

THE HIGHWAY CODE



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Due credit is hereby given to

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FIRST AID ON THE ROAD GUIDANCE FOR THE UNTRAINED



When an accident happens-

Control traffic so as to avoid further accidents (ask motorists and bystanders for help in this).

Move casualty only if there is immediate danger of fire from spilled petrol (no smoking) or if danger from traffic cannot be averted. Where the casualty must be moved, handle with great care, particularly if broken bones are suspected or pain in the back is complained of.

Stop bleeding with dry dressings or clean handkerchiefs and firm manual pressure; bandage firmly with handkerchiefs or scarf.

Cover burns with dry dressings or clean handkerchiefs and bandage with handkerchief or scarf. Get help immediately. Get motorists and bystanders to summon ambulance, doctor, police. Keep casualty lying down and warm. Use rugs or coats below as well as above.

Do not move casualty if it can be avoided until skilled attention is available.

Do not give anything to drink - alcohol, tea or other fluid. (Casualty may require anaesthetic at hospital).

BE PREPARED. Carry simple first aid materials in your car, and learn first aid.

PART I

THE ROAD

1. The road is normally made up of a carriageway and one or two sidewalks (pavements). The carriageway is meant for vehicles and the sidewalks are meant for pedestrians. Outside built-up areas, pavements are generally replaced by hard shoulders usually demarcated by a continuous white line.

2. Carriageways and pavements are primarily intended for moving rather than stationary vehicles and pedestrians. Stationary vehicles should not obstruct moving vehicles. Similarly pedestrians should not obstruct pavements.

3. Carriageways are sometimes divided into lanes by means of broken white lines, or into two halves, one for each direction of traffic, by means of double white lines, continuous or broken. Where no such line is marked a notional line passing through the usable part of the road is deemed to be the dividing line between the two directions of traffic.

4. Dual carriageway roads have a separate carriageway for each direction of traffic divided by a centre strip or reservation. No vehicle may use such carriageways against the traffic flow.

5. Traffic islands are meant to assist traffic flow at a junction. Follow the indications given at the approach of such islands.

6. A roundabout is a specific type of traffic island. This is not necessarily circular but is an island designated as such by means of the 'Roundabout' sign at its approaches. It is important to look out for such signs as the normal rules of right of way may be modified at roundabouts. Roundabouts may vary in size and methods of construction. From 1-4 metres in diameter,

they may be painted on the carriageway, or be made of mountable section. Over 4 metres in diameter they will normally be of non mountable construction.

7. Roads in Malta are usually sign-posted by means of international traffic signs, but where there are no signs, the normal rules of prudence and courtesy should be observed.

8. The limits of built-up areas are marked by means of the relative town or village name signpost, or by a specific speed limitation sign. However, any aggregation of houses inhabited or capable of being inhabited by at least one hundred persons constitutes an inhabited area and a maximum speed of 50kph.

9. When a through road is flanked by service roads, so that building development does not front directly on it, the through road is considered as lying outside the built-up area.

10. As a rule major roads are those designated as such by means of the 'Priority Road' sign and minor roads those with a 'Stop' or 'Give Way' sign with the appropriate white line painted across the carriageway.
If in doubt treat the other road as the major road.

11. As a rule, a road is available to all road users indiscriminately and in both directions, but certain roads are reserved to particular classes of road users or to a particular direction of travel.

12. The road is the place where a person's real manners, be he a motorist or a pedestrian, are put to the test. Practice road courtesy. Hardly any accidents take place that are not caused or contributed to, directly or indirectly, by lack of road courtesy.

**ROAD COURTESY KEEPS DEATH OFF
THE ROAD**

PART II

THE PEDESTRIAN

13. Pedestrians (as well as motorists) have responsibilities for the proper use of the road. They may be liable for the consequences to themselves or to others through their failure to observe the Law.

Walking along

14. Where there is a pavement or adequate sidewalk, use it. Avoid the casual use of the carriageway (jay walking). It is dangerous to yourself and to others.

15. On a pavement or sidewalk, do not walk on the edge and with your back to the traffic. Do not step into the road without first ascertaining that you can do so safely.

16. Pedestrians should avoid walking in arterial roads if no footway or hard shoulder is available.

17. Where no sidewalks or pavements are provided, or where these are inadequate, walk on the right of the road facing traffic. You must take extra care and be prepared to walk in single file if the road is narrow or the light is bad. Always keep close to the road's edge. If there is a sharp right-hand bend ahead cross the road early and then oncoming motorists will be able to see you. Cross back again as soon as it is safe to do so. In poor light conditions make sure that you are wearing or carrying something light, and at night wear a reflective armband, jacket etc. Never wear dark clothing at night.

18. Do not under any circumstances walk along the carriageway where this is fenced off from the sidewalk or pavement by means of railings or chains.

19. Do not loiter or linger unnecessarily on the carriageway. Remember that the carriageway is first and foremost meant for the circulation of vehicles.

20. Groups of people should always walk on the left side of the road, or on a path. Look-outs should be at the front and rear, showing lights at night (white at the front, red at the rear). Look-outs should wear fluorescent clothes during the day, reflective clothes at night.

Crossing the road

21. The safe crossing code

The advice given below on crossing the road is for all pedestrians. Children should be taught the Code and should not be allowed out alone until they can understand and use it properly. The age when they can do this is different for each child. Many children cannot judge how fast vehicles are going or how far away they are. Children learn by example, so parents and carers should always use the Code in full when out with their children. They are responsible for deciding at what age children can use it safely by themselves.

22. First find a safe place to cross. It is safer to cross using a subway, a footbridge, an island, a zebra (pedestrian crossing) or pelican crossing, or where there is a crossing point controlled by a police officer, a school crossing patrol or a traffic warden. Otherwise choose a place where you can see clearly in all directions. Try to avoid crossing between parked cars and on blind bends and brows of hills. **Move to a space where drivers can see you clearly.**

23. Stop just before you get to the kerb, where you can see if anything is coming. Do not get too close to the traffic. If there is no pavement or sidewalk keep back from the edge of the road but make sure you can still see approaching traffic and the traffic can see you.

24. Look all around for traffic and listen. Vehicles could come from any direction. Listen well, because you can sometimes hear traffic before you see it.

25. If anything is coming, let it pass. Look all around again and listen. Do not cross until there is a safe gap in the traffic and you are certain that there is plenty of time. Remember, even if a vehicle is a long way off, it may be approaching very quickly.

26. When it is safe, go straight across the road - do not run, do not go on a diagonal. Keep looking and listening for traffic while you cross, in case there is any traffic you did not see, or in case other traffic appears suddenly.



At a junction

27. When crossing the road, look out for traffic turning into the road, especially from behind you.

Pedestrian safety barriers

28. Where there are barriers, cross the road only where there are gaps provided for pedestrians. Never climb over the barriers or walk between them and the road.

Tactile paving

29. Small raised studs which can be felt by the foot may be used to help tell blind or partially sighted people that they are approaching a crossing point with a dropped kerb.

One-way streets

30. Always check which way the traffic is moving. Do not cross until you are sure it is safe to do so. Never stop on the roadway. Bus and cycle lanes may sometimes operate in the opposite direction to the rest of the traffic.

Bus and cycle lanes

31. Take care when crossing these lanes as traffic may be moving faster than in the other lanes, or against the flow of traffic.

Routes shared with cyclists

32. Cycle tracks may run alongside pavements, with a dividing line segregating the two. Keep to the section for pedestrians. Take extra care where cyclists and pedestrians share the same path without separation.

Parked vehicles

33. If you have to cross between parked vehicles, use the outside edges of the vehicles as if they were the kerb. Stop there and make sure you can see all around and that the traffic can see you. **Never cross the road in front of, or behind, any vehicle with its engine running, especially a large vehicle, as the driver may not be able to see you.**

Reversing vehicles

34. Never cross behind a vehicle that may be about to reverse or is reversing, showing white reversing lights or has an audible warning.

Moving vehicles

35. You **MUST NOT** get on or off or hold on to a moving vehicle.

At night

36. Wear something reflective to make it easier for others to see you. If there is no pedestrian crossing nearby, cross the road near a street light so that traffic can see you more easily.

Crossings

At all crossings

- 37.** When using any type of crossing you should:
- make sure that the traffic has stopped before you start to cross over or push a pram onto a crossing.
 - always cross between the studs or over the zebra markings. Never cross at the side of the crossing or on the zigzag lines.

You MUST NOT stop on zebra or pelican crossings.

Zebra crossings

38. Traffic may need plenty of time to see you and stop at a crossing, and when the road is slippery vehicles will need even more time. Wait until the road is clear, or traffic has stopped from both directions before you cross. Keep looking both ways, and listening, **in case a driver or rider has not seen you and attempts to overtake a vehicle that has stopped.**

39. Never stand on the kerb's edge at a pedestrian crossing if you have no intention of crossing.

40. Never linger on a pedestrian crossing but cross as quickly as possible.

41. When there is an island in the middle of a pedestrian crossing, wait on the island before you cross the second half of the road - it is a separate crossing.

42. Be careful when stepping on the roadway and claiming right of way at a pedestrian crossing. Wait for gaps in the traffic especially if there are a few pedestrians and the traffic has been stopped shortly before.

43. Where there is a pedestrian crossing place (or subway) within a reasonable distance (50 metres or less) do not cross the road at any other point.

At Traffic Lights and Pelican crossings

Traffic lights

44. There may be a special set of lights for pedestrians.

Only start to cross the road when the green figure shows. If you have started to cross the road and the green figure goes out, you should still have time to reach the other side, **but do not delay**. If no pedestrian lights have been provided, watch carefully and do not cross until the traffic lights are red and the traffic has stopped. Keep looking and check for traffic that may be turning the corner. Remember that traffic lights may let traffic move in some lanes while traffic in other lanes has stopped.

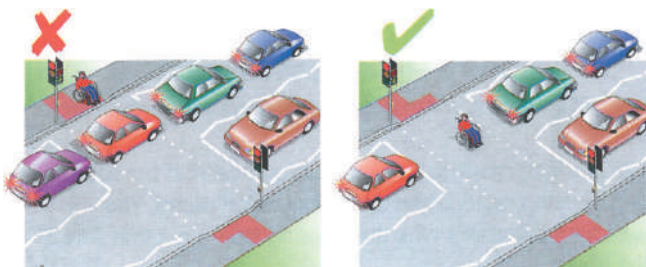
Pelican crossings

45. Push the control button to activate the traffic signals. Whilst the red figure is showing, do not cross. When a steady green figure shows, check the traffic has stopped then cross with care. Some crossings may have a green figure that will flash as a warning that the lights are to shortly change to red. When the green figure begins to flash you should not start to cross. If you have already started you should have time to finish crossing safely.

46. At some pelican crossings there is a bleeping sound to indicate to blind or partially-sighted people when the steady green figure is showing, and there may be a tactile signal to help handicapped people.

47. When the road is busy, traffic on your side of the road may be forced to stop even though their lights are green. Traffic may still be moving on the other side of the road, so always press the button and wait for the signal to cross.

Light signals controlling traffic



Keep the crossing clear

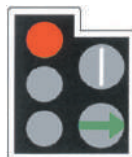
48. Traffic Light Signal



RED means 'STOP'. Wait behind the stop line on the carriageway

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

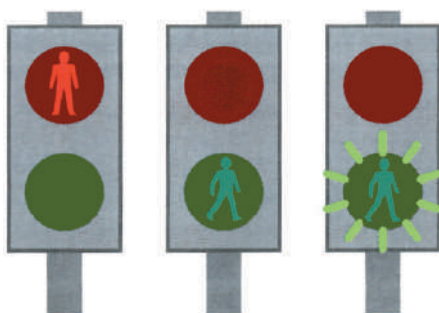
GREEN means you may go on if the way is clear. Take special care if you intend to turn left or right and give way to pedestrians who are crossing.



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

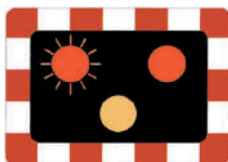
FLASHING AMBER alone means 'Proceed with caution'.

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

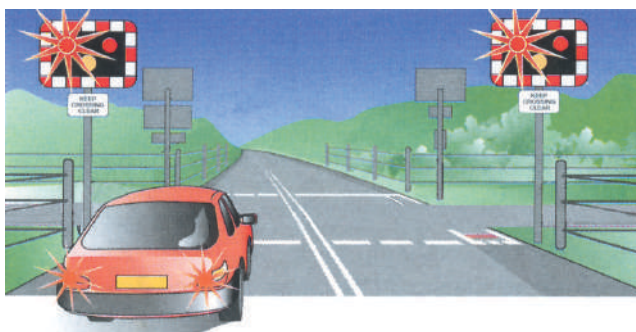


Instructions to pedestrians above the push-button-control
for calling up pedestrian phases at light signals

Flashing red lights



ALTERNATIVE flashing RED lights mean **YOU MUST STOP**



STOP when the traffic lights show

General

It is advisable to cross where there is an island in the middle of the road if there is no pedestrian crossing point nearby. Use the Safe Crossing Code to cross to the island and then stop and use it again to cross the second half of the road.

49. Do not cross the road either at a crossing or elsewhere against a signal to stop by a police officer, traffic warden or school crossing patrol. You may cross even against the lights if clearly directed to do so, but always cross in front of them.

Situations needing extra care

Emergency vehicles

50. If an ambulance, fire engine, police or other emergency vehicle approaches using flashing blue lights, headlights and/or sirens, keep off the road.

Buses

51. Only get on or off a bus when it has stopped to allow you to do so. Watch out for cyclists, etc. approaching in the near side when you are getting off. Never cross the road directly behind or in front of a bus; wait until it has moved off and you can see clearly in both directions.

Cars

52. Be very careful if stepping on to the carriageway to get in or out of a car. Use the kerbside doors wherever possible. Even though the driver of the car may have to use the offside door, it should always be possible for passengers to use only the kerbside doors.

Care of children

53. Young children should never be trusted alone on either a pavement or the road. When out, walk between them and traffic, hold their hands firmly, make sure very young children are strapped into push-chairs, or use reins. Do not let them run into the road.

Care of the elderly and the handicapped

54. The elderly have slower reflexes and are slow moving. The handicapped especially the blind and those wheelchair bound are particularly vulnerable. They should seek and be given assistance whenever necessary especially for crossing the road. The blind should always carry a white stick.

RULES FOR CYCLISTS

Clothing

55. You should wear:

- a cycle helmet which conforms to current regulations.
- the correct clothes for cycling. Do not wear clothes which may become tangled in the chain, or wheel or may hide your lights.
- light-coloured or other clothing which helps road users to see you in daylight and poor light.
- reflective clothing and/or accessories (belt, arm or ankle bands) in the dark.



Help yourself to be seen

56. At night your cycle **MUST** have front and rear lights lit. It **MUST** also be fitted with a red rear reflector (and it is recommended that you use amber pedal reflectors) Flashing lights and other reflectors may help you to be seen but **MUST NOT** be used without your lights.

When cycling

57. Use cycle paths when provided. They can make your journey safer. Take care when passing pedestrians, especially children, elderly or disabled people, and allow them plenty of room. Always be prepared to slow down and stop if necessary.

Cycle lanes

58. These are marked by a white line (which may be broken) along the carriageway. Stay in this lane wherever possible.

ALWAYS:

- cycle on the left side of the road unless using a cycle lane that is clearly marked for 'two way' cycling.
- ride in single file on narrow or busy roads.
- be considerate of other road users, particularly blind and partially sighted pedestrians. Let them know you are there by ringing your bell for example.
- keep both hands on the handlebars except when signalling or changing gear.
- keep both feet on the pedals.
- never ride close behind another vehicle.
- never carry anything which will affect your balance or may get tangled up with your wheels or chain.

59. You should

- look all around before moving away from the kerb, turning or manoeuvring, to make sure it is safe to do so. Give a clear signal to show other road users what you intend to do.
- look well ahead for obstructions in the road, such as drains, pot-holes and parked vehicles so that you do not have to swerve suddenly to avoid them. Leave plenty of room when passing parked vehicles and watch out for doors being opened into your path.
- take extra care near road humps, and other traffic calming features.

60. You MUST NEVER

- carry a passenger unless your cycle has been built or adapted to carry one.
- hold on to a moving vehicle or trailer.
- ride in an inconsiderate, careless or dangerous manner.
- ride under the influence of drink or drugs.
- cycle on the sidewalk/pavement.
- leave your cycle where it would cause a hazard or obstruct other road users or pedestrians, for example, lying on the pavement.
- Cross the stop line when the traffic lights are red.

Bus lanes

61. These may be used by cyclists only if the signs include a cycle symbol.

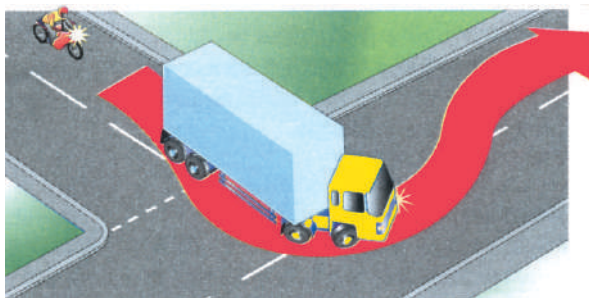
You **MUST** obey all traffic signs and traffic light signals.

Road junctions

On the left

62. When approaching a junction on the left, watch out for vehicles turning in front of you, out of or into the side road. Do not ride on the inside of vehicles signalling or slowing down to turn left.

63. Pay particular attention to long vehicles which need a lot of room to manoeuvre at corners. They may have to move over to the right before turning left. Wait until they have completed the manoeuvre because the rear wheels come very close to the kerb while turning. Do not be tempted to ride in the space between them and the kerb.



Long vehicles need extra room

On the right

64. If you are turning right, check traffic behind you, then signal and move to the centre of the road. Wait until there is a safe gap in the oncoming traffic before completing the turn. It may be safer to wait on the left until there is a safe gap or to dismount and push your cycle across the road.

Dual carriageways

65. Remember vehicles on most dual carriageways move more quickly than on single carriageways. When crossing wait for a safe gap and cross each carriageway in turn.

Roundabouts

66. Full details about the correct procedure at roundabouts are contained in the section on 'Roundabouts'. Roundabouts can be hazardous and should be approached with care.

67. You may feel safer either keeping to the left on the roundabout or dismounting and walking your cycle round on the pavement or verge. If you decide to keep to the left you should:

- be aware that drivers may not easily see you.
- take extra care when cycling across exits and you may need to signal right to show you are not leaving the roundabout.
- watch out for vehicles crossing your path to leave or join the roundabout.

68. Give plenty of room to long vehicles on the roundabout as they need more space to manoeuvre. Do not ride in the space they need to get round the roundabout. It may be safer to wait until they have cleared the roundabout.

Crossing the road

69. Do not ride across a pelican or zebra crossing. Dismount and wheel your cycle across.

PART IV

RULES FOR MOTORCYCLISTS

These Rules are in addition to those in the following sections which apply to all vehicles.

General

70. On all journeys no matter how short, the rider and pillion passenger on a motorcycle, scooter or moped **MUST** wear a protective helmet. Helmets **MUST** comply with the Regulations and they **MUST** be fastened securely. It is also advisable to wear eye protectors, strong boots, gloves and suitable clothing which may help to protect you if you fall off. Do not be tempted to wear light weight nylon clothing as friction burns in the event of a fall are extremely painful. Cover arms and legs at all times.

71. You **MUST NOT** carry more than one pillion passenger and he/she **MUST** sit astride the machine on a proper seat and should keep both feet on the footrests.

Daylight riding

72. Make yourself as visible as possible from all directions. Preferably wear a white or light coloured helmet and fluorescent clothing or strips. Dipped headlights, even in good daylight, may also make you more easily seen.



Make sure
you can be seen

Riding in the dark

73. Wear reflective clothing or strips to improve your chances of being seen in the dark. These reflect light from the headlamps of other vehicles making you more visible from a long distance.

Manoeuvring

74. You should be aware of what is behind and to the sides before manoeuvring. Look behind you; use the fitted mirrors. When overtaking traffic queues look out for pedestrians crossing between vehicles and vehicles emerging from junctions.

Remember: Observe - Signal - Manoeuvre.

PART V

RULES ABOUT ANIMALS

Horseriders

Safety equipment

75. Children under the age of 14 **SHOULD ALWAYS** wear a **protective helmet**. It **SHOULD** be fastened securely. It is highly recommended that other riders also follow this advice.

Other clothing

76. You should wear

- boots or shoes with hard soles and heels.
- light-coloured or fluorescent clothing in daylight.
- reflective clothing if you have to ride at night or in poor visibility.

At night

77. It is much safer not to ride on the road at night or in twilight, but if you do, make sure your horse has reflective bands above the fetlock joints. Carry a light which shows white to the front and red to the rear.

Riding

78. Before you take a horse on to a road, you should

- ensure all tack fits well and is in good condition.
- make sure you can control the horse.

79. Always ride with other, less nervous horses if you think that your horse will be spooked by traffic. Never ride a horse bareback on public roads. Before riding off or turning, look behind you to make sure it is safe, then give a clear arm signal.

80. When riding on any road you should

- keep to the left.
- keep both hands on the reins unless you are signalling.
- keep both feet in the stirrups.

- not carry another person.
- not carry anything which might affect your balance or get tangled up with the reins.
- keep a horse you are leading to your left.
- move in the direction of the traffic flow in a one-way street.
- never ride more than two abreast, and ride in single file where the road narrows or on the approach to a bend.

81. Horse drawn vehicles should avoid main or busy roads and keep to the secondary roads. Horses should not be ridden or led along main or busy roads.

82. Moreover, you **MUST NOT** take a horse on to a sidewalk, pavement or cycle track but remain on the roadway.

83. Avoid roundabouts wherever possible. If you use them you should

- keep to the left and watch out for vehicles crossing your path to leave or join the roundabout.
- signal right when riding across exits to show you are not leaving.
- signal left just before you leave the roundabout.

Dogs and other animals

84. Do not let a dog out on the road on its own. Keep it on a short lead when walking on the pavement, road or path shared with cyclists.

85. When in a vehicle make sure dogs or other animals are suitably restrained so they cannot distract you while you are driving or injure you if you stop quickly.

86. Make sure that the road is clear before you let or take animals on the road.

87. When leading or herding animals they must be kept under control at all times. Always place yourself between

the animals and the traffic and keep the animals on the edge of the road. If possible send someone else ahead to warn traffic at danger points such as bends or the brow of a hill. It is safer not to herd animals after dark, but if you do, carry lights after sunset - white at the front and red at the rear. If the herd is very large it should be split into smaller herds and should invariably be tended by two or more persons. You should not herd cattle, sheep or goats on any main or busy road.

Animal-drawn vehicles

88. Drivers of animal-drawn vehicles should follow the same rules as drivers of other vehicles. They have no special privileges because of the fact that their vehicle is animal-drawn. They should realise the limitations on the degree of control that they can exercise on their vehicles and mounts and the possible hazards that can ensue. They should signal their intention manually whenever they propose to change direction or stop. At night, they should ensure that their vehicles are provided with front and rear lights as specified.

PART VI

RULES FOR BUSES

These rules are in addition to those in the following sections which apply to all vehicles.

89. Buses **MUST** keep to the left or kerbside lane of the carriageway except when such lane is occupied by a stationary vehicle or another obstruction.

90. Buses **MUST** stop within lay-bys or bus bays where these are provided. When two or more buses arrive simultaneously at a bus stop, they must draw up to the kerb one after the other and in leaving they must follow the order of arrival. Buses must not cross the white line parallel to the kerb when leaving the bus stop.

91. When stopping at a bus stop, whether it is provided with the appropriate white lines or not, **BUSES MUST DRAW RIGHT UP TO THE KERB** so that passengers can alight from, or board, the bus directly from the footway.

92. When leaving the bus stop, buses should not swerve out to the middle of the road, but should keep as close to the kerb as possible.

93. Buses should leave the terminus with their engines running and the gear engaged. The engine **MUST** be kept running for the entire duration of the trip.

94. The engine **MUST** have sufficient power and be properly maintained and driven so that it does not emit smoke when the bus is driven uphill with full load.

95. Neither passengers nor drivers may smoke on any Bus, Coach or Mini Bus.

96. No radio or recorded music may be played on a moving Bus, Coach or Mini Bus.

PART VII

THE MOTORIST

In the first place, remember

97. In Malta, traffic must keep to the left-hand side of the road.

98. All vehicles on the road must be duly licensed and insured at least against third-party risks and any person driving a motor vehicle must be in possession of a current driving licence valid for the type of vehicle you wish to drive.

99. Your driving licence must be signed (in ink).

100. Ensure that your vehicle is in a good state of repair and roadworthy in all respects and you are in receipt of a V. R. T. certificate if applicable. Give particular attention to the brakes, the steering mechanism, the tyres and the lights. **Know your vehicle and its limitations.** Have it regularly serviced and inspected.

101. Before hiring out or lending a vehicle, ensure that the vehicle is in a perfectly safe condition and that the person taking it on charge is in possession of a valid driving license for Malta, as well as being covered by an adequate insurance policy and fully understands and is capable of operating the controls of the particular vehicle.

102. An instructor taking a learner driver for a driving lesson must ensure that during the lesson the vehicle is provided with the regulation L-plates securely in place, and that the learner only drives the vehicle in the place and within the times specified in the permit issued in his name.

103. A person who has passed a driving test and obtained a driving licence should use special caution and circumspection and avoid heavy traffic for the first few months. A driving licence gives the qualification but not the skill. This comes with the right kind of experience but a driver should always be careful to guard against over-confidence.

104. Excessive speed increases both the possibility and the severity of accidents. Overspeeding and impatience are a sign of poor driving and jeopardise the safety of innocent persons. In the short distances normally travelled in Malta, the difference in journey time between a trip at breakneck speed and a safe and comfortable drive is to be counted in minutes.

105 The condition of your vehicle, of any trailer it is drawing and of any load, and the number of passengers and the way in which they are carried, are such that they do not endanger yourself or others. In particular, only two persons should occupy the front seats of vehicles of up to five persons capacity. It is highly recommended that children under 12 years should not ride in front seats unless unavoidable, nor should persons carrying children on their lap.

106 Use your vehicle in such a way as to cause the least possible inconvenience to others. Ensure that your engine works efficiently and silently and does not drip oils or emit noxious exhaust fumes and that your silencer is effective. In residential areas, sound your horn as sparingly as possible. In areas when the sounding of horns is prohibited at all times, and in all inhabited areas between 11.00 p.m. and 6.00 a.m., you may only sound the horn in a real emergency.

Vehicles towing and loading

107. No driver shall tow any other vehicle unless the tow rope or chain be so adjusted that the distance separating the nearest points of the motor vehicles shall not exceed 4.5 metres and steps shall be taken to render the tow rope or chain easily distinguishable by other users of the road by the attachment of a white rag.

108. As a driver

- you **MUST NOT** tow more than your licence permits you to.
- you **MUST NOT** overload your vehicle or trailer.
- Check the weights shown in your car's handbook.
- you **MUST** secure your load and it **MUST NOT** stick out in such a manner as to cause a hazard.

- when towing a caravan or trailer, the driver is to ensure that the towing vehicle's registration number is displayed at the rear of the caravan or trailer.
- make sure the weight is evenly distributed in your caravan or on your trailer to prevent the possibility of swerving or snaking and going out of control. If this does happen, reduce speed gently to regain control.
- it is highly recommended that an 'On Tow' sign is affixed and clearly visible at the rear of the towed vehicle.
- take all the necessary precautions, such as lights and cautious driving, when towing another vehicle after dark.

Tyres

109. Ensure your tyres are suited for the type of vehicle you are driving, regarding size and speed rating.

110. Note that recut tyres are not permitted on passenger vehicles below eight passenger seats and any vehicle below 2450kgs unladen weight.

111. Vehicles fitted with tyres marked with a maximum speed rating, must not exceed the speed so marked.

112. Tyres should be properly inflated. The tread pattern depth minimum of 1.6mm applies for a passenger carrying vehicle with not more than eight passenger seats and goods or dual purpose vehicles not exceeding 3500kg G. V. W. and 1.0mm tread pattern depth minimum applies for passenger carrying vehicles with more than eight passenger seats and goods vehicles over 3500kg.

113. Tyres should not have bulges, cuts, or internal repairs to the carcass.

114. It is not recommended to mix tyres of a different type or structure from another on the same axle.

115. A three or four wheeled vehicle fitted with single wheels must not have:

- a cross-ply or bias-belted tyre fitted on rear axle and radial-ply tyre fitted on front axle.
- a cross-ply or bias-belted tyre fitted on front axle and a radial-ply tyre fitted on rear axle.

NOTE

116. Any tyre 'type' mix between different axles is acceptable for vehicles that have

- two axle and twin wheels on the rear axle.
- three axles, one steering and one driving.

NOTE

117. This does not apply to vehicles with an axle fitted with 'super single' tyres having a road contact area at least 300mm wide.

General

118. Ensure all windows and windscreen surfaces should be clean and free of any obstructions. Licences, notices, permits, etc., are only allowed along the upper or lower edge on the left-hand side of the windscreen. Factory standard wipers or approved replacements should be fully functional and installed. Only factory standard tinted glass is allowed. Spray-on tints for glass are prohibited, as are curtains (or any similar fitment) used against the rear windscreen at night. Any alterations or other attachments to the windscreen must be authorised by the Licensing and Testing Department on request.



Make sure your windscreen is completely clear

119. Ensure your vehicle is fitted with the appropriate number of mirrors to enable you to see traffic behind you. Passenger cars manufactured after 1978 should at least have an internal and driver's side external mirror. However, all vehicles should have preferably an external mirror on either side so adjusted as to enable the driver to get good views on both sides and the rear of the vehicle.

120. Ensure your horn is in working order. No pneumatic (air) horns of any description are allowed.

121. Ensure your speedometer is in working order.

122. Ensure your exhaust system is efficient and its noise is within the acceptable limits.

123. Only factory standard bumpers are allowed. If removed, there should be no projecting surfaces (e.g. brackets or other parts) or cutting surfaces or edges. Even if factory options, no extra bars of any section or in any shape are allowed on any part of the vehicle. In accidental damage to the bodywork, projecting and pointed metal surfaces and edges should be rectified as soon as possible so as not to constitute danger to pedestrians. Mobile crane jibs should not project forward over 1.5 metres if their tip is less than 3 metres above ground level.

124. The load on your vehicle preferably should be so secured that neither danger nor nuisance is caused by its falling or shifting or being blown off, and the load height should not endanger the stability of the vehicle.

125. Loads should preferably not project to the front. They should not project to the rear by more than 1/5 of the length

of the vehicle and should not reach the ground. It is suggested that 50 cm square red or yellow boards with total or partially reflective surfaces should be fixed at the tips of any load. Loads should not project sideways. They also must in no way hinder the driver's visibility.

126. The vehicle should have factory standard and/or factory approved headlamps, with bright/dip facility and properly adjusted. There should be no covering or colouring of any type over the lenses, and lamps on both sides should be working. There should be no light of any kind or for any purposes above headlamp level, except for specific purposes approved by the Police. Any extra lights must not throw light higher than the standard dipped beam, or else, must be wired so that they go out when dipped beam comes on. Any front coloured lights should have only the function of indicator/hazard lights, and only amber or orange is allowed. Side or parking lamps should only be white.

127. At the rear of all vehicles, including any trailer or towed vehicle, beside the number plate lights, there should be red tail (position) lamps and red reflectors: separate red brake (stop) lights of at least twice the intensity of the tail lamps and amber/orange indicator/hazard lights. All indicator lamps should flash at not less than five times in five seconds, and should be clearly visible from 50 metres in bright sunshine.

128. All the above rear lights should be higher than standard bumper level and at each extremity. Rear red fog lamps and reversing lights should not be over 21 watts. Reverse lights should be gear-change actuated, and if not, must have a bright dashboard-level warning light. There should be no other lights at all at the rear.

129. All vehicles, except passenger cars up to capacity of five, exceeding any one of the following dimensions, that is, 2.1 metres width, 2.25 metres height, and 6 metres length, in addition should have red lights at the rear, visible from following vehicles, indicating the four corners of their outline; if over 6 metres length, they must have red lights along the lowest edge of their bodywork, at no longer than 1.5 metre intervals, and of no more than 12 watts.

130. Any vehicle of an industrial or agricultural nature, including mechanical horses, of any size, shape or type, if not factory equipped with lights, should be made to comply with the requirements of the article above, to the satisfaction of the Commissioner of Police. In addition, the vehicle should have an amber/yellow/orange rotating light (blue Police car type) over the driver's cabin or at the height, and on the right-hand side of the centre line of the vehicle; the light is to function at any time when such vehicle is on the road, whether in use or not.

131. If your vehicle is a road tanker or a vehicle conveying a tank container carrying a prescribed hazardous substance, it must display the required hazard warning panels and that these are kept clear and free from obstruction.

Fitness to drive

132. Make sure that you are fit to drive. You **MUST** report to the vehicle licensing Department any health condition likely to affect your driving.

133. Driving when you are tired or in the heat of a summer's day greatly increases your accident risk.

- If you feel at all sleepy, stop in a safe place.
- the most effective ways to counter sleepiness are to take a short nap (up to 15 minutes) or drink, for example, two cups of strong coffee. Fresh air, exercise or turning up the radio may help for a short time, but are not as effective.

Eyesight

134. You **MUST** be able to read a vehicle number plate from a distance of 20.5 metres (67 feet - about five car lengths) in good daylight. If you need to wear glasses (or contact lenses) to do this, you **MUST** wear them at all times whilst driving.

135. At night or in poor visibility, do not use tinted glasses, lenses or anything that restricts vision.

Alcohol and drugs

136. NEVER DRINK AND DRIVE as it will seriously affect your judgement and abilities. You **MUST NOT** drive with

a breath alcohol level higher than 35 $\mu\text{g}/100\text{ml}$ or a blood alcohol level of more than 80 $\text{mg}/100\text{ml}$.

Alcohol will

- give you a false sense of your ability to cope.
- reduce your co-ordination and slow down your reactions.
- affect your judgement of speed, distance and the risks involved.
- reduce your actual driving ability, even if you are below the legal limit.
- take time to work through your body; you may even be unfit to drive in the evening after drinking at lunchtime, or in the morning after drinking the previous evening. If you are going to drink, arrange another means of transport.

You **MUST NEVER** drive under the influence of drugs or reaction altering medicine. Check the instructions or ask your doctor or pharmacist. Using banned substances is highly dangerous. Never take them before driving; the effects are unpredictable, but can be even more severe than alcohol and may result in serious or fatal road accidents.

It is your duty, whether as a motorist or as a pedestrian, to contribute to road safety. Independently of the rights and wrongs of the case, it is your duty to avoid an accident if it is within your power to do so.

Accidents and breakdowns

Breakdowns

137. If your vehicle breaks down

- get your vehicle off the road.
- if possible give adequate warning to other traffic by using your hazard warning lights if your vehicle may cause an obstruction.
- if possible put a warning triangle on the road at least 50 metres behind your broken down vehicle on the same side of the road, or use other accepted warning devices if you have them.
- keep your sidelights on if it is dark or visibility is poor.
- do not stand (or let anybody else stand), between your vehicle and oncoming traffic.

- at night or in poor visibility do not stand where you will prevent other road users seeing your lights.

The reflective triangle

It is desirable that all vehicles should carry a reflective warning triangle. It should be used at any time of the day outside legal parking areas, in addition to the hazard warning lights if fitted. It should be set up 50 metres from the rear of the obstructing vehicle, on the same side of the road, 1 metre away from the edge of the road.

Additional rules for Arterial roads

138. If your vehicle develops a problem:

- pull on to the hard shoulder or stop as far to the left as possible, with your wheels turned to the left.
- leave the vehicle by the left-hand door and ensure your passengers do the same. You **MUST** leave any animals in the vehicle or, in an emergency, keep them under proper control on the verge.
- ensure that passengers keep away from the carriageway and hard shoulder, and that children are kept under control.
- use a mobile phone if available.
- never leave the vehicle unattended longer than is necessary to reach an emergency phone.
- give full details to the police; also inform them if you are a vulnerable motorist.
- return and wait near your vehicle (well away from the carriageway and hard shoulder).
- if you feel at risk from another person, return to your vehicle by a left-hand door and lock all doors. Leave your vehicle again as soon as you feel this danger has passed.

139. If you cannot get your vehicle off the carriageway on to the hard shoulder:

- switch on your hazard warning lights and if possible place a warning triangle at least 50 metres behind the broken vehicle.
- leave your vehicle only when you can safely get clear of the carriageway.

140. Disabled drivers

If you have a disability which prevents you from following the above advice you should:

- stay in your vehicle.
- switch on your hazard warning lights.
- display a 'Help' pennant or, if you have a car or mobile telephone, contact the emergency services and be prepared to advise them of your location.

141. If you are involved in an **ACCIDENT** which causes damage or injury to any other person or vehicle or to any animal, **YOU MUST STOP**. In the case of a front to rear collision you should exchange information as requested on the 'front to rear accident report'. (see separate Annex)

142. In all other cases the accident must be reported to the police and the vehicles not moved until the police accident report is drawn up. When required by the police, produce your driving licence, certificate of insurance and log book. The Police **may** allow you to produce them within 48 hours at an indicated Police Station.

Warning signs or flashing lights

143. If you see, hear or have reason to believe that emergency vehicles are in the vicinity be aware there may be an accident ahead.

144. When passing the scene of an accident do not be distracted or slow down unnecessarily (for example if an accident is on the other side of a dual carriageway). This may cause another accident or traffic congestion.

145. If you are involved in an accident or stop to give assistance:

- use your hazard warning lights to warn other traffic.
- ask drivers to switch off their engines and stop smoking.
- arrange for the emergency services to be called immediately with full details of the accident location and any casualties. If you use a mobile phone, first make sure you have identified your location.
- move uninjured people away from the vehicles to safety; on an arterial road this should, if possible, be well away from the traffic, the hard shoulder and the central reservation.
- do not move injured people from their vehicles unless they are in immediate danger from fire or explosion.
- do not remove a motorcyclist's helmet unless it is essential to do so.
- be prepared to give first aid, if you know how to.
- stay at the scene until emergency services arrive.

146. If you are involved in any other medical emergency you should contact the emergency services in the same way.

Accidents involving dangerous goods.

147. Vehicles carrying dangerous goods in packages should be marked with plain orange reflective plates according to international regulations. Road tankers and vehicles carrying tank containers of dangerous goods will have hazard warning plates.

148. If an accident involves a vehicle containing dangerous goods, follow the advice written above and, in particular:

- switch off engines and **DO NOT SMOKE.**
- keep well away from the vehicle and do not be tempted to try to rescue casualties as you yourself could become one.
- call the emergency service and give as much information as possible about the labels and marking on the vehicle. **DO NOT** use mobile phone close to a vehicle carrying flammable loads.

Moving off

149. Before switching on the engine ensure that you are properly and comfortably seated and that the seat is firmly locked in position. Check the setting of your rear and side view mirrors, and see that both front and rear screens are clean and unobstructed. Do not leave any articles lying around which are likely to cause reflections in your field of vision. Use demisting on both front and rear screens when necessary. Do not wear shoes or dress which by being too loose or too tight-fitting might interfere with you driving. Protect your eyes from glare if necessary. Polarised glasses are particularly helpful in bright sunshine. Adopt a relaxed position but do not drive with your arm or hand hanging out of the window. Concentrate on your driving and avoid any distractions.



Check the blind spot before moving off

Rules, techniques and advice for all drivers and riders

150. This section should be read by all drivers, motorcyclists and cyclists. *The Highway Code* does not give you the right of way in any circumstance, but it advises you when you should give way to others. Always give way if it can help to avoid an accident.

151. Before you move off, look round, even though you may have looked in your mirror, to see that no one is about to overtake you. Give proper signals before moving out, and only move off when you can do so safely and without inconvenience to other road users. Give way to passing and overtaking vehicles.

152. Ensure that the doors are properly closed and, if at night time, that your lights are on.

153. Try to anticipate what pedestrians and cyclists might do. If pedestrians, particularly children, are looking the other way, they may step out into the road without seeing you.



Seat belts

154. You **MUST** wear a seat belt if one is available, unless you are exempt. Those exempt from the requirement include the holders of medical exemption certificates and people making local deliveries in a vehicle designed for the purpose.

Seat belt requirements

This table summarises the main requirements for wearing seat belts

	FRONT SEAT (all vehicles)	REAR SEAT (cars and small minibuses*)	WHO IS RESPONSIBLE
DRIVER	MUST be worn if fitted	SHOULD be worn if fitted	DRIVER
CHILD under 3 years of age	Appropriate child restraint MUST be worn	Appropriate child restraint SHOULD be worn <i>if available</i>	DRIVER
CHILD aged 3 to 10 and under 1.5 metres (about 5 feet) in height	Appropriate child restraint MUST be worn <i>if available</i> If not, an adult seat belt MUST be worn	Appropriate child restraint SHOULD be worn <i>if available</i> . If not, an adult seat belt SHOULD be worn <i>if available</i>	DRIVER
CHILD aged 11 to 14 or younger child 1.5 metres or more in height	Adult seat belt MUST be worn <i>if available</i>	Adult seat belt SHOULD be worn <i>if available</i>	DRIVER
PASSENGER over the age of 14	MUST be worn <i>if available</i>	SHOULD be worn <i>if available</i>	PASSENGER

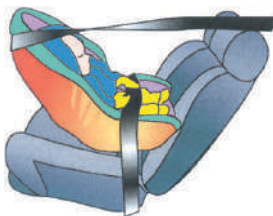
*Minibuses with an unladen weight of 2540kg or less

155. You **SHOULD** wear seatbelts in minibuses with an unladen weight of 2540kgs or less where available. You should wear them in large mini-buses and coaches where available.

Children in cars

156. Drivers who are carrying children in cars should ensure that

- children do not sit behind the rear seats in an estate car or hatchback, unless a special child seat has been fitted.
- the child safety door locks, where fitted, are used when children are in the car.
- children are kept under control.
- a rear-facing baby seat is NEVER fitted into a seat protected by an airbag.



Make sure children wear the correct restraint

Driving along

157. KEEP WELL TO THE LEFT, except when you intend to overtake or turn right. Do not keep in the middle of the road. Do not cut corners.

158. Do not drive too close to the vehicle ahead and drive at such a speed that you can pull up in good time if the vehicle ahead makes a sudden move and slows down or stops. The only safe rule is to never get closer than the overall stopping distance (see typical stopping distances and the 2 second rule under General Advice)

159. Allow at least a two second gap between you and the vehicle ahead on fast roads. Double this at least on wet roads, and increase it even further if there is mud on the road.

160. Remember, large vehicles and motorcycles need a greater distance than cars to stop.

161. When following a vehicle on the open road, leave enough space in front of you for an overtaking vehicle; when another vehicle is overtaking you, do not increase your speed.

Lane discipline and carriageway markings

162. Where the carriageway is marked out by means of white lines, abide by such lines.

163. Never straddle or cross continuous white dividers, whether double or single, except in the following circumstances and only when it is safe to do so:

- to reach adjoining premises, unless there is a 'No Right Turn' sign prohibiting the turn.
- to enter a side road unless there is a 'No Right Turn' sign prohibiting the turn.

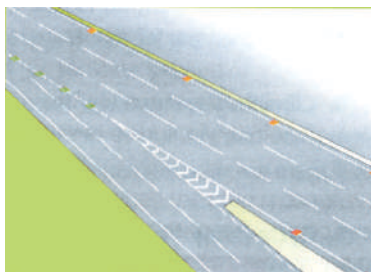
164. Broken white lines divide the carriageway into lanes and may be crossed with proper caution and after due notice to other traffic.

165. A continuous-cum-broken white line may be crossed only from the side of the broken line, with proper caution and after due notice to other traffic.

Reflective road studs

166. These may be used with white lines.

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



Road traffic markings and reflective road studs

- Green studs mark the edge of the main carriageway at lay-bys, side roads and slip roads.

167. Keep well within the traffic lanes. Do not drive over or astride the white lines.

168. Do not keep changing lanes. You **MUST** use the inner (i.e. left-hand) lane, except when overtaking or turning right. Signal in good time your intention to change lane after making sure that it is safe to do so.



169. Unless there is an emergency do not stop or park in the outside lane/s of a multi-lane carriageway. Do not remain in the outer lanes of a multi-lane carriageway for longer than is necessary unless you wish to turn to the right and to change to an inner lane would inhibit traffic wishing to continue straight ahead or turn left.

170. Where the Single Carriageway is divided into three lanes, use the inner (i.e. left-hand) lane except when overtaking or where there are signs or light signals directing you to use the centre lane. Do not overtake if the centre lane is already occupied by an oncoming vehicle.

171. Remember you have no more right to use the middle lane than a driver coming from the opposite direction.

- do not use the right-hand lane.

172. On a three-lane Divided Carriageway you may stay in the middle lane when there are slower vehicles in the left-hand lane, but you should return to the left-hand lane, when you have passed them. The right-hand lane is for overtaking (or for right-turning traffic), if

you use it for overtaking move back into the middle lane and then into the left-hand lane as soon as you can, but without cutting in.

173. On a four-lane Divided Carriageway the same principles apply, that is use the lane as near to the left as possible, change only one lane at a time and use additional caution on account of the number of lanes.

Climbing and crawler lanes

174. These are provided on some hills. Use this lane if you are driving a slow moving vehicle or if there are vehicles behind you wishing to overtake.

Cycle lanes

175. These are shown by road markings and signs. **You MUST NOT** drive or park in a cycle lane marked by a solid white line during its times of operation. Do not drive or park in a cycle lane marked by a broken white line unless it is safe to do so.

Bus lanes

176. These are shown by road markings and signs. **You MUST NOT** drive or stop in a bus lane during its period of operation unless the signs indicate you may do so.

177. When the lanes are marked out by destination or when approaching a junction, take your position in time in the appropriate lane. When necessary give other vehicles the opportunity to change lanes.

178. If the lane you are travelling on is crossed by a transverse white line, called a Stop-Line, you must stop with your front wheels behind the line.

179. Do not drive over obstacle warning lines or striped islands. Consider these as physical barriers.

One-way streets

180. These are shown by road markings and signs. You **MUST** travel or park in the direction indicated by signs. Buses and/or cycles may sometimes have a contraflow lane. Choose the correct lane for your exit as soon as you can. Do not change lanes suddenly. Unless road signs or markings indicate otherwise, you should use

- the left-hand lane when going left.
 - the right-hand lane when going right.
 - the most appropriate lane when going straight ahead.
- Remember - traffic could be passing on both sides.

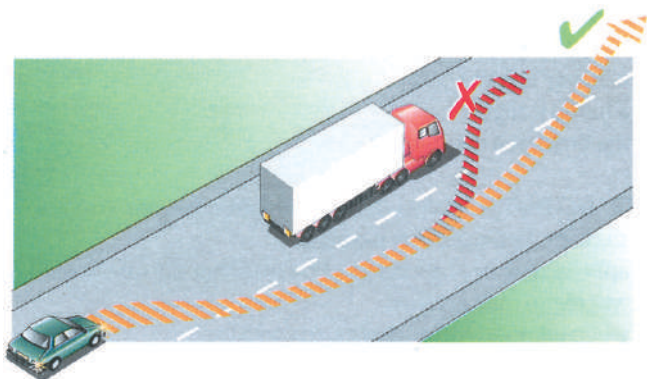
Overtaking

181. Never overtake unless you are **SURE** that you can do so without danger to yourself or others. Be specially careful at dusk and in mist, when it is more difficult to judge speed and distance.

Overtake on the right

182. This rule does not necessarily apply in the following circumstances:

- when the driver in front has signalled his intention to turn right and you can safely overtake him on his left without inconveniencing other traffic, or when you are filtering to the left at a junction.
- in slow-moving congested traffic when vehicles in the lane on your right are moving more slowly than you are.



Do not cut in too quickly

183. Before overtaking, give the appropriate signal, make certain that the vehicle you intend to overtake is aware of your intention, keep at a safe but not excessive distance from the vehicle being overtaken and return to the appropriate lane or side of the road as soon as practicable after overtaking. Do not cut in sharply in front of the vehicle you have just overtaken.

184. DO NOT OVERTAKE at or when approaching:

- a pedestrian crossing, pelican crossing or traffic lights.
- a road junction.
- a sharp corner or bend.
- the brow of a hill.
- a hidden dip.

185. DO NOT OVERTAKE

- where the road narrows.
- when to do so would force another vehicle to swerve or reduce speed.
- when there is not enough space and where the visibility does not permit you to do so without danger.
- when there is a long stream or a convoy of vehicles ahead of you or a vehicle which is itself already overtaking or if overtaking is otherwise dangerous or difficult for the time being.

186. Give every facility to other vehicles wanting to overtake you. Allow an overtaking vehicle to get back into line. Do not accelerate while being overtaken or obstruct an overtaking vehicle.

Show consideration

187. Be careful of and considerate towards other road users. You should:

- not get flustered if other drivers cause problems; they may be inexperienced or not know the area well.
- be tolerant because anyone can make a mistake.
- ignore anyone behaving badly on the road. Involvement will only make the situation worse. Slow down or stop,

calm down and when you feel composed, continue your journey.

- hold back if a vehicle pulls out into your path at a junction. Allow it to get clear. Do not over-react by driving too close behind it.

Concentration helps safe driving.

188. Avoid the distractions of

- loud music (this may mask other sounds).
- trying to read maps.
- inserting a cassette or CD or tuning a radio.
- arguing with your passengers or other road users.
- eating and drinking.

Mobile phones and in-car technology

189. It is your responsibility to exercise proper control of your vehicle at all times. **Never use a hand mobile phone or microphone when driving.** Using hands free equipment is also likely to distract your attention from the road. It is far safer not to use any telephone while you are driving - find a safe place to stop first. You **MUST** exercise proper control of your vehicle at all times.

In slow moving traffic

190. You should:

- reduce the distance between you and the vehicle ahead to maintain traffic flow.
- never get so close to the vehicle in front that you cannot stop safely (see the 2 second rule under General Advice).
- leave enough space to be able to manoeuvre if the vehicle in front breaks down or an emergency vehicle needs to get past.
- not change lanes to the left to overtake.
- allow access into and from side roads, as blocking these will add to congestion.

Driving in built-up areas

191. Narrow residential roads.

You should drive slowly and carefully especially in roads where there are no pavements or sidewalks where there are likely to be pedestrians, cyclists and parked cars. In some areas a 35 kph maximum speed limit may be in force. Look out for:

- vehicles emerging from junctions and garages.
- vehicles moving off (especially without signalling).
- pedestrians using the carriageway.

Changing direction

192. Signals alert other road users, including pedestrians, of your intended actions.



Do not block access to a side road

193. You should:

- give clear signals in plenty of time, after establishing it is not misleading to signal at that time.
- signal, before changing course or direction, either to the left or right, stopping or moving off.
- always check they are cancelled after use.
- make sure your signals will not confuse others. If, for instance you want to stop after a side road, do not signal until you are passing the road. If you signal earlier it may give the impression that you intend to turn into the road. Your brake lights will warn traffic behind you that you are slowing down.

- use an arm signal to emphasise your signal if necessary. Remember that signalling does not give you priority.

194. Also:

- watch out for signals given by other road users and proceed only when you are satisfied that it is safe.
- be aware that an indicator on another vehicle may not have been cancelled.

195. You **MUST** obey signals given by police officers and traffic wardens and signs used by school crossing patrols.

196. Before changing direction reduce speed and keep a watch on the traffic behind you by glancing in your mirror.

197. Before changing direction to the left, keep as much as possible to the left-hand kerb well in advance of the turning. If you wish to turn to the right, steer your vehicle as much as it is prudently possible to the centre of the road without, however, encroaching on the other half of the road. Do not swing out to the right before turning left, or vice versa.

198. In roads having more than one lane on each side, never switch abruptly to the right if you are on the left-hand lane, nor abruptly to the left if you are proceeding along the right-hand lane.

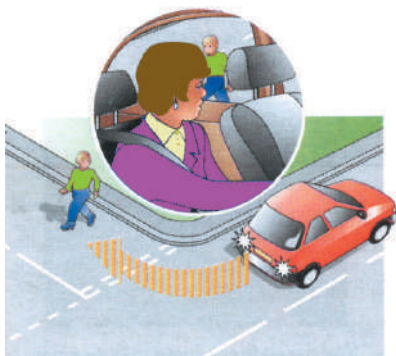
199. Before changing direction either to the left or right, you must invariably signal your intention to turn well in advance and make sure that it is safe to do so by looking in your mirror. Make sure that your direction indicator gives the signal intended and that it is cancelled immediately after use.

REMEMBER:

**USE THE MIRRORS - MAKE A SIGNAL -
MANOEUVRE**

Reversing

200. Before you reverse, make sure that there are no children or other persons or any obstruction in the blind area behind you. Remember that when reversing and turning, the front part of your vehicle will protrude further out into the street.



Check all round when reversing

201. Do not reverse from a side road into a main road, unless it is unavoidable.

202. If your view to the rear is restricted, get help when reversing.

203. Do not reverse for a greater distance than is absolutely necessary.

204. Do not reverse on multi-lane carriageways.

Road junctions

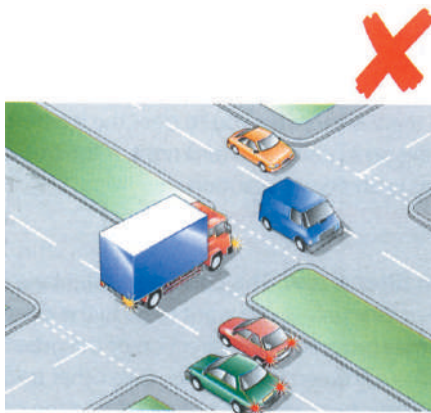
205. Use extra care at junctions or intersections. Look out for the relevant traffic signs, traffic lights or carriageway markings and abide by them. **STOP** at **STOP** signs. Slow down and give way at **GIVE WAY** signs. Where there are no such signs exercise discretion and prudence.

206. Well before you turn at a junction take full account of

the position and movement of following traffic. Always signal your intention and, when safe to do so, take up the appropriate position. Wait until there is a safe gap between you and any approaching vehicles before you complete a right turn.

207. On turning at a junction look right, then left, then right again. Do not go on until you are sure that it is safe to do so. Do not rely on signals to go ahead given by unauthorised persons.

208. At police-controlled junctions let the police officer controlling traffic know clearly by your signal which way you want to go. Do not filter left when straight ahead traffic is held up unless you receive a signal to do so.

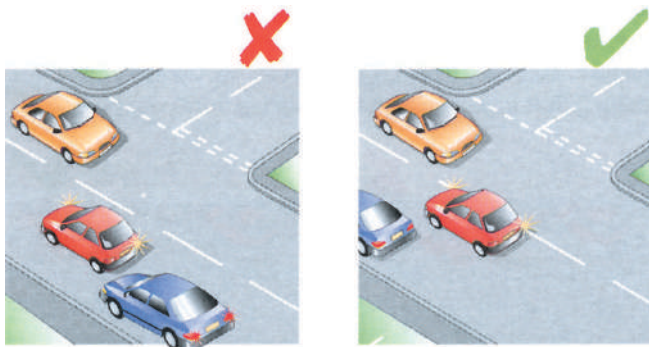


Assess your vehicle's length and do not obstruct traffic

209. When crossing a dual carriageway, treat each carriageway separately, and if necessary wait at the central reservation, if any.

210. When waiting for other traffic at junctions, take up a position where your vehicle will not block other streams

of traffic and, where waiting lines are provided, stop within such lines.



Position your vehicle correctly to avoid obstructing traffic

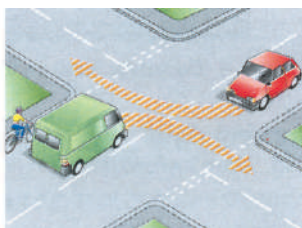
211. In a traffic hold-up, **NEVER** 'jump the queue' by cutting into another lane or by overtaking the vehicles waiting in front of you.

Right of way

212. Unless otherwise indicated, traffic on the major road has right of way over traffic crossing, joining or leaving the major road.



Turning right side to right side



Turning left side to left side

213. At an intersection or junction of a major road and a minor road, traffic on the latter road should give way to traffic on or coming off the major road.

214. At the intersection or junction of roads of equivalent traffic importance, where vehicles approach the intersection

or point of junction simultaneously priority should, unless otherwise indicated, be accorded to vehicles on the right. However, at T-junctions, the through road has priority over the branch road.

215. Do not carry out any manoeuvre even with the use of signals which may force other traffic to slow down or stop abruptly.

General advice

216. You **MUST NOT**:

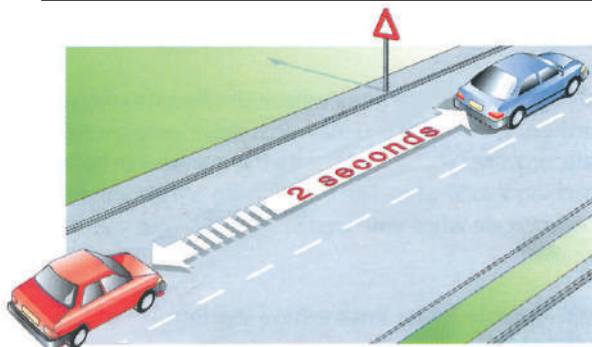
- drive dangerously.
- drive without due care and attention.
- drive without reasonable consideration for other road users.

217. You **MUST NOT** drive on or over a pavement or sidewalk except to gain lawful access to property.

218. Give instant priority of passage to fire engines, ambulances and police or emergency vehicles when you hear or see the acoustic or the light signal of such vehicles approaching your direction; in such case, drive to the side of the road and, if necessary, stop altogether.

219. **The 2 second rule**

Adapt your speed to keep two seconds travelling distance behind the vehicle ahead. This may be arrived at by using a pole or other fixed marker as a reference point and counting one hundred and one, one hundred and two before your vehicle reaches the reference marker.



Use a fixed point to help measure a two second gap

220. Adapt your driving to the appropriate type and condition of road you are on. In particular:

- do not treat speed limits as a target. It is often not appropriate or safe to drive at the maximum speed limit.
- take the road and traffic conditions into account. Be prepared for unexpected or difficult situations, for example the road being blocked beyond a blind bend. Be prepared to adjust your speed as a precaution.
- where there are junctions, be prepared for vehicles emerging.
- in side roads and country lanes look out for unmarked junctions where nobody has priority.
- when two vehicles going in opposite directions meet in a narrow stretch of road, unless signs indicate otherwise, the one nearest to the wider part of the road **MUST** reverse to let the other vehicle pass.
- when two vehicles going in opposite directions meet on a hill, unless signs indicate otherwise, the vehicle going uphill has priority over the vehicle going downhill.

Roundabouts

221. When approaching a roundabout, watch out for traffic already on it. Take special care to look out for cyclists or motorcyclists ahead or to the side. Give way to traffic on your right unless road markings indicate otherwise; but keep moving if the way is clear. At some junctions there may be more than one roundabout. At each, apply the normal rules for roundabouts. Keep a special look out for the 'Give Way' signage.

222. Where there are two lanes at the entrance to a roundabout, unless signs or road markings indicate otherwise:

When turning left:

Approach in the left-hand lane; keep to that lane in the roundabout.

When going forward:

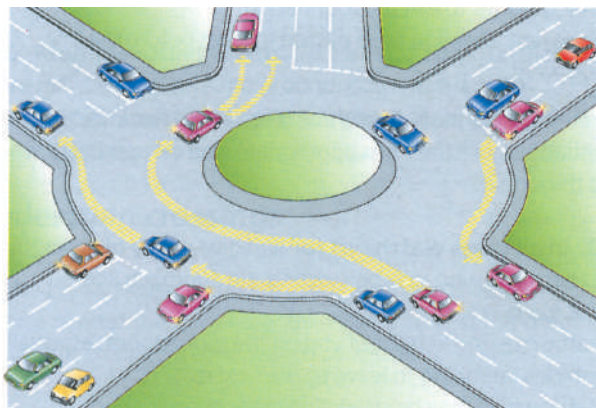
Approach in the left-hand lane; keep to that lane in the roundabout. If conditions dictate (for example, if the left-hand lane is blocked), approach in the right-hand lane; keep to that lane in the roundabout. If the roundabout itself is clear of other traffic, take the most convenient lane through the roundabout.

When turning right:

Approach in the right-hand lane; keep to that lane in the roundabout.

223. When there are more than two lanes at the entrance to a roundabout, unless signs or road markings indicate otherwise, use the clearest convenient lane on approach and through the roundabout suitable for the exit you intend to take.

224. When in a roundabout, look out for and show consideration to other vehicles crossing in front of you, especially those intending to leave by the next exit. Show particular consideration for cyclists and motorcyclists.



Signals at roundabouts

Signals at roundabouts

225. When turning left:

Use the left turn indicator on approach and through the roundabout.

When going forward:

Use the left turn indicator when passing the exit before the one to be taken.

When turning right:

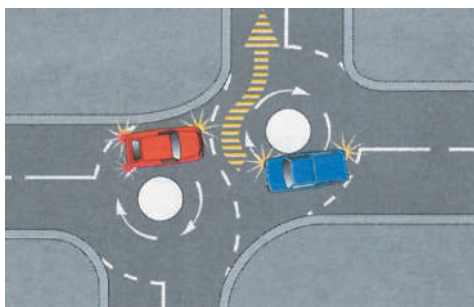
Use the right turn indicator on approach, and maintain this signal until passing the exit before the one to be taken. Then change to the left turn indicator.

226. Watch out for cyclists and motorcyclists and give them room. Allow for long vehicles which may have to take a different course, both on the approach to and in the roundabout.

Mini-roundabouts

227. These should be approached in the same way as normal roundabouts. All vehicles **MUST** pass round the central markings except large vehicles which may be physically incapable of doing so.

228. At double mini-roundabouts treat each roundabout separately and give way to traffic from the right.



Treat each roundabout separately

Multiple roundabouts.

229. At some complex junctions, there may be a series of mini-roundabout at the intersection. Treat each mini-roundabout separately and follow the normal rules.

230. Do not take your right of way for granted if you have reason to suspect that the other vehicle is not conceding priority. You should still take the necessary action to avoid an accident.

231. IF YOU ARE IN DOUBT - GIVE RIGHT OF WAY

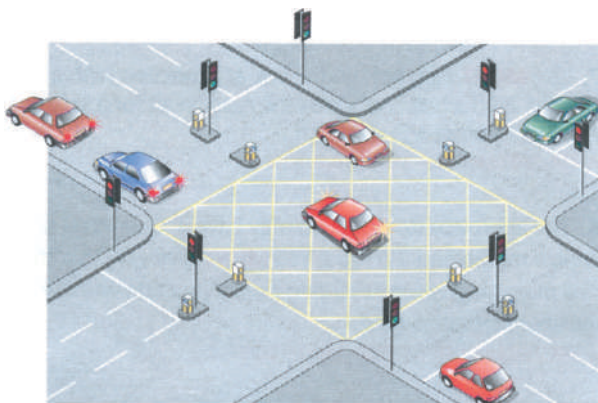
Stopping and Parking

232. Do not park or let your vehicles stand:

- where there is a parking prohibition.
- at or within 5 metres of a road junction.
- near a bend or the brow of a hill .
- on a footway, unless otherwise authorised.
- on or within 4 metres of a pedestrian crossing, from the side of oncoming traffic or within the limits of zig- zag lines on the approach side of the crossing.
- in a tunnel or under a bridge.
- in a main road or in a road carrying fast moving traffic, if such parking or standing affects the smooth flow of traffic.
- opposite or nearly opposite another standing vehicle, a refuge or other obstruction.
- alongside a stationary vehicle (double parking).
- within 12 metres on each side of any bus stop or fare stage.
- near a school or a hospital or doctors' entrance or where it will obscure a traffic sign.
- on the wrong side of a badly lit road at night.
- with the headlights on at night time.
- in such a position as to obstruct other parked vehicles.
- on traffic islands delineated by painted diagonal lines.
- in such a way as to impede access into or exit out of a garage.

233. Trailers and all vehicles with projecting loads, **SHOULD NOT** be left on a road at night without lights.

234. You **MUST NOT** park in spaces reserved for specific users, such as Blue Badge holders or residents, unless you are eligible to do so.



Enter a box junction only if your exit road is clear

235. DO NOT park partially or wholly on the pavement unless there are signs that permit it. Parking on the pavement can obstruct and inconvenience pedestrians, people with prams or pushchairs or wheelchairs and the visually impaired.

Controlled Parking Zones

236. The zone entry signs indicate the times when the waiting restrictions within the zone are in force.

Goods vehicles

237. Vehicles with a maximum laden weight of over 7.5 tonnes (including any trailer) **SHOULD NOT** be parked on a verge, pavement or any land situated between carriageways, without police permission. The only exception is when parking is essential for loading and unloading, in which case the vehicle **SHOULD NOT** be left unattended.

Loading and Unloading

238. Do not load or unload where there are yellow markings on the road or upright No Parking signs which advise restrictions are in place.

239. You should park parallel to the kerb, unless there are parking bays which indicate otherwise. Motorcycles, however, should be parked at an angle not less than 45° to the kerb.

Parking on hills

240. If you park on a hill you should:

- park close to the kerb and apply the handbrake.
- select a forward gear and turn your steering wheel away from the kerb when facing uphill.
- select reverse gear and turn your steering wheel towards the kerb when facing downhill.
- use 'park' if your car has an automatic gearbox.



Police stopping procedures

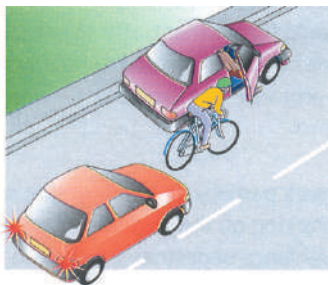
241. If the police want to stop your vehicle they will, where possible, attract your attention by:

- flashing blue lights or headlights or sounding their siren or horn.
- directing you to pull over to the side by pointing and/or using the left indicator.

242. You **MUST** then pull over and stop as soon as it is safe to do so. Then switch off your engine.

Normal stopping procedures

243. Before stopping, signal your intention to do so in good time and when you draw up, pull in as close as possible to the kerb or edge of the road. Be sure that the engine is switched off, the hand-brake set securely and the gear is put in low or reverse before you leave the car (use 'park' if your car has an automatic gearbox). On an incline, turn the front wheels towards the kerb.



Check before opening your door

244. In disc zones, set the disc and display it in a prominent place on the dashboard.

Lights

245. At night always drive well within the limits of your lights so that you may stop in time if necessary.

246. Use dipped headlights at night in built up areas.

247. On unlit roads always use headlights. When meeting other vehicles and cyclists dip the headlights. If you are dazzled, slow down or stop. Extra lights may not be fitted, spot lights may only be operative when full beam is selected. Reverse lights may only work when reverse gear is selected or a separate dash board warning light shows when the reverse lights are on.

248. When driving behind another vehicle, dip the headlights.

249. Your vehicle's lights enable you to see and be seen. In daytime, whenever visibility is poor, switch on your lights and in mist use fog lights, if available and/or dipped headlights. Bright headlights reduce visibility in fog.

250. Never use your hazard warning lights when the vehicle is in motion unless reasonably required, such as an emergency.

251. All motor vehicles shall have stop lights, rear view mirror and direction indicators fitted. The direction indicators are to be so fitted as to be clearly visible from the front and from the rear. Motor vehicles, except motor cycles, shall have windscreen wipers. These fittings shall be maintained in good working order.

252. Red reflectors should only face to the rear. Headlights may be white or yellow. Side lamps show a white light to

the front (or yellow if incorporated in a yellow headlamp). A rear lamp shows a red light to the rear.

253. Be sure your lights are on during lighting-up time, i.e. between sunset and sunrise and when visibility is limited due to weather conditions. See that your front and rear lamps and rear registration plate lamps are alight at night.

254. Pay attention to red warning lanterns or red reflecting triangles placed on the road; the road may be obstructed or an accident may have taken place.

255. If another driver flashes his headlights never assume that it is a signal to go. Use your own judgement and proceed with care.

256. When approaching a junction or when overtaking another vehicle during lighting up time, flash your headlights to give notice of your approach or manoeuvre - like sounding your horn, it lets another road user know you are there.

257. If an oncoming vehicle has undipped headlights you may attract its driver's attention by flashing for an instant but do not keep your headlights on in retaliation.

Tunnels

258. When driving through tunnels in Malta it is obligatory to:

- use lights.
- obey the speed limits shown.
- stay in lane through the entire length of the tunnel.

Use of horns

259. Horns give notice of your presence or approach, but do not give you any special rights. Use your horn sparingly and when necessary.

260. In built-up areas and especially at night, horns should be used only in an emergency.

261. Horns should be efficient and not cause any nuisance. Car radios or stereos should be used at a volume which will not inconvenience others and which will not impair the driver from hearing or driving properly. Drivers should not use headphones or anything else that may prevent them from hearing or driving properly.

Road works

262. When the 'Road Works Ahead' sign is displayed, you will need to be more watchful and look for additional signs providing more specific instructions.

- You **MUST NOT** exceed any temporary maximum speed limit.
- Use your mirrors and get into the correct lane for your vehicle in good time and as signs direct.
- Do not switch lanes to overtake queuing traffic.
- Do not drive through an area marked off by traffic cones.
- Watch out for traffic entering or leaving the works area, but do not be distracted by what is going on there.
- Bear in mind that the road ahead may be obstructed by the works or by slow moving or stationary traffic.

Additional rules for high speed roads

263. Take special care on arterial and other high speed dual carriageways.

- One or more lanes may be closed to traffic and a lower speed limit may apply.
- Works vehicles that are slow moving or stationary with a large 'Keep Left' or 'Keep Right' sign on the back are sometimes used to close lanes for repairs.
- Check mirrors, slow down and change lanes if necessary.
- Keep a safe distance from the vehicle in front.

Contraflow systems

264. This means that you may be travelling in a narrower lane than normal and with no permanent barrier between you and oncoming traffic. The hard shoulder may be used for traffic, but be aware that there may be broken down vehicles ahead of you. Keep a good distance from the vehicle ahead and observe any temporary speed limits.

Safety of Pedestrians

265. When approaching a **PEDESTRIAN CROSSING** always be ready to slow down or to stop so as to give way to pedestrians; **give them the right of way on these crossings**. Signal to other drivers your intention to slow down or to stop. Allow yourself more time to stop when the road is wet or downhill.

266. DO NOT pass a vehicle which has stopped or slowed down at a **PEDESTRIAN CROSSING**.

267. At pedestrian crossings controlled by light signals or by the police, give way to any pedestrian who is still crossing when the signal to move is given.

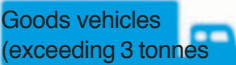
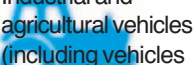
268. Watch for the pedestrian who comes out suddenly from behind stationary vehicles or other obstructions. Be specially careful of this near schools and bus stops.

269. When turning at a road junction give way to pedestrians who are crossing. On country roads watch out for pedestrians and give them plenty of room especially on left-hand bends.

270. Most pedestrians killed or seriously injured are either under 15 or over 60. The young and the elderly may not judge speed very well and may step into the road when you do not expect them. Watch out for blind people who may be carrying white sticks (white with two red reflectorised bands for deaf/blind people) or using guide dogs, and for the disabled or infirm. Give them plenty of time to cross the road. Remember that deaf people may not hear your vehicle approaching.

271. Take special care near children's play areas, as children at play may dash across the road without warning (such as to chase a ball).

272. Speed Limits

Type of vehicles	Built-up areas Unless otherwise indicated Km/h	Elsewhere Unless otherwise indicated Km/h
 Cars and motorcycles	50	80
Buses and coaches (not exceeding 12 mtrs in overall length) and light commercial vehicles up to 3 tonnes	40	60
 Goods vehicles (exceeding 3 tonnes maximum laden weight)	30	40
 Industrial and agricultural vehicles (including vehicles on tow)	20	30

273. These are absolute maximum speeds, but there are numerous situations where prudence demands a lower speed in view of road surface and configuration, weather conditions, traffic density and presence of pedestrians or other hazards.

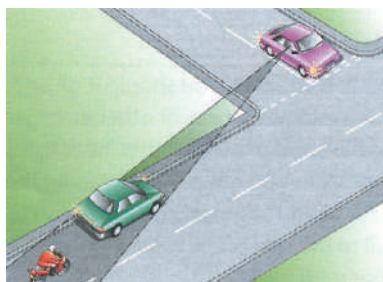
274. Driving at speeds too fast for the road and traffic conditions can be dangerous. You should always reduce your speed when:

- the road layout or condition presents hazard, such as bends.
- sharing the road with pedestrians and cyclists, particularly children, and motorcyclists.
- driving at night as it is harder to see other road users.

275. Any of the above speeds may be restricted by appropriate traffic signs. Ambulances, fire-engines, police cars and other emergency vehicles, using the siren and flashing light or other appropriate signal are exempt from the above speed limits.

276. Unless there are sufficient reasons to the contrary, do not drive at a speed below the average speed of the general traffic flow at the particular place and time.

277. Do not hold up a long queue of traffic. If you are driving a large or slow-moving vehicle and the road is narrow or winding, or there is a lot of traffic coming towards you, you **MUST** pull in where you can do so safely so that other vehicles can overtake.



Look out for motorcyclists at junctions

Stopping distances

278. Never drive at such a speed that you cannot pull up within the distance that you can see to be clear. Remember that your visibility is reduced at corners and over the crests of hills, and that your braking distance is greater downhill or when the road is wet or slippery.

279. You should:

- leave enough space between you and the vehicle in front so that you can pull up safely if it suddenly slows down or stops. The safe rule is never to get closer than the overall stopping distance (see Typical Stopping Distance diagram on page 69).

- allow at least a two-second gap between you and the vehicle in front on roads carrying fast traffic. The gap should be at least doubled on wet roads and increased still further on muddy roads.
- remember, large vehicles and motorcycles need a greater distance to stop.

280. You need a certain time to react in an emergency. Your reactions are slower if you are tired, sleepy, dazzled or if your faculties are in any way impaired. If you feel any signs of strain, slow down and double your caution, and if necessary stop at the first suitable place until you are rested.

281. Shortest Stopping Distances - in metres			
Kmh	Thinking distance (metres)	Braking distance (metres)	Overall stopping distance (metres)
32	6	6	12
50	9	14	23
64	12	24	36
80	15	38	53
94	18	55	73
110	21	75	96

282. On a dry road, a good car with good brakes and tyres and an alert driver will stop in the distances shown.

283. Remember these are the shortest stopping distances. Stopping distances increase greatly with wet and slippery roads, poor brakes and tyres, and a tired driver.

Skids

284. Skidding is caused by the driver braking, accelerating or steering too harshly or driving too fast for the road conditions. If skidding occurs, ease off the brake or accelerator and try to steer smoothly in the direction of the skid. For example, if the rear of the vehicle skids to the right, steer quickly and smoothly to the right to recover.



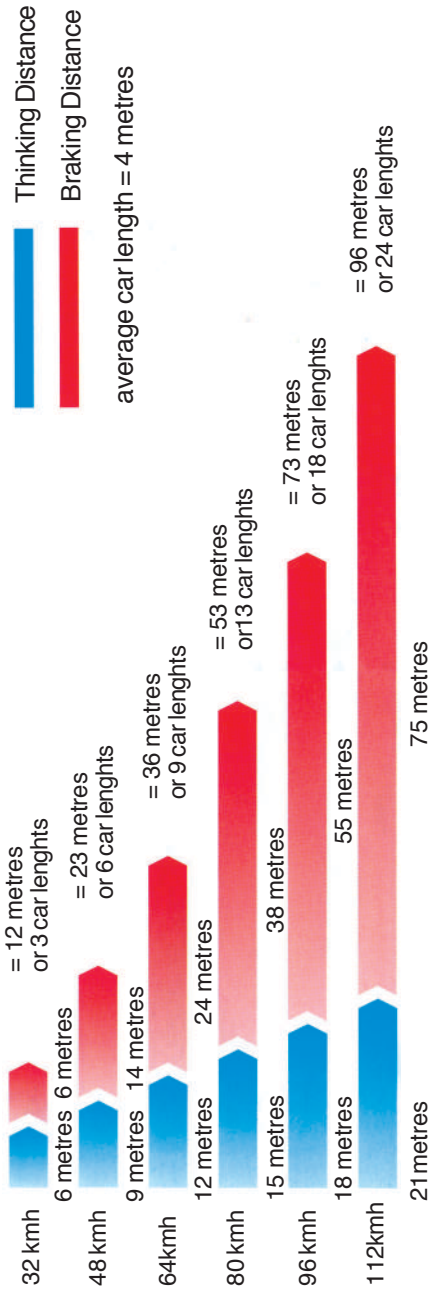
Rear of car skids
to the right



Rear of car skids
to the left



Typical Stopping Distances



APPENDIX I

LIST OF LAWS AND REGULATIONS WHICH DEAL WITH VEHICULAR AND PEDESTRIAN TRAFFIC

- Code of Police Laws, Part III (Cap. 10).
- Traffic Regulation Ordinance (Cap. 65).
- Motor Vehicles Insurance (Third-Part Risks) Ordinance (Cap. 104).
- Motor Vehicles Regulations, 1994.
- Traffic Signs and Carriageway Markings Regulations, 1969.
- Motor Tractors Regulations, 1979.
- Motor Vehicle Roadworthiness Test Regulations, 1998.

Most of these Regulations have been amended.

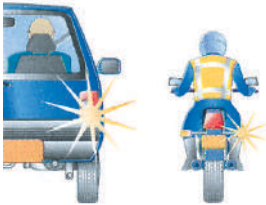
APPENDIX II

HAND AND TRAFFIC LIGHT SIGNALS

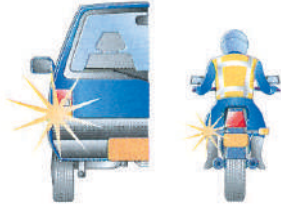
These signals should be given by motor cyclists, pedal cyclists and those in charge of animal-drawn vehicles. They may also be given by drivers of other motor vehicles, but in this latter case they are not compulsory unless the light signal is at the moment out of order.

SIGNALS TO OTHER ROAD USERS

Direction indicator signals

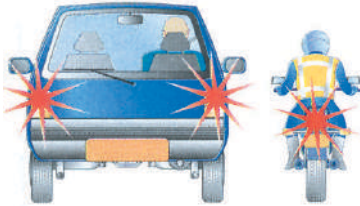


"I intend to MOVE OUT or TURN to my RIGHT"



"I intend to MOVE IN or TURN or STOP to my LEFT"

Brake light signals



"I am applying the BRAKES"

Reversing light signals



"I intend to REVERSE"

Arm signals



"I intend to PULL IN or TURN to my LEFT"



"I intend to MOVE OUT or TURN to my RIGHT"



"I intend to SLOW DOWN or STOP"

This signal should be used also when slowing down or stopping at a pedestrian crossing



SIGNALS TO POLICE OFFICERS CONTROLLING TRAFFIC



"I want to go
STRAIGHT ON"



"I want to
TURN LEFT"



"I want to
TURN RIGHT"

The left turn and right turn hand signals may be given if the mechanical or flashing indicator is at the moment out of order.

POLICE SIGNALS

Stop



Traffic approaching
from the front



Traffic approaching from both
front and behind



Traffic approaching
from behind

Carry On



From the side



From the front



From behind

APPENDIX III

TRAFFIC SIGNS

In Malta, traffic signs are based on the United Nations Organisation Protocol and are in international use.

Basically, the code consists of three categories of signs - Warning, Regulatory and Informative, each category having its characteristic shape, colour and format, with the message of the sign condensed pictorially into a symbol. In appropriate cases, the message may be supplemented, or its applicability defined, by means of a short inscription on a small plate appended to the traffic sign.

Slight local variations, as long as they are consonant with the spirit of the above code, are allowed, and some of the traffic signs in Malta do in fact contain such variation. Traffic signs are generally reflectorised so as to show up under headlights at night.

While Warning and Informative Signs are meant for the help and guidance of motorists, Regulatory signs impose definite obligations. Regulatory signs may be either

- Prohibitory, i.e. forbidding certain manoeuvres, or
- Mandatory, i.e. imposing certain manoeuvres.

The prohibition may be either immediate, in which case it applies to a single point or contingency and its applicability terminates immediately, or continuous when its applicability is in force for a stretch of road or area and carries on until it is lifted by another sign to this effect.

INTERNATIONAL TRAFFIC SIGNS BASED ON VIENNA CONVENTION 1968

Make sure you understand and obey all traffic and information signs and road markings.

WARNING SIGNS

Dangerous bends



Bend to
left



Bend to
right



S-bend on
right



S-bend on
left



Series of
bends

Intersection with Roads of Equal Importance



Crossroads



T-junction



Side road
on left



Side road
on right



Traffic lights
ahead

Intersection with Major Roads



Crossroads



T-junction



Roundabout



Give way
(on major
roads)



GIVE WAY
50metres
Give Way
(in advance)

Intersection with Minor Roads



Crossroads



Side road
on left



Side road
on right



Staggered
junction
first on left



Staggered
junction first
on right



Road
narrows on
left



Road
narrows on
right



Dual
carriageway
ends

Road Hazards



Road narrows



Steep hill downwards



Steep hill upwards



Slippery road



Quaqside



Uneven road



Road humps



Electricity cable



Two-Way traffic ahead



Tunnel



Other danger



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



Hazard at road's edge

Live Hazards



Pedestrian crossing (advance sign)



Children (school)



Road works



Pedestrians in road ahead



Elderly people



Low flying aircraft



Stables



Horse riding



Agricultural vehicles

REGULATORY SIGNS

Prohibitory - Direction



No left turn



No right turn



No U-turn



No entry from this side



All vehicles prohibited from either direction except for access



School crossing patrol

Prohibitory - Special Categories



No
bicycles



No motor
vehicles



No heavy
vehicles



No horse-
drawn
vehicles



No
pedestrians



No motor
cycles



No
powered
vehicles



No horse
riding



Width
limit



Height
limit



Length
limit



Weight
limit



Axle
weight

Prohibitory - Operation



Speed limit



End of
speed limit



Entry to
zone limit



End of
zone limit



National
speed limit
applies



No
overtaking



End of no
overtaking



No
overtaking
by heavy
vehicles



End of no
overtaking
by heavy
vehicles



No through
road for
vehicles
(cul de sac)



No through
road for
vehicles on
left (cul de
sac on left)



No horn
blowing



End of no
horn
blowing



No waiting



No
stopping

Mandatory - Operation



Stop



Give way
to crossing
traffic



Priority over
crossing
traffic



End of
priority



Give way to
traffic from
opposite
direction



Priority over
traffic from
opposite
direction



Minimum
speed limit



End of
minimum
speed limit



Pedestrian
crossing
(position
sign)



Route to
be used
by pedal
cycles only



Segregated
pedal cycle
and
pedestrian
route



Buses and
cycles only



Footway



Bus stops



Fare Stage



No waiting at any time



No waiting
at the time
indicated



No waiting
except for
loading and
unloading



No heavy vehicles except to render a service (or owners residing) in this street



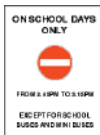
No vehicles
except for
loading



No entry except for loading



No entry or waiting except for school transport



Mandatory - Direction



Go straight ahead



Go left



Go right



Turn left



Turn right



Vehicles may pass either side



Keep left



Keep right



Go left or right



Go straight or left



Go straight or right



Roundabout



One way direction

Plates



Start of prohibition



End of prohibition



Continuity prohibition

AT 300 METRES

FOR 2 KILOMETRES

GIVE WAY
50 m

STOP
100 m

Distance plates

7.00 A.M. - 6.00 P.M.

Time plate

15 MINUTES

Time plate
(period)



Plate with an explanatory note

School

Handicapped

No footway
for 400 m

Patrol

Elderly
People

Playground

Blind

Safe height
5 m

EXCEPT ACCESS
FOR RESIDENTS
AND GARAGES

Exception for access to premises and land adjacent to the road where there is no alternative route

Message Signs

General



Contra flow bus lane



Accident black spot



Bus lane on road at junction ahead



Tow zone



Clamping zone



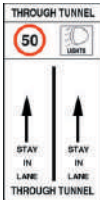
Area in which cameras are used to enforce traffic regulations



Dipped headlights



Headlights off



Through tunnel

INFORMATIVE SIGNS

Official Signs



Parking place



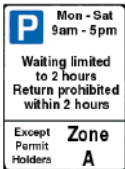
Parking place to the left



Parking place to the right



Blue sticker badge holders



Restricted parking



Parking for permit holders



Vehicles may be parked partially on the verge of footway during the period indicated



Vehicles may be parked partially on the verge of footway



End of area where vehicles may be parked partially on the verge of footway

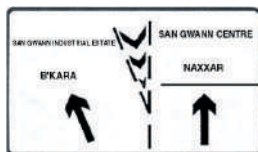
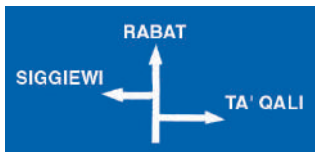
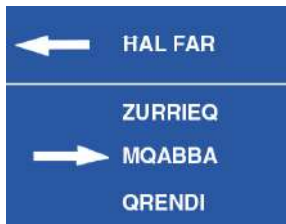
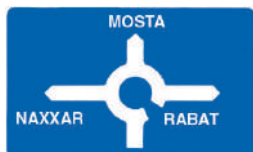


Route sign



Place name

Other Official Signs

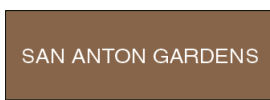


Advance direction signs

Touristic Signs



Route sign



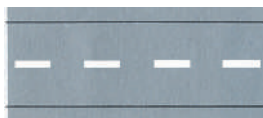
Place name

CARRIAGEWAY MARKINGS

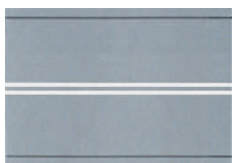
Longitudinal Lines



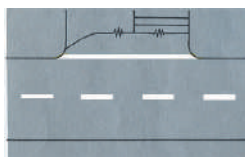
Continuous white line
(centre line)



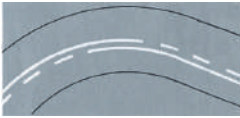
Broken white line
(lane line)



Double continuous
white line



Carriageway boundary line
(white line)



Continuous-cum-broken line

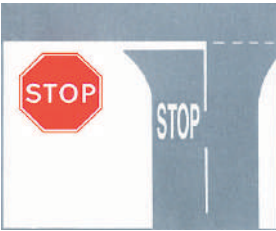


No stopping

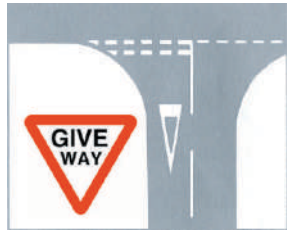


No waiting

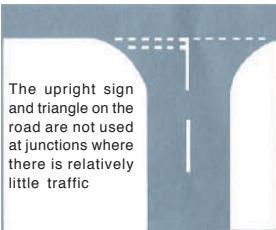
Transverse Lines



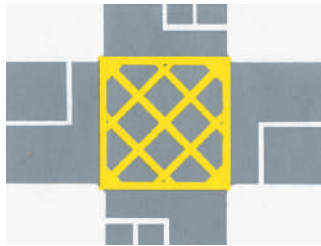
Stop line



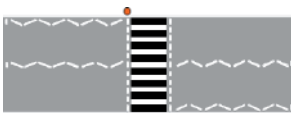
Give way line



Give way line



Box junction

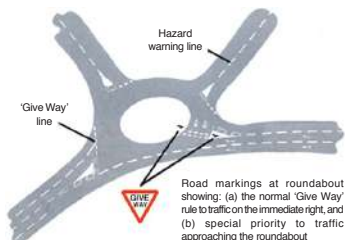


Pedestrian crossing



Pedestrian crossing

Box junction. Where there is a likelihood that stationary traffic could block a road junction a yellow box may be marked on the road. You must not enter the box if your exit is not clear, except when you want to turn right and are only prevented from so doing oncoming traffic or other stationary vehicles waiting to complete a right turn.



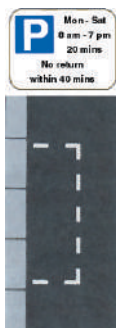
Road markings at roundabout



No waiting
at any time



No waiting during times
shown in sign



Waiting is limited to the
times and duration
shown

Worded Markings



Used with
sign



Associated
with various
hazards



May be used
with upright
signs



Do not block
that part of the
carriageway
indicated

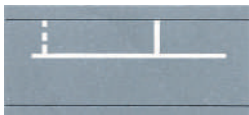


Indication of
a compulsory
movement
(turn left or
ahead only
may be shown)

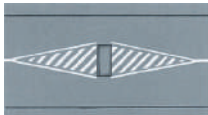
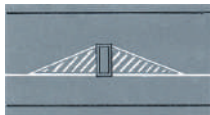


Do not stop or wait on the markings – not even to pick up or set down children or other passengers

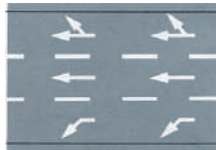
Other Markings



Bus stop bays



Obstacle warning lines



Direction arrows



Parking bays (park within the lines whenever practicable)



APPENDIX IV

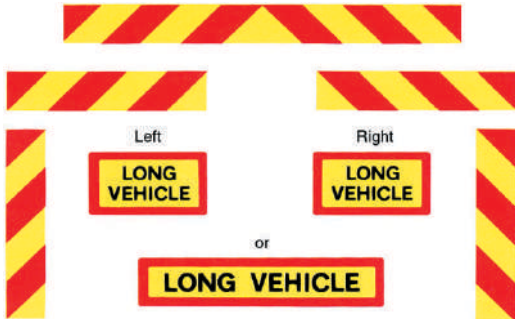
VEHICLES MARKINGS

Large Goods Vehicles Rear Markings

Motor vehicles over 7500 kilograms maximum gross weight and trailers over 3500 kilograms maximum gross weight.



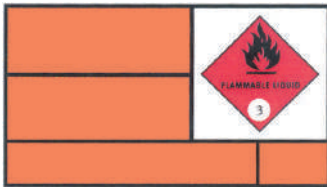
School bus
(displayed in
front or rear
window of
bus or
coach)



The vertical markings are also required to be fitted to builders' skips placed in the road, commercial vehicles or combinations longer than 13 metres (optional on combinations between 11 and 13 metres)

Hazard Warning Plates

Certain tank vehicles carrying dangerous goods must display hazard in formation panels



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



Toxic
substance



Oxidising
substance



Non-flammable
compressed gas



Radioactive
substance



Spontaneously
combustible
substance



Corrosive
substance

Projection Markers



Side marker

End marker



Both required when load or equipment
(eg crane jib) overhangs front or rear by
more than two metres

HOW TO USE THESE FORMS IN FRONT-TO-REAR COLLISIONS

Each driver who is involved in a front-to-rear collision, should fill and exchange a copy of this form. In this way, each driver will have enough information regarding the identity of the other driver, his insurance and the circumstances in which the accident occurred. If a driver does not do so, he will be breaking the law.

In the Maltese Islands, a policeman should always be called on site, except in the case of a front-to-rear collision. A policeman should also be present in the case of injuries or when government property is involved. The Police can be contacted on telephone number 224001, or at the nearest Police Station.

At the scene of the accident

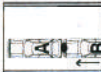
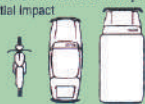
1. Although each driver is supposed to have a copy of this form in his car, only one **Statement of Facts** is to be used, and it does not matter which one is completed. When the accident involves more than two vehicles, a second form should be used.
2. The Statement of Facts is self-carbonised. Preferably using a ball-point pen, complete fully either the yellow or the green part of the **Statement of Facts**. The other driver is to complete the other coloured section pertaining to the second vehicle. Obviously both drivers will need to refer to their insurance certificates and driving licences.
3. Get details of all witnesses before they leave. Complete question 5.
4. When you are satisfied with the accuracy of the statement. sign it and have it signed by the other driver (15). Keep one copy and hand the other to the other driver.

5. Don't forget to:
- (a) mark clearly under (10) the point of initial impact.
 - (b) tick (✓) in each appropriate square on your side (numbers 1 to 7) in section 13 and state the total number of spaces marked.
 - (c) Draw a plan of the accident location (14) showing all the information indicated.
6. It is advisable to keep a disposable camera in your car. In this way, you will be able to take photographs of the collision so as to have better proof.

When you return home

- (1) Fully complete the Motor Accident Report on the back of your version of **the Statement of Facts**. This is your own report to your insurers, and in case of need, your insurance company will help you fill in this report.
- (2) Immediately inform your insurer about the accident and deliver this form to them which includes (i) **the Statement of Facts** and (ii) **Motor Accident Report**.

Statement of Facts on a Front-to-Rear Collision

This statement is not an admission of liability but a summary of identities and of the facts which will speed up settlement of claims		
MUST BE SIGNED BY BOTH DRIVERS		
1. date of accident	2. exact location of accident	3. injuries - even if slight YES ☐ NO ☐
4. property damage: other than to vehicles A and B YES ☐ NO ☐	5. witnesses: names, addresses and telephone numbers (to be underlined if passengers in vehicles A or B)	
VEHICLE A	13. circumstances	VEHICLE B
6. vehicle Reg No: _____ Make/type: _____	Tick (✓) each of the relevant boxes to explain the plan of the accident (14)	6. vehicle Reg No: _____ Make/type: _____
7. owner (see insurance certificate or logbook) Name: _____ Surname: _____ Address: _____ Telephone: _____	☐ 1. striking the rear of the other vehicle ☐ 1. ☐ 2. whilst going in the same direction ☐ 2. ☐ 3. whilst travelling in the same lane ☐ 3. ☐ 4. whilst travelling in a different lane altogether ☐ 4. ☐ 5. whilst changing lanes ☐ 5. ☐ 6. whilst overtaking ☐ 6. ☐ 7. striking the front of the other vehicle whilst reversing ☐ 7. ☐ state total number of ticked boxes ☐	7. owner (see insurance certificate or logbook) Name: _____ Surname: _____ Address: _____ Telephone: _____
8. driver (see driving licence) Name: _____ Surname: _____ Address: _____ Telephone: _____ Driving licence number: _____ Group: _____ Valid from _____ to _____	If any of the plans shown below describe this collision, you can adopt it by ticking it (✓) and adding any relevant road signs and the names of the streets.    	8. driver (see driving licence) Name: _____ Surname: _____ Address: _____ Telephone: _____ Driving licence number: _____ Group: _____ Valid from _____ to _____
9. insurance company (see insurance certificate) Name: _____ Agent/Broker: _____ Policy Number: _____ Motor certificate: _____ Insurance number: _____		9. insurance company (see insurance certificate) Name: _____ Agent/Broker: _____ Policy Number: _____ Motor certificate: _____ Insurance number: _____
10. show with an arrow the point of initial impact 	14. plan of accident Indicate: 1, the layout of the road 2, by arrows the direction of vehicles A and B 3, their position at time of impact 4, the road signs 5, the names of streets.	10. show with an arrow the point of initial impact 
11. visible damage _____ _____ _____		11. visible damage _____ _____ _____
12. remarks _____ _____ _____		12. remarks _____ _____ _____
15. signatures of drivers: _____ of Vehicle A _____ of Vehicle B		

Do not alter anything in this statement after it is signed and a copy is handed to the other driver

MOTOR ACCIDENT REPORT

To be completed by the Insured and sent immediately to his Insurers (Use a separate sheet of paper where necessary)

Insured Vehicle	1 Name _____ Identity card/Passport number _____ Occupation _____									
	2 Make / Model / Type _____	C.C. ☐ If commercial vehicle state carrying capacity _____ Date of first registration as new _____ Registration mark _____								
	3 Are you the Owner? ☐ Yes ☐ No ☐ If no, state Owner's name and address _____									
	4 Exact purpose for which vehicle was being used at the time of accident _____									
	5 Is the vehicle still in use? ☐ Yes ☐ No ☐ If no, state where it is at present _____ Tel: No:- _____									
	6 Name and address of Finance Company (if any) _____									
Driver or Person in charge of Vehicle (If the Insured complete this section as appropriate)	7 Date of Birth _____ Identity Card/Passport No. _____ Occupation _____ Date Driving test passed _____	Was he driving with your permission ☐ Yes ☐ No ☐ Was he your employee? ☐ Yes ☐ No ☐								
	8 Give details of any impairment of sight or hearing and of any other disability _____									
	9 Full details of all driving convictions including pending prosecutions _____									
	<table border="1"> <thead> <tr> <th>Date</th> <th>Offence</th> <th>Penalty</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>		Date	Offence	Penalty					
Date	Offence	Penalty								
Injured Persons	10 Name(s), Address(es), and approximate Age(s) _____	Injuries Sustained _____	If Vehicle Occupants state in which vehicle _____	Were seat belts/crash helmets being worn? ☐ Yes ☐ No ☐						
Damage to Property & Vehicles (other than vehicles 'A' & 'B' overleaf)	11 Owner(s) Name(s) and Address(es) _____	Details of Vehicle or Property _____	Nature of Damage _____	Insurer's Name and Address (if known) _____						
Police Action	12 Was the accident reported to the Police? ☐ Yes ☐ No ☐		If yes give station and P.C.'s name and number _____							
	13 Was warning of prosecution given? ☐ Yes ☐ No ☐		If yes, against whom? _____							
Accident Details	14 Weather conditions _____									
	15 Speed of vehicles <table border="1"><tr><td>A</td><td> </td></tr><tr><td>B</td><td> </td></tr></table>				A		B			
	A									
	B									
	16 What warnings were given by driver or other party? _____									
	17 Were street lights illuminated? ☐ Yes ☐ No ☐									
	18 What lights were displayed on your vehicle / other vehicle(s)? _____									
	19 If your vehicle is commercial state weight of load carried at time of accident _____									
	20 How many passengers (besides the driver) were being carried at the time of the accident? _____									
	21 State how accident happened, including width of road, speed limits, etc. _____ _____ _____ _____									
22 Who in your opinion is to blame for the accident? Self ☐ Both ☐ No Comment ☐										
Declaration	I/We declare the foregoing particulars are true in every respect Insured's Signature _____ Date _____									



30

GIVE
WAY

***By reading and following the rules of
The Highway Code you can help reduce the
number of deaths and injuries on our roads***

DEPARTMENT OF INFORMATION