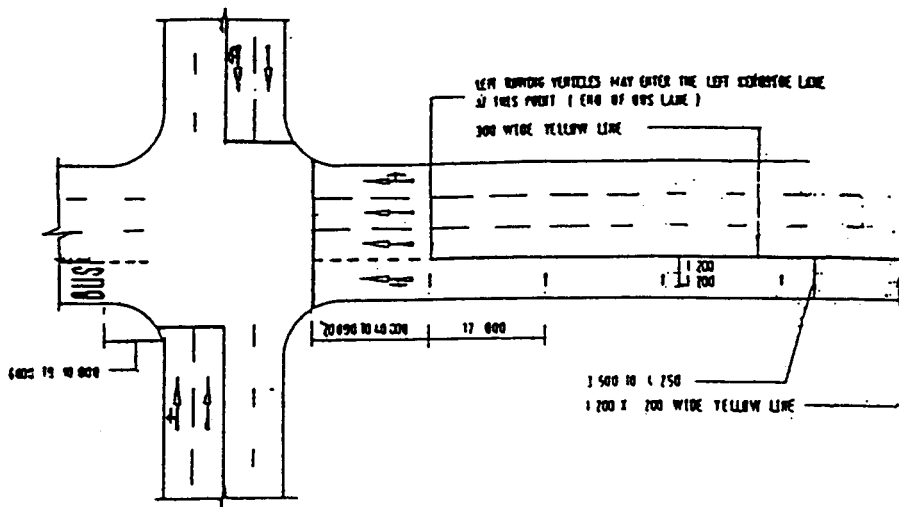


BUS LANE

THE SCHEDULE — *continued*

PART III — *continued*

DIAGRAM 115 (a)



AT SIGNALISED INTERSECTION

DIAGRAM 115 (b)

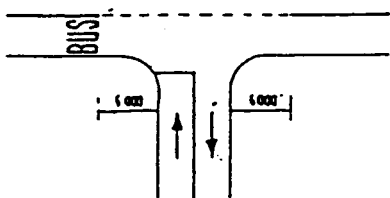


DIAGRAM 115 (c)

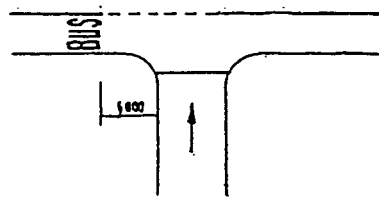
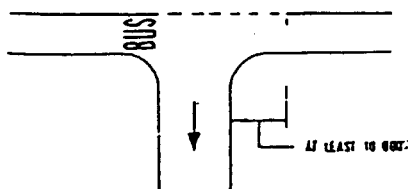


DIAGRAM 115 (d)

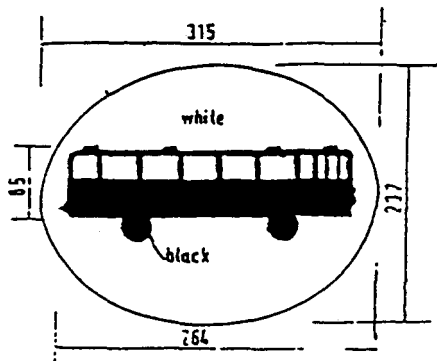


AT UNCONTROLLED JUNCTIONS
OR OPENINGS

BUS LANE MARKINGS

THE SCHEDULE — *continued*PART III — *continued*

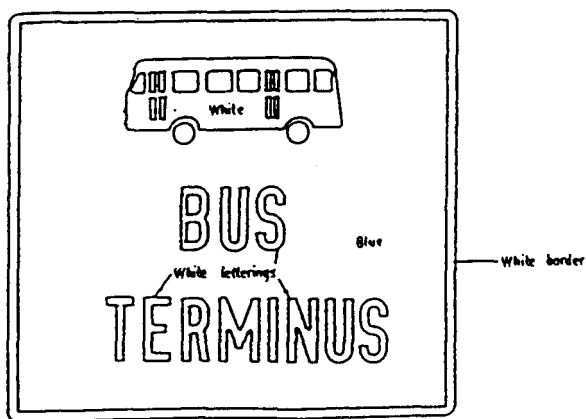
DIAGRAM 116 (a)



BUS STOP

This sign indicates the location of bus stop.

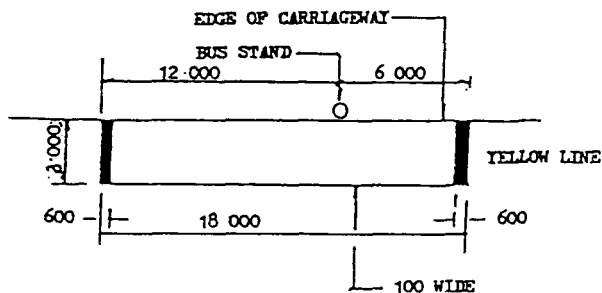
DIAGRAM 116 (b)



This sign indicates the location of bus terminus.

THE SCHEDULE — *continued*PART III — *continued*

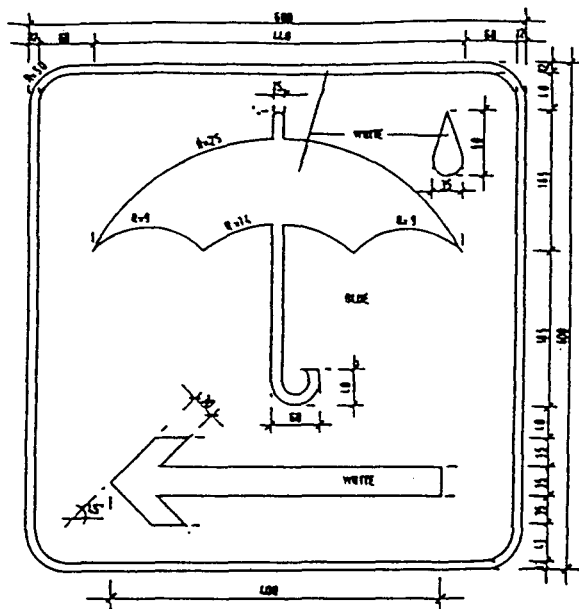
DIAGRAM 116 (c)



BUS ZONE

The markings indicate a bus zone box reserved for an omnibus to pick up or set down passengers.

DIAGRAM 117



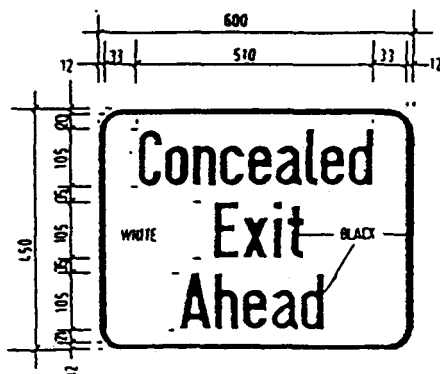
RAIN SHELTER

This sign indicates the location of rain shelter.

THE SCHEDULE — continued

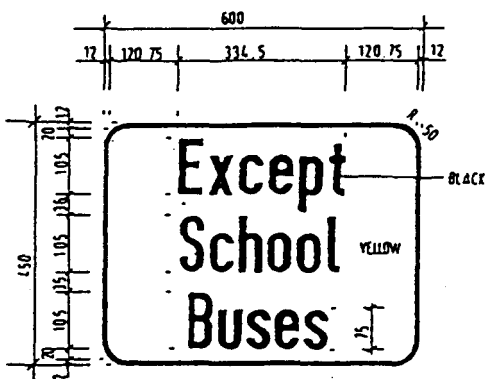
PART III — *continued*

DIAGRAM 118



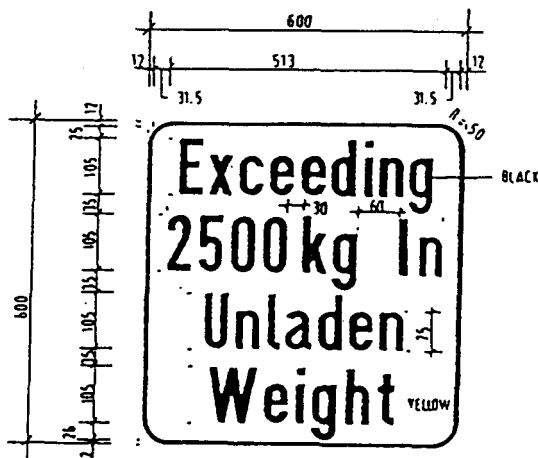
CONCEALED EXIT AHEAD

DIAGRAM 119



EXCEPT SCHOOL BUSES

DIAGRAM 120



EXCEEDING 2,500 KG IN UNLADEN WEIGHT

THE SCHEDULE — continued

PART III — continued

DIAGRAM 121

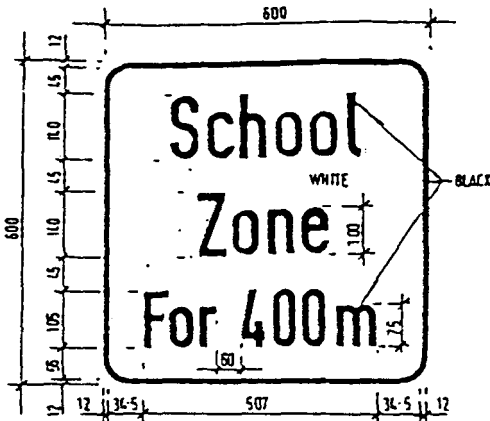


DIAGRAM 122

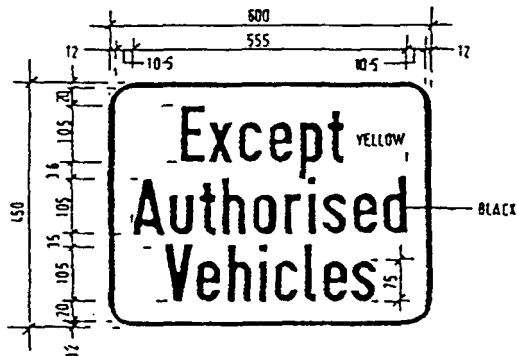
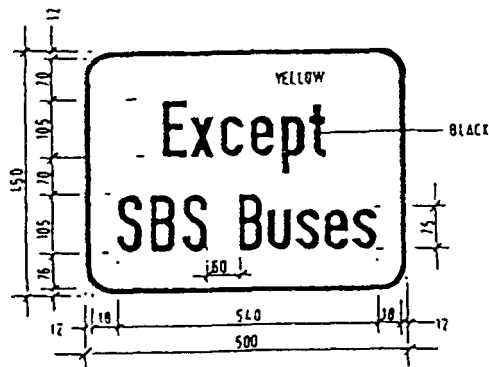


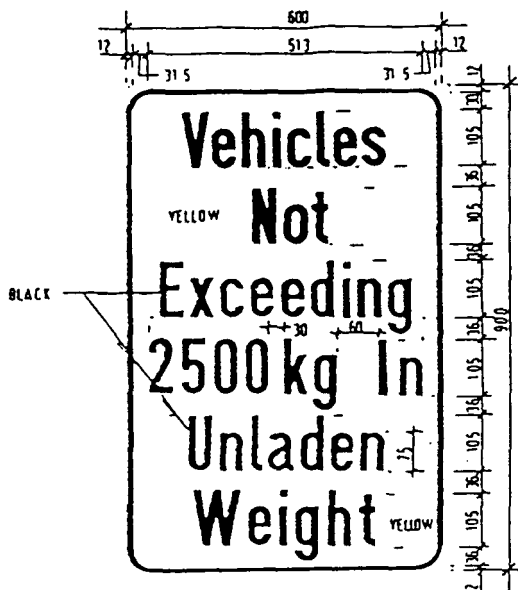
DIAGRAM 123



THE SCHEDULE — continued

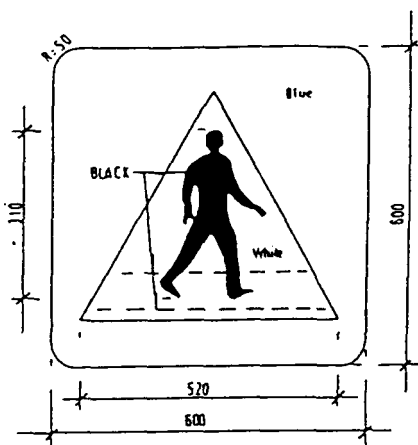
PART III — continued

DIAGRAM 124



VEHICLES NOT EXCEEDING 2,500 KG IN UNLADEN WEIGHT

DIAGRAM 125 (a)

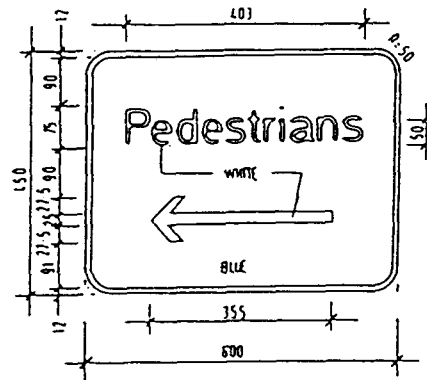


PEDESTRIAN CROSSING

This sign indicates the location of a pedestrian crossing.

THE SCHEDULE — *continued*PART III — *continued*

DIAGRAM 126



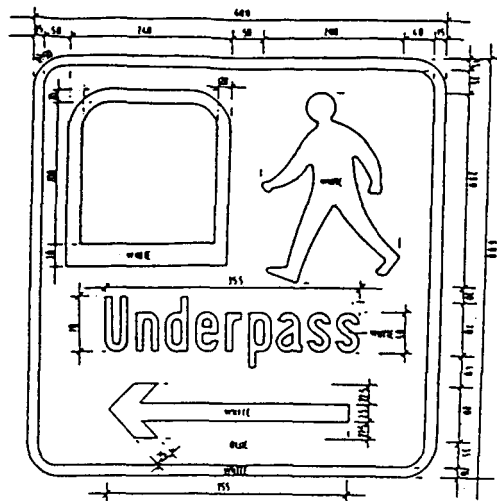
DIRECTION OF TEMPORARY PEDESTRIAN ROUTE

This sign indicates that there is a temporary footway for pedestrian to the left. The arrow may be reversed or a double headed arrow may be used to indicate a temporary footway for pedestrian to the right or to the left and right respectively.

THE SCHEDULE — continued

PART III — continued

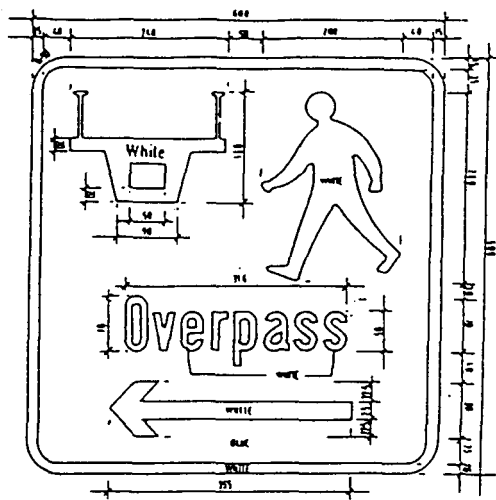
DIAGRAM 127



UNDERPASS

This sign indicates the location of a pedestrian underpass.

DIAGRAM 128



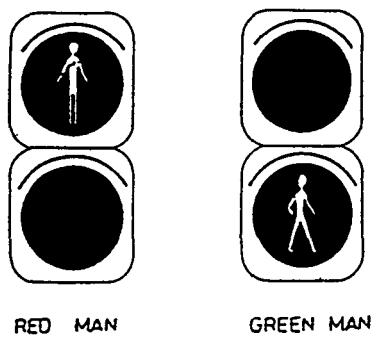
OVERPASS

This sign indicates the location of a pedestrian overpass.

THE SCHEDULE — continued

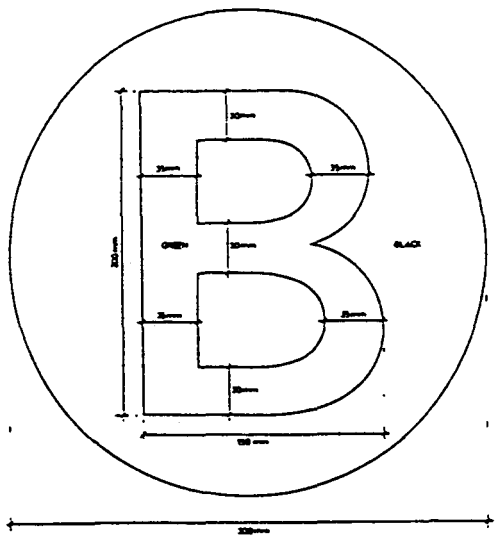
PART III — continued

DIAGRAM 129 (a)



LIGHT SIGNALS FOR PEDESTRIANS

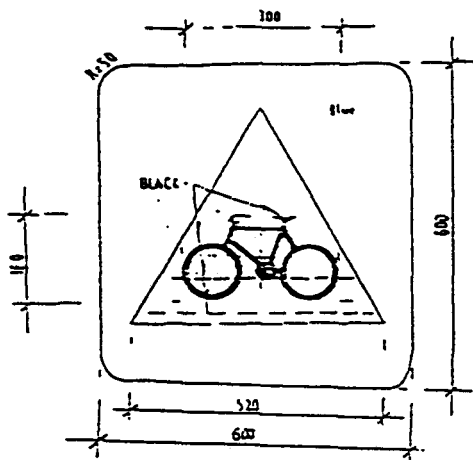
DIAGRAM 129 (b)



GREEN LIGHT SIGNAL FOR OMNIBUSES

THE SCHEDULE — *continued*PART III — *continued*

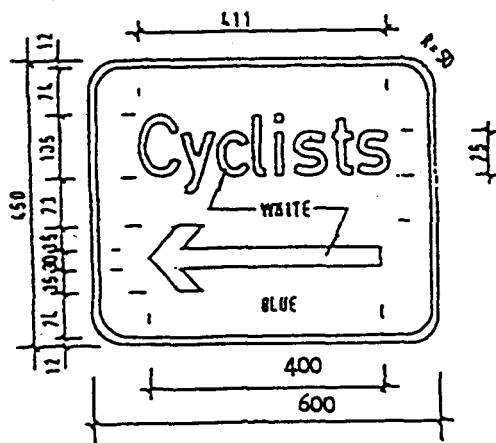
DIAGRAM 129 (c)



BICYCLE CROSSING

The sign indicates the location of a bicycle crossing.

DIAGRAM 129 (d)



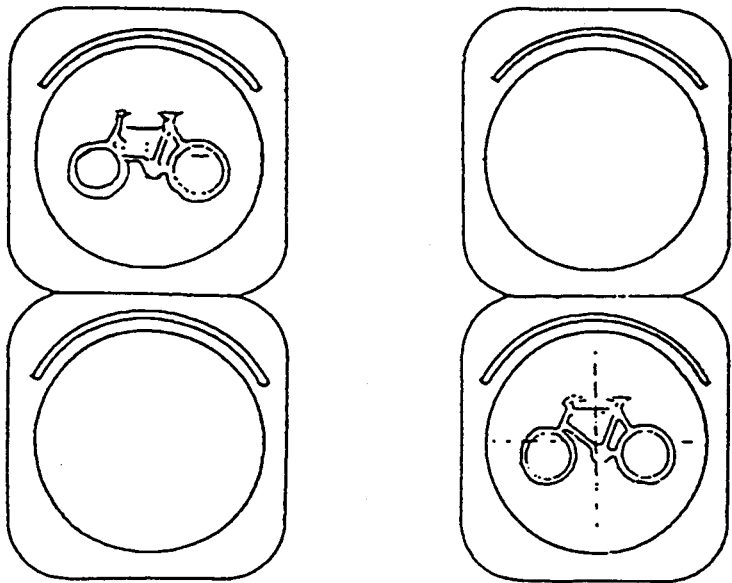
DIRECTION OF TEMPORARY CYCLIST ROUTE

This sign indicates that there is a temporary pathway for cyclist to the left. The arrow may be reversed or a double headed arrow may be used to indicate a temporary footway for cyclist to the right or to the left and right respectively.

THE SCHEDULE — continued

PART III — continued

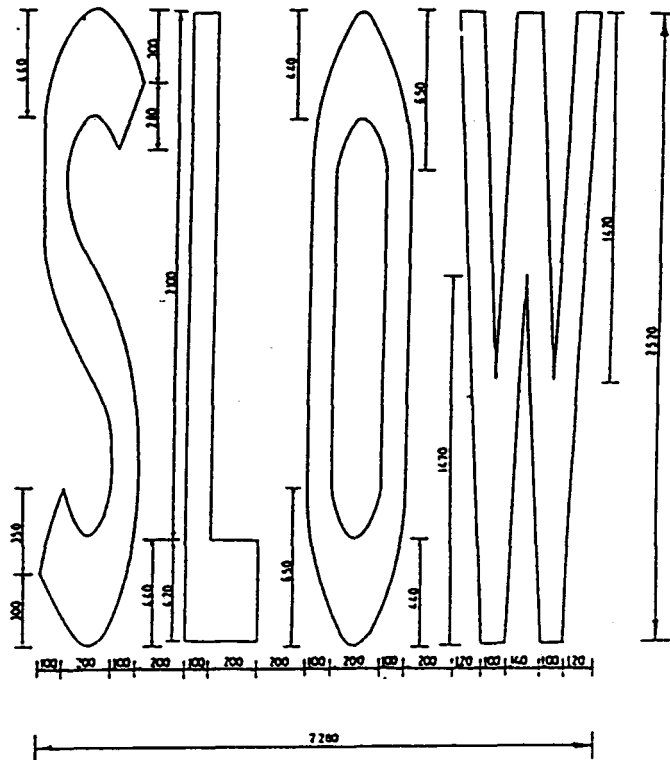
DIAGRAM 129 (e)



RED BICYCLE

GREEN BICYCLE

LIGHT SIGNALS FOR BICYCLES

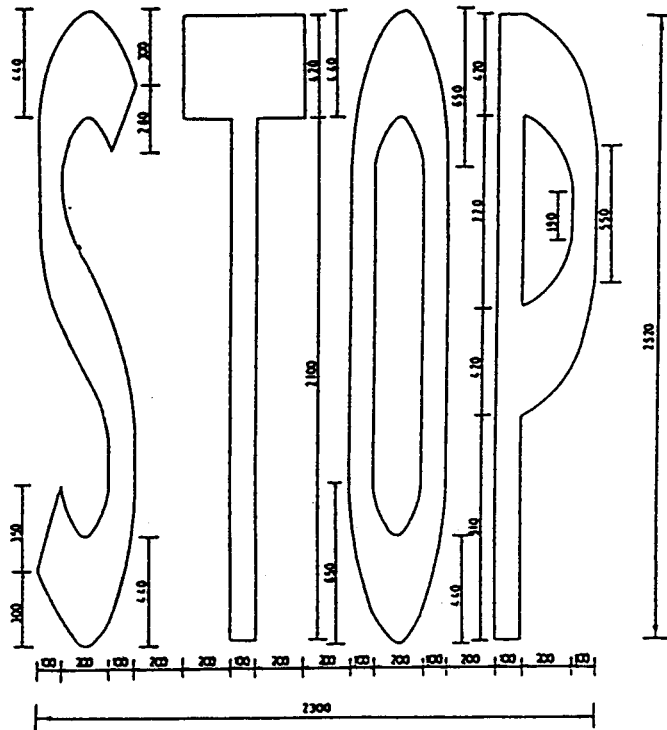
THE SCHEDULE — *continued*PART III — *continued*DIAGRAM 130

SCALE: 1:20

THE SCHEDULE — *continued*

PART III — *continued*

DIAGRAM 131

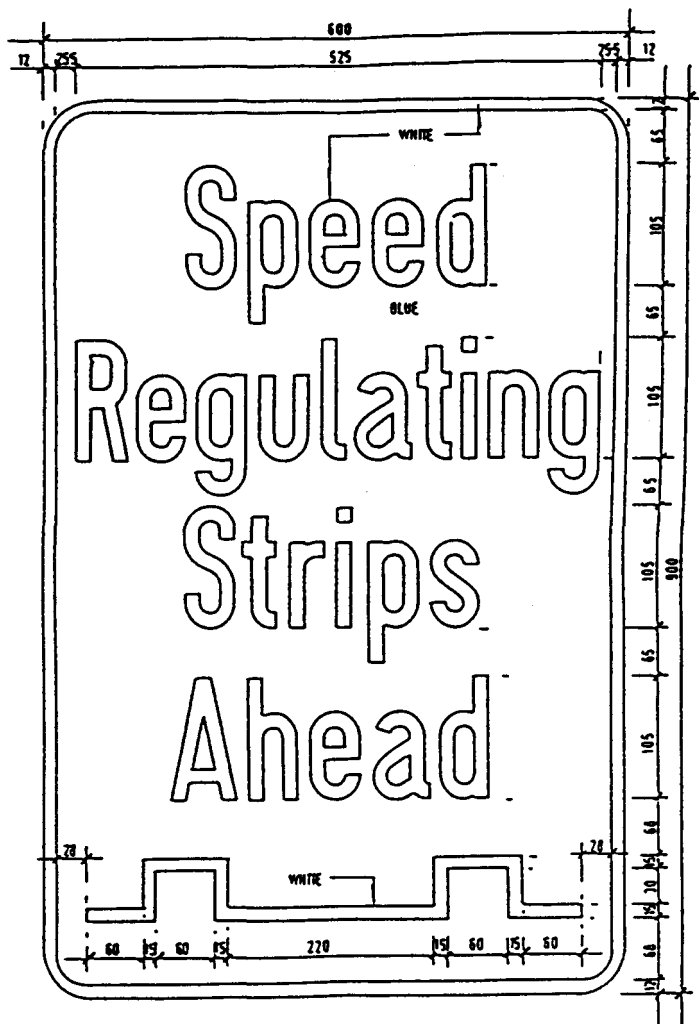


SCALE: 1:20

THE SCHEDULE — continued

PART III — continued

DIAGRAM 132

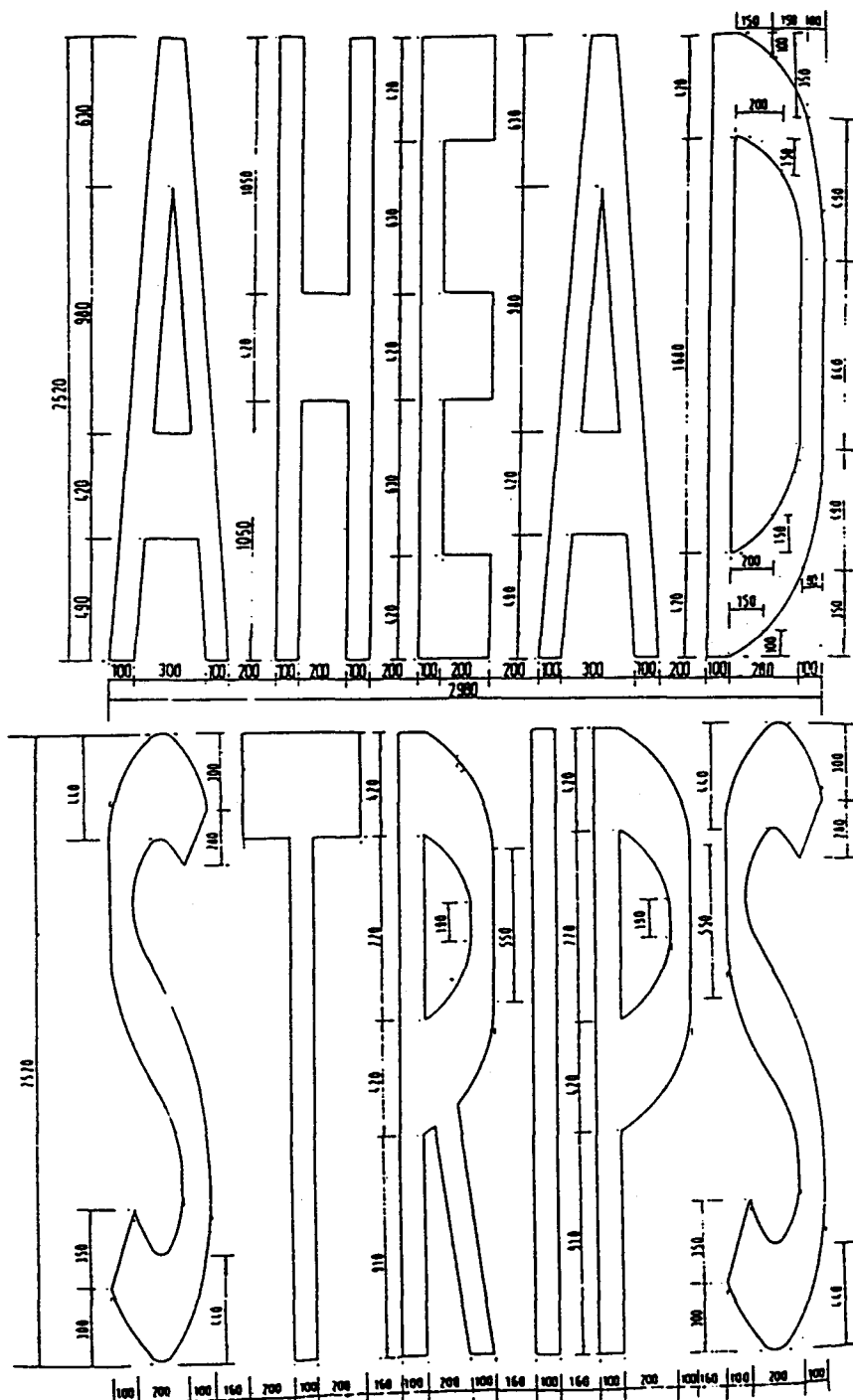


SPEED REGULATING STRIPS AHEAD

THE SCHEDULE — continued

PART III — continued

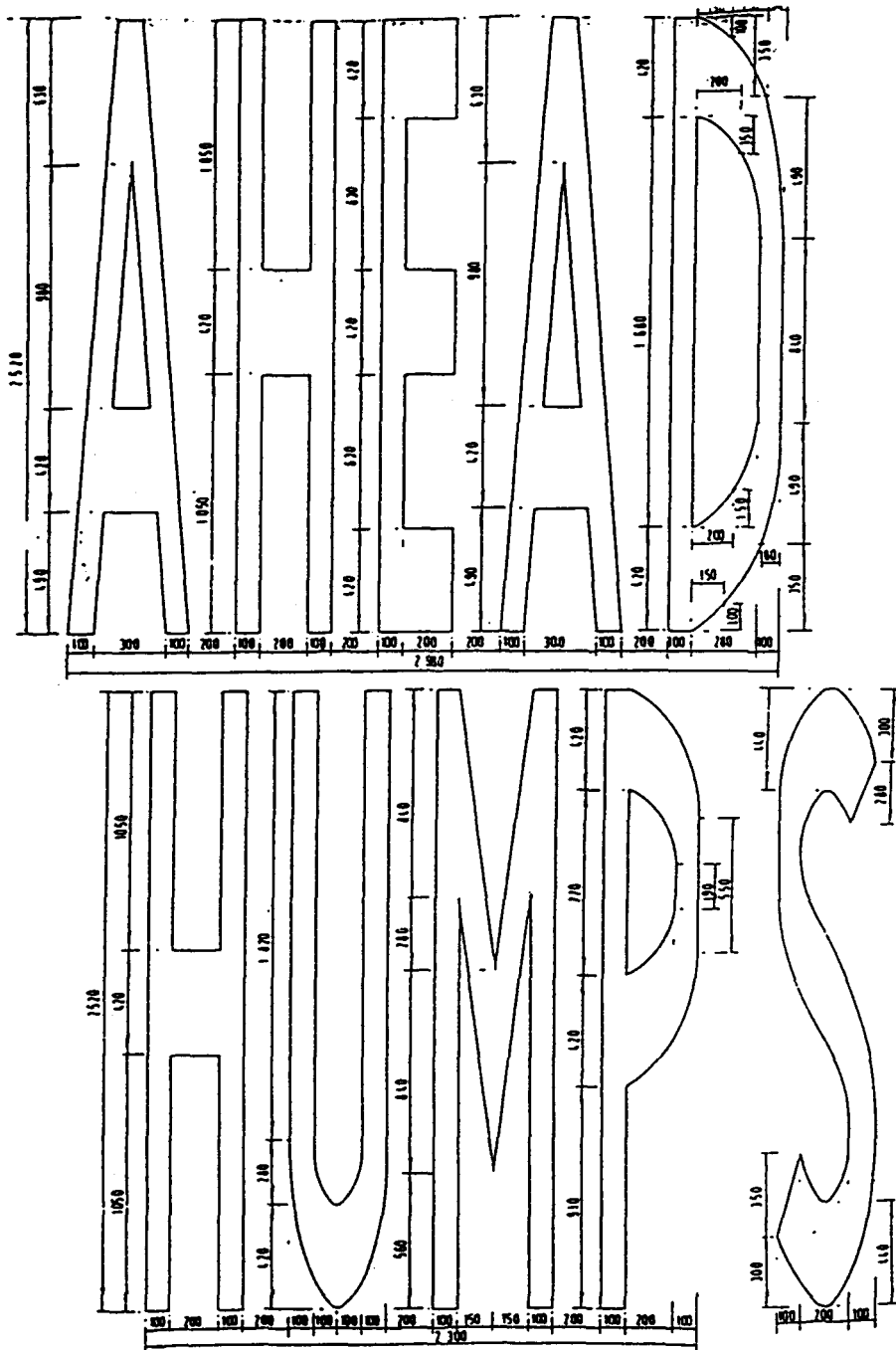
DIAGRAM 133



THE SCHEDULE — *continued*

PART III — *continued*

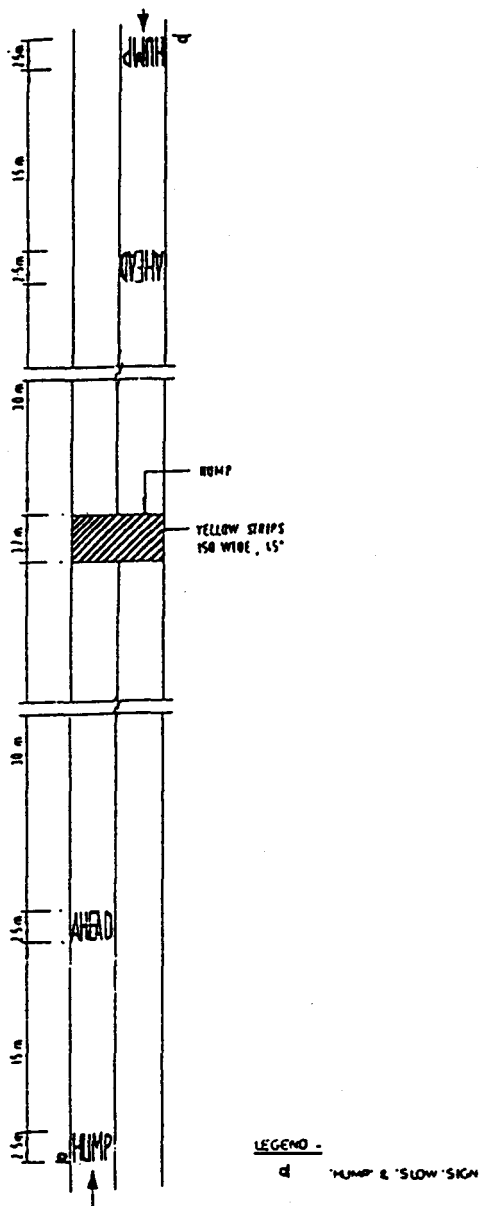
DIAGRAM 134



THE SCHEDULE — continued

PART III — continued

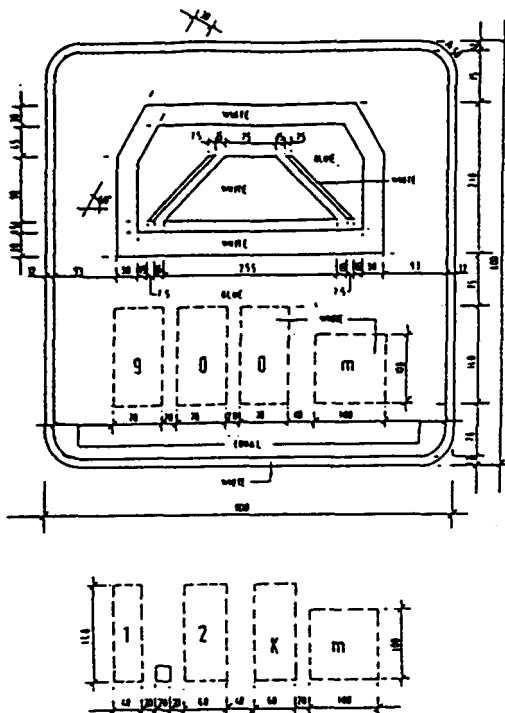
DIAGRAM 135



MARKINGS FOR A ROAD HUMP

THE SCHEDULE — *continued*PART III — *continued*

DIAGRAM 136

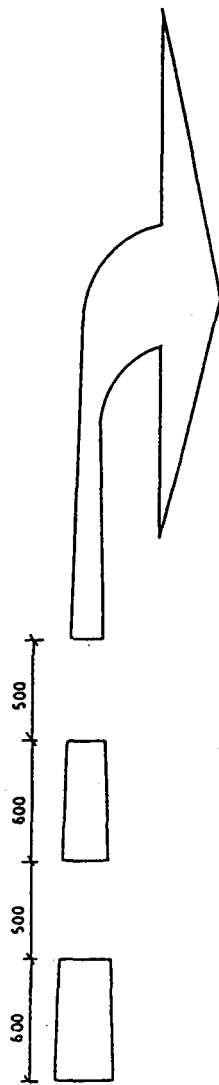


START OF TUNNEL

THE SCHEDULE — *continued*

PART III — *continued*

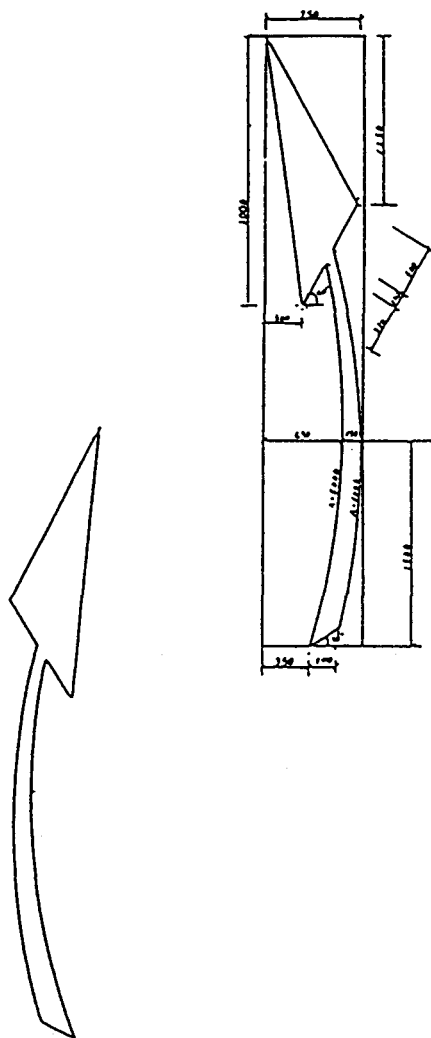
DIAGRAM 137



LANE INDICATION ARROWS (WITH TIME RESTRICTIONS)

THE SCHEDULE — *continued*PART III — *continued*

DIAGRAM 138 (a)



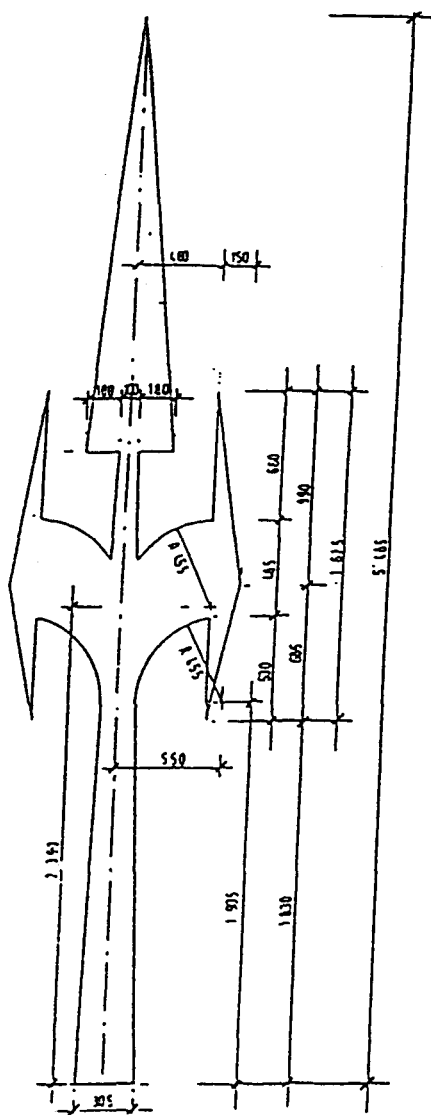
MERGE ARROWS

This marking indicates that the 2 lanes with the marking will merge into a single lane ahead.

THE SCHEDULE — *continued*

PART III — *continued*

DIAGRAM 138 (b)

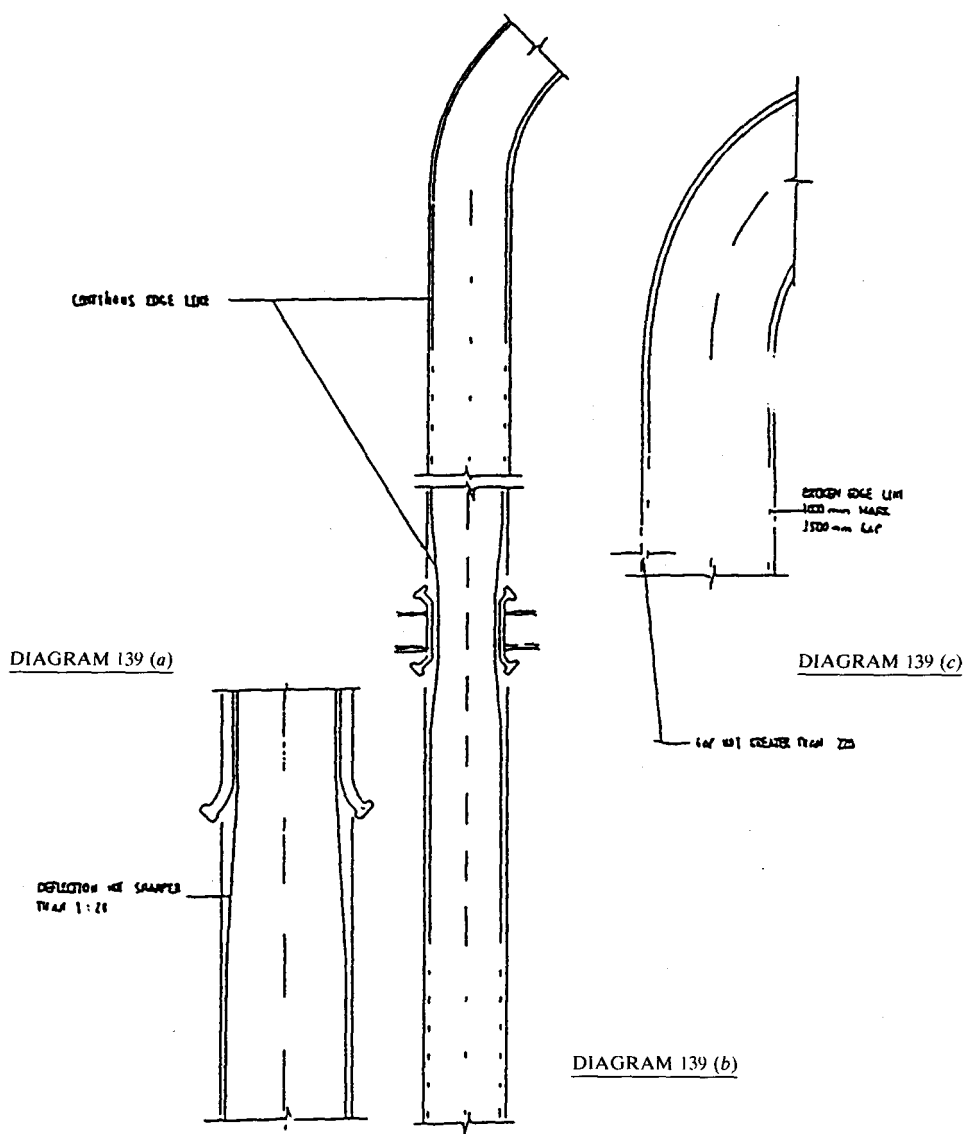


SHARED ARROW

This marking indicates that vehicles on the lane with the marking may only proceed ahead, turn left or right.

THE SCHEDULE — continued

PART III — continued

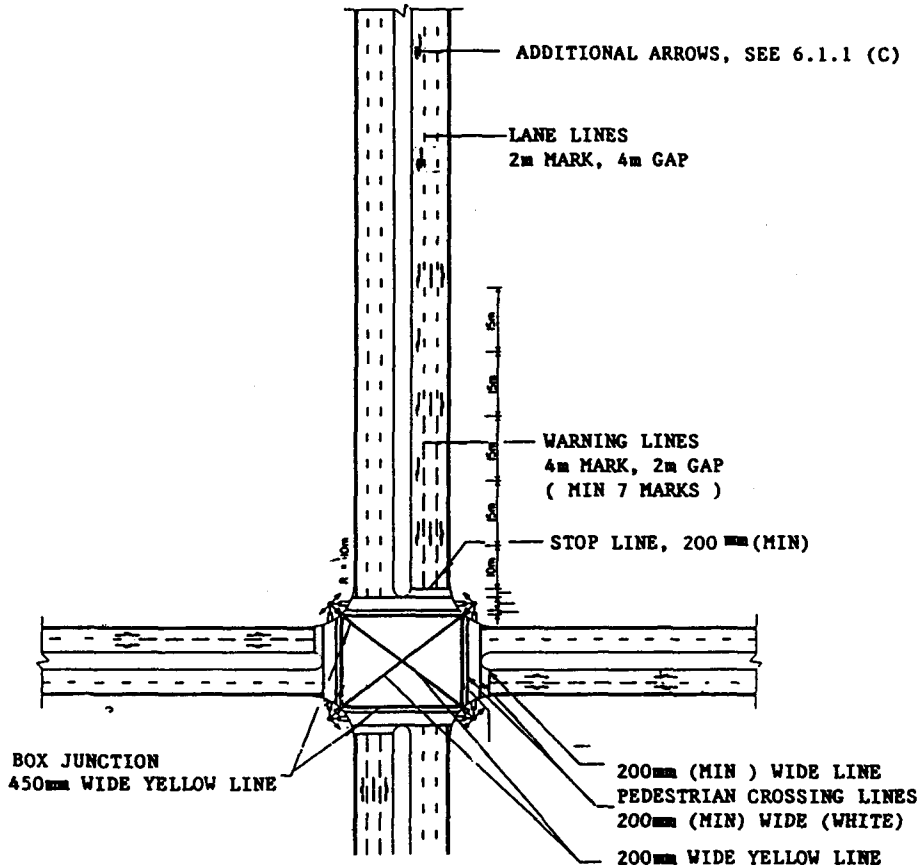


EDGE OF ROAD MARKINGS

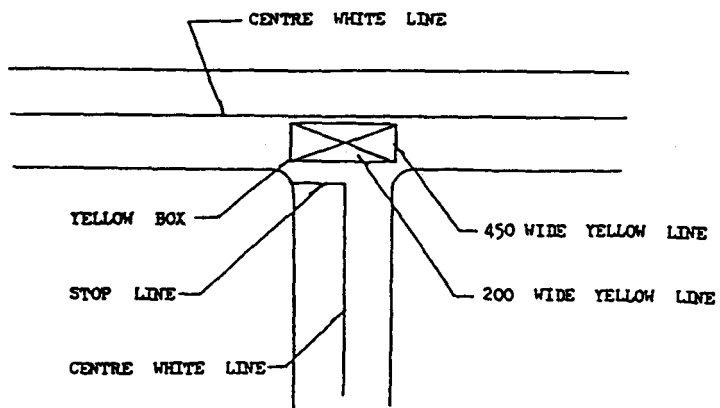
THE SCHEDULE — *continued*

PART III — *continued*

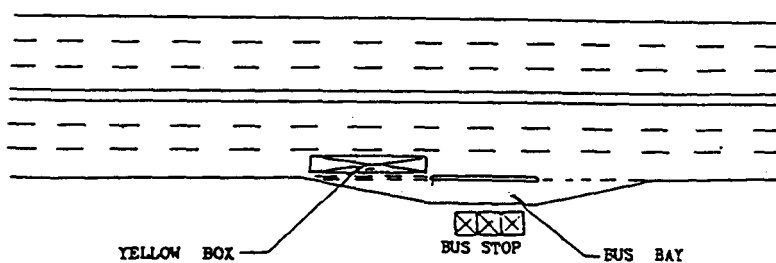
DIAGRAM 140 (a)



MARKINGS AT SIGNAL-CONTROLLED JUNCTION

THE SCHEDULE — *continued*PART III — *continued*DIAGRAM 140 (b)

YELLOW BOX AT JUNCTION

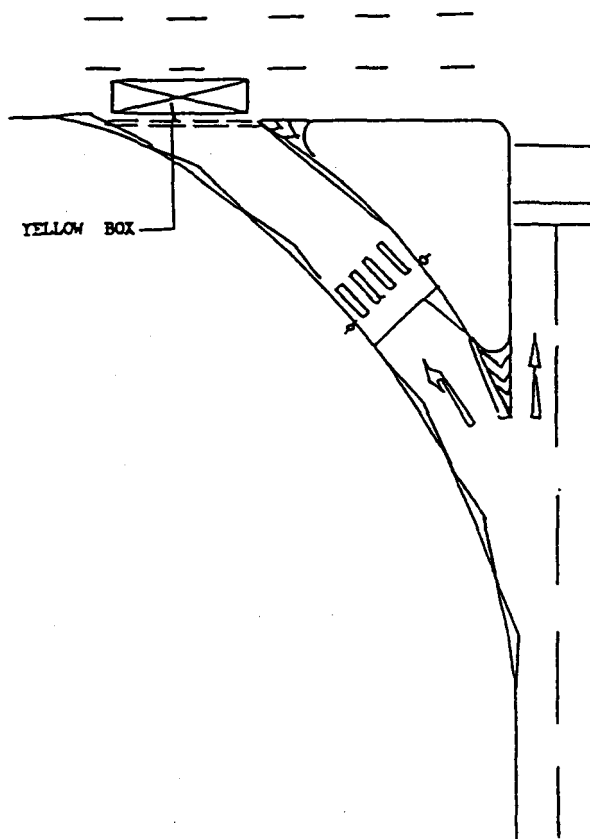
DIAGRAM 140 (c)

YELLOW BOX NEAR BUS BAY

THE SCHEDULE — *continued*

PART III — *continued*

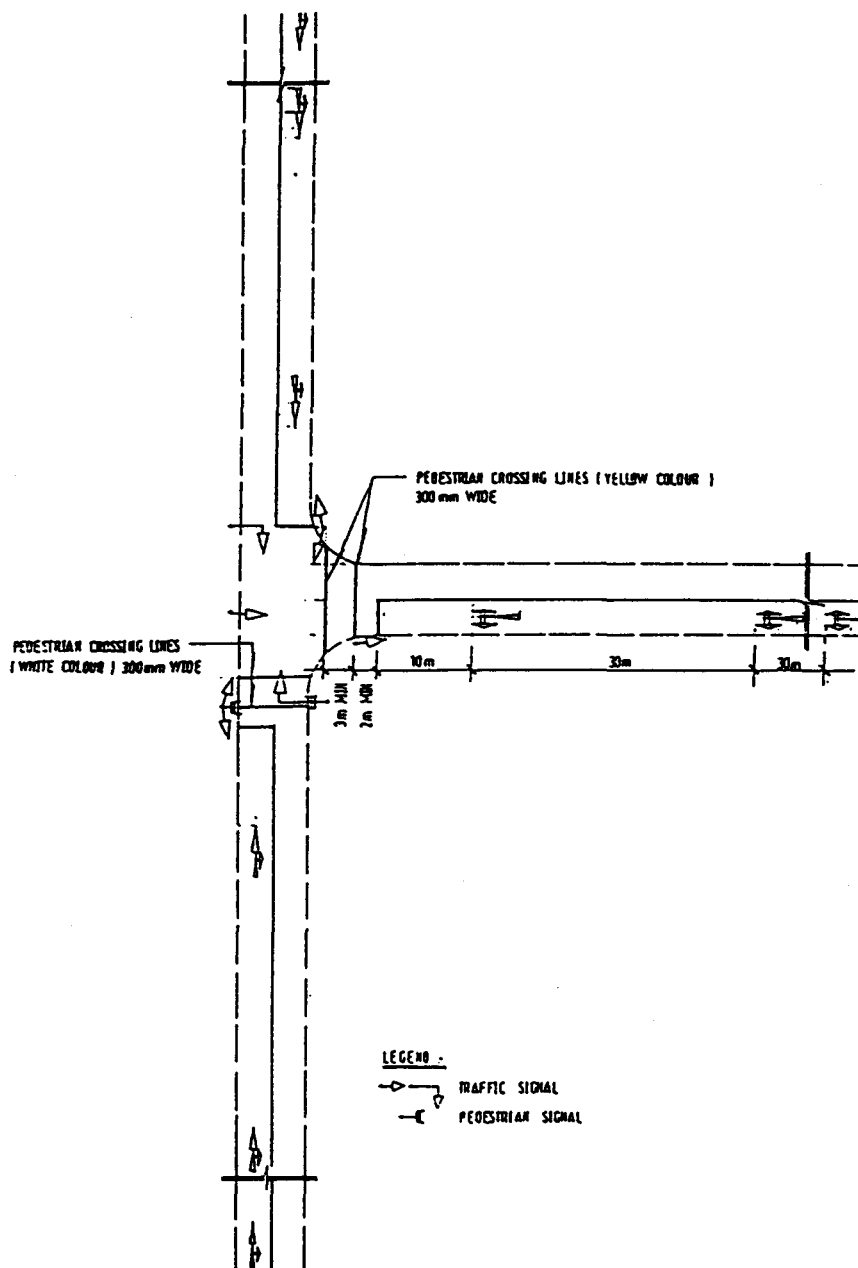
DIAGRAM 140 (d)



YELLOW BOX AT EXIT OF SLIP ROAD

THE SCHEDULE — *continued*PART III — *continued*

DIAGRAM 140 (e)

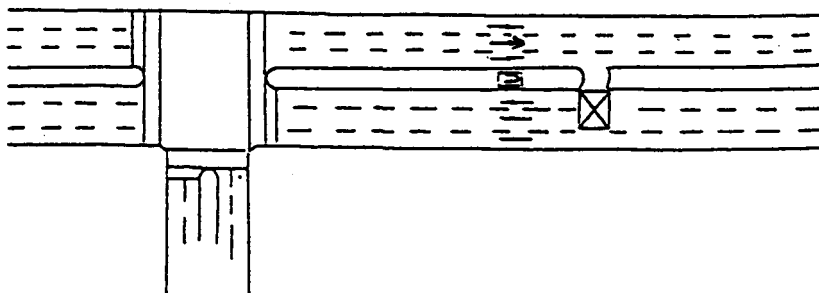


MARKINGS AT SIGNAL-CONTROLLED JUNCTION

THE SCHEDULE — *continued*

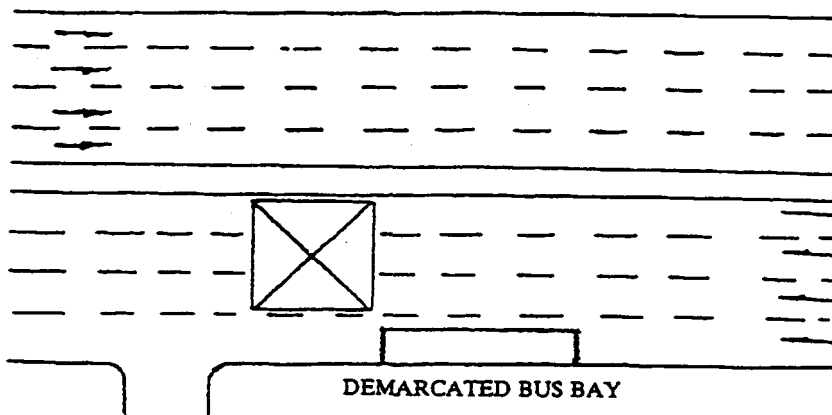
PART III — *continued*

DIAGRAM 140 (f)



YELLOW BOX NEAR 'U' TURN OPENING

DIAGRAM 140 (g)

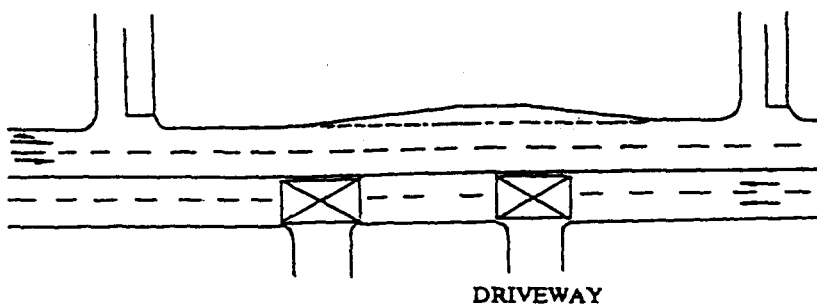


YELLOW BOX NEAR DEMARCATED BUS BAY

THE SCHEDULE — *continued*

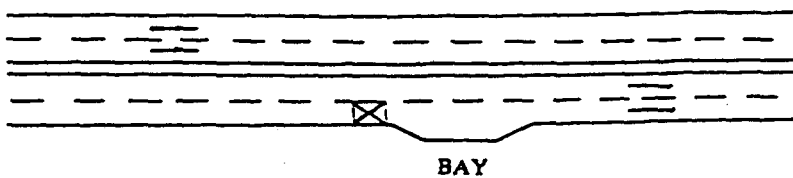
PART III — *continued*

DIAGRAM 140 (h)



YELLOW BOX NEAR DRIVEWAY

DIAGRAM 140 (i)

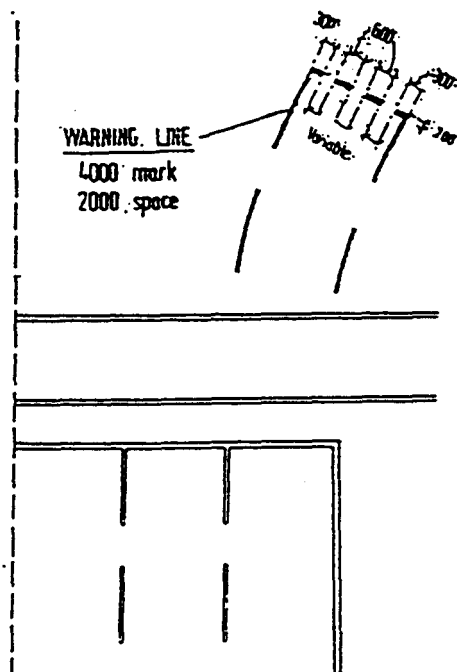


YELLOW BOX NEAR BAY

THE SCHEDULE — *continued*

PART III — *continued*

DIAGRAM 141



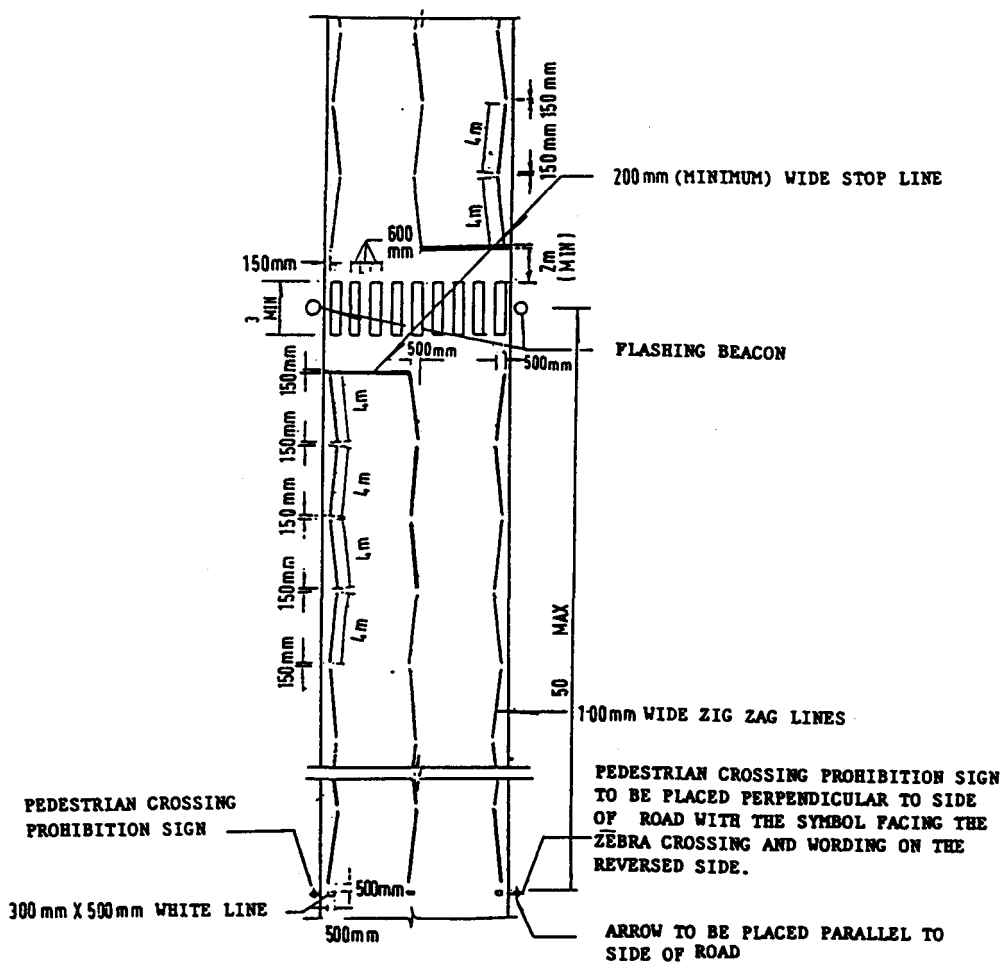
RIGHT TURN POCKET

This marking is intended to guide motorists making a right turning at a junction as to the path they should take.

THE SCHEDULE — continued

PART III — continued

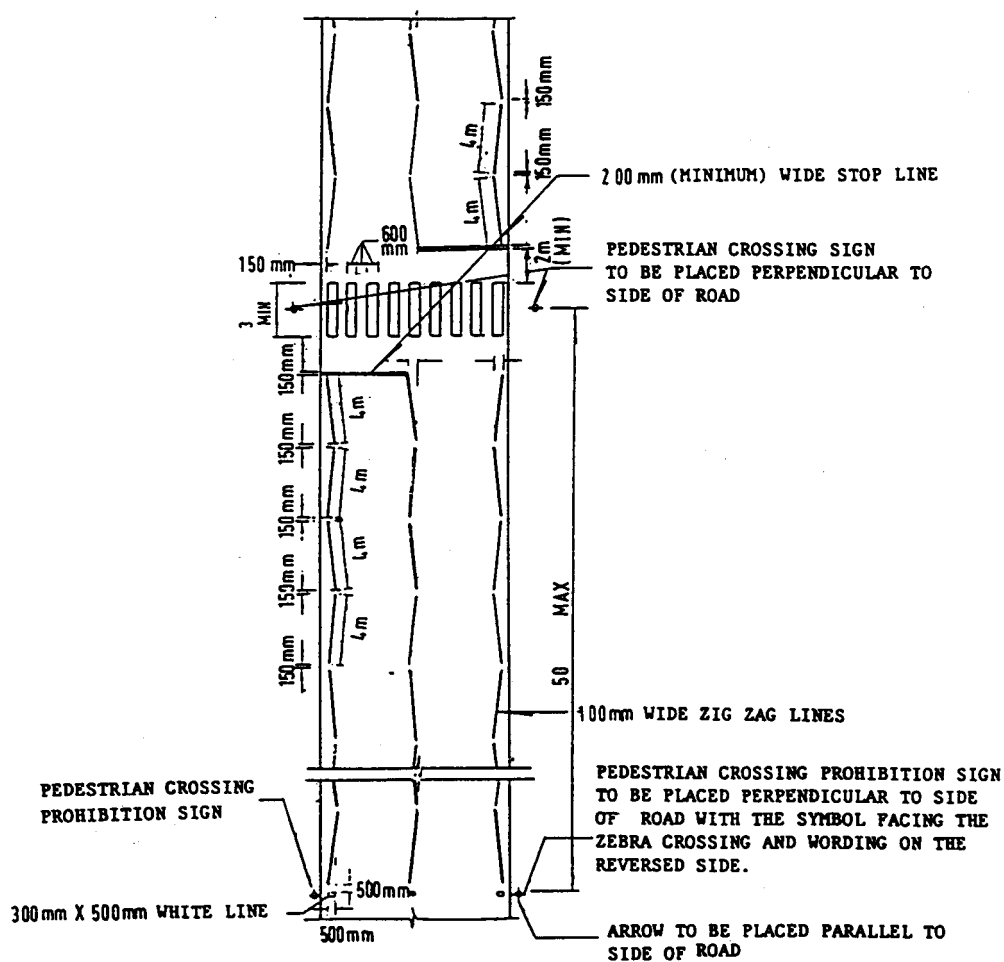
DIAGRAM 142 (a)



THE SCHEDULE — continued

PART III — *continued*

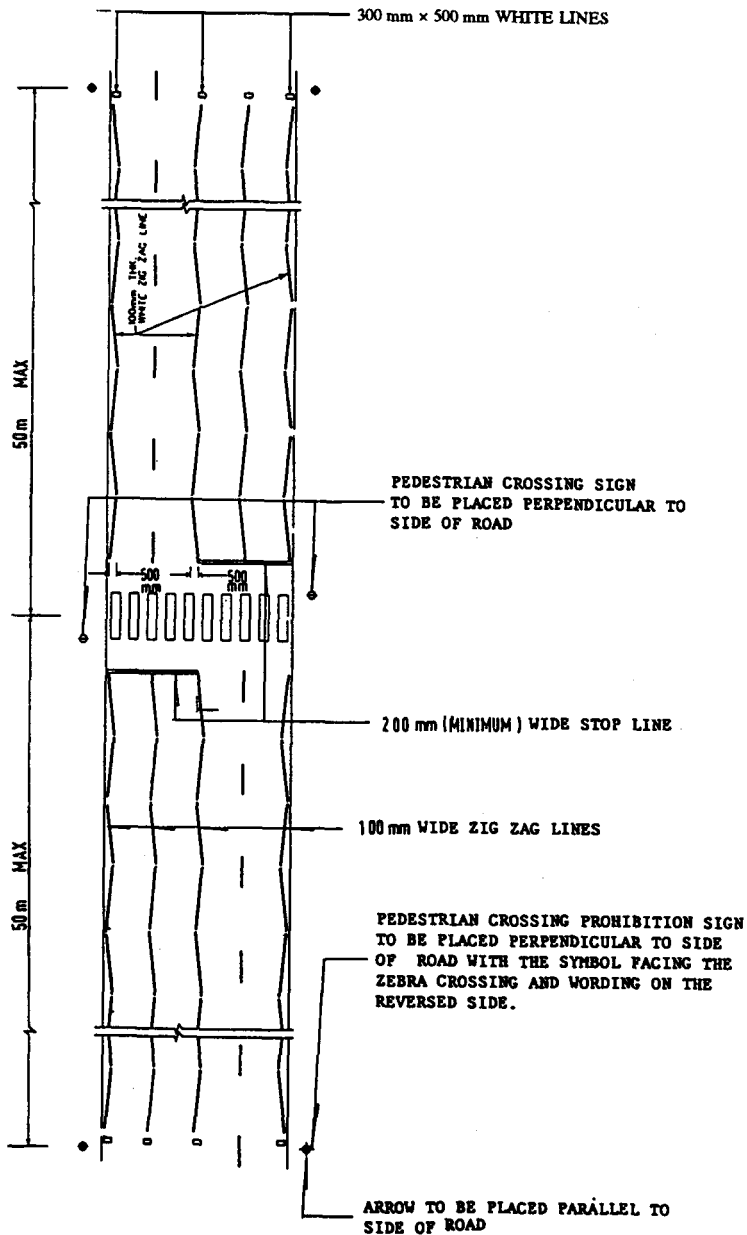
DIAGRAM 142 (b)



THE SCHEDULE — *continued*

PART III — *continued*

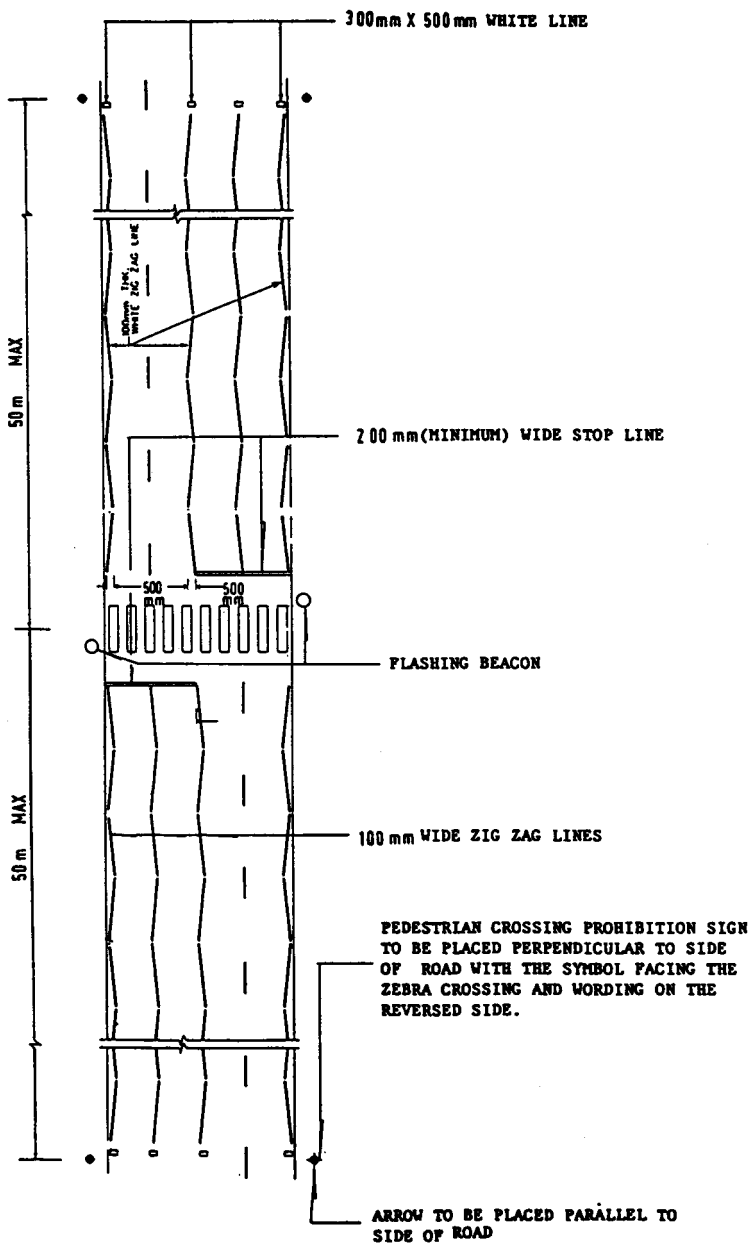
DIAGRAM 143 (a)



THE SCHEDULE — continued

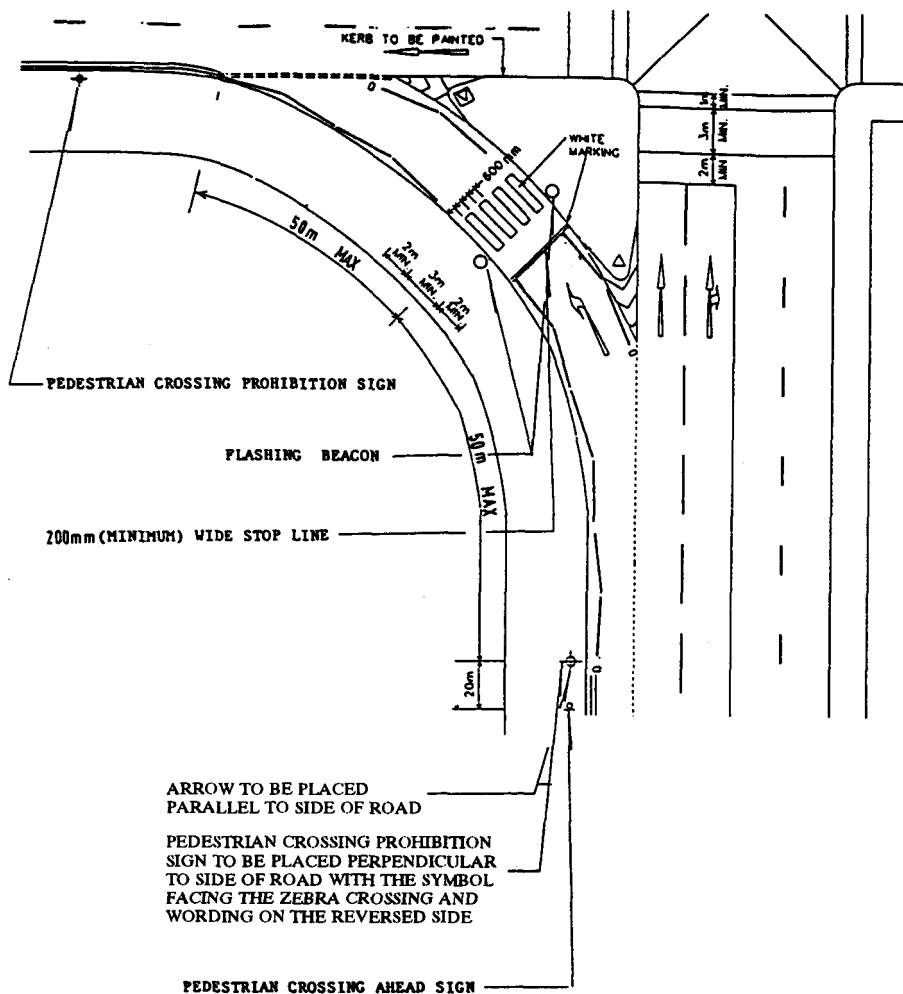
PART III — continued

DIAGRAM 143 (b)



THE SCHEDULE — *continued*PART III — *continued*

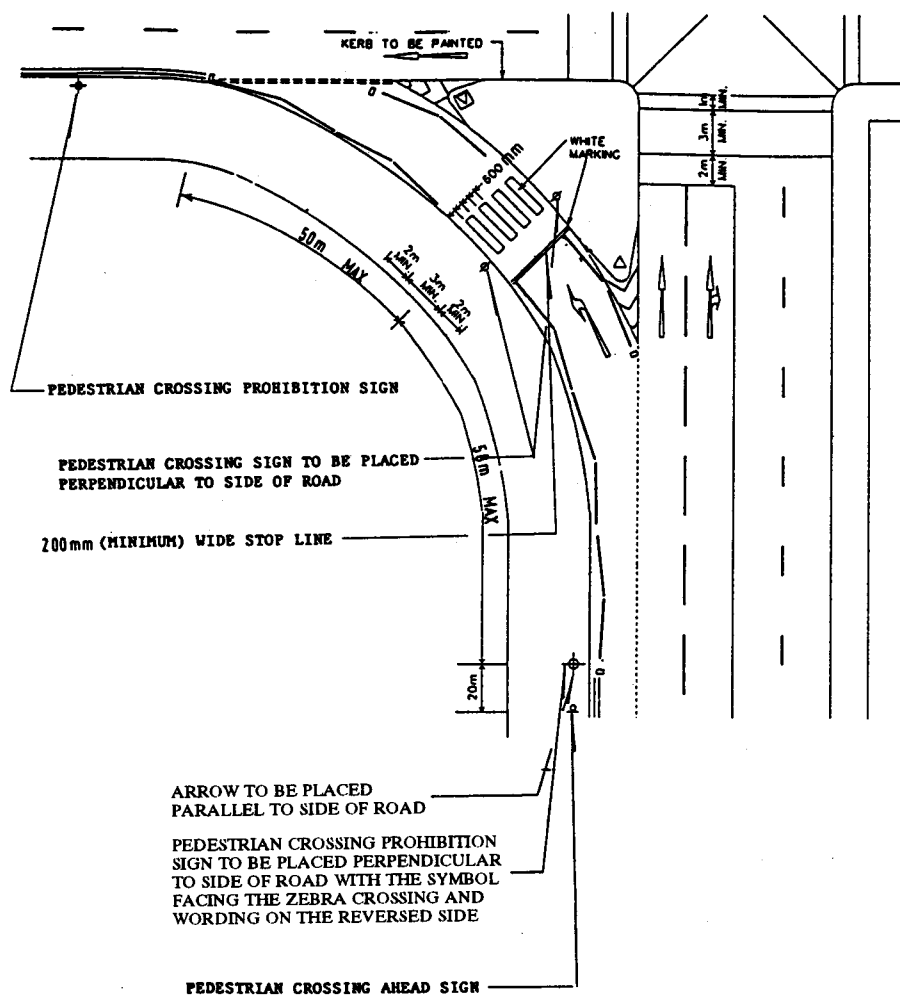
DIAGRAM 144 (a)



THE SCHEDULE — *continued*

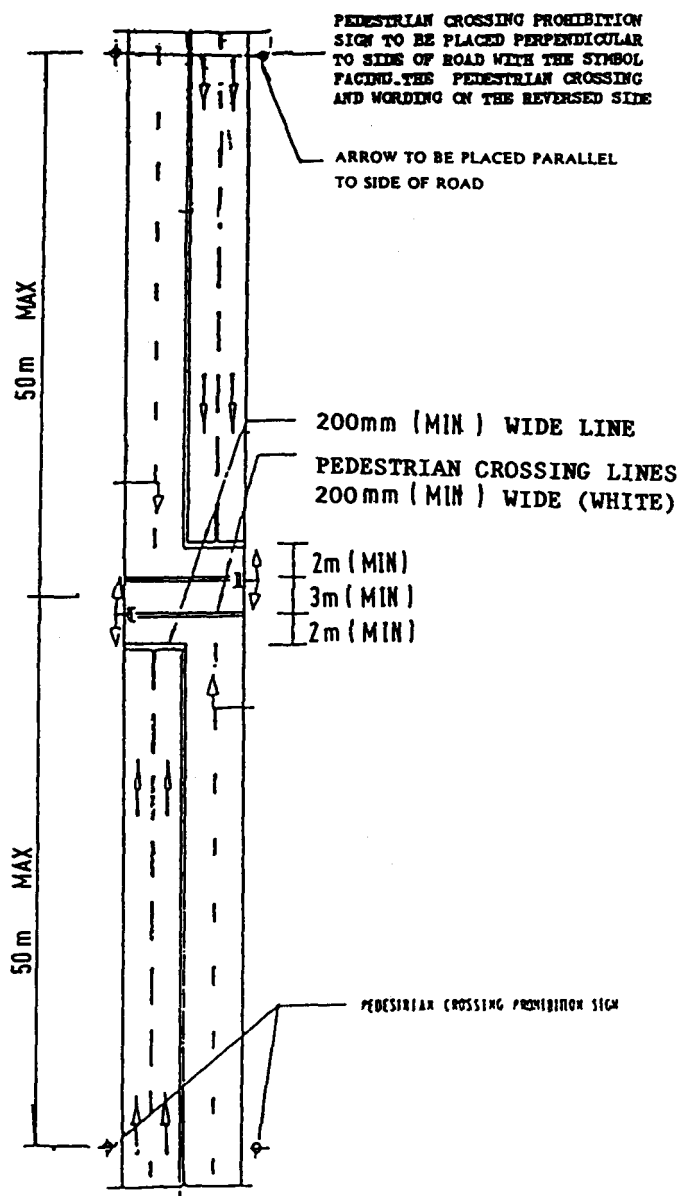
PART III — *continued*

DIAGRAM 144 (b)



THE SCHEDULE — *continued*PART III — *continued*

DIAGRAM 145

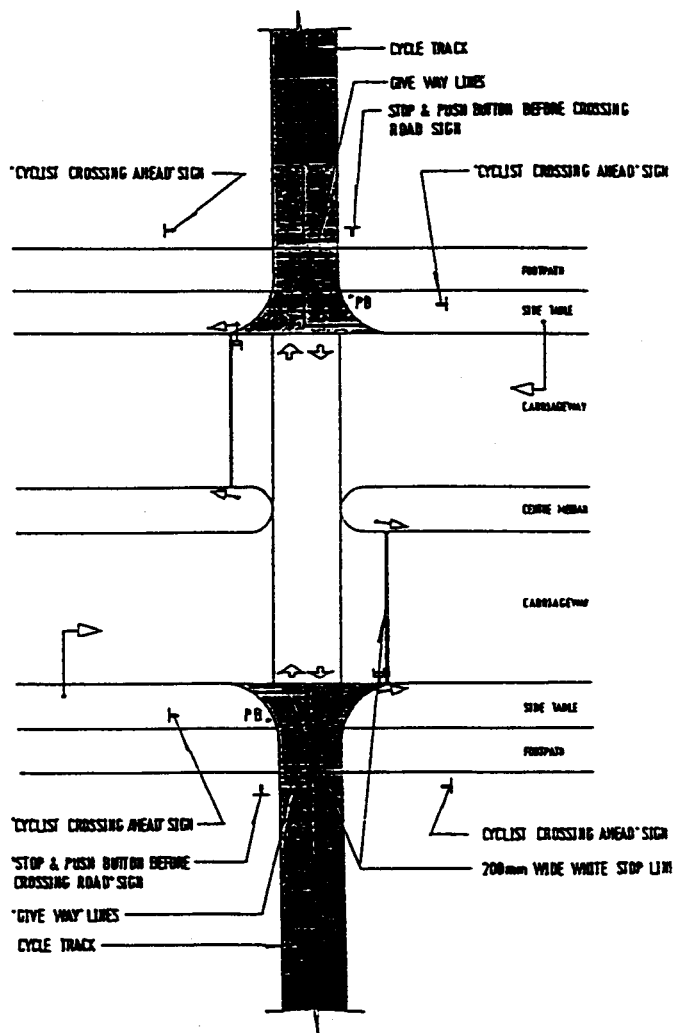


SIGNALISED PEDESTRIAN CROSSING

THE SCHEDULE — *continued*

PART III — *continued*

DIAGRAM 145 (a)



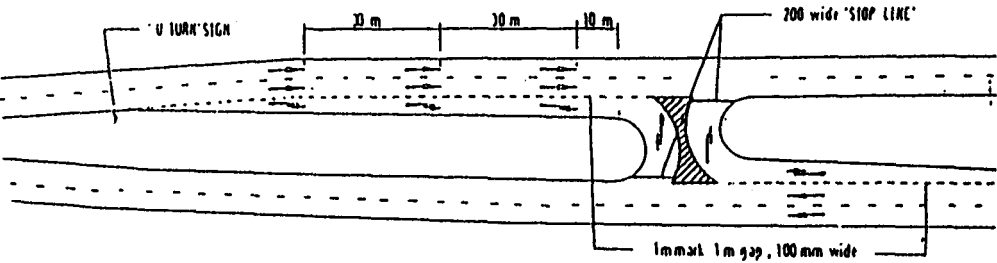
SIGNALISED BICYCLE CROSSING

THE SCHEDULE — continued

PART III — continued

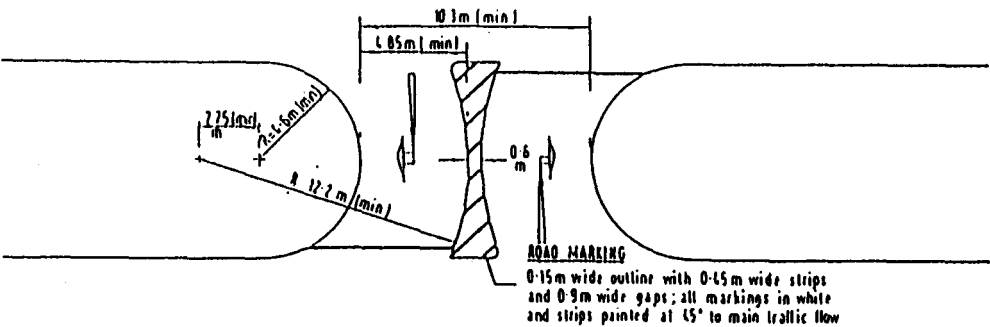
DIAGRAM 146

U-TURN MARKINGS



TYPICAL U-TURN MARKINGS ON A DUAL-CARRIAGEWAY

SCALE: 1:1000

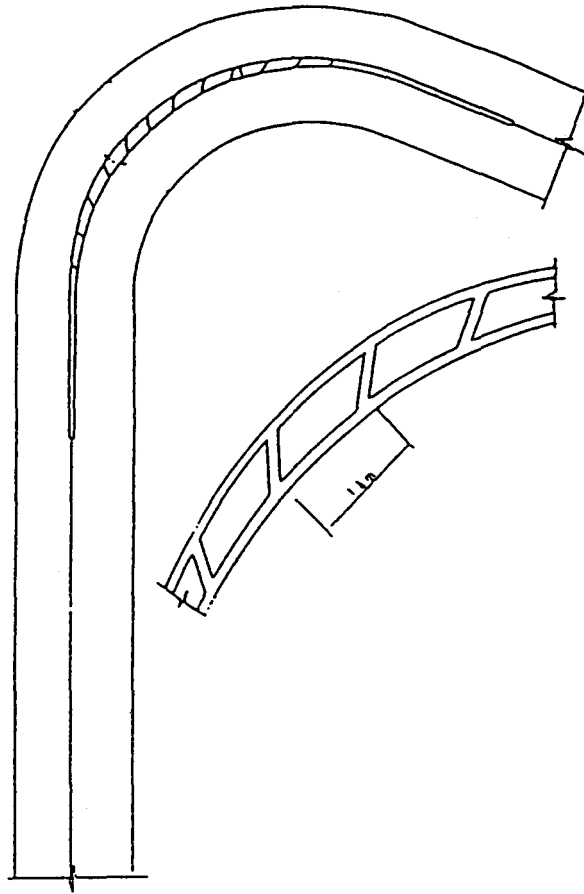


U-TURN MARKINGS

THE SCHEDULE — *continued*

PART III — *continued*

DIAGRAM 147

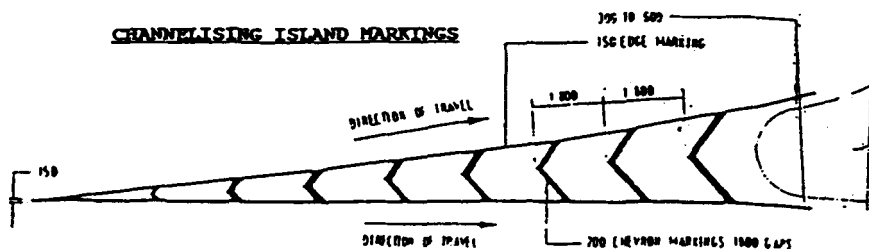


DOUBLE LINES AND HATCHED MARKINGS ON SHARP BENDS

THE SCHEDULE — *continued*

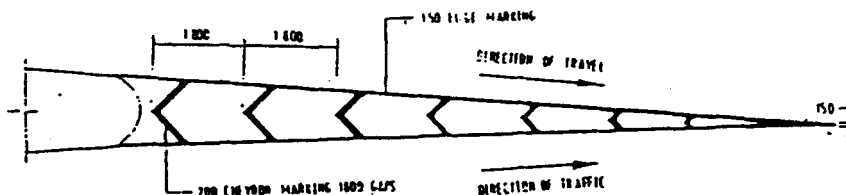
PART III — *continued*

DIAGRAM 148 (a)



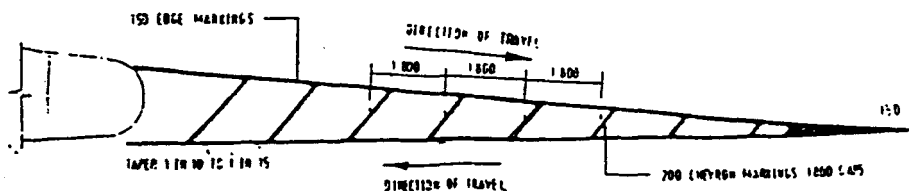
DIVERGING TRAFFIC

DIAGRAM 148 (b)



MERGING TRAFFIC

DIAGRAM 148 (c)



TWO WAY TRAFFIC CHEVRON MARKINGS

PART III — *continued*

METHODS OF OFFSETTING OF ISLAND MARKINGS

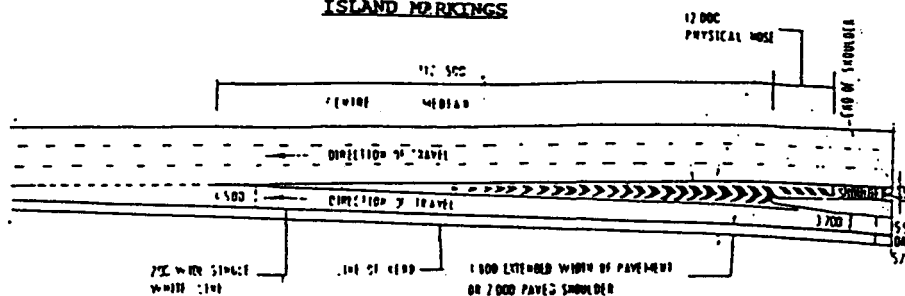


DIAGRAM 149 (b)

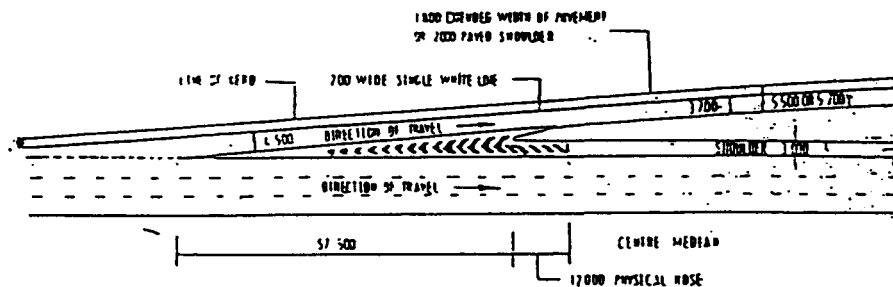
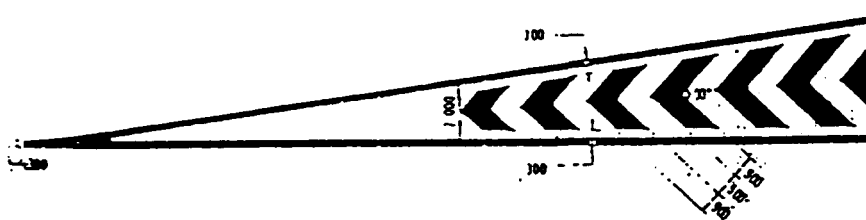


DIAGRAM 149 (c)



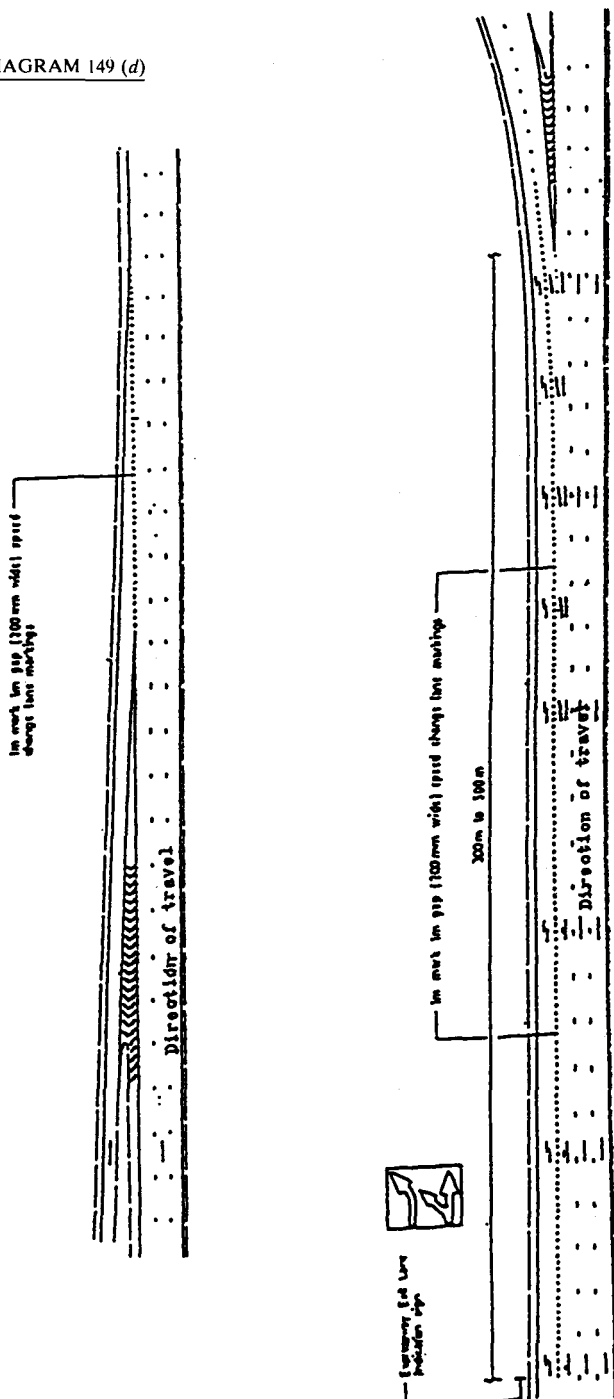
CHEVRON MARKINGS FOR EXPRESSWAY

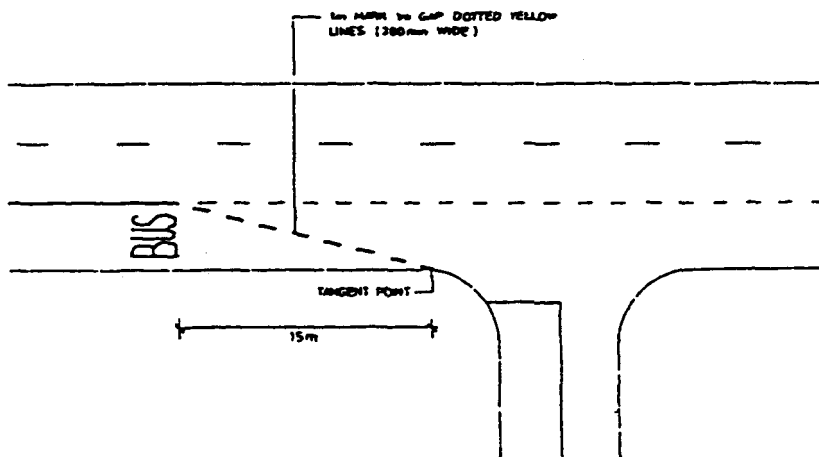
THE SCHEDULE — continued

PART III — continued

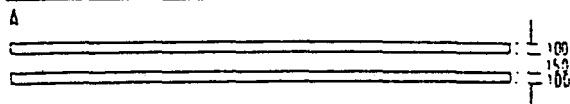
DIAGRAM 149 (e)

DIAGRAM 149 (d)

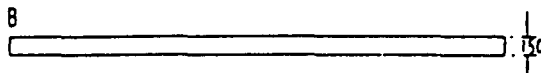


THE SCHEDULE — *continued*PART III — *continued*DIAGRAM 149 (f)**INCLINED BROKEN YELLOW LINE**

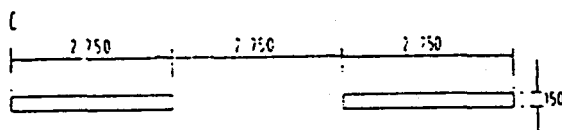
The line is used to guide drivers emerging from the side road to keep away from the leftmost traffic lane which is a bus lane. It gives the road users advance warning and provides clearer guidance to motorists of bus lane ahead.

DIAGRAM 150 (a)**LONGITUDINAL MARKINGS****CENTRE / LANE LINES**

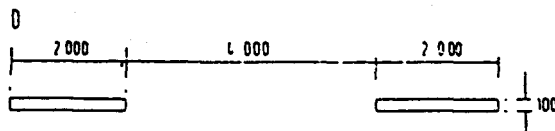
**DOUBLE WHITE LINES AT THE CENTRE OF A TWO WAY ROAD
OR BETWEEN LANES**

THE SCHEDULE — *continued*PART III — *continued*DIAGRAM 150 (b)

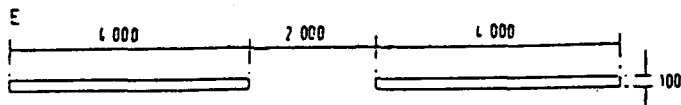
SINGLE WHITE LINE AT THE CENTRE OF A TWO WAY ROAD

DIAGRAM 150 (c)

BROKEN WHITE LINES AT THE CENTRE OF A TWO WAY ROAD

DIAGRAM 150 (d)

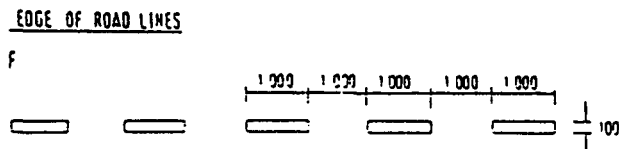
BROKEN WHITE LINES BETWEEN LANES

DIAGRAM 151 (a)BROKEN WHITE LINES BETWEEN LANES
INDICATING THE APPROACH TO A STOP LINE AT A JUNCTION

THE SCHEDULE — *continued*

PART III — *continued*

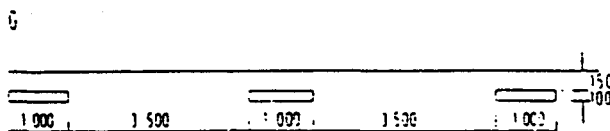
DIAGRAM 151 (b)



BROKEN WHITE LINES INDICATING THE EDGE OF
THE MAIN ROAD AT —

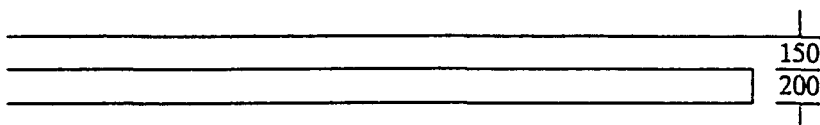
- (i) Bus Bay and Lay-Bys
- (ii) Slip road, including acceleration and deceleration lanes
- (iii) Exclusive right turn lanes

DIAGRAM 151 (c)



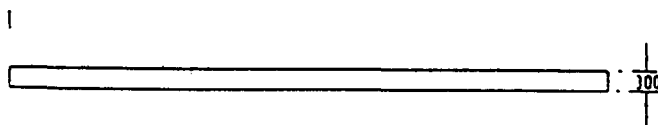
BROKEN WHITE LINES INDICATING THE EDGE OF
UNDIVIDED STRAIGHT ROAD

DIAGRAM 151 (d)

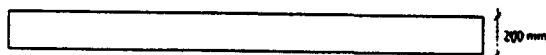


SINGLE WHITE LINE INDICATING THE EDGE OF A ROAD WHERE
THERE IS IMMINENT HAZARD

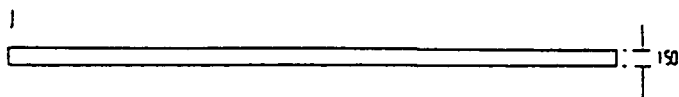
DIAGRAM 151 (e)



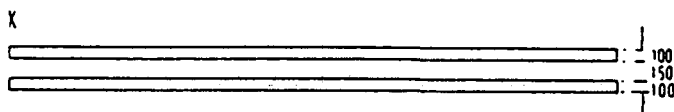
SINGLE WHITE LINE DEMARCATING THE HARD SHOULDER
SECTION ON AN EXPRESSWAY

THE SCHEDULE — *continued*PART III — *continued*DIAGRAM 151 (f)

An edgeline is a continuous white line of a width of 200 mm painted alongside the edge of a carriageway or alongside the central dividing kerb of a dual carriageway. It is a supplementary guiding line to be provided on selected roads wherever necessary.

DIAGRAM 152 (a)PARKING RESTRICTION LINES

Single yellow line at the edge of a road prohibiting parking from 7am to 7pm on any day except Sundays or gazetted public holidays.

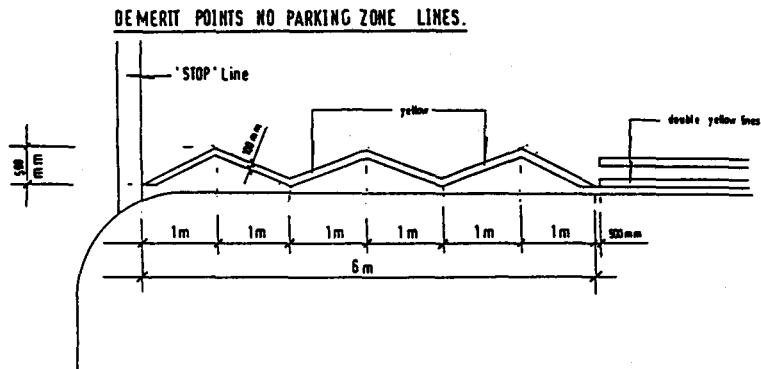
DIAGRAM 152 (b)

Double yellow lines at the edge of a road prohibiting parking at all times.

THE SCHEDULE — *continued*

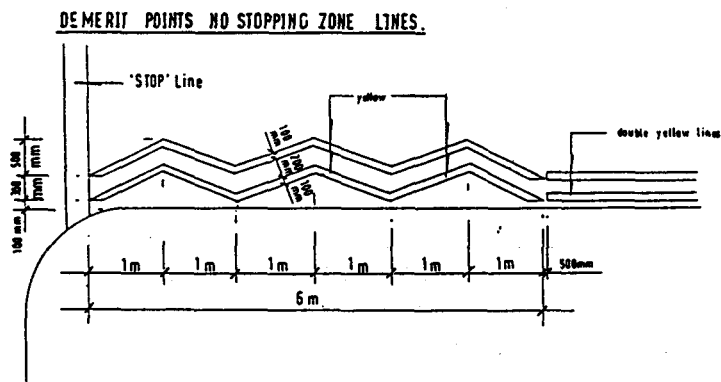
PART III — *continued*

DIAGRAM 152 (c)



Single zig zag yellow line at the edge of a road prohibiting parking at all times.

DIAGRAM 152 (d)



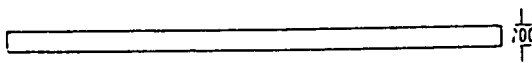
Double zig zag yellow lines at the edge of a road prohibiting stopping of vehicles at all times unless the vehicle is prevented from proceeding due to traffic conditions.

THE SCHEDULE — *continued*PART III — *continued*

TRANSVERSE MARKINGS

A STOP LINE

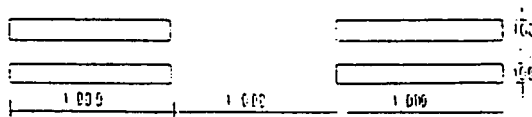
DIAGRAM 153



Single white line indicating the position on a road where vehicles are required to stop in compliance with a 'STOP' sign, traffic signal or the direction of police officers.

B GIVE WAY LINE

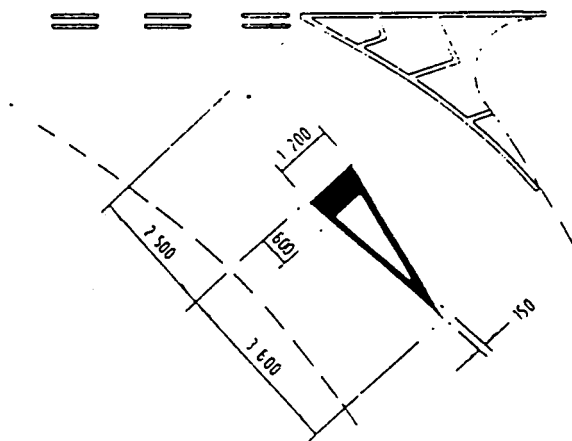
DIAGRAM 154



Broken double white lines indicating the position on a road where vehicles are required to give way to traffic on the right or left, as the case may be, in compliance with a 'GIVE WAY' sign.

C GIVE WAY TRIANGULAR MARKING

DIAGRAM 155

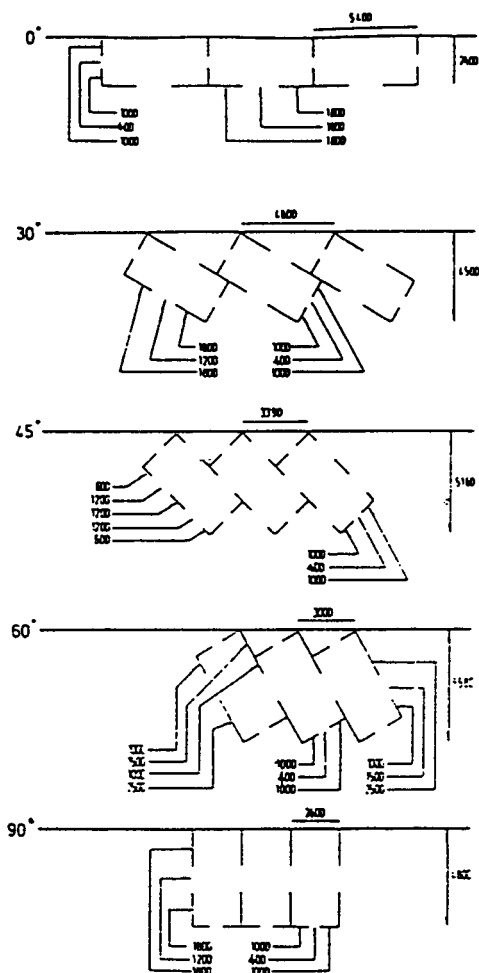


Marking indicating that vehicles are required to give way to traffic on the right or left, as the case may be.

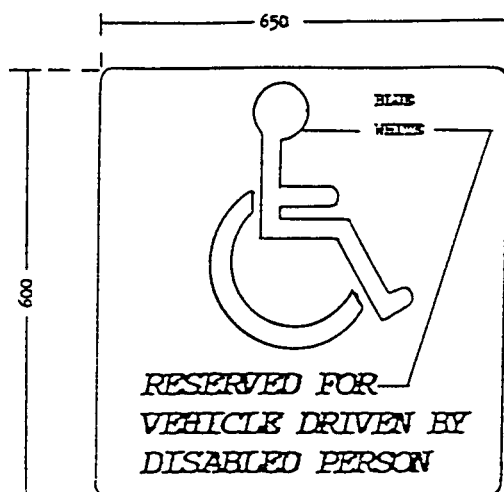
THE SCHEDULE — *continued*

PART III — *continued*

DIAGRAM 156



TYPICAL ARRANGEMENT OF PARKING LOTS

THE SCHEDULE — *continued*PART III — *continued*DIAGRAM 157

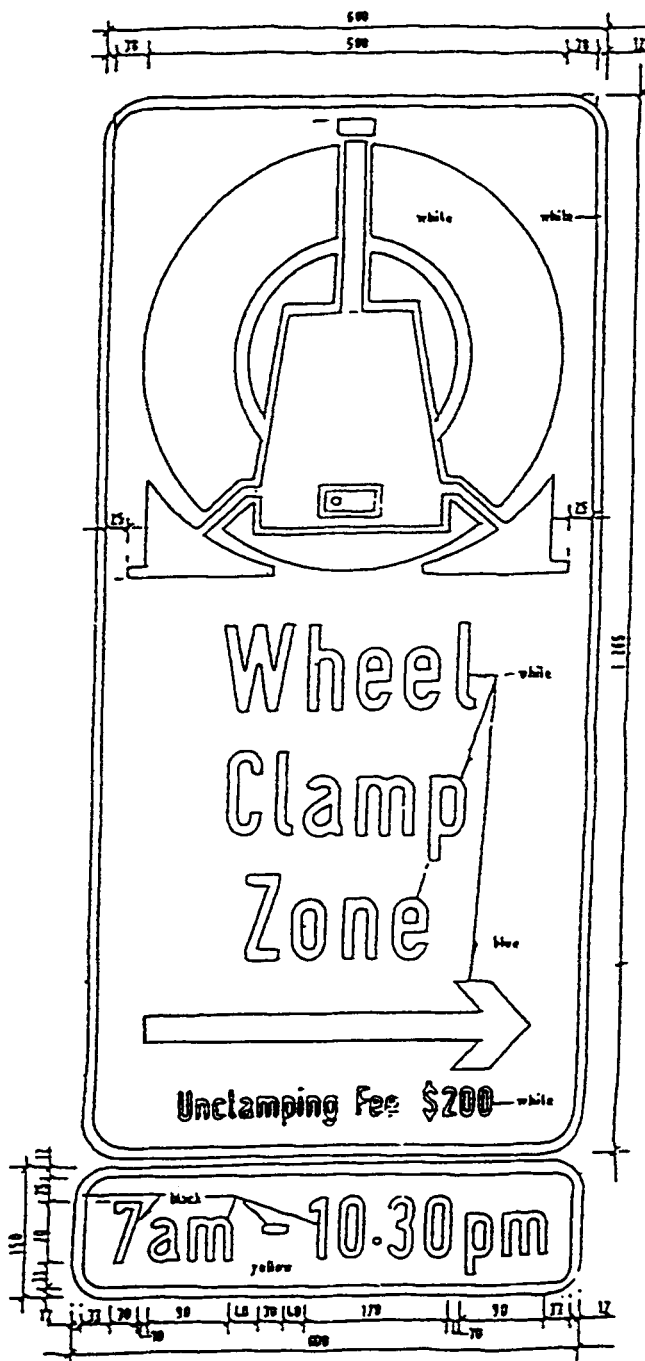
This sign indicates that the parking lot is reserved for a vehicle driven by a disabled person.

[Diagrams 158 and 159 deleted by S 461/98]

THE SCHEDULE — continued

PART III — continued

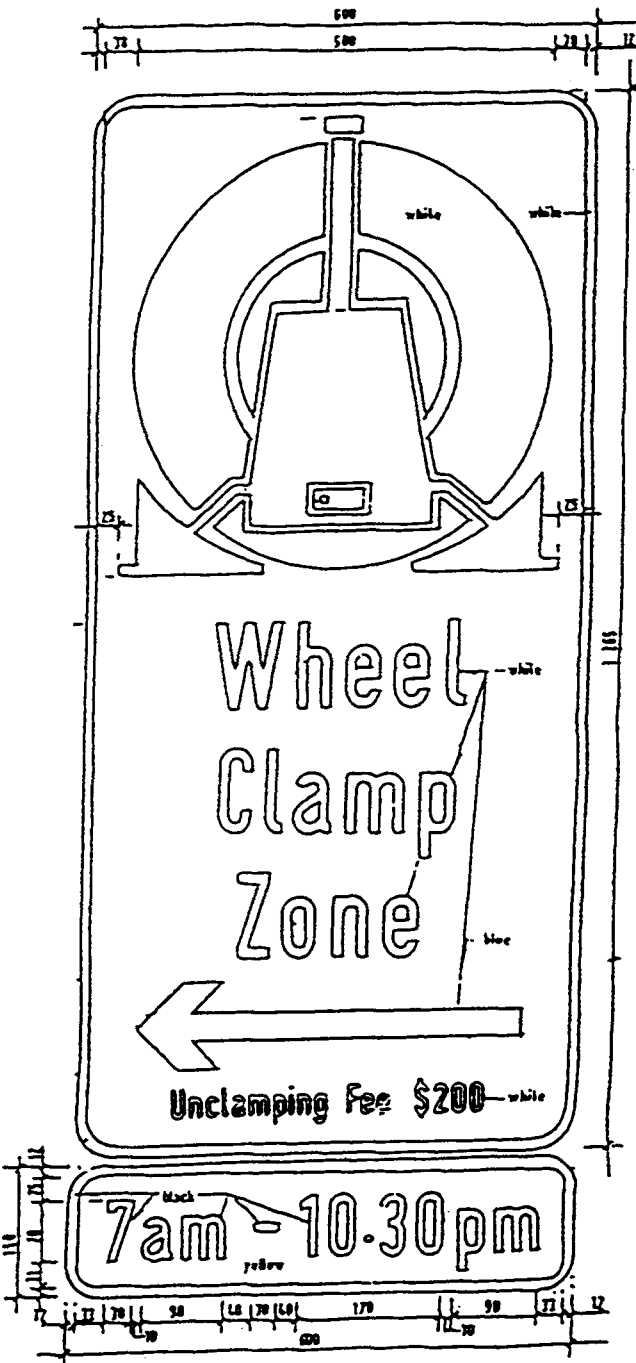
DIAGRAM 160 (a)



THE SCHEDULE — continued

PART III — continued

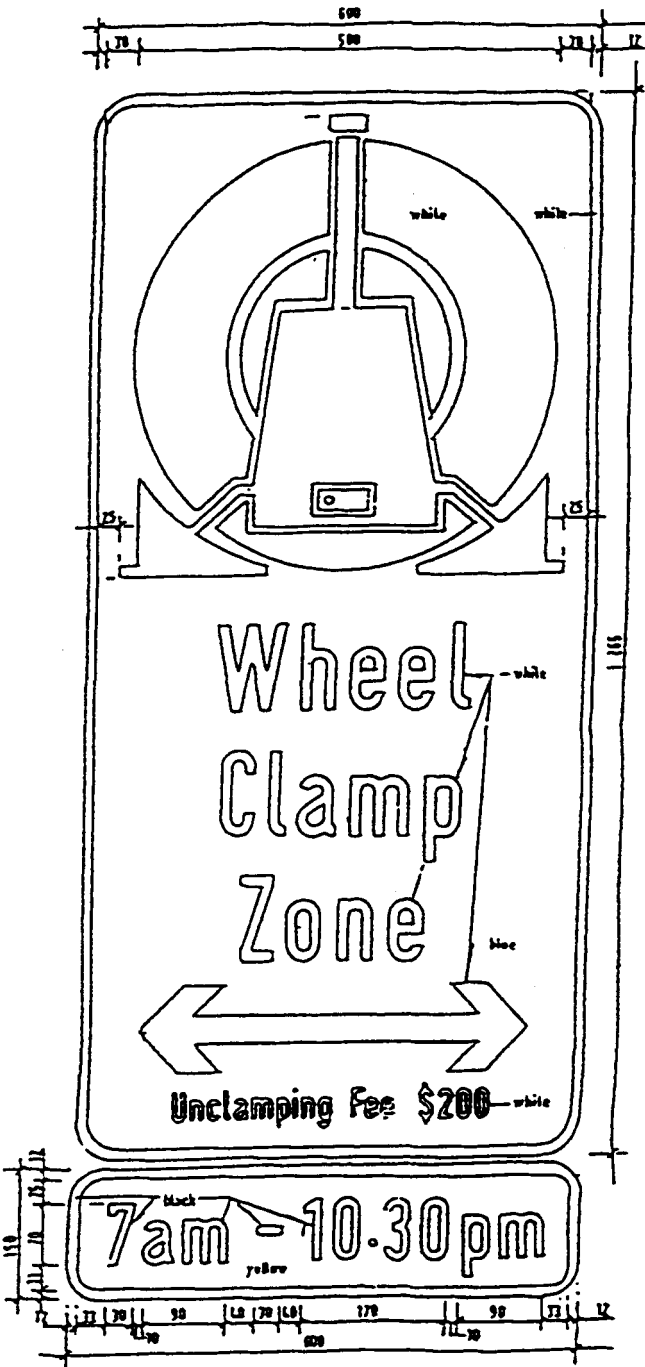
DIAGRAM 160 (b)



THE SCHEDULE — continued

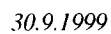
PART III — continued

DIAGRAM 160 (c)



PART III — *continued*

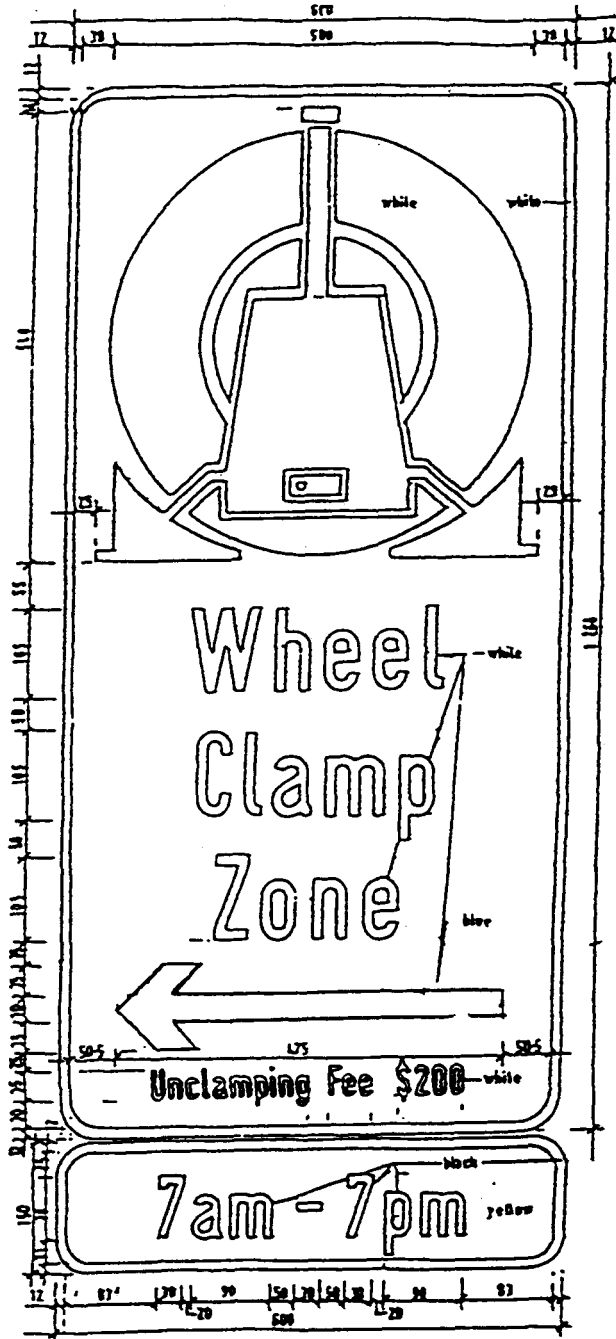
DIAGRAM 160 (d)



THE SCHEDULE — continued

PART III — *continued*

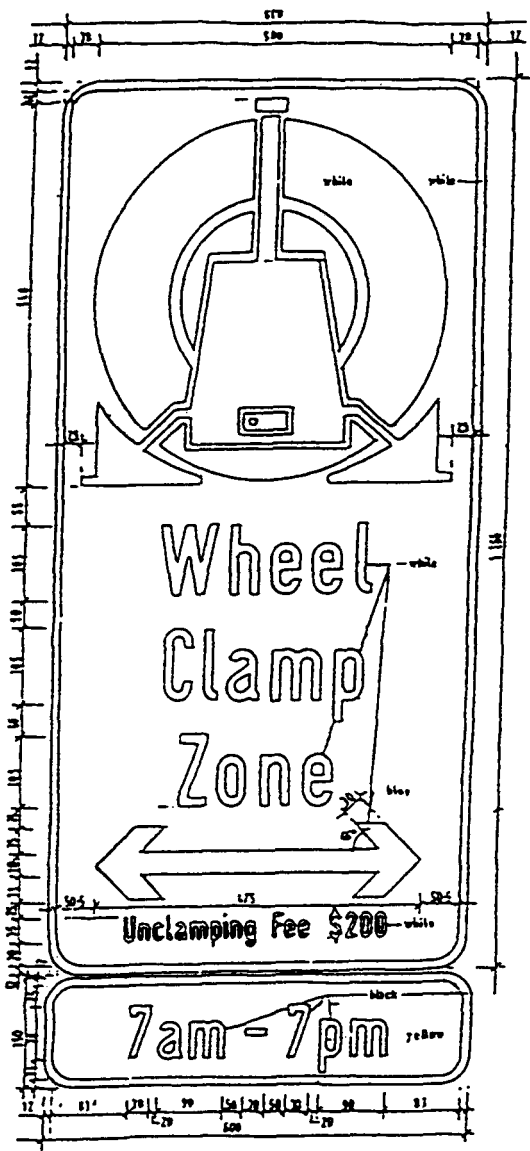
DIAGRAM 16(i) (e)



THE SCHEDULE — continued

PART III — continued

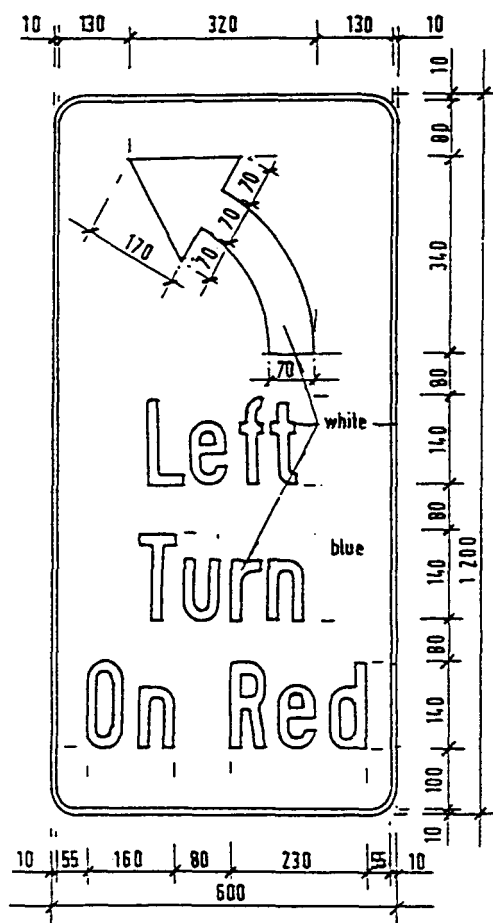
DIAGRAM 160 (f)



THE SCHEDULE — *continued*

PART III — *continued*

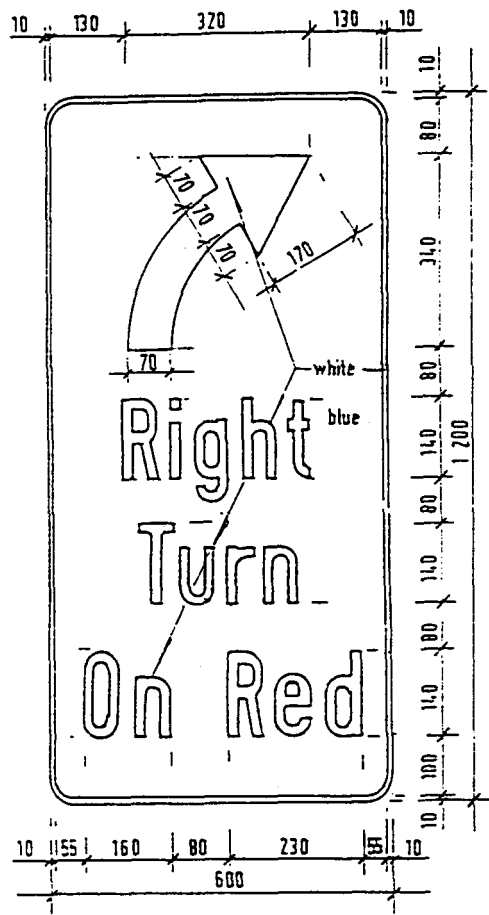
DIAGRAM 161 (a)



THE SCHEDULE — continued

PART III — continued

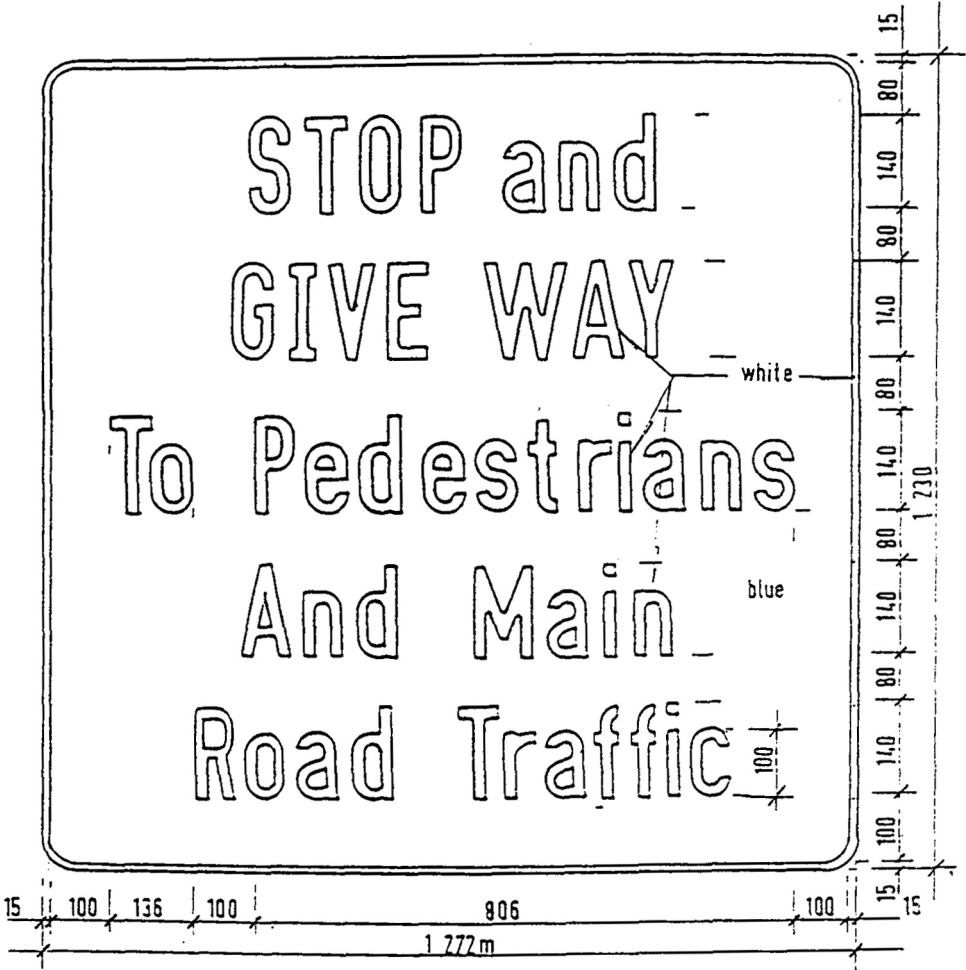
DIAGRAM 161 (b)



THE SCHEDULE — continued

PART III — continued

DIAGRAM 161 (c)



THE SCHEDULE — *continued*PART III — *continued*

DIAGRAM 161 (d)

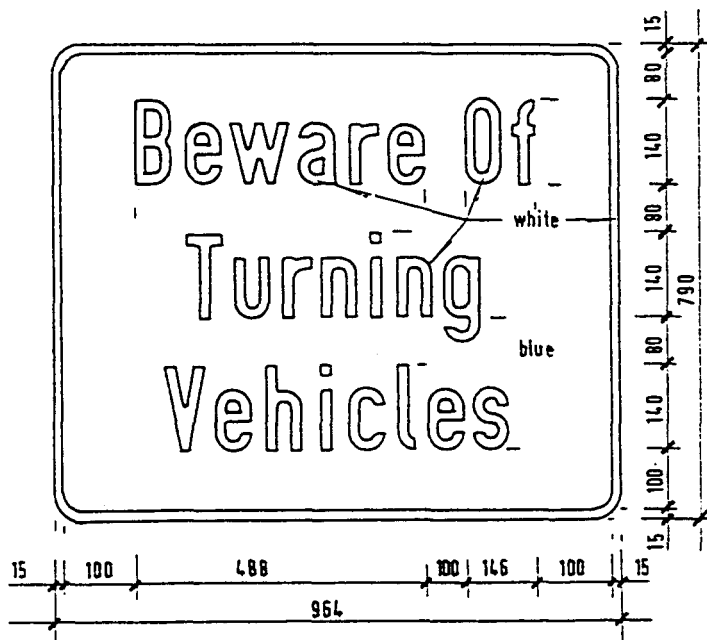
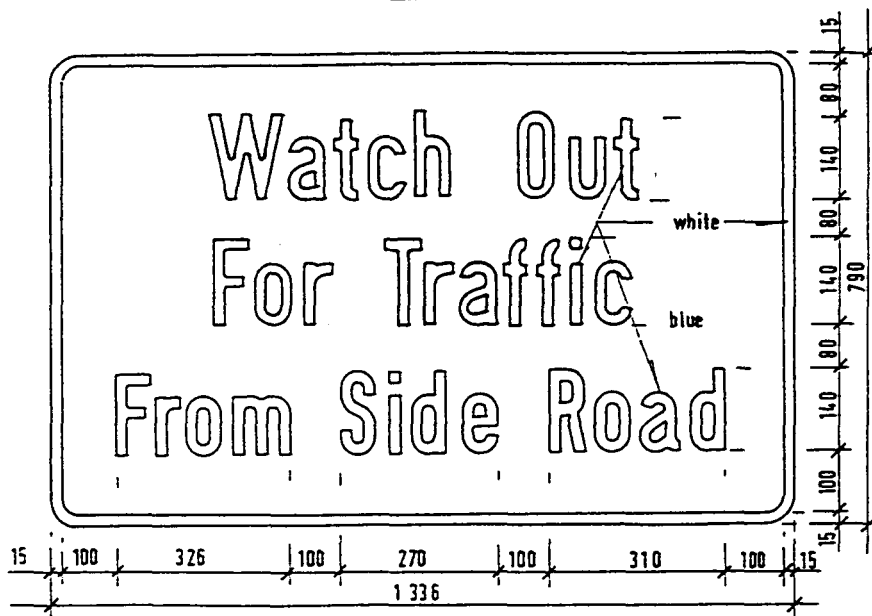


DIAGRAM 161 (e)



THE SCHEDULE — *continued*

PART III — *continued*

DIAGRAM 161 (f)

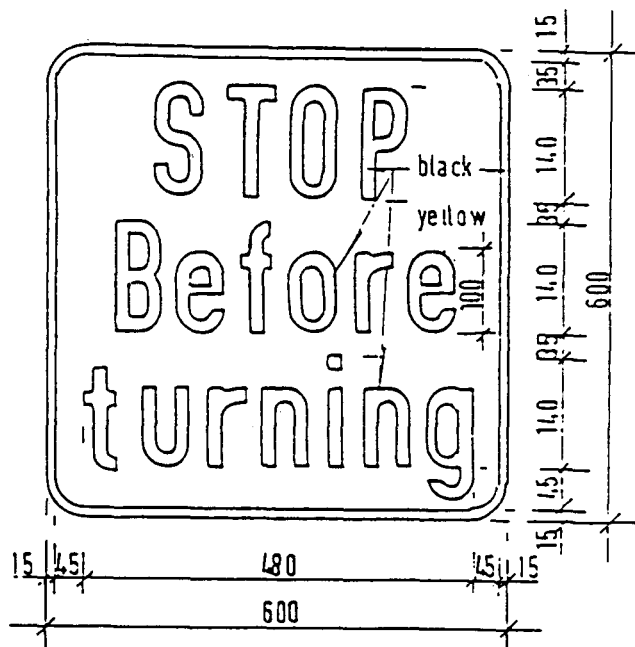
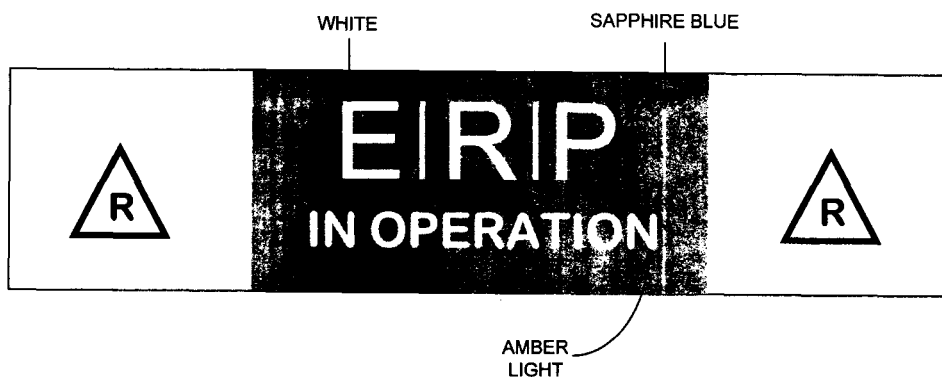


DIAGRAM 162



[G.N. Nos. S 501/91; S 442/92; S 540/93; S 341/94; S 466/94; S 48/95; S 61/95;
S 192/95; S 205/95; S 229/95; S 538/95; S 171/96; S 319/96; S 196/97;
S 223/97; S 482/97; S 179/98; S 461/98; S 636/98; S 191/99]