

Road Users' Code



Government of the
Hong Kong Special Administrative Region

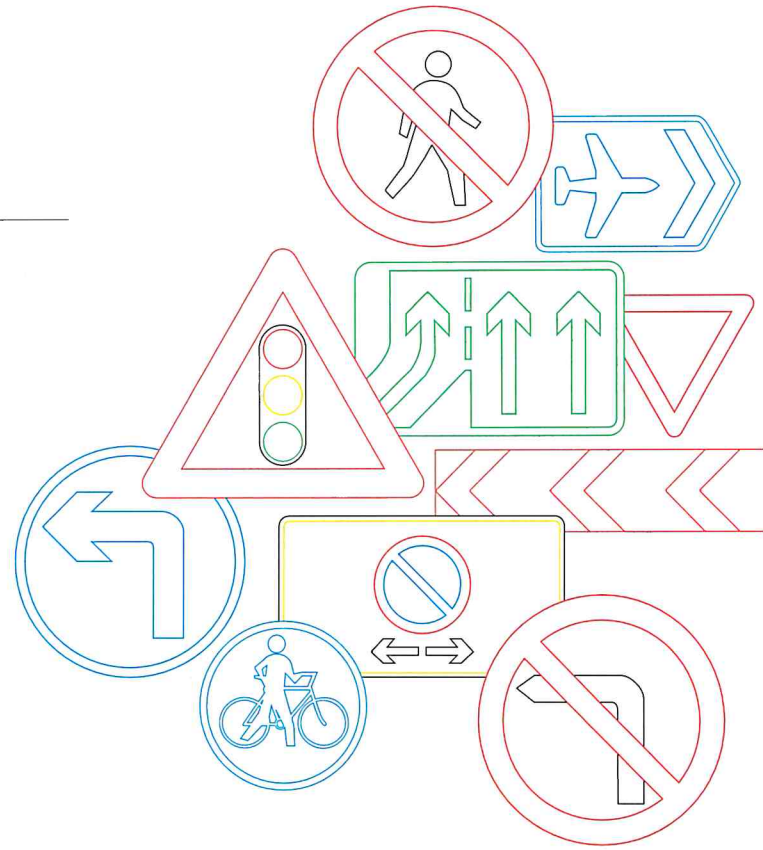
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'A failure on the part of any road user to observe any rule or follow any advice in the Road Users' Code is in itself not an offence, but any such failure may be taken into account in any proceedings (whether civil or criminal, and including proceedings for an offence under the Road Traffic Ordinance) when deciding if a road user was at fault or not and to what extent, and may also be relied on for negating any liability under any of these proceedings. Whilst every effort is made to keep the Road Users' Code up-to-date, changes in legislation may render parts of the Code incorrect. In all instances, the prevailing legislation takes precedence.'

Road Users' Code



Benefiting the Community
Striving for Excellence

How to use this Book

This book contains a wide range of rules, advice and information for all types of road users covering most road and traffic conditions. It is divided into chapters for different types of road users with additional chapters covering special topics. Each chapter contains topics, some of these topics are inter-related, while some of them are self-contained topics.

It is not just a book for casual reading. It is a book to be used, to be dipped into, and to be referred to constantly.

To get the best from the book, first identify which chapters and topics meet your needs. Read them carefully and make sure you can understand the rules and advice given. Some of the topics may not be of direct interest to you, depending on your needs. You may wish to read some of the other chapters so that you can understand the needs of other road users or as preparation for the future.

Chapter 1 **For All Road Users**

Everyone should read this chapter. General rules and advice and information about the Road Users' Code and traffic law are given.

Chapter 2 **For Pedestrians**

Everyone should read this chapter. Rules and advice for using pavements and roads, crossing the road and using crossing places are given. The Road Crossing Code and how to use it is fully explained. There is also advice for users of handcarts and those in charge of animals.

Chapter 3 **For Passengers**

Everyone should read this self-contained chapter. It contains rules and advice for using public transport as well as advice for car passengers.

Chapter 4 **For Cyclists**

This self-contained chapter covers the basic needs for new as well as experienced cyclists. Advice is given on selecting and maintaining a safe cycle, preparing yourself for the road and riding on the road. **Some cyclists may find some of the topics in chapter 5 of interest.**

Chapter 5 **For All Drivers**

All drivers and riders of motor vehicles should read this self-contained chapter. It describes many of the traffic and road features and gives rules and advice for safe behaviour. Much of the knowledge and understanding that learner drivers will need to demonstrate in the written and practical driving tests can be gained from this chapter.

Chapter 6 **For Professional Drivers**

This chapter gives additional rules for drivers of commercial and special vehicles and for the loading and unloading of goods. **It is intended to be read in addition to chapter 5.**

Chapter 7 **For Motor-Cyclists**

This chapter gives additional rules for riders of motorcycles. Some rules and advice are also given for motorcycle passengers. **It is intended to be read in addition to chapter 5.**

Chapter 8 **The Language of the Road**

Everyone should read this chapter. It describes the different signals used by road users to communicate with each other. It also features most of the traffic signs and road markings you will find on the roads of Hong Kong and gives their meanings.

Chapter 9 **Your Child as a Road User**

Children are road users too but they may not be able to follow the rules and advice given to passengers, pedestrians and cyclists as appropriate. This chapter is intended for those responsible for children as road users so that they can guide children on the road, or teach children those rules and advice from the Road Users' Code appropriate to their needs and development.

Chapter 10 **Emergencies**

Everyone should read this chapter. It gives advice to drivers on what to do in an emergency, such as a traffic accident or vehicle breakdown. It also gives advice to anyone who arrives at a scene of accident, so they can help prevent further injuries and give aid to any injured persons and others involved in the accident.

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Traffic Accidents

In an emergency at the site of a traffic accident, go to the back of the book.

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The Road Users' Code

Introduction

The safe and efficient use of the road system depends on all road users following the same rules of behaviour.

Some of the rules are also laid down by law. These rules help you avoid dangerous behaviour. They also let you know what behaviour you can expect from other road users and what behaviour they can expect from you.

However rules are not enough, you also need to understand the dangers of traffic and the difficulties others may have in using the road. You will need to understand how to use the different road and traffic features. You will also need to know the 'language of the road'—the different signals used by road users to communicate with each other and the meanings of traffic signs and road markings.

The Road Users' Code lays down the rules of behaviour and gives advice on when and how to follow them.

The Road Users' Code also gives safety advice and explains and gives advice about the different traffic and road features and traffic signs and road markings that you will come across when travelling or out walking.

You should be familiar with the rules and advice given in the latest edition of the Road Users' Code and follow them whenever you are on or near a road.

You should make allowances and be prepared for other road users who may make mistakes or do not know or obey the rules and advice given in the Road Users' Code.

Rules and advice for all road users

Avoid any behaviour likely to put into danger any person or to cause damage to public or private property or to obstruct other road users.

Do not obstruct other road users or make their passage dangerous by throwing, depositing or leaving any object or substance on the pavement or the roadway. If you are unable to avoid creating an obstruction in that way then take the necessary steps to remove it as soon as possible and, if it cannot be removed immediately, then warn other road users.

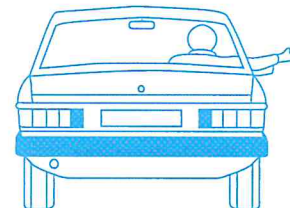
You should make allowances for and/or help children, disabled or elderly people and others who may have difficulty in getting around such as people with injuries or coping with children or luggage.

Traffic signs and road markings



Know your traffic signs and road markings and act on them. Traffic signs and road markings are illustrated throughout this book—often with the associated traffic or road feature. All the traffic signs and road markings likely to be found on the road are illustrated in chapter 8.

Signals



Know the meaning of arm signals and other signals. Look out for drivers' and riders' signals and take any necessary action promptly.

(For information about signals see chapter 8.)

You must promptly obey all signals given by Police Officers, Traffic Wardens, Tunnel Officers or School Crossing Patrols.

The Road Users' Code and the Law

For All Road Users

LAWS OF HONG KONG

ROAD TRAFFIC ORDINANCE

CHAPTER 374

The first edition of the Road Users' Code has been approved by the former Governor in Council and the former Legislative Council under section 109 of the Road Traffic Ordinance.

The subsequent alternations have been approved by the Secretary for Transport and laid before the Legislative Council under section 109 of the Road Traffic Ordinance.

Road users are reminded of the statement on the inside of the front cover but should note that many of the rules in the Road Users' Code directly reflect the law and a person not observing these rules may be committing an offence.

The traffic signs, road markings and signals illustrated in this book are prescribed by various Regulations or are authorized by the Commissioner for Transport.

For the precise wording of the law and representation of prescribed signs the following Ordinances and Regulations should be referred to

- Road Traffic Ordinance
- Road Traffic (Registration and Licensing of Vehicles) Regulations
- Road Traffic (Public Service Vehicles) Regulations
- Road Traffic (Driving Licences) Regulations
- Road Traffic (Construction and Maintenance of Vehicles) Regulations
- Road Traffic (Safety Equipment) Regulations
- Road Traffic (Traffic Control) Regulations
- Road Traffic (Expressway) Regulations
- Road Traffic (Parking) Regulations
- Road Traffic (Parking on Private Roads) Regulations
- Road Traffic (Village Vehicles) Regulations
- Motor Vehicles Insurance (Third Party Risks) Ordinance and Regulations
- Road Traffic (Driving-offence Points) Ordinance
- Fixed Penalty (Criminal Proceedings) Ordinance
- Fixed Penalty (Traffic Contraventions) Ordinance
- Road Tunnels (Government) Ordinance and Regulations
- Eastern Harbour Crossing Ordinance, Eastern Harbour Crossing Road Tunnel Regulations and By-laws
- Tate's Cairn Tunnel Ordinance, Regulations and By-laws
- Housing (Traffic) By-laws
- Tramway Ordinance and subsidiary legislation
- North-west Railway By-laws
- Public Bus Services Regulations

- Tsing Ma Control Area Ordinance and Tsing Ma Control Area (General) and (Tolls, Fees and Charges) Regulations
- Western Harbour Crossing Ordinance, Regulations and By-laws

Other Ordinances and Regulations may also contain laws applicable to road users.

For persons carrying out road and other works

All road works and works adjacent to the road create inconvenience and are a potential hazard to the safety of all road users and those carrying out the work. Rules and advice for persons responsible for the carrying out of works on the road can be found in the booklet 'Code of Practice for the Lighting, Signing and Guarding of Road Works' published by the Highways Department.

Using Roads and Pavements

Before you go out

Try not to go out unless you are fit and able to carry out your journey safely.

Do not go out if you are under the influence of drink or drugs. Wear glasses or a hearing aid when out on the road if you need them.

Always wear or carry something white or light-coloured or reflective in the dark or in poor light. This is particularly important on roads without pavements. Reflective material can be seen in headlights from up to three times the distance of ordinary clothes; fluorescent material is highly conspicuous in daylight and at dusk but is of little use in the dark.

Out and about

You must take proper care not to put yourself or any other person into danger. If you understand and follow the rules and advice in this chapter then you will use the roads safely.

Where there is a pavement or footpath, use it. Do not step onto, stand or walk on the roadway if at all possible. When using the pavement keep away from the kerb. Try not to walk close to the kerb with your back to the traffic.

Look out for entrances and exits of driveways. Before crossing a driveway, look all around for approaching traffic and listen. If there is no approaching traffic likely to use the entrance or driveway then carry on. Do not loiter in a driveway but walk straight across it.

You must not enter or walk in a 'Tunnel area'. Traffic signs mark the beginning and end of a 'Tunnel area'.

You must not enter or walk within the boundaries of an 'Expressway' and 'Light rail' area. Traffic signs will be erected to mark the start and end points of an 'Expressway' and 'Light rail' area.



You must not walk past a traffic sign banning pedestrians or walk in the road to which the ban applies. These signs are often found near elevated roads, flyovers and underpasses. Even if there is no sign do not walk along such roads unless there is a specially provided pavement.

Walking at night

When walking at night try and keep to the pavement areas with the best street lighting.

At night, although you can see the headlights of a vehicle often the driver cannot see you. When the road surface is wet and shiny, reflections and glare can make it even more difficult for the driver.

Drivers become tired more easily at night and their abilities to concentrate and see decline. Pedestrians also lose their ability to judge the speed and distance of approaching traffic.

There is a tendency at night for drivers to be momentarily and partially blinded by the headlights of approaching vehicles. This means, for example, that it is even more dangerous to stand on the roadway between traffic lanes at night than in the daytime.

When it rains

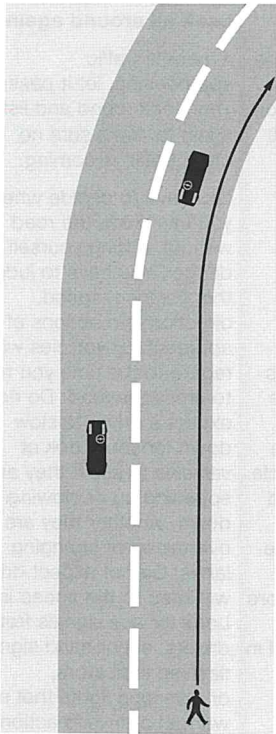
Visibility is cut down by rain. It helps if your raincoat, other clothes and umbrella are of a light, bright colour that show up easily on rainy or foggy days.

Road surfaces become slippery when it rains. Braking and stopping distances of cars and other vehicles increase and so they cannot stop quickly. You are also more likely to slip.

Elderly people

Eyesight and hearing deteriorate throughout adult life but judgement improves with experience. However as you get older this experience is not enough and you will need to allow more time to cross the road safely to overcome poorer judgement, slower movements and less ability to avoid the unexpected.

Where there is no pavement



If there is no pavement on either side of the road, use the right hand side of the road as much as possible, and if practicable keep off the roadway and walk on the verge.

If it is necessary to stand or walk on the roadway then do so in a position where you can see the approach of traffic and where approaching drivers can see you. On a normal two-way road this is the right-hand side facing oncoming traffic.

Keep as close as possible to the side of the road. When walking with others keep in single file if possible, particularly in heavy traffic or in poor visibility, but do not walk more than two side by side. Take care at right-hand bends and on the brow of a hill.

Walk on the side of the road where you can take refuge by stepping off the road if traffic comes. If this means walking with your back to the traffic then keep looking behind you to watch out for traffic and keep listening at all times.

Make sure approaching drivers can see you.

Closed pavements

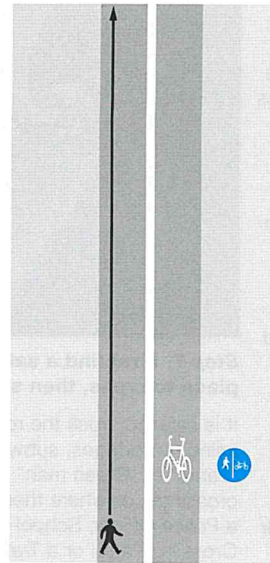


If the pavement is closed or blocked due to works, then look out for temporary signs or alternative routes.

If there is no alternative to the pavement and you have to step onto the roadway then you should follow the advice for walking on roads. If the blockage or closure is for a long distance then cross to the other side of the road using the Road Crossing Code, although if the obstruction is only for a short distance it may be safer to walk on the road, even though this means walking with the traffic.

Do not step onto the road without looking all around for traffic; watch for traffic from behind you. Return to the open pavement quickly.

Routes used by cyclists and pedestrians



If there is a footway and cycleway side by side then you must not use the cycleway. Walk only on the footway well away from the edge of the cycleway. Look out for cyclists if you need to step onto or cross the cycleway. (See page 35 for information on the traffic signs and road markings used to mark a combined footway and cycleway.)

Emergency vehicles

Keep off the roadway if you see or hear the approach of ambulances, fire engines, police or other emergency vehicles with their lights flashing or their two-tone horns or sirens sounding. If crossing the road try to complete your crossing as soon as possible or return to the pavement or side of the road. Do not start to cross until you are sure that all the emergency vehicles have passed and no more are coming. Emergency vehicles may not follow all the rules or obey all the traffic signs and signals if life is at risk.

Outside fire stations and other places housing emergency vehicles there may be special traffic lights which can be switched on in an emergency to stop the traffic and allow vehicles to leave. When the two red lights are flashing, stop and wait before crossing the driveway in front of the station.

The Road Crossing Code

For Pedestrians

The Road Crossing Code is a guide for all pedestrians. It is a guide for crossing all roads, including the quieter roads in housing estates. You should follow the Code whenever you need to cross or step onto the roadway even if you are using a pedestrian crossing. If you are responsible for a child see chapter 9 for advice on children and the Road Crossing Code.

There are six basic steps that need to be understood and applied.

Step 1—First find a safe place to cross, then stop.

Step 2—Stand on the pavement near the kerb.

Step 3—Look all around for traffic and listen.

Step 4—If traffic is coming, let it pass. Look all around again.

Step 5—When there is no traffic near, walk straight across the road.

Step 6—Keep looking and listening for traffic while you cross.



Step 1 First find a safe place to cross, then stop

It is safer to cross the road using footbridges, subways, 'Zebra' or 'Green man' crossings, or where there is a Police Officer, School Crossing Patrol or a Traffic Warden controlling a crossing place.

If you cannot find any such crossing places, choose a place where you can see clearly along all the roads in all directions, a place where you can see any traffic when it is a long way off, and drivers can see you clearly. Keep walking until you find a safe place to cross.

Step 2 Stand on the pavement near the kerb

You should stop before crossing even if you think nothing is coming, just to be sure it is absolutely safe. You can see things much better if you stop and have a good long look.

Do not stand too near the edge of the pavement. Stop a little way back from the kerb—where you will be away from traffic, but where you can still see if anything is coming.

If there is no pavement, stand back from the edge of the road but where you can still see traffic.

Step 3 Look all around for traffic and listen

Look carefully along every road because traffic may be coming from all directions. And listen too, because you can sometimes hear traffic before you can see it. Look out for vehicles and note which way they are moving, and how fast. Look out for stationary vehicles that may start to move.

Look particularly for motorcycles and cycles as they are not so easy to be seen as cars when seen end-on look 'thin' and are often dark in colour. A cycle may be less easily noticed because it approaches silently, while a motorcycle may take you by surprise because it accelerates more quickly than other traffic. Listening is usually helpful in detecting motorcycles.

If it is noisy around you, particularly near construction work, it may be difficult to hear so take extra care when looking out for traffic.

Step 4 If traffic is coming, let it pass. Look all around again

If there is traffic approaching, let it pass. Then look round and listen again to make sure no other traffic is coming.

You have to decide whether you can cross the road without putting yourself in danger. You have to judge the distance, speed, direction and actions of approaching vehicles with regard to the time you need to cross the road. Do not expect a driver to slow down for you. Look at vehicles to see if they are speeding up or slowing down, whether they are overtaking or changing lanes. Do not expect drivers will keep to the speed limit. Look for any signals from drivers, either hand signals, flashing indicators, or reversing lights that may warn of a driver's actions, but be careful in case the signal is an error or the driver forgets to signal. Look at the driver to see if he or she has seen you.

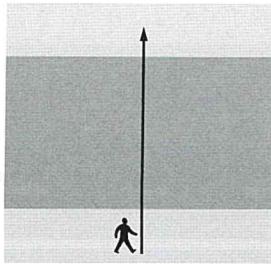
Step 5 When there is no traffic near, walk straight across the road

When there is no traffic near it is safe to cross. If traffic is approaching in the distance, however, do not cross unless you are certain there is plenty of time. Even if traffic is a long way off it may be coming very fast.

Allow a larger margin of safety if you cannot see or hear very well due to poor visibility, noise or bad weather.

Decide the moment that the traffic situation is safe enough and will remain so to give you enough time to cross. Start walking after checking in all directions that nothing new has happened.

Let the drivers know and react to your crossing.



Walk straight across and not at an angle.

Cross the full width of the road in one go to the other side or to a traffic island. Do not cross one traffic lane at a time and do not wait in the middle of the road other than on an island.

Step 6 Keep looking and listening for traffic while you cross

Walk so that you can keep looking and listening for traffic. Do not run. It is difficult to keep looking all around and to listen while you are running, and you may trip in front of a vehicle.

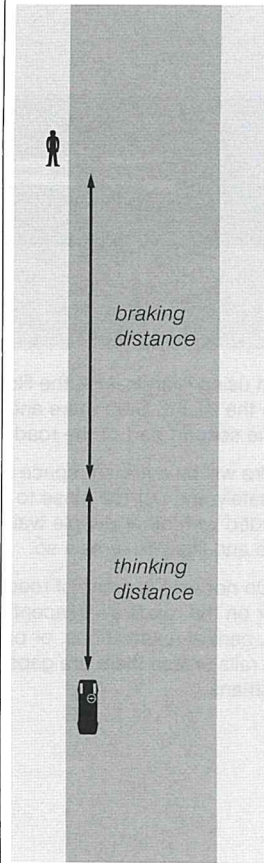
Keep looking and listening for vehicles that come into sight or come near you after you have started to cross and for any which you may not have seen.

Do not loiter or move unnecessarily slowly when crossing the road, particularly on a pedestrian crossing. Do not carry out any other activities, such as eating, using a mobile telephone, listening to any audio device or talking while crossing the road. Give all your attention to the traffic.

If something unexpected happens, depending on the circumstances and choices open, then stop, walk on, or step back as quickly as possible. Try to let the driver know what you intend to do. If possible use the traffic lane lines or the centre line as a stopping place in an emergency.

If crossing in front of vehicles that have stopped to allow you to cross, keep looking and listening as you walk and be sure to check when you reach the edge of a stopped vehicle, in case another vehicle does not stop and passes the stopped vehicle.

Stopping distances for vehicles



An important aspect in judging if it is safe to cross the road is the stopping distance.

The distance a vehicle travels while a driver is thinking after he has seen and recognised danger and before he reacts is called the thinking distance. After the driver reacts by applying the brakes it takes time for the vehicle to slow down and stop. The distance travelled during this time is the braking distance. The stopping distance is the thinking distance plus the braking distance.

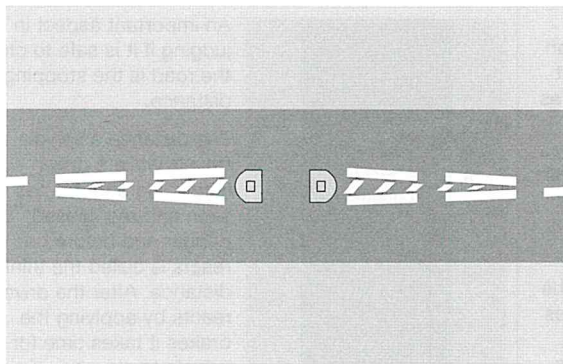
The faster a vehicle is travelling or the heavier it is, the longer the braking distance, and on wet roads all vehicles need a much longer braking distance.

(See page 46 for more information on stopping distances.)

Using the Road Crossing Code

For Pedestrians

Crossing where there is an island on the road

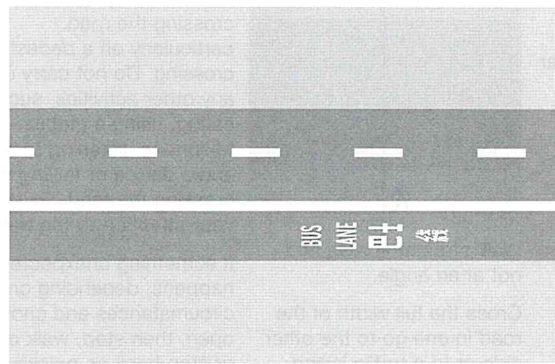


It is safer to cross the road using islands. Use the Road Crossing Code to cross to the island. Stop there and use the Code again to cross the second part of the road.

Always make sure that there will be sufficient space on the island for you to wait safely and not too close to the traffic. If the island is crowded with other people waiting to cross, wait until it is free and likely to remain so.

Use only kerbed islands. Do not wait in areas of roadway hatched with white lines or on the roadway adjacent to an island. Do not use islands, central reservations, or parts of islands that have guard rails unless there are gaps provided for use by pedestrians.

Crossing a bus lane



Vehicles in bus lanes may be going faster than traffic in other lanes, and some bus lanes may be in the opposite direction to normal traffic. Do not wait on the white line between the bus lane and other lanes, but cross the road in one go.



Sign warning a pedestrian of a bus lane with advice to look left. The sign may vary to give the advice 'Look right'.

Crossing tram tracks

Trams cannot swerve to avoid you if, for example, you fall. Look out for other vehicles. If using a tram stop island or a strip dividing the tram lines from the rest of the road look for trams and other vehicles coming from both directions. Do not cross immediately behind or in front of a tram.

Crossing light rail tracks

Light rail vehicles cannot swerve to avoid you. When crossing light rail tracks, use proper crossing facilities such as footbridges or 'Green man' crossings. Where no proper crossing facilities are available, you should still follow the Road Crossing Code and exercise extra care.

Crossing a one-way road

Check which way the traffic is going. On one-way roads there may be more than one lane of traffic going in the same direction. Do not cross until it is safe to cross all the lanes of traffic. Continue to look in all directions while crossing as there may be a vehicle reversing or travelling the wrong way.

Crossing a busy road

Unless there is a pedestrian crossing, do not cross if the traffic flow is heavy without much variation and the gaps in the traffic are too few or too short to cross safely. If the traffic flow varies then be patient and wait for a safe gap in the traffic. Do not cross between stopped vehicles or those moving slowly in a queue.

Crossing a road with fast traffic

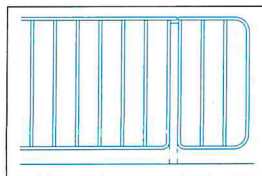
Use the Road Crossing Code but cross only if there is no traffic approaching.

Crossing a road at night

It is more difficult for drivers to see you at night and more difficult for you to judge speeds. Try to cross near a street light so that drivers will be able to see you more easily.

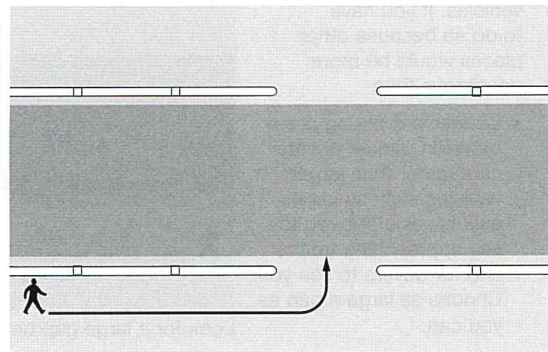
Crossing a road during poor weather

Take extra care in poor weather conditions, particularly during heavy rain or in mist or fog. It is more difficult for drivers to see you and for you to see moving vehicles. If the road is slippery cross only if there is no traffic approaching. Allow yourself more time to walk carefully.

Guard rails

Guard rails and pedestrian barriers are often provided at places where stepping onto or crossing the road would be difficult or dangerous. The traffic may be particularly busy or there may be a hidden hazard. Guard rails are also provided to guide you to a nearby crossing place.

You must not climb over or through guard rails or any fence or barrier onto the roadway. On a central reservation, you must not climb over or through a fence or barrier.



Do not walk on the road side of guard rails. Do not cross a road where there are guard rails or a barrier on any island you may need to use or on the other side of the road—unless there are gaps provided for pedestrians to cross the road. Check that there is a gap in the guard rails on the other side of the road before crossing.

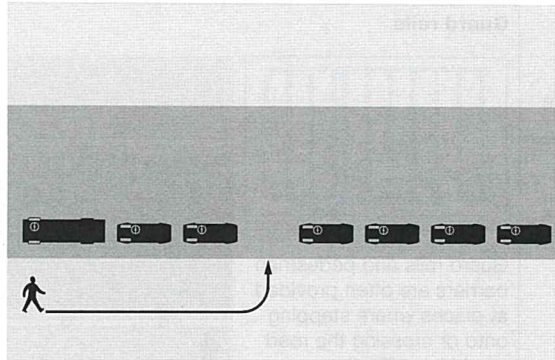
Not all gaps in guard rails are there to provide a crossing place for pedestrians. Before crossing the road using a gap, or at the end of length of a guard rail check that it is a safe place to cross the road. You should always follow Step 1 of the Road Crossing Code before crossing the road.

Crossing Roads near Parked Vehicles

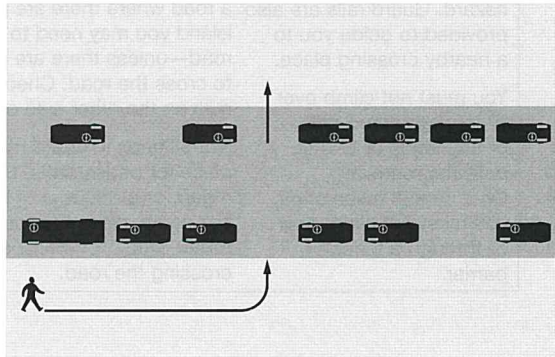
For Pedestrians

Try not to cross the road where there are parked vehicles. If you have to do so because other places would be more dangerous then

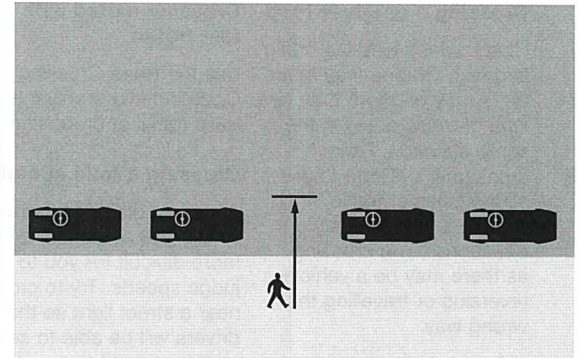
- Choose a crossing place between parked private cars rather than larger vehicles such as lorries as it is easier for you to see approaching traffic, and for drivers to see you. Choose as large a gap as you can.
- If there are parked vehicles on both sides of the road, choose a gap between cars which has a gap on the opposite side.
- Choose a place where you can see a long way up and down the road, that is choose to cross between private cars rather than where there are lorries or vans which will block your view.
- Choose a gap between cars which have no drivers in them.
- Cross well away from vehicles picking up or dropping passengers, or loading or unloading goods.



Look for a large gap between cars.



Look for a gap on both sides of the road.



When you have found a safe place to cross, go to the outside edge of the car that sticks out the most into the road and stop.

Standing at the outside edge of the vehicle will make it easier for you to see any traffic, and for drivers to see you.

You can now continue your crossing using the Road Crossing Code, Steps 3 to 6.

Step 3—Look all around for traffic and listen.

Step 4—If traffic is coming, let it pass. Look all around again.

Step 5—When there is no traffic near, walk straight across the road.

Step 6—Keep looking and listening while you cross.

Look all around for traffic and vehicles leaving parking spaces along the road. Some car engines are very quiet and not all drivers use signals.

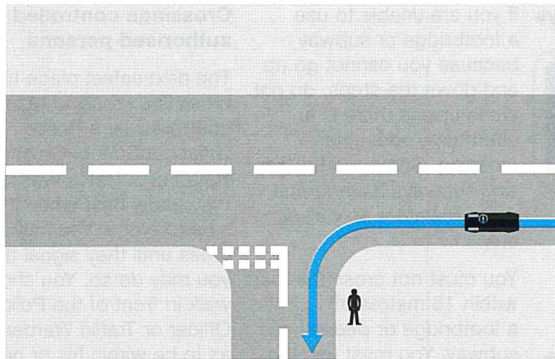
Crossing at or near a Junction

For Pedestrians

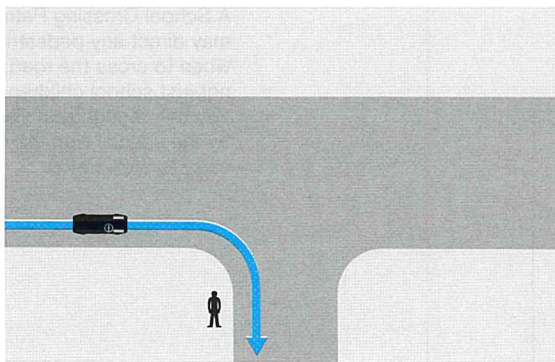
Try not to cross at a junction unless there is a proper crossing place. If there is no proper crossing place at the junction it will be safer to cross away from it where there are fewer traffic movements to look out for.

Do not cross diagonally over a junction or use the centre island of a roundabout, unless there is a pedestrian crossing. Cross one arm at a time using the Road Crossing Code. Look out for crossing places carefully, particularly across a main road, and choose the safest route, trying to minimize the number of crossings. Watch out for turning traffic. Drivers, particularly at 'Give way' lines and 'Stop' lines, may be preoccupied in looking for an opening in the traffic and may not give way to you.

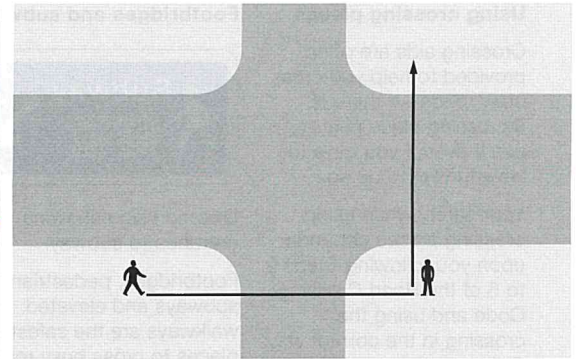
If a Police Officer or Traffic Warden is controlling traffic at a junction take into account his or her signals in judging whether the traffic is going to stop. If the Police Officer or Warden is also controlling pedestrians you must wait for his or her signal to cross.



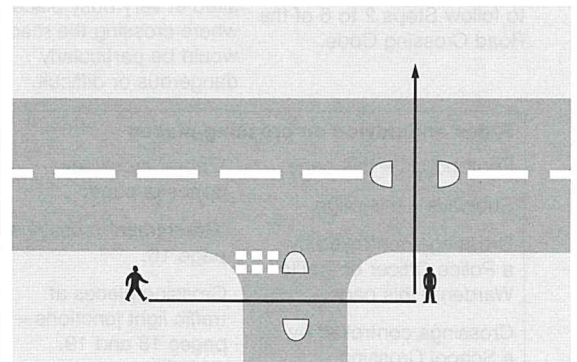
Watch out for traffic turning the corner, particularly those from behind you. Look over your shoulder.



Traffic may be coming from the 'other way' if the junction includes one-way streets.



Do not cross diagonally over a junction. Cross each arm of the junction separately.



Cross a minor road and then use a crossing place to cross the main road. This may be safer than crossing the main road in one go.

Crossing Places

For Pedestrians

Using crossing places

Crossing aids are often provided to help you cross busy roads—if there is a crossing place nearby, use it even if you have to walk further to do so.

Your safety when using crossing places depends upon you following Steps 2 to 6 of the Road Crossing Code and using the crossing in the correct way. Follow the rules and advice given in this chapter. Only when using a footbridge or subway do you not need to follow Steps 2 to 6 of the Road Crossing Code.

Footbridges and subways



Direction sign showing entrance to subway

Footbridges, pedestrian subways and elevated walkways are the safest places to cross busy roads as they keep pedestrians well away from the dangers of traffic. They are normally sited at very busy places where crossing the road would be particularly dangerous or difficult.

If you are unable to use a footbridge or subway because you cannot go up and down the steps, do not cross unless there is an alternative pedestrian crossing. Some footbridges and subways have ramps and escalators as well as steps.

You must not cross the road within 15 metres of a footbridge or pedestrian subway. You must use the footbridge or subway if you wish to cross.

Crossings controlled by authorised persons

The next safest place to cross is a crossing place controlled by a Police Officer, a School Crossing Patrol or a Traffic Warden—they know best when it is safe to cross. You must not cross until they signal that you may do so. You should walk in front of the Police Officer or Traffic Warden so as to be within his or her view. Keep looking and listening for traffic on all sides as you cross.

A School Crossing Patrol may direct any pedestrian when to cross the road; not just school children. You can recognize a Patrol by the special sign they carry to stop traffic.

Rules and advice on crossing places

Footbridges — this page.

Subways — this page.

Crossings controlled by a Police Officer or Traffic Warden — this page.

Crossings controlled by a School Crossing Patrol — this page.

'Zebra' crossings — opposite page.

'Green man' crossings — page 16.

Crossing places at traffic light junctions — pages 18 and 19.

Islands — page 10.



(being replaced by the new sign below)



School Crossing Patrol signs

Using Zebra Crossings

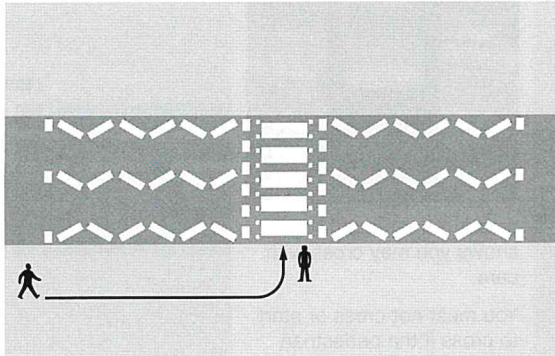
For Pedestrians

Zebra crossings are marked with black and white stripes on the road and zigzag lines on either side.

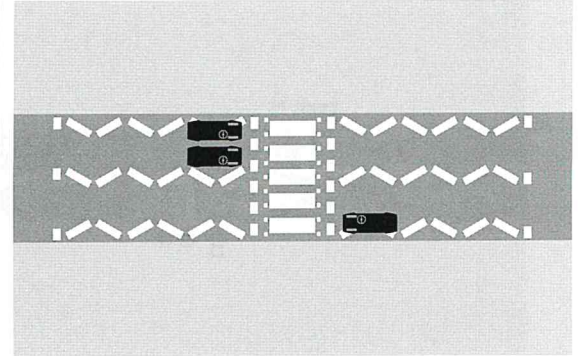
These markings warn drivers that there may be pedestrians crossing or waiting to cross the road. They also tell drivers that they must give way to pedestrians on the crossing. A yellow beacon, usually flashing, marks the location of the crossing.

Follow the Road Crossing Code fully. Always give drivers plenty of time to see you and to slow down and stop before you start to cross. If necessary put one foot on the crossing. Until you have stepped onto a 'Zebra' crossing, the traffic does not have to stop for you.

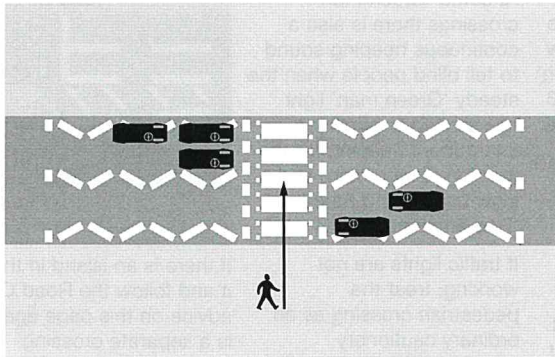
You must never cross on the zigzag lines. Because the driver's attention is on the crossing itself, he or she may not see you crossing on the zigzag lines or elsewhere in the area.



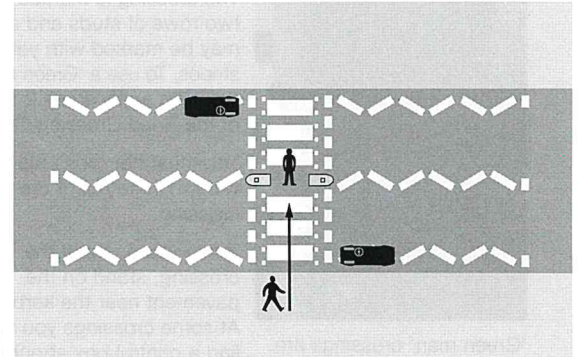
If you need to cross the road and there is a 'Zebra' crossing nearby you should always use it even though you may have to walk further to do so.



Wait until traffic from both directions has stopped before starting to cross, a driver may not see you on the crossing.



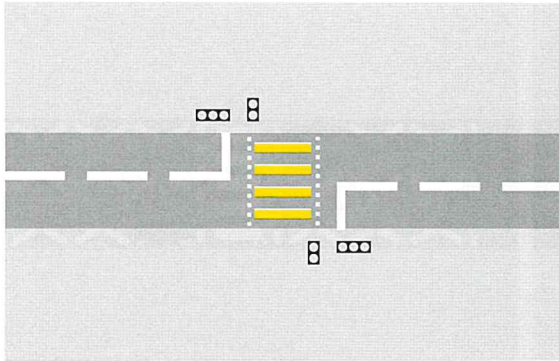
Walk directly across the black and white stripes. Look out for vehicles that might be overtaking those that have already stopped at the crossing.



If there is an island in the middle of a crossing, stop on it and follow the Road Crossing Code and the rules and advice on this page again. The next part of the crossing is a separate crossing.

Using Green Man Crossings

For Pedestrians

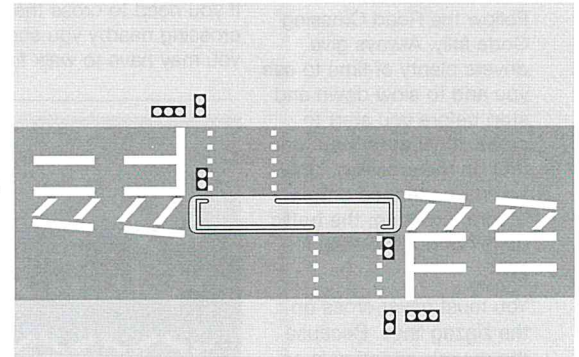
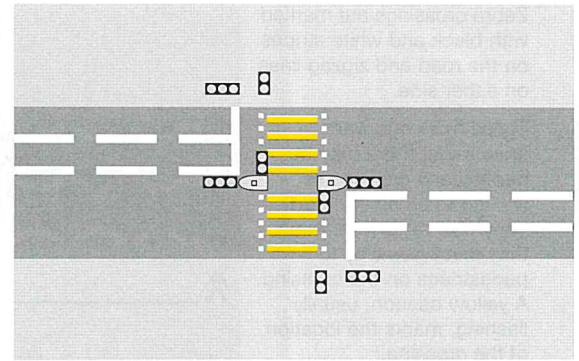


steady 'Green man' light shows you may cross with care.

You must not cross or start to cross if the pedestrian light shows a 'Red man'. You must not start to cross if the pedestrian light shows a flashing 'Green man'.

At some 'Green man' crossings there is also a continuous beeping sound to tell blind people when the steady 'Green man' light has started to show, an intermittent beeping for the flashing 'Green man' and a slow hammering tone for 'Red standing man'.

If traffic lights are not working, treat the pedestrian crossing as an ordinary cautionary crossing. Watch the traffic and cross the road with extreme caution.



If there is an island in the middle of the crossing, stop on it and follow the Road Crossing Code and the rules and advice on this page again. The next part of the crossing is a separate crossing.



You will find 'Green man' crossings either on their own or as part of traffic lights controlling junctions. The crossing is marked by two rows of studs and also may be marked with yellow stripes. To use a 'Green man' crossing apply steps 2 to 6 of the Road Crossing Code.

You must not cross the road within 15 metres of the crossing.

When you arrive at the crossing, stand on the pavement near the kerb. At some crossings you will find a control box attached to the traffic light pole; press the button. Watch the pedestrian lights on the traffic light pole on the other side of the road. When the

'Green man' crossings are pedestrian crossings with traffic lights to signal drivers to stop, and pedestrian lights to signal pedestrians when to cross.

Pedestrian Lights

For Pedestrians

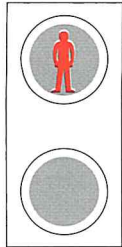
What they mean

What to do using the Road Crossing Code

When you arrive

If waiting to cross

If crossing



A 'Red man' light means that you must not cross or start to cross the road.

Step 2

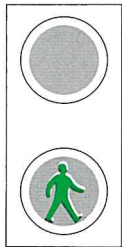
Wait on the pavement near the kerb. If there is a control box then press the button on the box.

Steps 2 and 3

Wait on the pavement near the kerb. Sometimes it takes a while for the lights to change but you must not cross even if there is no traffic coming.

Step 6

If the lights change to a 'Red man' quickly finish your crossing but do not stop or run and make sure drivers can see you.



A 'Green man' light means that you may cross the road if it is safe to do so.

Steps 2 to 6

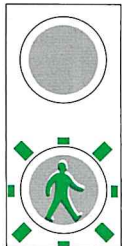
Look out for traffic that may not stop even though the driver has a red light.

Steps 3 to 6

Watch the traffic as well as the lights. Wait until all the traffic has stopped.

Step 6

Look out for traffic that may not stop even though the driver has a red light.



A flashing 'Green man' light means you must not start to cross the road.

Step 2

Wait on the pavement near the kerb.

Step 2

Wait on the pavement near the kerb.

Step 6

You will have time to finish your crossing or reach a central refuge island safely. Keep going at a steady pace.

Crossing the Road at Traffic Light Junctions

For Pedestrians

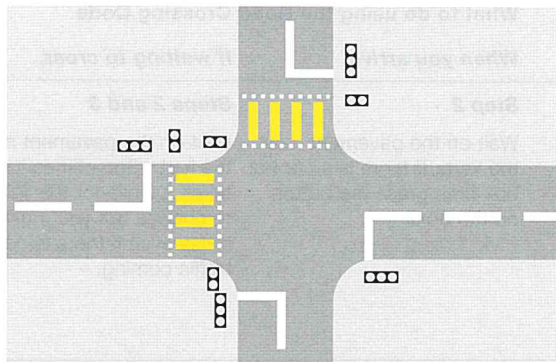
If there is a 'Green man' crossing as part of the traffic light system then use the rules and advice for using a 'Green man' crossing. (See page 16.)

If there are no pedestrian lights, watch both the traffic lights and the traffic and do not cross when the lights allow traffic to go forward, even if you think you have time. You should only cross when there is a red light stopping the traffic on the road you wish to cross.

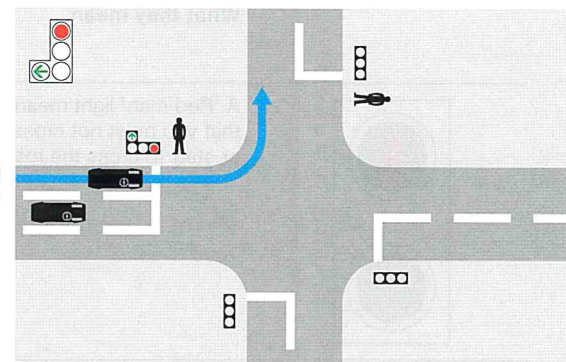
Use the Road Crossing Code. Look out for traffic which may be turning into the road which you are crossing. Watch the traffic as well as the lights.

If traffic lights are not working, watch the traffic and cross the road with extreme caution.

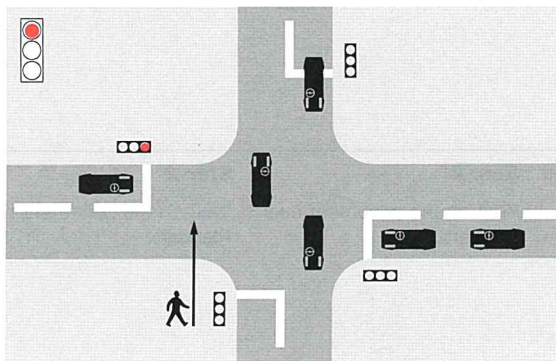
At some junctions the area of roadway over which you may cross is marked with a box of white criss-cross lines. Do not confuse this marking with the yellow box marking for drivers—do not cross on an area of roadway marked with yellow criss-cross lines.



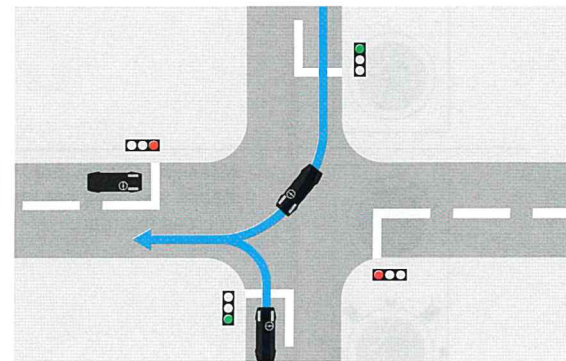
A 'Green man' crossing is marked by two rows of studs and has pedestrian lights. The crossing may be marked with yellow stripes.



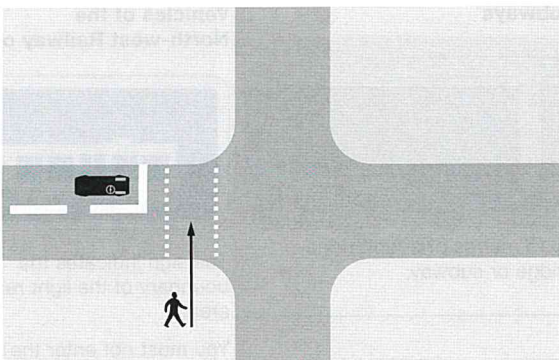
Some traffic lights allow traffic to proceed in some lanes while traffic in other lanes are stopped.



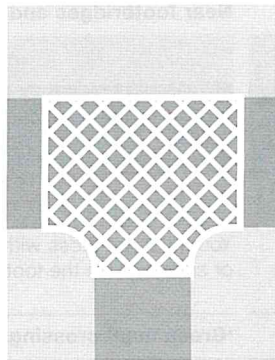
Once you are sure the traffic light for drivers is showing red and that the traffic has stopped, then it may be safe to cross.



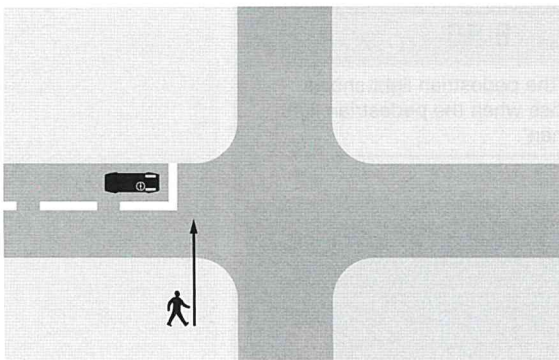
Look out for traffic turning into the road in which you are crossing. The driver may not see you or give way to you.



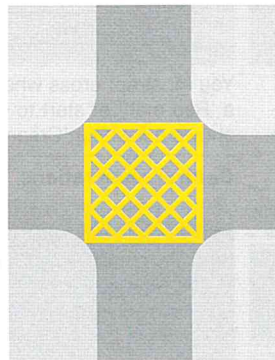
If there is a path across the road marked by two lines of studs then use that path and keep between the lines of studs.



The white 'Advisory crossing area' road marking. You may cross on any path over the marking.



If there are no studs then cross in front of the 'Stop' line but keep away from the junction itself.



The yellow 'Box junction' road marking. Do not cross over the marking.

Crossing roads in the North-west Railway area



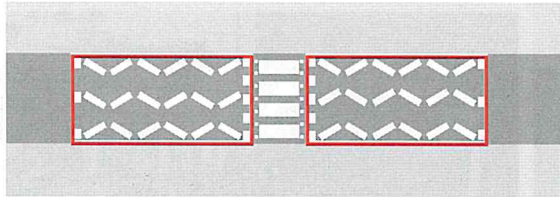
Light rail vehicles can run at very high speed and are quiet. When crossing light rail tracks, use proper crossing places including footbridges, subways and 'Green man' crossings provided at road junctions.

Certain sections of the tracks are laid along lightly trafficked roads where no proper crossing places are provided. Under such circumstance, you should follow the Road Crossing Code and exercise extra care when crossing the tracks.

No Crossing Zones

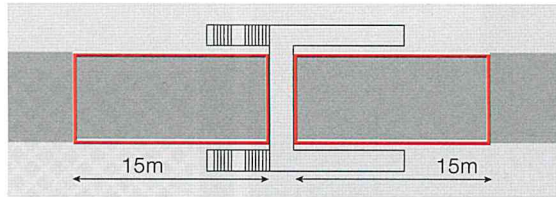
For Pedestrians

Within 'Zebra' controlled area



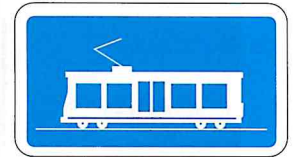
You must not cross the road within the area marked by zigzag lines. Use the 'Zebra' crossing.

Near footbridges and subways



You must not cross within 15 metres of a footbridge or subway. Use the footbridge or subway.

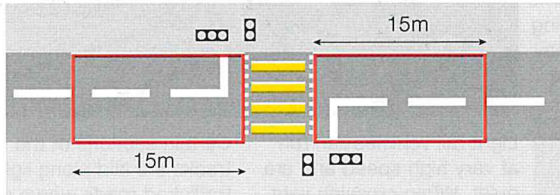
Vehicles of the North-west Railway only



The sign indicates the boundary of the light rail area.

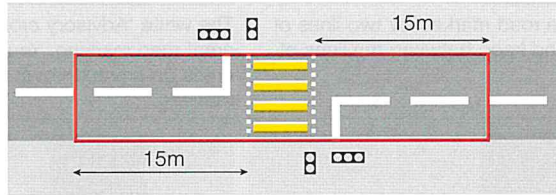
You must not enter the light rail area as this is extremely dangerous.

Near 'Green man' crossings



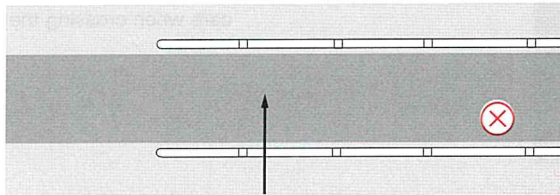
You must not cross within 15 metres either side of a 'Green man' crossing. You may only cross when the pedestrian light shows a 'Green man' if it is safe to do so.

'Green man' crossings



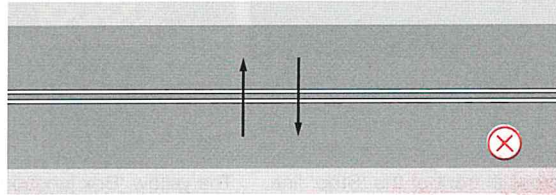
You must not cross when the pedestrian light shows a 'Red man' or start to cross when the pedestrian light shows a flashing 'Green man'.

Guard rails



You must not climb through or over guard rails or barriers onto the roadway.

Central reservations



You must not climb through or over a barrier on a central reservation.

Handcarts, Animals, Marching Groups

For Pedestrians

Handcarts, trolleys

If you are using a handcart, trolley or any other pedestrian controlled vehicle you need to take extra care to protect your safety and the safety of others.

Use the pavement whenever possible, particularly with a small cart, but do not endanger or inconvenience other pedestrians. Follow the rules and advice for pedestrians, particularly when crossing the road.

If you are using a large cart or the pavement is crowded or too narrow, then you should use the roadway.

When using the road follow the rules and advice for drivers; it is important for your safety to obey traffic lights and traffic signs. Do not push or pull your cart or trolley the wrong way along a one-way road or on the right-hand side of a two-way road. Give way to pedestrians at pedestrian crossings. Keep looking behind when moving along the road.



You must not pass a traffic sign banning pedestrians or a traffic sign banning rickshaws and handcarts or use the road to which the ban applies. You must not enter or use a 'Tunnel area'.

You must not enter or use an 'Expressway'. Traffic signs mark the start and end points of an 'Expressway'.

Try not to push your cart or trolley along busy roads. Do not use elevated roads.

Do not leave your cart or trolley unattended on a pavement or roadway or where it may cause an obstruction or danger to any person or traffic, for example by forcing pedestrians to step onto the roadway.

Looking after animals on the road

Do not let your dog out on its own. You must keep it on a lead when you take it for a walk on the road.

Before riding a horse on the road, make sure you can control it in traffic.

When riding, keep to the left. If you are leading a horse, on foot or while riding another, you should also keep to the left and keep the led animal on your left. On one-way roads, proceed only in the direction of the traffic and keep to the left. If you are riding a horse, you should wear a hard hat and light-coloured or reflective and fluorescent clothing.

If you are leading or herding animals, keep to the left of the road and if there is someone with you send him or her along the road to warn drivers at places such as bends and brows of hills where they may not be able to see.



Do not ride, lead or drive a horse or other large animal on a footpath or pavement by the side of the road.

If you are leading or herding animals after sunset wear light-coloured or reflective clothing and carry lights which show white to the front and red to the rear.

Marching groups and processions

A group of people marching on the road should keep to the left. There should be

look-outs in front and at the back wearing reflective clothing at night and fluorescent clothing by day. At night the look-out in front should carry a white or amber light, and the one at the back a bright red or amber light visible from the rear. Additional lights should be carried and reflective clothing worn by the outside rank of long columns. It is preferable if all marchers wear reflective and/or fluorescent clothing.

Public Transport

Public transport

Buses—Public buses run on fixed routes and may only pick up or set down passengers at designated bus stops or stands. The routes are scheduled services and are designated by a number.

Trams—You may only get on or off a tram at a designated tram stop.

North-west railway—Light rail vehicles run along fixed tracks in Tuen Mun and Yuen Long. Most of the tracks and their reserve areas are fenced off. Unauthorized entry into such fenced areas is strictly prohibited on safety grounds.

Green minibuses—Green minibuses run on fixed routes. Where the driver is allowed to do so you may hail or request a green minibus to stop. On some, but not on all roads the driver may be permitted to stop on a yellow line or in a 'No Stopping' zone. A driver may also stop at a green minibus stop or stand. The routes are

scheduled services and are designated by a number. Green minibuses are yellow in colour with a green roof.

Red minibuses—Red minibuses may operate on most roads where they are not banned by a 'No public light buses' sign. You may hail or request a red minibus to stop anywhere the driver is allowed to stop. In addition to the stopping restrictions generally applying to vehicles, there are also 'No stopping' zones that apply only to minibuses. A driver may also stop at a red minibus stop or stand. Red minibuses are yellow in colour with a red roof.

Urban taxis—Urban taxis provide service to the whole of Hong Kong but cannot operate on the closed roads on Lantau including Tung Chung Road. They are red in colour and have a silver roof.



New Territories taxis—New Territories taxis (NT taxis) operate throughout most of the New Territories region except Tsuen Wan, Sha Tin and Tseung Kwan O. Traffic signs marked the boundary of the area in which NT taxis may not operate. The driver cannot take you to destination in the urban area except a few locations on specified routes. NT taxis are permitted to provide service

between the Air Passenger Terminal of the airport and certain districts in the New Territories. However, they are not permitted to operate elsewhere on Lantau and in other areas of Chek Lap Kok. NT taxis are green in colour and have a white roof.

Lantau taxis—Lantau taxis serve the whole Lantau and Chek Lap Kok, including the airport, but are not permitted to operate beyond these areas. They are blue in colour and have a white roof.

Using Buses, Light Rail Vehicles

For Passengers

Using buses

Do not get on or off a bus unless it is standing at a bus stop. When waiting by a bus stop keep a good distance from the roadway. You should queue for the bus—this makes getting on the bus safer and quicker. When forming a queue do not block the pavement. If queue railings are provided, queue within the rails. Do not stand on the roadway or force pedestrians to step onto the roadway.



If you want to get on a bus at a request bus stop, give a clear signal for it to stop. At other bus stops the bus will stop without a signal. When the bus approaches stand well back and wait until it has stopped completely before approaching and getting on. If there is no separate entrance and exit, let the passengers get off first. Do not get on a crowded bus—wait for the next one. Look out for cyclists riding between the bus and the pavement or side of the road.

When on a bus sit down if a seat is available, do not stand on the upper deck or the staircase to obstruct the driver's view.

Hold on to a suitable handrail if you have to stand. Give up your seat to an elderly or handicapped person, an expectant mother or a parent with young children. You must not talk to or distract the driver.

When you want to get off at a bus stop, use the bell-push, or similar device, in good time to signal the driver.

When you have got off the bus and you want to cross the road, wait until the bus has moved off and you have a clear view of the road in both directions. If the bus remains at the bus stop or stand, cross the road well away from it. Do not cross in front of the bus.

At a bus terminus watch for buses and other vehicles that may be coming in or moving off.

Using light rail vehicles (LRV)



Light Rail stops are located on raised platforms adjoining tracks. For going to or leaving a platform or from/to the pavement, you should use proper crossing places including footbridges, subways and 'Green man' crossings where they are provided. If there is no proper crossing facilities, you should follow the Road Crossing Code.

At a platform, you should queue up behind the yellow line while waiting for an LRV. Always let people alight first before you board the LRV. On board an LRV, you should move inside. Do not obstruct the passage or door.

Using Trams, Minibuses or Taxis

For Passengers

Using trams

Follow the advice and rules for using buses but you will need to take special care in reaching the tram or the tram stop.

To reach a tram stop located on an island, use the Road Crossing Code to cross to the island. When leaving a tram, wait on the island and use the Road Crossing Code to return to the pavement. Use a footbridge or pedestrian crossing where it is joined to the tram island.

If there is no island, wait on the pavement. Do not cross to the tram until it has stopped. Other vehicles must stop at the yellow 'Stop' line when a tram is picking up or setting down passengers, but do not cross or leave the tram until you are sure it is safe to do so.

You must not try to get on or off a moving tram.

You must not stand on the steps or the upper deck.

You must not talk to or distract the tram driver or touch the controls.

Using minibuses or taxis

Find a safe place to wait before hailing a taxi or minibus. If a taxi stand or a minibus stand or stop for the route you want is nearby, then go there and wait. Do not wait where there is a stopping restriction which prevents the driver from stopping to pick you up, for example where there are single or double yellow lines.

Wait near the kerb; do not stand too close to or on the roadway. When the taxi or minibus approaches give a clear signal to the driver.

Do not step on the roadway or try to get in until the vehicle has stopped and the driver has opened the door for you or knows you are getting in. If the vehicle stops on the other side of the road, be sure that the driver has stopped for you and not for some other reasons, and use the Road Crossing Code to cross the road.

Always get into or out of a minibus or taxi on the pavement side.



You must always wear a seat belt when sitting in the front seat or middle front seat of a minibus or taxi.

Do not speak to the driver other than to give instructions. Do not try to pay directly to a driver while he is driving.

When you wish to get off a minibus tell the driver well in advance so he can stop safely. Do not leave your

seat until the minibus has stopped.

When travelling by taxi, give the driver sufficient warning of any instructions for him to carry them out safely. Follow the rules and advice for car passengers.

(Chapter 8 'The Language of the Road' includes illustrations of traffic signs and road markings referred to in this chapter.)



Private Car Passengers

For Passengers

For private car passengers

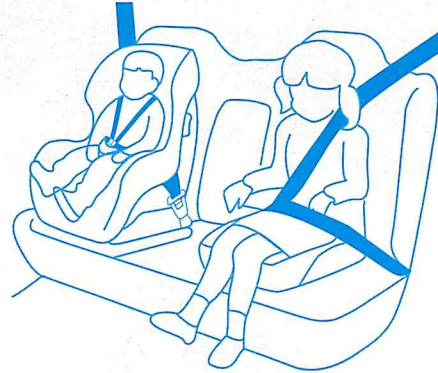
Wait until the car has stopped before getting in or out. Where possible get in or out on the pavement or side of the road. You must not open the door in a manner that puts anyone into danger. Do not impede pedestrians. Do not leave the door open.

If it is necessary to get out onto the roadway then do not open the car door until it is safe to do so. Ask the driver to help. Watch out particularly for cyclists. Open the door a little, look all around, particularly behind, and listen. When there is no traffic then get out, stand by the car and close the door quickly. Look all around again and when there is no traffic near, walk around the car to the pavement or the side of the road.

Where possible sit in a seat provided with a seat belt and wear it. All passengers must always wear seat belts, if fitted. Do not distract the driver while he is driving, or touch any of the controls, door handles or locks. Do not throw anything out of the window or put out an arm or your head.



Seat belts



If you are sitting in the front seat or middle front seat of a private car, taxi, light bus or goods vehicle, you must wear a seat belt, if fitted. The driver is responsible to make sure you wear a seat belt.

The seat belt must be worn properly—it must securely fasten you to your seat. You must not share the seat belt with another person at the same time.

If you are sitting in a rear seat and there is a seat belt available—wear it.

If you are sitting in the rear seat of a private car,

you are by law required to wear a seat belt, if fitted. Child passenger aged 2 or less taking a rear seat of a private car should use an approved child restraint.

Wearing a seat belt can reduce your chance of death or injury by more than half. Seat belts are very effective in reducing the impacts of accidents occurring even at quite low speeds.

(For more information on seat belts see page 38. For rules and advice for child passengers see page 121.)

Airbags

- Airbags provide supplementary protection, but cannot replace the seat belt.
- Airbags can help reduce injuries in case of accident. Airbags can cushion your head and upper body from striking the dashboard. However, airbags inflate very fast and with great force. If you are too close to an inflating airbag, you could be seriously hurt.
- Airbags need space for inflating. So, ensure there is a good distance between yourself and the airbag outlet. Do not sit or lean unnecessarily close to the airbag outlet.

(For more information on airbags see page 40.)

Cycling

Most of the rules and advice given to drivers in chapter 5 apply to cyclists. The advice contained in this chapter is aimed primarily at those using bicycles, however much of the advice on moving in traffic also applies to tricycles and multicycles.

You must obey traffic signs, road markings and traffic rules that apply generally to vehicles.

Wear glasses if you need them to see properly.

You should not ride if you suffer from any disability or illness that makes it difficult for you to ride safely.

You must not ride when under the influence of alcohol or drugs.

Always check with a doctor whether a medicine you may be taking will affect your ability to ride.

Children should seek their parents' or guardians' permission before riding on the road and if under the age of 11 must only cycle with an adult.



It is difficult for other road users to see cycles, particularly when seen end-on. A cycle seen end-on appears 'thin' when compared with a car or other vehicle. You need to ensure you can be seen by other road users, including pedestrians.

Ride where drivers and pedestrians will be looking and expect to see you.

Wear bright or light-coloured or reflective and fluorescent clothing.

Wear clothing that will protect you in an accident or if you fall from your cycle. Do not wear anything that may affect your proper control of your cycle or catch in the wheels or chain. The legs of baggy trousers or shoelaces can catch easily in the chain and pull you off your cycle.

Reckless and careless cycling

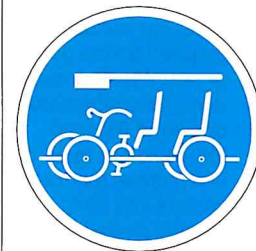
You must not ride or wheel your cycle in a manner that endangers other road users or yourself. You must not ride or wheel your cycle in a manner that would increase the risk of a traffic accident or increase the risk of injury or death.

If you understand and follow the rules and advice in this chapter, and the rules and advice in chapter 5 that apply to cyclists, then you will ride safely and with consideration for others.

Learning to ride

There is much you need to learn before you cycle on the road. Balancing and steering, starting and stopping are all extremely important but there is much more to safe cycling. As a new rider you need to develop the ability to understand and anticipate the movements of other riders and drivers as well as pedestrians. You need

Multicycles



Riding of multicycles is restricted to certain designated areas and cycle tracks indicated by the above sign. Children under the age of 11 must ride or steer multicycles with an adult in these designated places.

to be able to recognise the signs and signals they use to communicate with each other and be sure that your own actions are always in the best interests of both yourself and of other road users.

Do not ride on the road until you can do so safely and competently and until you know and can follow the Road Users' Code.

You and Your Cycle

For Cyclists

Cycles are of different sizes and usually the height of the handlebars and the saddle can be adjusted. To ride safely and competently you must ride a cycle of the right size and adjustment to suit you. Do not ride a cycle that is too small or too large for you.



The saddle should be adjusted so that, when seated, the rider can just touch the ground with both feet.

Check that you can just touch the ground with both feet while sitting on the saddle. If not, the cycle is too big or the saddle too high. If you can put both feet flat on the ground then the cycle is too small or the saddle too low giving a cramped riding position.

Handlebars should be at the same height or slightly higher than the saddle for maximum control.



Handlebar height should be approximately that of the saddle, so that the rider leans slightly forward with his weight shared between handlebars and saddle.

Check that you can apply both brakes easily and fully with your fingers while still holding the handlebar grips and maintaining full steering control.

Check that you can operate the bell without taking your hand from the handlebars.



If you intend to carry anything, such as a bag for shopping, then fit a proper bag or carrier. Do not carry anything that may upset your balance.

If you intend to cycle at night or at times of poor visibility then you must fit lamps to your cycle. A white lamp must be fitted on the front and red lamp must be fitted on the rear of the cycle. You should fit good quality cycle lamps.

Safety checks

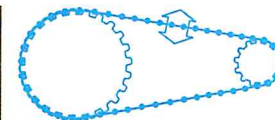
Make sure your cycle is safe to ride.

You must keep your brakes in proper working order.

You must have a suitable bell fitted to your cycle; you must not have any other type of warning.

Make sure your tyres are in good condition and are properly pumped up.

Check that the moving parts are oiled sufficiently.



2 cm maximum play

Check that the chain is tight enough.

Make sure your lamps are in good condition; and if you use battery powered lamps check that the batteries have sufficient energy for your journey. It is a good idea to carry spare batteries and bulbs.

You must have a rear red reflector fitted.

Fit white reflectors on the front or side of your cycle. Fit amber reflectors on the pedals.

Safe Cycling

For Cyclists

Basic cycling skills

Learn and practise the following basic skills at a suitable place away from any traffic and where you can do so safely and without causing any inconvenience or risk to others.

Do not ride on the road until you can ride your cycle with good balancing and steering, starting and stopping—well enough for you to concentrate on and cope with the dangers of the road and other traffic.

Moving off—practise this skill following a narrow path as you become more competent. Use a low gear, if fitted.

Slowing down and stopping—practise progressive controlled braking bringing your cycle to a stop smoothly and in the exact place required. Try it at speed. On a wet surface it will be more difficult.



Peddalling, balancing and steering—use the balls of your feet to pedal. At low speeds, for precise control of your cycle do not free-wheel but keep pedalling, applying the brakes simultaneously when necessary. Try steering around markers or other obstacles.

Emergency braking—try and practise emergency braking by stopping as quickly as you can. Ask a friend to give you a signal.

When you have mastered these skills try them again

but practise looking behind you and carrying out the correct signals. You can find advice on what to do and when to do it in this chapter.

Braking

Use the rear brake for smooth gradual slowing down. Use the front brake for more abrupt and efficient braking. Learn which hand works which particular brake. When braking apply the rear brake before the front brake. Only brake when the front wheel is straight.

A system for safe cycling

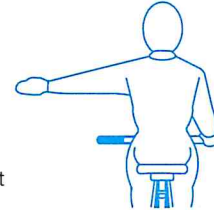
Before moving off, stopping and turning left or right, always carry out the following routine:



- **Think**—Think carefully what you want to do and allow sufficient time to do it.



- **Look**—Check if it is safe to manoeuvre; look ahead and look behind.



- **Signal**—Signal what you intend to do, provided it is safe. Arm signals must be correct, clear and given in plenty of time.

Only when these steps have been taken it is safe to start, stop or change speed or direction.

Giving Signals

Give your signals clearly and in good time. Give only the correct signals—the three illustrated. At night or in poor visibility it may be difficult for another road user to see your signal.

Giving a signal means riding with only one hand on the handlebars. As riding one-handed is dangerous, signals should not be given for longer than necessary and sometimes it is safer not to give a signal at all.

Always complete your signal and return your hand to the handlebars before carrying out the manoeuvre—changing direction or slowing down—to maintain maximum control.

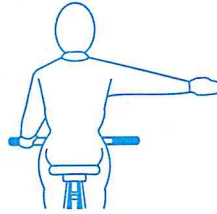
Left turn signal



This cyclist is signalling that he is going to move into the left or turn left.

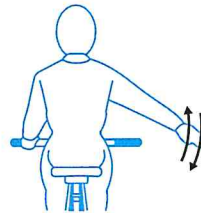
The whole of the arm and hand is extended level with the shoulder, palm facing forwards. If you give the signals in this way then it can be more easily seen and understood by other road users.

Right turn signal



This cyclist is signalling that he is going to move out to the right or turn right.

Slowing down signal



This cyclist is signalling that he is going to slow down or stop. The arm is extended level with the shoulder, palm facing downwards. Move your arm up and down at least three times, but not too fast.

Other vehicles can give signals throughout the manoeuvre because they are using direction indicator signals or stop light signals. These signals are more easily seen by other road users.

As a cyclist you have to rely on arm signals given before the manoeuvre and your signals are not easily seen by other road users, particularly at night or in poor visibility. Before changing direction or slowing down make sure other road users have seen you and avoid abrupt changes that may bring you into conflict with them. Do not rely on your signals.

Signals by other road users

Before riding on the road, not only should you know how to give signals but you need to be able to recognize signals given by others and know what they mean. (See pages 94 and 95 for more information on signals by drivers and riders to other road users.)

Riding on the Road

For Cyclists

Starting

Before you move off from the side of the road, think which way you intend to go and look both ahead and behind, particularly over your right shoulder, for moving traffic. If there is traffic approaching, wait until it has passed. Signal clearly with your right arm when the traffic has passed.

Stopping

Except in an emergency, stopping must be done carefully and gradually. Think of where you wish to stop and look particularly to the rear over your right shoulder for following traffic. Signal that you are going to slow down and stop. But when braking keep both hands on the handlebars.

On wet roads it will take you much longer to stop so allow at least twice the distance than normal.

Emergency stop

Do not signal. Keep both hands on the handlebars to maintain control and use both brakes.

Riding along

Always keep both hands on the handlebars unless you are signalling.

You must keep one hand on the handlebars at all times.

Always keep both feet on the pedals.

Ride along near the kerb or side of the road—about ½ metre away.

If there is a cycleway or cycle lane you must use it.

You must ride in single file except when overtaking.

You must never be towed or hold on to a vehicle or tow another cyclist or other vehicle.

You must not carry a passenger.

You must not carry anything which might affect your complete control of your cycle or your balance, or catch in the wheels or chain.

You must not carry anything that blocks, or may block, your view of the road.

Do not wear earphones of any audio devices.

Do not lead an animal.



Cycling is prohibited beyond the sign. Cyclists must dismount and push their bicycle or tricycle to proceed beyond the sign.

You must not ride a cycle in the opposite direction to traffic either on a one-way road or on the right-hand side of a two-way road.

You must obey any traffic sign or road marking that gives orders to all vehicles.

Watch out for pedestrians, particularly small children, who may step or run onto the road suddenly in front of you even though you think they have seen you coming. You are riding where they least expect to see a vehicle.



Sign marking the end of cycling restriction

Watch out for other vehicles, particularly when approaching a junction. Drivers may turn left across your path.

Keep a safe distance from any vehicle you are following. Never hold on to it or get close. If it stops suddenly, you may not have time to do so.

Certain sections of roads may be too steep for safe cycling. Where there is no alternative bypass route, you should dismount and push your cycle through the steep road section. There are signs which mark the start and end of these steep road sections.

You must not enter or ride in a 'Tunnel area' or an 'Expressway'. The start



You must not ride or push your cycle past a traffic sign banning cycles. These are often found near elevated roads, flyovers and underpasses.

and end of a 'Tunnel area' and an 'Expressway' are marked by traffic signs.

If riding at night or in poor visibility you must switch on your cycle lamps, a white light to the front and a red light to the rear.

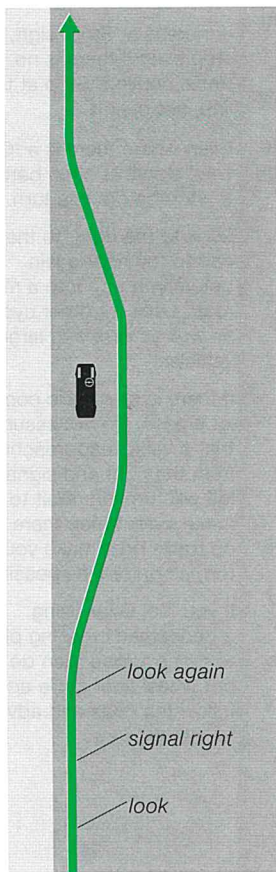
Use of the bell

Use your bell to warn other road users, only when it is necessary, of your presence.

Drivers may not hear your warning bell, so you should take every safety precaution to avoid the need to give a warning.

You must not use your bell to demand other road users, especially pedestrians, to clear the way—unless you are unable to stop.

Overtaking



When riding along a road you often need to overtake vehicles which are stopped or which are moving more slowly than you, or to pass road works or stalls on the side of the road.

Before overtaking a parked or slow-moving vehicle, such as another cyclist, think of which line you wish to take. Look behind over your right shoulder for approaching vehicles and let them pass before moving out. Time your manoeuvre so that you are not overtaking as they pass you. Ensure also that while overtaking you will be in no danger from vehicles coming in the opposite direction. Signal with your right arm before moving out.

When about to overtake a parked vehicle you should look out for any pedestrians who may appear suddenly from behind the vehicle; also watch for any driver or passenger of a vehicle likely to open a door into your path. If possible leave a door's width clearance between the cycle and the vehicle.

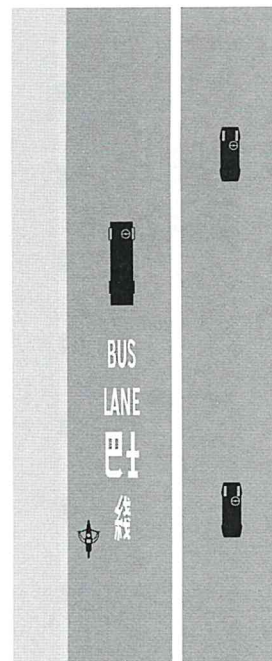
It is very dangerous to overtake on the left of a vehicle. The only times when you can overtake on the left are

- When it is obvious from the vehicle's position, its speed and its signals that it is going to turn right.
- In one-way streets (but not dual carriageways) where vehicles can pass on either side.

Do not pass a bus on the left at a bus stop. Wait until it moves off unless it is safe to pass it on the right and you can return to your normal path before the bus moves off.

You should never overtake on the left of or weave in and out of a line of traffic which has stopped or is moving slowly. Here it is often better to wait for the traffic to move, or get off and wheel the cycle along.

Bus lanes



You may use bus lanes unless there are signs banning cyclists, generally they will be safer than the normal traffic lanes. But keep close to the kerb or side of the road to allow buses to pass. Buses may be travelling faster than the traffic in the other lanes.

Look out for pedestrians who may step unexpectedly onto the road and for drivers who drive into a bus lane to gain access to premises or when taking evasive action. Be prepared to ride in normal traffic conditions at the end of the bus lane.

(For more information on bus lanes see page 57.)

Pedestrian crossings

You must give way to pedestrians on a 'Zebra' crossing. If there are any pedestrians on the crossing, wait at the 'Give way' line. You must not weave through pedestrians on a crossing or try to force your way.

At 'Green man' crossings you must stop and wait at the 'Stop' line if the red light is showing. You may only go forward if the green light is showing and the way is clear. Give way to any pedestrians still on the crossing.

Turning and Junctions

For Cyclists

At junctions, traffic may be moving in a number of different directions. This makes such places particularly dangerous. Decide well in advance which way to go, then think which line you wish to take. Look particularly to the rear for traffic. Before you turn, signal clearly and in good time the direction you wish to go.

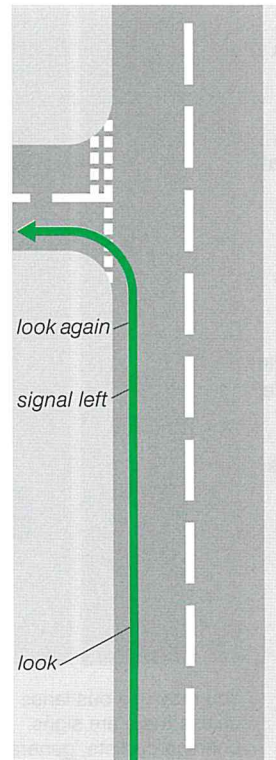
Always be ready to give way to pedestrians who are likely to be crossing the road during and immediately after the turn.

You cannot be seen as easily as larger vehicles—always give clear arm signals to let drivers behind you know what you intend to do.

Traffic light junctions

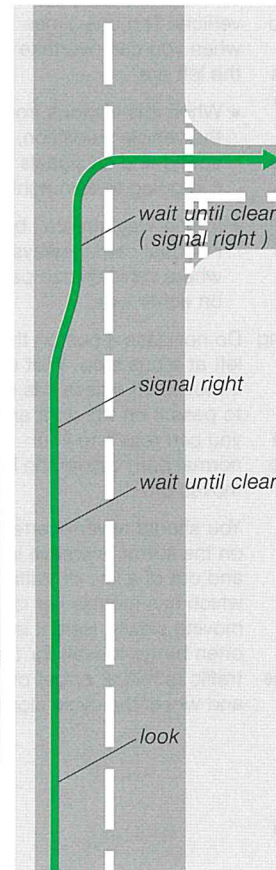
You must wait behind the 'Stop' line if the traffic light is red. You may continue only when the green traffic light is showing and it is safe to do so. (See pages 96, 97 and 98 for more information about traffic lights.)

Left turn



Look behind and ahead. Signal left before you turn. Keep as close to the left as you can. Do not swing out either before or after the turn.

Right turn



This is a dangerous manoeuvre for cyclists. On busy roads and at night or if the visibility is poor, stop on the left side of the road and wait for a safe gap in the traffic in both directions before you make your turn. Signal before you turn. Do not wait in the middle of the road, especially at night. If your lights are operated by a small dynamo they often go out when you stop.

If the road is clear, approach near the centre of the road, just to the left of the centre of the road, never to the right. If there is a special lane for right turns, use it.

Begin to turn when you are opposite the centre of the road into which you intend to turn.

If traffic is coming from the opposite direction just before you turn, wait with your right arm in the signalling position. Let the traffic pass before you, return your hand to the handlebars and continue.

Do not cut the corner during the turn.

Turning into or crossing a main road

If there is a 'Stop' sign, stop even if there is no traffic coming. Stop at the line, not over it.

Even where there is a 'Give way' sign it is often better to stop before you turn.

Look to the right, to the left and to the right again before you turn into a main road. Look for other cyclists as well as cars and larger vehicles.

If there is any traffic coming, let it pass. Do not assume that a vehicle approaching from the right and signalling left will turn left. Wait to make sure. When there is no traffic near make your turn as quickly as possible.

If you feel safer using a pedestrian crossing place to cross a road then do so but wheel your cycle and follow the rules and advice for pedestrians.

Using Roundabouts

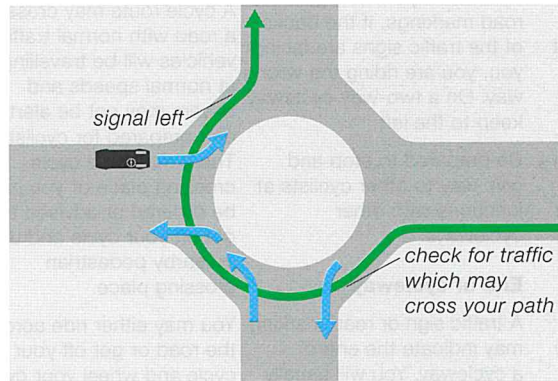
For Cyclists

At a roundabout, those approaching must give way to traffic already on the roundabout. Any exceptions to this rule are always clearly indicated by the traffic signs and road markings.

Never try to negotiate a roundabout unless you know

- Which way you intend to go long before you reach the junction.
- The arm signals that you give before and during the manoeuvre.
- The exact line of travel or road position you should take throughout the manoeuvre.

Going straight ahead or turning right



You should approach on the left and stay on the left, during and after the manoeuvre. Do not signal as you approach the roundabout. If you are turning right a signal is not required.

Keep to the outside of the roundabout paying particular attention to

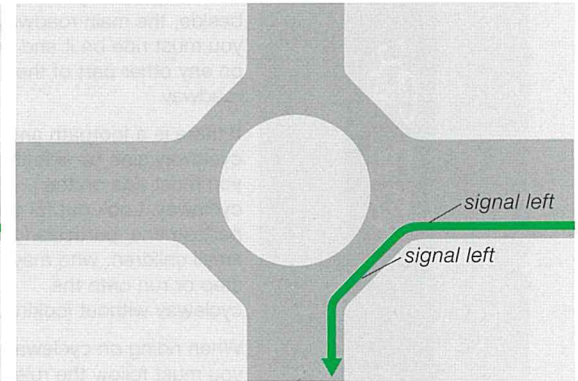
- Traffic on the right which may turn across your path as it leaves the roundabout.
- Traffic which is entering the roundabout ahead of you. Stop, if in doubt, before crossing an entrance or exit road.

Signal left before you reach your exit road. But only after you have passed the exit road before your exit road.

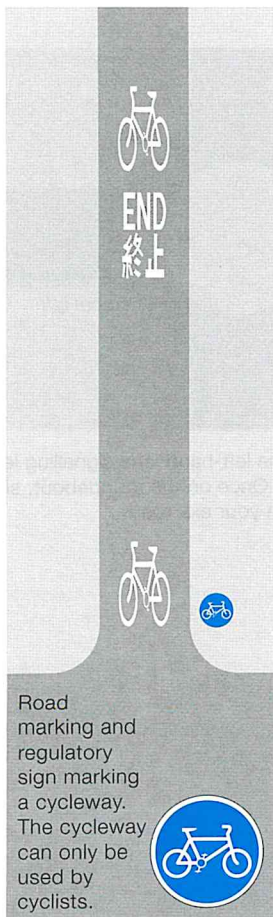
Other traffic also approaches in the right-hand lane but it is safer for a cyclist to keep to the left side or the outside of the roundabout.

If in doubt get off and wheel your cycle along the pedestrians' route.

Turning left



You should approach in the left-hand lane signalling left as you get near the junction. Once on the roundabout, signal left again as you approach your exit road.



If there is a cycle lane on, or an adjacent cycleway beside, the main roadway, you must ride on it and not on any other part of the roadway.

If there is a footpath and cycleway side by side then you must ride on the cycleway. Look out for any pedestrians, particularly small children, who may step or run onto the cycleway without looking.

When riding on cycleways you must follow the rules and advice that apply to you on normal roads. Cycleways are roads—but motor vehicles are generally not permitted to enter and use cycleways.

Keep to the left of the cycleway and allow other cyclists to pass you on the right. Overtake only on the right.

Look out for pedestrians on or crossing the cycleway, or persons working or carrying out other activities near the cycleway. They may not see or hear you coming.

Be prepared for vehicles crossing or entering the cycleway.

Ride only in the direction indicated by traffic signs and road markings. If the backs of the traffic signs are facing you, you are riding the wrong way. On a two-way cycleway keep to the left.

Be prepared to stop and give way to other cyclists at junctions with other cycleways.

End of cycleway

A traffic sign or road marking may indicate the end of a cycleway. You will usually have to join or return to the normal road and ride with other traffic. Be prepared to give way to traffic on the normal road. Look over your shoulder and wait for a safe gap in the traffic.

Crossing light rail vehicle tracks

A cycle route may cross a light rail track. Where it does so, you must get off your cycle and wheel it across the track using the 'Green man' crossing at a designated crossing point. You must obey the traffic lights. Do not cross until the steady 'Green man' shows.

Crossing roads

A cycle route may cross a road with normal traffic, vehicles will be travelling at normal speeds and drivers may not be alert and prepared for cyclists. There may be a cycle crossing place or you may be ordered or advised to get off your cycle and use a nearby pedestrian crossing place.

You may either ride across the road or get off your cycle and wheel your cycle across the road. The choice depends upon your riding experience and the traffic conditions, unless a traffic sign indicates you must dismount.

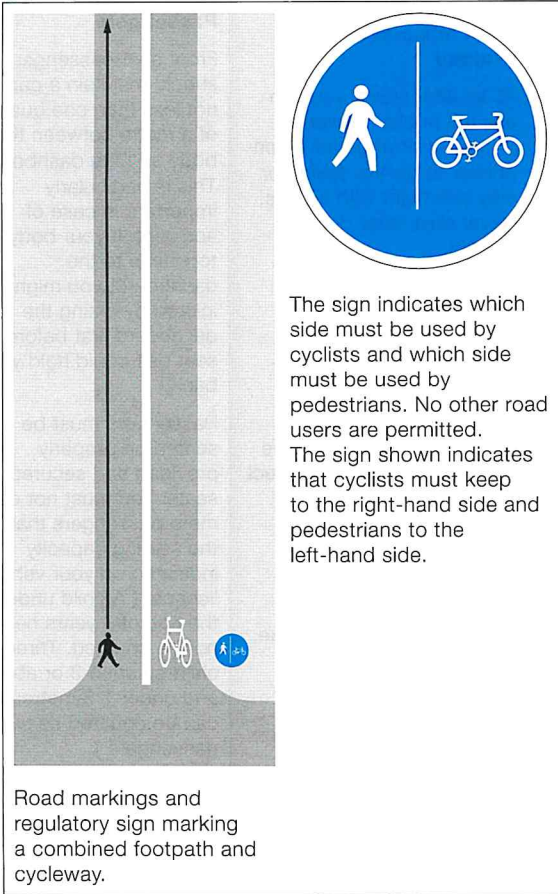
If you ride across, give way to pedestrians and traffic and follow the advice given on page 32.

If you wheel your cycle across follow the advice on crossing the road given in chapter 2 for pedestrians; but allow yourself more time and room to wheel and handle your cycle safely.



Regulatory sign indicating that you must get off your cycle and wheel it across the road by using the pedestrian crossing

If the cycle route alongside a road crosses another road at a road junction then follow the above advice but look out for turning vehicles, particularly from behind. You must obey any traffic lights, traffic signs or road markings that apply to you or to all traffic. If the traffic on the normal road is controlled by traffic lights, and you are not, then do not cross the road until the traffic light for the traffic alongside you is green and it is safe for you to cross—but look out for turning traffic.



The sign indicates which side must be used by cyclists and which side must be used by pedestrians. No other road users are permitted. The sign shown indicates that cyclists must keep to the right-hand side and pedestrians to the left-hand side.

Wheeling your cycle

You may find it necessary or desirable to get off and wheel your cycle along, particularly if the traffic conditions are such that you do not feel safe to ride with the traffic or you may find it impossible to do so.

If you wheel your cycle along do keep proper control of your cycle by pushing your cycle with both hands on the handlebars and use the brakes if necessary.

If you are wheeling your cycle on the road then keep as close to the side of the road as possible and keep your cycle between you and the traffic. Follow the rules and advice as if you are riding on the road.

If you are wheeling your cycle on the pavement, verge or footpath then follow the rules and advice for pedestrians given in chapter 2, particularly the advice given on page 21 for pedestrians with handcarts or trolleys.

Cycle parking



The rules and advice for the parking of vehicles generally applies to cycles. In urban areas, you may only park your cycle in a parking place designated for pedal cycles. However you may leave your cycle on a pavement, footpath or verge if you are sure your cycle would not cause any obstruction to pedestrians, would not cause any danger, for example by forcing pedestrians to step onto the road, and does not make it more difficult for others to see clearly.

It is a good idea to lock your cycle to prevent it from being taken away and to take with you any objects or attachments that can be easily removed.



Direction sign showing the route for cyclists

Driving

You must be aged at least 18 and hold a valid driving licence which you must have with you whenever you are driving.

You must wear glasses if you need them to meet the driving test standard—to read at a distance of 23m in good daylight a vehicle number plate. Do not drive with uncorrected defective vision. If driving in bright light is uncomfortable, use good quality sunglasses—but not at night or in conditions of poor visibility.

You should not drive if you suffer from any disability or illness that may make it difficult for you to drive safely. Your health affects your driving—even a cold can put you below par.

Do not drive if you are tired, unwell or emotionally upset—if you must drive then keep your speed down and give yourself more time to react.

Drinking and driving is a criminal offence

You must not drive when under the influence of alcohol. The police have the power to demand a screening breath test from any driver who is involved in a traffic accident, or has committed a moving traffic offence, or is suspected of drink-driving.

Additional breath, blood or urine tests are mandatory if the screening result indicates a level above the prescribed limit.

It is also an offence if you, without reasonable excuse, refuse or fail to provide specimens of breath, blood or urine for analysis.

Prescribed limit

The prescribed limit is set at 22 micrograms of alcohol per 100ml of breath, or 50mg of alcohol per 100ml of blood, or 67mg of alcohol per 100ml of urine. Any driver found exceeding the prescribed limit might face prosecution under the law. It is also an offence if

you, without reasonable excuse, refuse or fail to provide specimens of breath, blood or urine for analysis.

Effects of alcohol

When alcohol is consumed it enters the bloodstream and it acts as a depressant, impairing vision, co-ordination and muscular activity. Its effect is quick, although it can take a long time to wear off.

You may show these effects after drinking only a small amount of alcohol (particularly if you have taken certain medicines or drugs) or you may show little or no change in your appearance or behaviour after drinking. But that does not mean that your driving ability will be the same as before drinking.

While alcohol may make you feel more confident, it will, in fact, leave you less able to cope with unexpected events and far more likely to make wrong decisions in emergencies.

Drinking and driving don't mix and can be avoided

As an alternative, you can use the public transport, or taxi, or arrange for a non-drinker to do the driving or stay overnight with friends. Never drive after drinking alcohol.

Drugs and medicines

You must not drive when under the influence of drugs.

Always check with your doctor whether a medicine you may be taking will affect your ability to drive.

Smoking

Smoking presents difficulties when you are driving. Lighting up, smoke, ash and so on all involve risks, even if you feel that smoking helps you concentrate. If you, or your passengers, really must smoke there will be risks.

Passengers

Front seat passengers should maintain a gap of not less than one quarter of a metre between their body and the dashboard. This is particularly important in case of accident. If your body is too close to the dashboard, you might be injured by hitting the dashboard first before the seat belt could hold you back.

Passengers must be seated on properly provided and secured seats. You must not carry more passengers than the seating capacity indicated on your vehicle licence. (A child under the age of 3 years need not be counted. Three children aged 3 or above and under 1.3 metres tall can be counted as two passengers.)

Safety Checks

For All Drivers



Your vehicle must be covered by an insurance policy and have a valid vehicle licence displayed on the left-hand side of the windscreen.

You must keep your vehicle in good working order. Follow the advice in your vehicle owner's handbook on regular servicing and vehicle checks.

Make sure your vehicle doors and door latches are properly maintained in good working condition.

Check steering and brakes, including the hand brake.

Make sure windows, number plates and reflectors are clean.

You must make sure all your lamps work and are clean. You must make sure your headlamps are properly

adjusted. Badly adjusted headlamps can dazzle.

Check windscreen wipers and washers, warning lights and instruments.

Replace tyres before they become badly worn and never use a combination of cross-ply and radial-ply

tyres. Ensure that your tyres are inflated to the correct pressure. The required minimum depth of tread is 1 mm throughout at least three quarters of the breadth of the tread.

Make sure your seat belts are properly maintained and adjusted.

You must ensure that any loads carried or towed are secure and they do not obstruct your vision.

You must not start or run your engine with the fuel tank cover removed.

Seat Belts



Private cars, taxis, light buses, goods vehicles and buses

You must wear an approved seat belt, if fitted, when driving.

You do not have to wear a seat belt if you are carrying out a manoeuvre which involves reversing, for example a three-point turn, or moving forward and reversing into a parking place.

You must make sure that all your front seat passengers and for private cars, rear seat passengers as well, wear seat belts, if fitted.

Seat belts that are fitted to your vehicle must be the officially approved type. The seat belt must be worn properly—it must securely fasten the wearer to his or her seat. Two or more persons must not share a seat belt at the same time.

Any passenger under the age of 15 years should be securely fastened to his seat by means of an approved child restraint that is suitable to his age and body size. A child passenger of 2 years of age or less when sitting in the front must be securely fastened to the seat by

The following summarise the main legal requirements for wearing seat belts

Private cars, taxis, light buses (including public light buses), goods vehicles

Drivers and front seat passengers	Seat belts must be worn if fitted.
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Middle front seat passengers	Seat belts must be worn if fitted.
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Private cars Rear seat passengers	Seat belts must be worn if fitted and child restraints, if available, must be worn by child passengers of 2 years old or less.
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Buses Drivers	Seat belts must be worn if fitted.
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means of an approved child restraint. It would be much safer to put your children in the rear seats of a vehicle than in the front seats.

Women drivers or passengers are also subject to the above requirement even though during their pregnancy. Mothers who wear seat belts sustain fewer injuries than those who do not, hence the risk to the baby is reduced. The unborn baby is most at risk if its mother dies.

Wearing a seat belt can reduce your chance of death or serious injury by about half. Seat belts are very effective in reducing the effects of traffic accidents occurring at quite low speeds. A head-on collision involving two vehicles each moving at only 25 km/h produces an impact speed of 50 km/h—the same as falling head first from the third floor window of a building.

Exemption on medical grounds

You may be granted exemption by the Commissioner for Transport from wearing a seat belt on presentation of a valid medical certificate from a doctor. However, medical grounds should exempt very few people. There is no list of health reasons including pregnancy which will automatically exempt you. The doctor may reassure you that you can wear a seat belt or he may have to examine you before he can decide whether or not to give you a medical certificate.

Wearing your seat belts correctly

Most modern seat belts fit automatically. But there are still some points to watch. And these are more important with static type belts. The lap belt must restrain your hip bones by lying across the top of your thighs not stomach. The diagonal strap should lie mid-way across your shoulder, staying in contact with your chest up to about your collar bone. See that the buckle is well down to your side and not lying on your body. You may have to change the length of the straps. Make sure the straps are not twisted or trapped and then fasten the buckle. If necessary tighten the belt—as tight as possible but allowing for comfort.

Do not put on clips onto the seat belt as this would seriously reduce the effectiveness of the seat belt.

Looking after your seat belts

Belts that have not been looked after can be dangerous. They can also be illegal. So check them regularly. Seat belts will wear, even if not used very much. Check your belts for signs of damage and make sure that they run freely through the upper anchorage guides. If you have inertia reel belts, check that the unused webbing goes back into the reel easily.

Make sure that no part of a belt becomes trapped in a door or under a seat. This can cause serious damage to the belt. If the buckles are on flexible stalks, do not bend them back behind the seats or out of the way when they are not in use.

If a seat belt is worn, damaged or otherwise defective, it should be replaced.

Static belts should always be stowed on the clip provided. Do not allow them to dangle on the floor.

Making a seat belt more comfortable

A few people may find seat belts uncomfortable. For example, for smaller people the upper part of the belt may be across their neck instead of across the shoulder. Usually something can be done to overcome such problems. For example, you may only need to have the upper anchorage point lowered by means of a drop plate or a booster together with the ordinary seat belt which also has an extra strap running behind the child that acts as a guide to change the lie of the diagonal belt.

Even if a seat belt is uncomfortable it must be worn. It is safer to wear a seat belt that does not fit comfortably than to travel without using it. It will still protect you in an accident.

How to wear seat belts during pregnancy

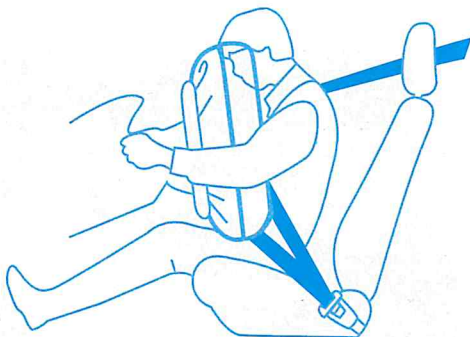


Lap belts, as well as the lap-shoulder belt combination should be placed low, across the hips, under the bump and over the upper thighs. They must lie snugly over the pelvis, one of the stronger bones of the body. Never place the belt over the abdomen.

The shoulder strap should be placed between the breasts, above the bump. Adjust the shoulder belt for a snug fit. If it cuts across your neck, reposition your car seat for a better fit. Give you and your baby the best protection available by buckling up.

Airbags

For All Drivers



How airbags protect you further

- Airbags provide supplementary protection, but cannot replace the seat belt.
- A seat belt is the most important restraining system. For safety's sake, always wear your seat belt.
- Airbags can help reduce injuries in case of accident. Airbags can cushion your head and upper body from striking the dashboard. However, airbags inflate very fast and with great force.

If you are too close to an inflating airbag, you could be seriously hurt.

- A seat belt can hold your entire body in your seat, and can reduce your chance of injury by the inflating airbag.
- A seat belt offers the best and most effective protection in all types of collisions and roll-over accidents. Airbags only function in particular collisions.

How to get maximum protection

- Remember to wear your seat belt properly.
- Airbags need space for inflating. So, ensure there is a good distance between yourself and the airbag outlet. Do not sit or lean unnecessarily close to the airbag outlet.
- Do not place any objects over or near to the airbag outlet to avoid being hurt by these objects when the airbag inflates.

How to protect your children



- The rear seat is the safest place for your children. Do not place your infant in any front passenger seat installed with an airbag when using rearward facing child restraint devices.
- Children should preferably be seated in the rear seats using appropriate and approved child restraints.
- Ensure that your children are fastened properly in the child restraints which are secured firmly to the vehicle by the seat belt.

Learning to drive



'L-plate' – learner driver under instruction

If you are a learner driver you must obtain a learner's driving licence. You must not drive without a licensed driving instructor until you have obtained a full driving licence after passing the written and practical driving tests.

To pass the written driving test you will have to demonstrate your knowledge and understanding of the Road Users' Code. To pass the practical driving test not only will you have to demonstrate you can drive safely and competently but that you follow the rules and advice in the Code.



As a learner driver, you must not drive on an 'Expressway'. Traffic signs mark the start and end of an 'Expressway'.

As a learner driver you may drive only at certain times of the day and you are prohibited from using certain roads. You must not normally carry any passengers. Your vehicle must be fitted with

'L-plates'. Ask your driving instructor about these and other rules and advice for learner drivers.

Information on the different types of driving licences and driving tests may be obtained from any Licensing Office of the Transport Department.



Learner drivers must not drive past this sign or drive on the road to which the ban applies.

Before Moving Off

For All Drivers

Before getting into your vehicle check that there are no obstructions nearby which you would be unable to see when seated. In particular check that there are no children near the vehicle. Pay particular attention to the blind spots at the rear.

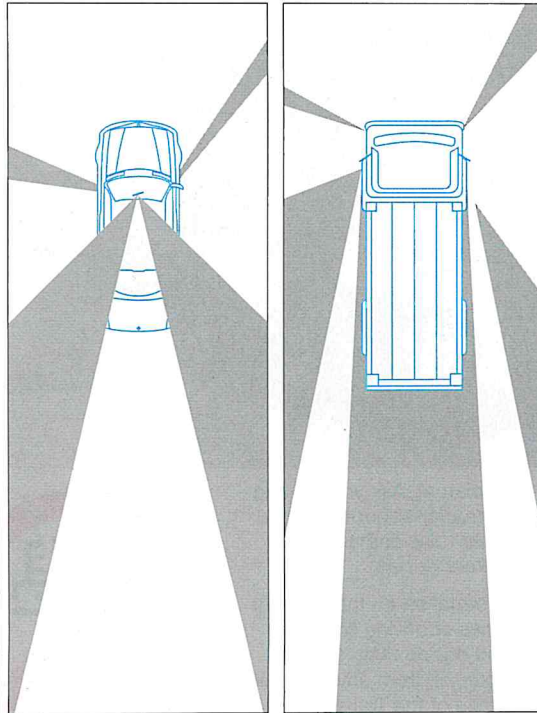
Once seated ensure that all doors, including your passenger doors, are securely shut and that child safety locks on doors, where fitted, are secured when children are in the vehicle, and that seat belts are being worn.

If you are going to drive an unfamiliar vehicle make sure you know where the various controls are and also any difference in the way they operate.

If there is an animal in your vehicle, keep it under control and ensure that it cannot disturb you while driving. You must not let a dog out of a vehicle onto the road unless it is under control.

Make sure no passenger or load obstructs your movement or vision.

Blind spots



The grey areas are blind spots—areas a driver cannot see. Outside mirrors help to reduce blind spots.

A driver of a large vehicle, such as a bus or lorry, may not normally have the use of an inside mirror. The blind spots will be larger, particularly to the rear.

Pre-start routine



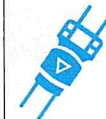
Are all the doors properly closed?



Is your driving seat in the right position?



Are the mirrors clean and properly adjusted?



Have you, and your passengers, put on seat belts?

A safe system for driving

Well before you carry out any manoeuvre—moving off, turning left, turning right, changing lanes, slowing down, stopping, reversing, overtaking or performing any other movement—always carry out the following routine:

Think—you should think carefully what you want to do in good time.

Look—you should check if it is safe to do it by looking ahead, by looking behind in your mirror and looking all around.

Signal—when it is safe, signal what you intend to do. This signal must be correct, clear and given in plenty of time.

Look again—check that it is still safe to carry out or complete your manoeuvre.

Always use the think—look—signal—look again routine well in advance of every manoeuvre.

On the Road

For All Drivers

Moving off

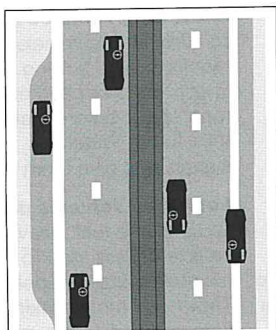
Before moving off, always use your mirror, but look round as well for a final check. Look out for pedestrians who may be crossing or standing by your vehicle. A small child may be hidden from view. Signal if necessary before moving out, move off only when you can do so safely without making other road users change speed or direction.

Driving along

Keep to the left except when traffic signs or road markings indicate you may do otherwise or when intending to overtake, or turn right, or when you have to pass stationary vehicles or pedestrians on the road. Allow others to overtake if they want to.

Do not drive on a footpath or pavement by the side of the road. Do not drive on a hard shoulder, hard strip or verge.

When driving keep away from the edge of the road. Do not drive close to the pavement or verge; allow room for a pedestrian to



Driving for long periods may make you feel sleepy. To help prevent this, make sure there is plenty of fresh air in your vehicle. If you start to get tired, stop and rest at a suitable parking place.

step onto the roadway. When passing parked vehicles allow room for a door to be opened. Parts of your vehicle may overhang, such as mirrors, if so allow more room.

You must not allow passengers to hold the steering wheel or to lean out of a window.

In a traffic hold-up or in slow moving traffic, do not try to jump the queue by cutting into another lane or

by overtaking the vehicles waiting in front of you.

On narrow or winding roads, or where there is a lot of oncoming traffic, drivers of large or slow-moving vehicles should be prepared to pull in, and slow down or stop, as soon as there is a suitable opportunity to do so, to give faster vehicles a chance to overtake.

Do not drive while wearing earphones. Do not play an audio device loudly as it would distract your attention towards emergency siren or horns. You must not watch a television while driving.

Avoid using a hand-held car/mobile telephone whilst driving. You will not have proper control of your vehicle and the conversation may distract you. If you wish to make a call or answer the phone, either stop in a safe place or ask a passenger to make or take the call for you.

Drivers are to be advised to use a hands-free device should they wish to use car/mobile telephone while driving.

Safe and courteous driving

Bad driving habits and manners are more than irksome and rude, they are often dangerous and sometimes illegal. You should be more courteous and co-operative. Bad driving adds to congestion and general aggravation. **Always avoid:**

Travelling too fast—

Observe the speed limit and match your speed with the traffic flow, taking note of the road and weather conditions and your own ability. Remember that as speed increases, your reaction time, stopping distance and the severity of any accident increases.

Going too slow—

Although some consider this to be safer driving, it may be irritating to other drivers. If you observe traffic building up behind you, look for an opportunity to move over or pull off the road to allow other motorists to pass. On a multi-lane road, merge quickly but safely, matching your speed with other traffic. Allow faster moving vehicles to overtake.

Following too close—

Following too close to the vehicle in front is a major cause of accidents. Maintain the correct stopping distance between you and the vehicle in front. (See page 46 'Stopping Distance'.)

Unsafe overtaking—

Keep left unless overtaking. Do not overtake unless it is safe to do so; indicate your intention both before and after the manoeuvre and observe other traffic both behind and ahead of you. The manoeuvre should be done quickly but smoothly. When being overtaken, do not increase your speed, but be prepared to slow down if necessary. Overtake only on the offside.

Failure to use direction indicators—

Accidents can be prevented if other drivers know of your intentions to change direction. Therefore, use the direction indicators in good time before changing direction whether to turn, change lanes or overtake and observe traffic both ahead and behind before the actual manoeuvre. Remember to turn off the direction indicators after the manoeuvre.

Poor lane discipline—

The rules are simple, but widely ignored. Stay in your lane. Don't drive over the centre line, drift from side to side, zigzag through traffic, bully your way into another lane or remain in the fast lane. When changing lanes, remember 'Think, Look, Signal, Look again'. Even with your mirrors, there are blind spots which they cannot cover, so it is important to take a quick glance over your shoulder for a final check.

Failure to give way—

If there is no give way sign, the rules of the road dictate that cars entering from the minor road or access should give way to those already on the major road, and cars making a right turn must give way to oncoming traffic. It is an offence not to pull over for an emergency vehicle with its lights flashing or siren on. Failure to give right of way immediately can endanger you, your passengers and the people the emergency vehicle is carrying or trying to reach. In addition, motorists should always

show consideration for pedestrians, even if they are jaywalking; give motorcyclists and cyclists the same rights and courtesies as any other vehicles.

Bad manners—

This includes a host of misbehaviour—cursing, obscene gestures, use of the horn unnecessarily, loud music, refusing to merge, littering (including cigarette butts) and just about any other act of rudeness or selfishness that may annoy others. A little more courtesy and consideration by all of us could make driving safer and more pleasurable.

Ignorance—Make sure you have a thorough knowledge of all traffic laws, signs and markings. Once you know them, obey them.

Be cautious of long/heavy vehicles

Don't brake quickly or cut in front of a heavy vehicle. Heavy vehicles need almost 50 percent more distance than cars do to stop. Always leave a lot more distance between

your car and a tractor-trailer. **You should:**

Pass with care—A long vehicle takes longer to overtake, so allow yourself more room and time to pass. Start the overtaking manoeuvre farther back to see that the road is clear, pass quickly and wait until you can see the front of the cab in your rear-view mirror before returning to the same lane. If it is raining, be extremely cautious. The water spray from long/heavy vehicles can impair vision.

Don't drive too close—The vehicle driver may not see your vehicle and you can't see any of the road ahead and anticipate any potential hazards. In bad weather, vehicle spray reduces visibility.

Be aware of air turbulence—

When passing, being passed or meeting long/heavy vehicles, be aware that they push a large volume of air, like the bow of a ship, causing air turbulence, particularly affecting small vehicles.

Allow long vehicles room to turn—

Long vehicles require a wide turning area. These vehicles need extra road space before making their turns. Watch for signals and give them room.

Let heavy vehicles pass—

To conserve fuel, heavy vehicle drivers tend to maintain a steady speed. They need more braking time and accelerate more slowly than cars, because they usually go faster downhill and slower uphill. Many drivers don't like to follow them and sometimes speed up when the heavy vehicle tries to pass. The result is often 20 tonnes of heavy vehicle riding your bumper—definitely not a good situation and should be avoided.

Don't travel in the long vehicle's blind spot—

Alongside a long vehicle, just behind the doors, is another blind spot. Don't hang around there. The driver of the long vehicle may try a lane change and not be able to see you. If you can, always allow long vehicles enough room to change lanes.

U-turns

Regulatory sign—you must not carry out a U-turn

You must not carry out a U-turn or turn your vehicle around in a road, unless you can do so without endangering or obstructing other road users. A U-turn may be banned at some junctions or along some lengths of road. 'No U-turn' signs will indicate this.

Use your mirror often so that you know what is behind you.

Headlamp flashing

The flashing of headlamps has only one meaning—like sounding your horn it lets another road user know you are there. Do not flash headlamps for any other reason.

Use of horn



Regulatory sign—marks the beginning of a 'Silent zone'

You must not sound your horn other than as warning or sound it in a 'Silent zone'. Signs mark the beginning and end of a 'Silent zone'. 'Silent zones' are usually found near hospitals and operate at night. A 'Time plate' may show the period of operation.

When your vehicle is moving use your horn when it is necessary as a warning of your presence to other road users—but never use it as a rebuke.

When your vehicle is stopped on the road you may only use your horn at times of danger due to

another vehicle moving. You must not use it if traffic is temporarily stopped and there is no danger.

Reversing

Before you reverse make sure that there are no pedestrians—particularly children—behind you. Be especially careful about the 'blind spots' behind you—that is, the parts of the road which cannot be seen from the driving seat. If there is any doubt, get out—or ask a passenger to check—to make quite sure.

If you cannot see clearly behind or if driving a large vehicle, get someone to guide you when you reverse.

You must not reverse unless it can be done in safety and you must not reverse for an unreasonable distance or time. Never reverse from a side road on to a main road.

Give way to other traffic and to pedestrians when reversing.

White reversing lights let another road user know you are reversing or about to

reverse—do not rely on them. Only reverse if you can do so safely and without making other road users change speed or direction. Do not rely on reversing alarms—always look—a pedestrian may not hear your alarm or may be deaf.

Reckless and careless driving

You must not drive in a manner that endangers other road users, your passengers or yourself. You must not drive in a manner that would increase the risk of a traffic accident or increase the risk of injury or death.

You must drive with care and attention and with reasonable consideration for other road users and your passengers.

The rules and advice in this chapter will help you drive safely and with consideration for others.

Police signs



Temporary regulatory sign—you must stop at the sign



Temporary regulatory sign—you must slow down to a speed, slower than normal, at which you can stop quickly and safely



Temporary informatory sign—be prepared to stop if signalled to do so by a Police Officer or if indicated by a traffic sign

In an emergency, or for other purposes, the police may erect temporary signs and barriers. In addition to the temporary police signs shown other traffic signs and flashing blue and amber lights may be used to warn and guide you.

Stopping Distance

For All Drivers

Shortest stopping distance in metres

Thinking distance + braking distance = stopping distance

40 km/h
vehicle speed



Thinking distance + braking distance = stopping distance

60 km/h
vehicle speed

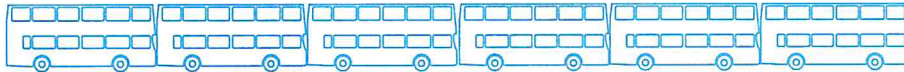


Thinking distance + braking distance = stopping distance

80 km/h
vehicle speed



An average double-decker bus is about 10 metres long. Compare the distances shown with a line of buses.



Wet roads—double braking distance

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

The stopping distance is the thinking distance plus the braking distance.

 Thinking distance

— the distance the vehicle travels after the driver has seen the danger and before the brakes are on.

Thinking distances increase greatly for drivers suffering from slow reactions, tiredness, illness and lack of concentration.

 Braking distance

— the distance the vehicle travels after the brakes have been put on.

Braking distances increase greatly with wet and slippery roads, poor brakes and tyres.

How Fast



Maximum speed on all roads is 50 km/h unless 'Speed limit' signs show otherwise.

Never drive so fast that you cannot stop well within the distance which you can see to be clear. Go much more slowly if the road is wet or if there is fog or mist. Do not brake sharply except in an emergency.

You must obey the speed limits for the road and for your vehicle. A speed limit is the maximum speed allowed. It does not mean that it is safe to drive at that speed—always take into account all the conditions prevailing at the time.

How big is a gap?

Leave a big enough gap between you and the vehicle in front—big enough for you to stop safely if the vehicle suddenly slows down or stops.

Continuously try to anticipate the situation on the road ahead and leave yourself room to work in—room to recognise a developing situation and room to act.

If you have to take panic action because you have insufficient room to act smoothly, you are either going too fast or driving too close to the vehicle in front.

On wet roads, or if your tyres, brakes, or even your health, are below par, the gap should be much bigger than normal. And when a vehicle overtakes you and moves into the gap ahead, drop back to regain your safe gap.

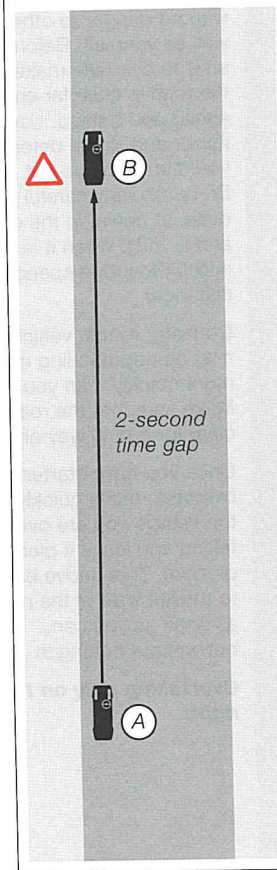
The safe rule is to leave your stopping distance between your vehicle and the one in front. But in heavy, slow-moving urban traffic this may not be

practicable. So a sensible balance has to be drawn. However if you are driving closer than your stopping distance you are taking a risk—particularly if a pedestrian was to step onto the road in front of you. The gap should never be less than your thinking distance.

On roads with faster traffic it becomes much more important to keep a safe gap. Your stopping distance is still the only really safe gap but a reasonable rule to apply in good conditions is a gap of one metre for each 2 km/h of your speed or a two-second time gap—more if you are driving a heavy vehicle—may be enough.

Note: km/h means kilometres per hour.

Two-second rule



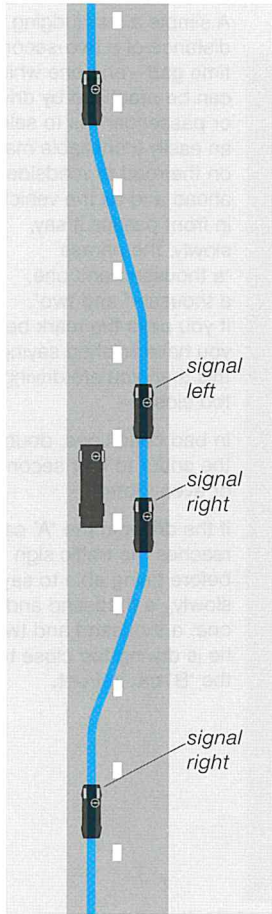
A simple aid to judging the distance of a two-second time gap—and one which can be practised by driver or passenger—is to select an easily identifiable mark on the road or roadside ahead and as the vehicle in front passes it say, slowly, the phrase 'a thousand and one, a thousand and two'. If you pass the mark before you have finished saying this then you are driving too close.

In bad conditions, double the count to four seconds, or even more.

If the driver in the 'A' car reaches the traffic sign before being able to say, slowly, 'a thousand and one, a thousand and two', he is driving too close to the 'B' car in front.

Overtaking

For All Drivers



Do not overtake unless you are sure you can do so without danger to others as well as yourself. Before you start to overtake make sure the road is clear far enough ahead and behind. Use your mirror and signal before you start to move out. Be particularly careful at dusk, at dawn, in the dark and in mist, when it is more difficult to judge speed and distance.

On faster roads, vehicles may be approaching much more quickly than you think. Make sure that the road is clear for a long way ahead.

Once you have started to overtake, move quickly past the vehicle you are overtaking and leave it plenty of room. Then move back to the left side of the road as soon as you can, but without cutting in.

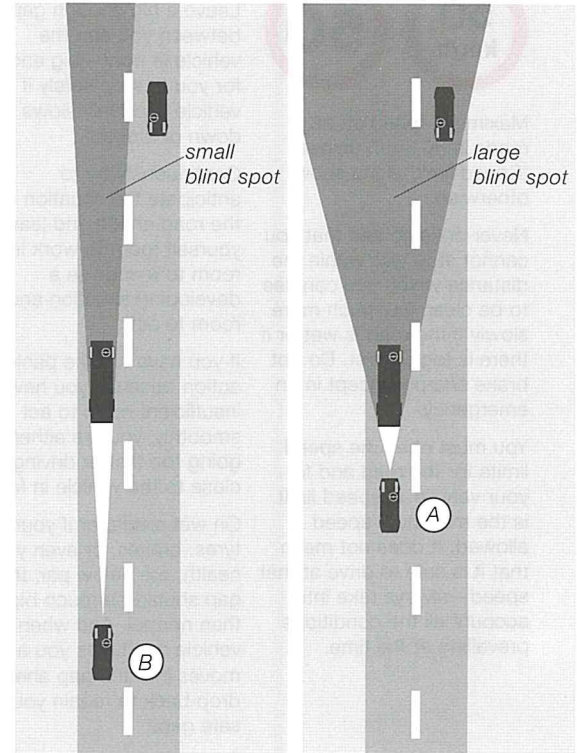
Overtaking only on the right.

If the vehicle you are overtaking increases speed, drop back if necessary and return to your normal lane behind it. Ensure that the road behind is still clear, ahead and behind, use your mirror.

On a normal two lane road, give way to vehicles coming towards you before you pass parked vehicles or other obstructions on the left-hand side of the road.

Do not increase your speed while being overtaken. Slow down, if necessary, to let the overtaking vehicle pass.

Overtaking a large vehicle



Getting too close behind a large vehicle makes it impossible to see far enough ahead. The 'A' car is too close. The driver of the 'B' car, who is keeping much farther back, has a much better view.

Overtaking on dual carriageways

Overtake only on the right, unless traffic is moving in queues and the traffic queue on the right is moving more slowly than you are. Never move to a lane on the left to overtake. You must not use a hard shoulder for overtaking.

Do not overtake unless it is safe for yourself and others. Many accidents on dual carriageways are rear-end collisions. Before you start to overtake make sure that the lane you will be joining is clear far enough ahead and behind. Traffic may be coming up behind much more quickly than you think. Signal before you move out. Be particularly careful at dusk, in the dark and in fog or mist, when it is more difficult to judge speed and distance.

Get back to the left-hand lane or, if this is occupied, the middle lane as soon as possible after overtaking, but do not cut in on the vehicle you have just overtaken.

You must not overtake



Sign marking the beginning of 'No overtaking'

You must not overtake

- If you would have to cross or drive on 'Double white' lines with the solid line nearer to you.
- If you are within the zigzag area on the approach to a 'Zebra' crossing.
- After a 'No overtaking' sign and until the end of the ban.

You should not overtake

- Where you cannot see far enough ahead to be sure that it is safe to do so, for example, when at or coming to a corner or a bend or the brow of a hill.
- Where you might come into conflict with other road users, for example, at a junction, where the road narrows or on the approach to any type of pedestrian crossing.
- Where it would involve driving over an area marked with hatched white lines.
- On the approach to a tram stop.
- When to do so would force another vehicle to swerve or slow down.
- When to do so would force a pedestrian crossing the road to stop or run.

If in doubt—do not overtake.

You may overtake on the left

- When the driver in front has signalled that he intends to turn right and you can overtake him on the left without getting in the way of others and without entering a bus lane during its period of operation.
- When you want to turn left at a junction.
- In one-way streets (but not dual carriageways) where vehicles may pass on either side.
- Where there are 'Double white' lines along the road between you and the lane to the right,

the line nearer to you is solid and both traffic streams are moving in the same direction.

- When using marked traffic lanes and wishing to pass a tram—but not a stationary tram at a tram stop where there is no tram stop island.
- When traffic is moving slowly in queues, and vehicles in a lane on the right are moving more slowly than you are.
- When traffic is moving slowly in queues, you may move to a lane on your left only in order to turn left or to park. Do not change lanes to the left in order to overtake.

Pedestrians

For All Drivers



Drivers have the legal and moral responsibility to take proper care to avoid accidents with pedestrians at all times and places—even if the pedestrian is jaywalking. Always try to give way to a pedestrian on the roadway.

Drive carefully and slowly when pedestrians are about particularly in crowded streets, or when you see a bus stop, or near a stall. Look out for pedestrians entering the road suddenly, for example from behind parked or stopped vehicles.

When entering or emerging from a place facing the road, wherever possible use proper driveways and try to avoid reversing. Give way to pedestrians.

Crossing the road

Crossing places are usually found only on busy roads where there are many vehicles and pedestrians. At other places pedestrians may cross the road other than by using a pedestrian crossing.

Junctions are a common place for pedestrians to cross the road, particularly across a side road where it joins a main road.

Give way to pedestrians crossing the road into which you are turning.

When approaching a major road give way to pedestrians crossing or waiting to cross.

Look out for pedestrians crossing the road using gaps between parked vehicles.

Tram stops



When approaching a tram island look out for pedestrians crossing to and from the island. Do not drive on the tram lanes. If you do so then look out for pedestrians who may step off the island; some may be looking for oncoming traffic and not for traffic from your direction. If a tram has stopped look out for pedestrians who may appear from behind the tram.

If there is no tram island you must stop at the yellow 'Stop' line and give way to pedestrians crossing to and from the tram. Wait until there are no more passengers getting on or off the tram and look out for passengers hurrying to catch the tram.

On the roadway



Warning sign—pedestrians on or crossing road ahead
On roads where there are no pavements or footpaths, pedestrians perhaps with children, may be coming towards you on your side of the road. Be on the lookout and keep your speed down and be prepared to stop. Give pedestrians walking on the roadway plenty of room.

Look out for pedestrians forced on to the roadway when a pavement or footpath is closed or blocked by works.



You must give way to pedestrians on the roadway in a 'Pedestrian priority' zone. Traffic signs mark the beginning and end of the zone.

Drive carefully when there are pedestrians, pedestrians with handcars or trolleys, processions or other marching groups on the road, particularly where there is no footpath. Give them plenty of room. Be especially careful on a left-hand bend and keep your speed down. If there is insufficient room to pass, slow down or stop until it is safe to do so.

Disabled pedestrians



Give disabled pedestrians plenty of time to cross the road. A person who does not appear to have heard or seen your vehicle or your warning may be deaf or blind.

Elderly pedestrians

As people grow older, their reaction times become longer and the likelihood of inattention increases together with a general physical or mental deterioration. The elderly may not judge speeds very well or notice approaching traffic and may step on to the road unexpectedly. Give them plenty of time to cross the road.

Child pedestrians



Warning sign—children going to and from school ahead

Children cannot judge speeds very well and younger children also have difficulty in concentrating on and understanding the dangers of the road. Small children are also more easily hidden by parked vehicles, roadside objects and other pedestrians. Children may step or run on to the road when you do not expect them.

School crossing patrols



School Crossing Patrol sign—you must stop at the sign (See page 14)

Drive slowly near schools and look out for children getting on or off buses.

Drive slowly near children's playgrounds.

Do not park or wait at or near a school or playground entrance, particularly when children are leaving or arriving.

Parked vehicles and vehicles reversing or moving

You must stop when signalled to do so by a School Crossing Patrol showing a hand-held 'Stop' sign. Give way to pedestrians who are still crossing even if the patrol allows vehicles to move. Pedestrians other than school children may use a School Crossing Patrol.

Advance warning of some school crossing patrols may be given by the 'Children ahead' warning sign. A flashing amber light below the sign warns you that the patrol is operating.

off create risks for children. If meeting or taking a child to school, park in a safe place a little way from the school and then walk to the school entrance. Do not stop or wait on the opposite side of the road to the school entrance since the child may become excited to see you and run on to the road without following the Road Crossing Code.

Safety of pedestrians

Pedestrians are not just 'traffic'—they are people. They are unpredictable, and the younger they are the faster they are likely to move or change direction. Those with children, the elderly, the blind and the disabled all need your care.

Pedestrians can be found on or near all roads. They may be on the side of the road, crossing the road or carrying out an activity on the road.

The rules and advice in this chapter often refer to or take into consideration the safety of pedestrians. Looking out for and making allowances for pedestrians is a continuous task for a driver; particularly when driving along urban roads, near junctions, pedestrian crossings, bus stops or road works, in poor weather or at night. The safety of pedestrians is also important when you stop or park your vehicle.

Cyclists

Look out for cyclists and make allowances for the differences between your means of travel and theirs. The younger they are the more closely you should watch them and be ready to slow down or stop. A cyclist glancing round is a signal to you that he may be going to move out or turn.

Cycles are much less easy to see than larger vehicles and their riders have the same rights to consideration as other road users and are more vulnerable. Drivers (especially of long vehicles or of vehicles towing trailers) should leave plenty of room for cyclists.

Cyclists may make sudden sideways movements— give them plenty of room when you pass them.

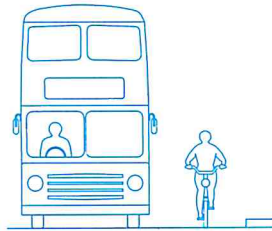
Cyclists are affected by cross-winds, particularly at side turnings, near tall buildings or at such places as low bridges.

In headwinds or in wet weather cyclists tend to keep their heads down. This creates risk; be alert for it and for the danger of cyclists skidding (side-slipping) on smooth wet surfaces.

Cyclists going uphill have difficulty. Be ready for them to slow down or to stop and get off.

Cyclists with bulky loads— cyclists are sometimes tempted to ride when carrying bulky objects. This can seriously affect their control and balance and even their vision. So be wary.

When you are going to turn left, and especially if you have to wait at the corner, look out for cyclists who may have moved up between you and the left-hand kerb (or who may be using a cycleway or bus lane.)



When you are turning or waiting to enter the main road keep a special look-out for cycles, particularly as they are much less easy to see. Your view of a cyclist head-on is much narrower than your view of a car or lorry.

Child cyclists

Children on cycles, and others learning to ride, need plenty of room. Give them a wide berth when you are passing and always be ready in case they wobble or change direction suddenly.



Warning sign—cyclists on road ahead or junction with cycleway ahead

Cycleways and cycle lanes

Cycleways and cycle lanes are indicated by traffic signs and road markings. You must not enter a cycleway or cycle lane.

Cycle routes may cross normal traffic lanes, particularly at junctions. Look out for cyclists entering the main roadway from a cycleway or cycle lane.

(See pages 34 and 35 for more on the traffic signs and road markings that mark cycleways and cycle lanes.)

Motorcyclists and scooter riders

There are many situations in which a two-wheeled vehicle is less stable than other vehicles, so leave plenty of room, especially for riders on less powerful machines.

As with cyclists, be on the look-out for motorcyclists who move up on your left when you are preparing or waiting to turn left.

Keep a special look-out at junctions for motorcyclists. Motorcycles are much less easy to be seen than other vehicles, but may be going just as fast.

Other Road Users

For All Drivers

Public transport

Give way to buses and minibuses waiting to move out from stops or stands if you can do so safely.

Try to give way to trams, particularly at junctions. Give trams plenty of room—they cannot change direction to avoid you.

Taxis and minibuses

In the urban areas taxis and minibuses make up a large part of the traffic. When picking up or setting down passengers they are liable to stop suddenly or cut across traffic lanes. You should allow room for a taxi or minibus to move or stop unexpectedly, without having to brake suddenly yourself.

Large vehicles

Large vehicles, especially if they are long or articulated, cannot always keep within traffic lanes when turning. The drivers of large vehicles also have a restricted view to the rear and to the left of their vehicles.

At junctions, large vehicles may have to follow paths quite contrary to the normal traffic lanes and paths taken by other vehicles and the advice found in this chapter. A large vehicle may move to the right first when turning left, it may move into a right-hand lane or use the full width of the roadway.

When turning, the rear end of a long vehicle or trailer may swing into your path—the rear end may swing out to the left if the vehicle is turning right. The rear of the vehicle may not follow the same path as the front of the vehicle.

Drivers of large vehicles may find it difficult to cross or turn right onto a dual carriageway without stopping in the gap in the central reservation. If a long vehicle has to stop in a gap that is too short then part of the vehicle will block or partly block some of the traffic lanes of the dual carriageway.

Drivers of large vehicles because of their limited view to the left and rear of their vehicles may not be able to see close to the vehicle on the left and to the rear on the left. The driver may have difficulty in deciding when it is appropriate and safe to move to the left when turning or changing lanes. If you get so close that you cannot see the driver's signals you may not get any warning.

At all times give large vehicles plenty of room to manoeuvre and be ready to stop. Do not overtake on the left particularly at junctions—including the approach and exit—or when the vehicle is slowing down—the driver may be slowing down to turn left across your path. The larger and longer the vehicle the greater the hazards.

In urban areas access by large vehicles may be made difficult or impossible by parked or stopped vehicles. Park your vehicles so as not to obstruct the passage of all types of vehicles.

Vehicle markings



Marking on the rear of a medium or heavy goods vehicle or a large trailer



Marking on the rear of a vehicle, or combination of vehicles, longer than 13 metres

The markings illustrated may vary slightly in position or shape.

Animals

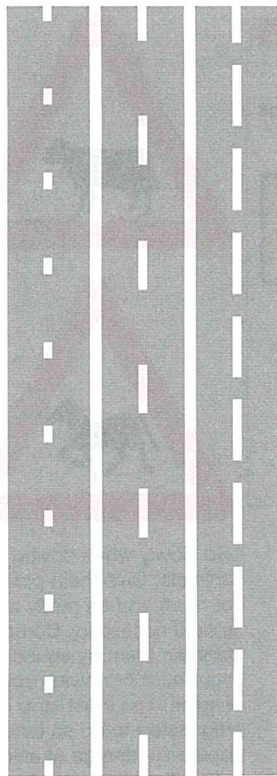


Go slowly when driving past animals. Give them plenty of room and be ready to stop if necessary. Do not frighten them by sounding your horn or revving your engine. You must stop if requested to do so by a person in charge of animals other than household pets.

White Lines and Traffic Lanes

For All Drivers

Along the road



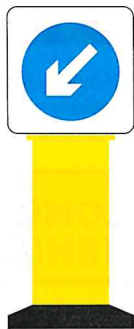
Traffic lane line

Centre line

Hazard warning line

The longer the marking the greater the hazard.

Two-way roads



If there is a traffic island with a 'Keep left' sign in the middle of the road you pass to the left of the island. You must not drive to the right.

A single broken line in the middle of the road, with short markings and long gaps, is a 'Centre' line. You should normally drive to the left of this line except when overtaking.

A single broken line, in the middle of the road, with long markings and short gaps, is a 'Hazard warning' line. Do not cross it unless you can see the road ahead is clear.

Traffic lanes

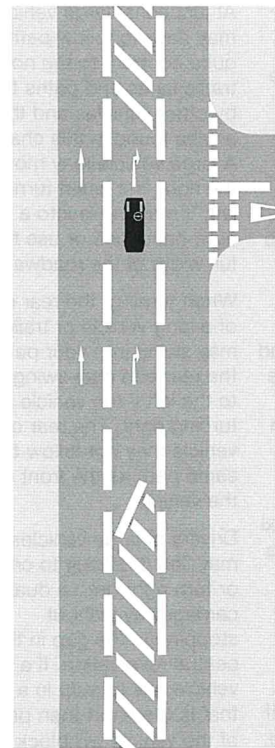
Keep between the 'Traffic lane' lines—the short broken white lines which divide the road into lanes. Keep in the left-hand lane unless you are overtaking, turning right or passing parked vehicles.

The 'Hazard warning' line may replace the normal lane line near a hazard.

Do not change lanes unless it is safe to do so.

Do not move unnecessarily from lane to lane. If you need to move into another lane, first look to see that it is safe to do so, remembering to use the mirror. If it is safe to move over, signal before doing so. Make sure this will not force another driver to swerve or slow down.

In a traffic hold-up or in slow moving traffic, do not try to jump the queue by cutting into another lane or by overtaking the vehicles waiting in front of you.



Hazard warning area—an area of roadway hatched with white lines. It is there to separate traffic streams liable to be a danger to one another or to protect traffic turning right. Do not drive over or enter the area.

Along the edge of the road

Edge lines—on some roads solid or broken white lines are marked on the edge of the roadway.

Hazard markers—these small discs or rectangles are found on roadside objects or special posts where there is a hazard. Red markers are used on the left-hand side of the road, white markers on the right-hand side of a single two-way carriageway and amber markers on the right-hand side of a dual carriageway adjacent to the central divider.

Reflecting road studs

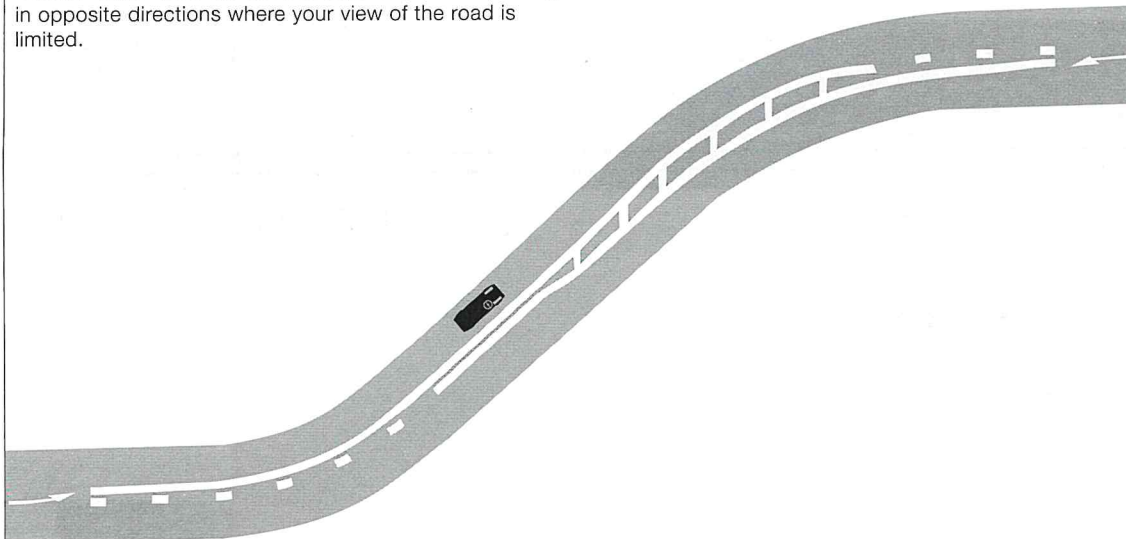
Road studs delineate the edges of a carriageway or the division of traffic lanes. These help drivers at night or in poor visibility.

White studs mark the lane lines and the centre of the road. Red studs mark the left edge of a carriageway. Amber studs mark the right edge of a carriageway adjacent to a central divider. Green studs indicate the edge of any part of the carriageway at a road junction, layby or passing place.

Double White Lines

For All Drivers

'Double white' lines are used to separate traffic travelling in opposite directions where your view of the road is limited.



Except where 'Double white' lines are used to separate traffic travelling in the same direction, you may cross 'Double white' lines to make a right turn into or out of any road or premises.

You should not stop—not even if the broken line is on your side of the road. If there is no convenient lay-by, you may, however, stop briefly to load or unload goods or passengers.

You may cross 'Double white' lines to avoid an accident, obstruction or when directed by a Police Officer or Traffic Warden.

A warning arrow marked on the road will give you time to 'get over to the left' before the 'Double white' lines begin.

If the line nearer to you is solid you must not cross or drive on the line.

Sometimes to increase the separation of opposing streams of traffic the gap between the solid lines is widened and hatch markings are used. You must not drive on the line or enter the hatched area.

If the line nearer to you is broken you may cross or drive on it but only if it is safe to do so.

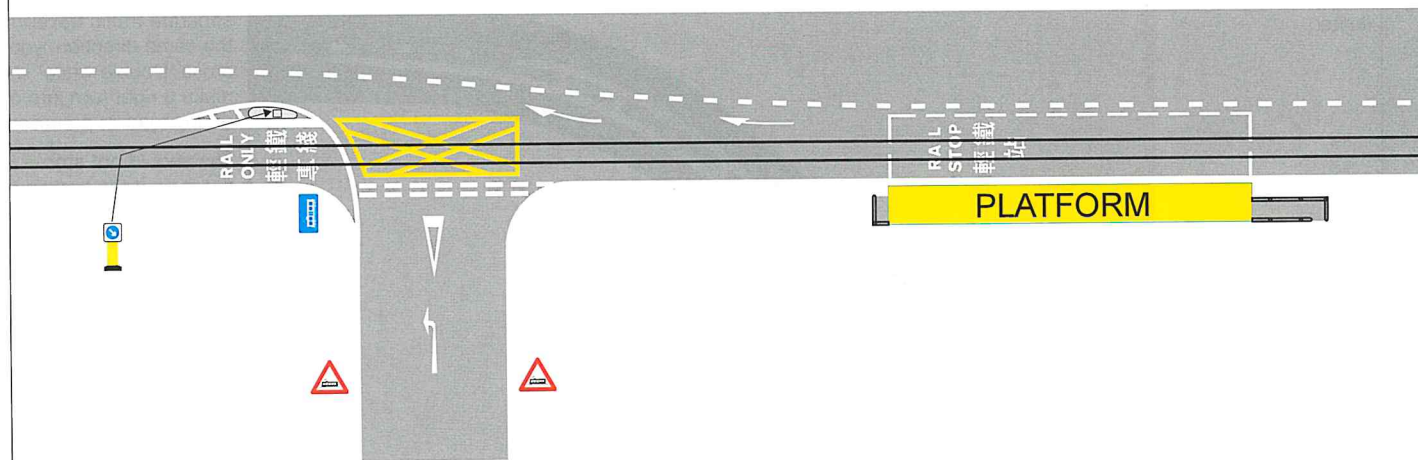
You may cross the lines to overtake if you can do so before reaching a solid white line on your side.

In busy urban areas 'Double white' lines are also used to control lane changing. If the 'Double white' lines separate two lanes for traffic travelling in the same direction, you must not cross or drive on them if the nearer of the two lines is solid.

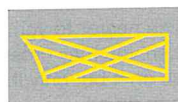
Light Rail Lanes

For All Drivers

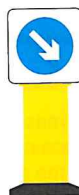
A light rail lane which operates at all times is indicated by signs and markings.



The 'Rail only' lane markings and the thick solid white line mark the 'Rail only' area.



A light rail vehicle crossing box marking. You must not enter the box from any approach lane including a turning lane unless the exit is clear.



A 'Keep right' bollard to warn other traffic not to enter the rail only lane.



A warning sign to indicate light rail vehicles in the major road ahead.



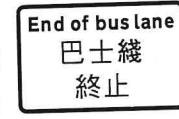
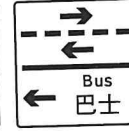
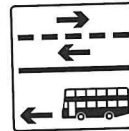
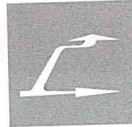
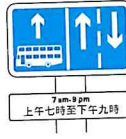
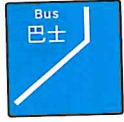
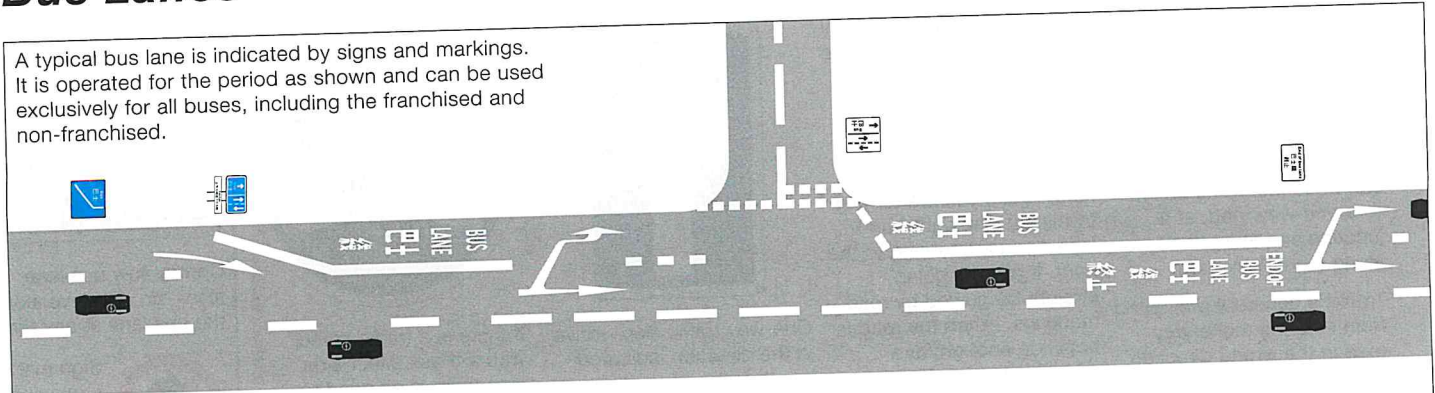
A sign indicating the start of a light rail lane. Vehicles and pedestrians must not enter the light rail area.



A rail stop marking.

Bus Lanes

A typical bus lane is indicated by signs and markings. It is operated for the period as shown and can be used exclusively for all buses, including the franchised and non-franchised.



A warning sign and road markings in advance of a bus lane will give you time to move to an open traffic lane.

There are two types of bus lanes. For bus lanes that are exclusively used by franchised buses, the signs are marked with bus symbol. For bus lanes that are open to all buses, including non-franchised buses, the signs are marked with the word "Bus".

A regulatory sign and road markings mark the beginning of the bus lane.

If the bus lane does not operate all the time, a time plate will tell you when the bus lane is in operation. Outside its period of operation a bus lane may be used by all vehicles.

A thick solid white line marks the edge of the bus lane.

At a junction a road marking marks the opening of the bus lane for turning traffic.

You may turn across the bus lane to enter or exit from adjacent premises by crossing the bus lane at right angles to the kerb, as much as is practicable.

A sign in the side road warns of the bus lane in the major road.

A sign and road marking mark the end of the bus lane followed by a road marking which shows the lane is open to all traffic.

One-Way Roads

Traffic on one-way roads flows in one direction only. The 'One-way traffic' sign indicates the direction of the permitted traffic flow. You must not drive in the opposite direction. The sign can be found at the entry to a one-way road, at a junction and at intervals along a one-way road.

Traffic is generally prevented from entering a one-way road in the wrong direction by a 'No entry' sign.

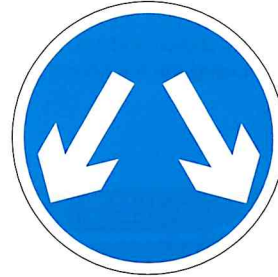
It is not always easy to tell if you are about to enter or are on a one-way road, perhaps your view of a sign is blocked by a parked vehicle. Look at the vehicles parked in the street. On a one-way road they will all be facing one way. Vehicles are normally parked facing the same direction as the traffic flow. Sometimes lane indication arrows may guide you.

Lane discipline on a one-way road is important. Select the lane which will lead to your destination, using either lane markings or direction signs for information, then stay in it. Keep to the left-hand lane if you are turning to the left, the right-hand lane if you are turning to the right. If you are going straight be guided by road markings. When the road is not wide enough for a middle lane of traffic you will have to choose the left or right of the road.

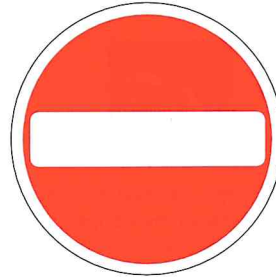
Having made your choice of lane, get into it as soon as you can do so safely, stay in it, but look out for other drivers who may change lanes suddenly. Traffic may overtake on either side on a one-way road.



One-way traffic sign—drive in the direction indicated



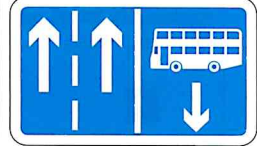
If there is a traffic island with a 'Pass either side' sign there is no need to change lane as the traffic lanes will meet on the other side of the island.



No entry sign—no entry for all vehicles, do not drive past this sign

Side roads leading off a one-way road may also be one-way. You should expect traffic to join the road from either side, and if you are intending to turn off down a side road look well ahead to check that entry to it is actually allowed.

Contra-flow bus lanes



Contra-flow bus lane sign—do not drive along the bus lane at any time



Sign marking beginning of a contra-flow bus lane—do not enter

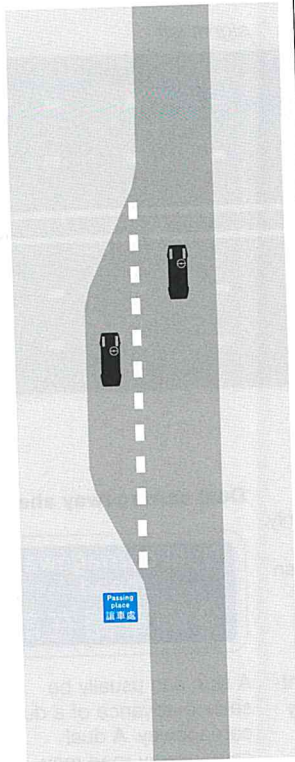


Bus lanes sometimes operate on one-way roads. Information on bus lanes can be found on the page before.

Contra-flow bus lanes are lanes that operate on one-way roads in the opposite direction to the normal traffic flow.

Narrow Roads, Steep Hills

Narrow roads



Vehicle waiting in a passing place to allow passage of oncoming vehicle or following vehicle to pass.



Sign marking a passing place on a narrow or winding road

Some roads (often called single-track roads) are only wide enough for vehicles to move in one direction at a time. They may have special passing places. When you see a vehicle coming towards you, or the driver behind wants overtake and the passing place is on your side, pull in; if it is on the other side, wait opposite it. Give way to vehicles coming uphill whenever possible. Do not park in passing places.



Warning sign—the road ahead narrows on both sides



Warning sign—the road ahead narrows on the left side

These warning signs are also used as temporary signs at road works when the normal road width is restricted.

Steep hills



Warning sign—a steep downhill section of road ahead, with advice on selecting a low gear



Warning sign—a steep uphill section of road ahead

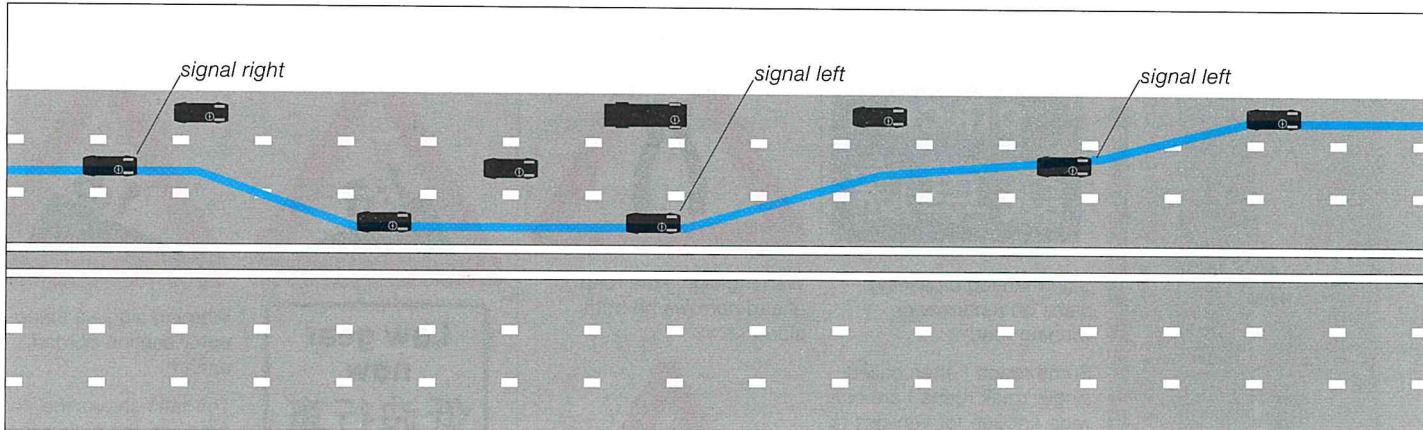
The ratio shows the gradient, the higher the ratio the steeper the slope. For example a 1:5 slope (or 20%) is steeper than a 1:10 slope (or 10%.)

When driving downhill, for other than a short distance, do not rely on your brakes to slow your rate of progress. To maintain control select and stay in a low gear and adjust speed with light pressure on the footbrake.

(For advice on parking on hills see page 85.)

Dual Carriageways

For All Drivers



A dual carriageway, or divided highway, is a road with a dividing strip between opposing traffic flows. The dividing strip is called the central reservation.

You must not reverse or turn on a dual carriageway or cross the central reservation, or drive against the traffic.

Even if you missed your turning or have taken the wrong route you must carry on until you reach the next junction.

On a two-lane carriageway, drive in the left-hand lane except when overtaking.

On a three-lane carriageway the normal 'Keep to the left' rule still applies. You may, however, stay in the middle lane when there are slower vehicles in the left-hand lane, but you should return to the left-hand lane after passing them. Do not stay in the middle lane unnecessarily.

The right-hand lane is intended for overtaking only. If you use it, move back to the middle lane and then into the left-hand lane as soon as you can, but without cutting in.

At some junctions the right-hand lane may be used by right-turning traffic.

Dual carriageway ahead

Dual carriageway ahead
分隔車路在前

A sign can usually be seen in advance of a dual carriageway. A dual carriageway road may cross the road you are on or your road may become a dual carriageway road.

Roads with Faster Traffic

Traffic usually travels faster on dual carriageways and on some rural roads than on ordinary roads and you will need to assess traffic situations more quickly. Using your mirror and concentrating all the time are even more important where traffic is faster.

In good visibility and weather conditions, drive at a steady cruising speed within the limits of the vehicle. You must not break the speed limit for the road or for your vehicle. On wet roads, or in fog or high winds, keep your speed down.

Looking well ahead will give you more information as well as more time to react to it.

Do not walk on the carriageway. In an emergency be particularly careful to keep children and animals off the carriageway including the hard shoulder.

The speed limit on normal roads is 50 km/h. On roads with faster traffic the speed limit may be either 70 km/h, 80 km/h or 100 km/h. 'Speed limit' signs will mark the beginning of a higher speed limit and will be repeated along the road. A '50 km/h speed limit' sign will mark the end of the higher speed limit.

When leaving a road with faster traffic adjust your driving to suit the new conditions. Your speed will be higher than you think—70 km/h may feel like 50 km/h—so be sure to check your speedometer.



Regulatory signs showing the maximum speed limit for the road

Keeping your distance from the vehicle in front is important if you are to allow yourself time to react if the unexpected happens or in an emergency. You may not be able to move to another lane to avoid the vehicle in front if it slows down or stops.

Use the 'Two second' rule—leave a two-second time gap between you and the vehicle in front.

(See page 47 for more on the 'Two-second' rule.)

For All Drivers

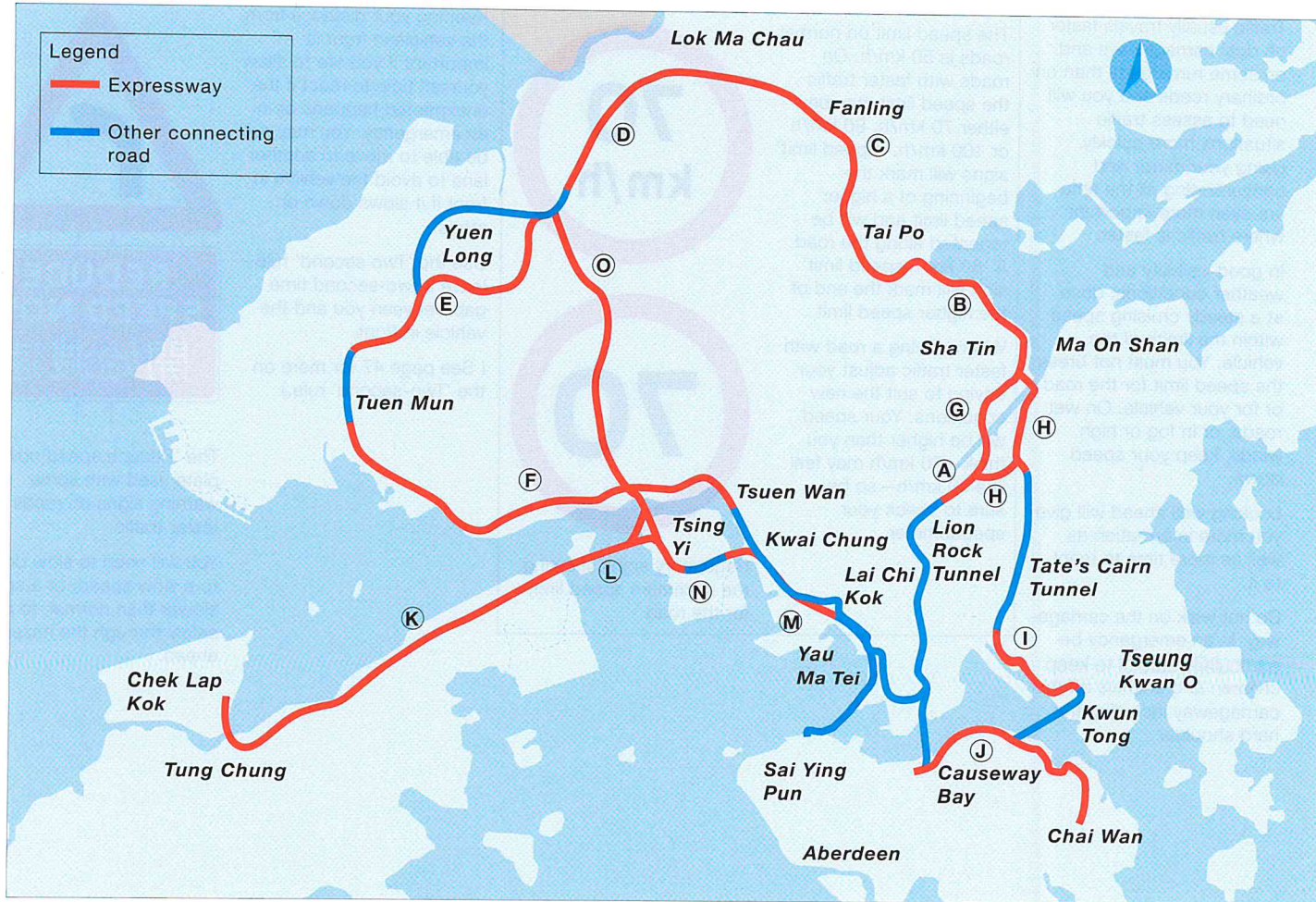


The 'Reduce speed now' plate used with some warning signs on roads with faster traffic.

You will need to slow down to a slow speed, or a speed slower than normal, to drive safely through the hazard ahead.

Expressways and Trunks Roads

For All Driver.



Trunk roads are busy roads which link important towns and districts. Some trunk roads are designated as expressways.

All expressways and most of the trunk roads are high standard multi-lane dual carriageways with grade separated interchanges and are designed to carry a high volume of traffic at a higher speed.

The following roads are presently designated as expressways. Other expressways will be built in the future.

- (A) Sha Tin Road**
(Lion Rock Tunnel Road to Tai Po Road—Sha Tin)
- (B) Tolo Highway**
(Tai Po Road—Sha Tin to Lam Kam Interchange)
- (C) Fanling Highway**
(Tolo Highway to San Tin Interchange)
- (D) San Tin Highway**
(San Tin Interchange to Castle Peak Road—Tam Mei)
- (E) Yuen Long Highway**
(Shap Pat Heung Interchange to Lam Tei Interchange)

- (F) Tuen Mun Road and Tsuen Wan Road**
(Wong Chu Road to Kwai Chung Road)
- (G) Tai Po Road—Sha Tin**
(Fo Tan Road to Tolo Highway)
- (H) Sha Tin Wai Road**
(Flyover and Tate's Cairn Highway, Sha Tin Road to Tolo Highway)
- (I) Kwun Tong Bypass**
- (J) Island Eastern Corridor**
- (K) North Lantau Highway**
(Lantau Link Toll Plaza to Tung Chung Eastern Interchange)
- (L) Lantau Link**
(North West Tsing Yi Interchange to Lantau Link Toll Plaza)
- (M) Tsing Kwai Highway**
(West Kowloon Highway to Cheung Tsing Tunnel)
- (N) Cheung Tsing Highway**
(Cheung Tsing Tunnel to North West Tsing Yi Interchange)
- (O) Tsing Long Highway**
(North West Tsing Yi Interchange to San Tin Highway)



Start and continuation of an expressway



End of an expressway

Under the Road Traffic (Expressway) Regulations, there are special driving rules which apply to expressways. These rules are made to enhance road safety and to maintain smooth traffic flow along the expressways.

- Keep to the nearside lane of an expressway unless you are heading for an offside exit or you are overtaking another vehicle, and overtake only on the offside of the other vehicle.
- Medium goods vehicles, heavy goods vehicles and buses are prohibited from using the offside lane of an expressway where the carriageway has three or more traffic lanes available unless they are heading for an offside exit.
- You must not drive on the verge or the central reservation of an expressway except during traffic diversion or vehicle breakdown. The boundary of the verge and central reservation is normally indicated by a continuous white line.

- You must not U-turn or reverse your vehicle on an expressway.
- You must not stop or park your vehicle on any part of an expressway except for breakdown or emergencies, and in these situations, you must turn on the hazard warning lights, and if possible drive off the carriageway and stop on the verge.
- Cyclists and pedestrians are prohibited from using expressways. Wire fences are erected along the boundaries of expressway areas, and you must not climb over or go through these fences.
- Learner drivers, public light buses, special purpose vehicles and any vehicle with an engine capacity under 125cc are not allowed to use an expressway, unless prior permission has been obtained from the Commissioner for Transport.

The rules below are generally applicable to trunk roads and those which are designated as expressways:

- Vehicles tend to travel faster on expressways and trunk roads. The faster speeds on expressways and trunk roads mean that you need more time for almost every driving action. You need more time to slow down and stop. You need more time to change direction. As with driving on any road, you need to be fit and alert. You need to give yourself bigger margins than on ordinary roads such as more space between your vehicle and the one in front.
- When driving on expressways and trunk roads your speed may be higher than you think. Not only may you underestimate the stopping distance for your actual speed but you may easily exceed the speed limit. Although you may feel safe—you must not exceed the speed limit for the expressway or trunk road or for your vehicle. There may be hidden dangers.
- Higher noise levels, particularly in wet weather, may prevent other drivers from hearing your horn. Flashing your headlamps is usually a better warning of your presence when one is necessary. Be alert for such a warning yourself.
- Change lanes only when there is need. Keep in the middle of the lane you are using and do not let your car wander from side to side or into another lane.

In this chapter you will find rules and advice that will help you drive safely on expressways and trunk roads.

Some of the more important points are:

- Making sure you and your vehicle are in good shape—pages 36 and 37.
- Joining a dual carriageway—page 73.
- Looking well ahead to give yourself more time to react—page 61.
- Using headlamps if visibility is reduced—page 77.
- Maintaining a safe gap—page 47.

- Lane discipline and overtaking—pages 49 and 60.
- Leaving a dual carriageway—pages 72 and 73.
- Emergency stops and telephones—pages 122 and 123.
- Keep left unless overtaking—page 63.
- Overtake only the right hand side of another vehicle—page 60.
- Vehicles may be driven onto or off an expressway only by way of slip roads at intersections—pages 72 and 73.



Route number on a direction sign

Trunk roads including expressways are assigned route numbers. These route numbers appear on direction signs to assist you in finding your way.

A full description of the route numbering system of major roads is provided on pages 118 and 119.

Tunnels

For All Drivers

TUNNEL AREA
隧道管制區域

TUNNEL AREA END
隧道區域終止

There are special rules for tunnel users. These rules apply not only in tunnels but also on some roads leading to or from a tunnel.

The tunnel and the roads to which these special rules apply are known as a 'Tunnel area'. Traffic signs mark the beginning and end of the 'Tunnel area'.

You must obey all signals given by Police Officers and Tunnel Officers.

Where there are two or more lanes open to traffic through a tunnel, approach in the appropriate lane for the lane you wish to use in the tunnel. Keep in lane through the tunnel, do not cross any 'Double white' lines, even if your lane is blocked.

In a 'Tunnel area' you must not

- Use headlamps on main beam.
- Use a horn.
- Drive less than 25 km/h in normal traffic.
- Cross or drive on 'Double white' lines.
- Make a U-turn.
- Reverse.
- Push a vehicle either by hand or any other way.
- Drive a vehicle without enough fuel to pass through the tunnel.
- Drive a bus, coach, medium or heavy goods vehicle or tow another vehicle in the right-hand lane.
- Drive a vehicle where your view to the front or sides is likely to be blocked.
- Carry passengers on the outside of a vehicle or seated so that any part of the body hangs over the sides or rear of the vehicle.
- Stop except in an emergency (for example, to prevent an accident), when your vehicle breaks down or you are signalled to stop by a Police Officer or Tunnel Officer, by an emergency traffic sign, by a flashing red light signal or to pay a toll.
- Get out of a vehicle except in an emergency or to fetch help.
- Change a tyre or wheel, refuel or repair a vehicle.
- Allow an animal to enter the area other than in a vehicle.
- Allow an animal to leave a vehicle.

All tunnels have two tubes, one for each direction of travel. Under normal conditions the tubes are one-way roads, the same as a dual carriageway. However, if one tube is closed the open tube may

become two-way and special traffic control and signs will be used to guide you. You must not overtake or drive in the right-hand lane since in such circumstances it would be the oncoming lane.



Categories 1,2,5
第一、二、五類

No vehicles carrying dangerous goods

- Drive a vehicle carrying dangerous goods listed as 'Category 1, 2 or 5 goods' under the Dangerous Goods (Classification) Regulations.
- Enter or exit on foot except in an emergency.

Be prepared for any diversions and the unexpected.

Emergencies and breakdowns

See 'Emergencies' at the back of this book.

Use the emergency telephone to contact tunnel control and wait for the arrival of the tunnel patrol.

If you are involved in a traffic accident do not move your vehicle.

If your vehicle breaks down in the tunnel stop in your lane.

If there is a fire, stop and sound the fire alarm or use the emergency telephone. Removal of fire extinguishers will set off the fire alarm, except in the Cross-Harbour Tunnel where breaking the glass will sound the alarm.

Emergency telephones are connected directly to tunnel control. Fire alarms and fire extinguishers can all be found on the walls on both sides of a tunnel.

Junctions

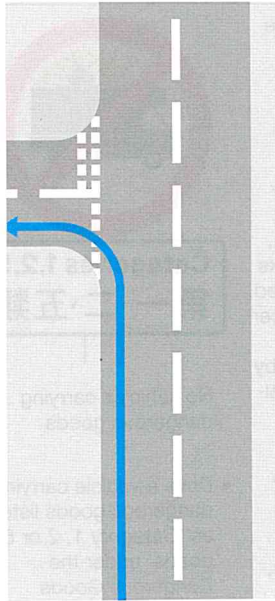
Approach junctions with great care. Consider your road position and your speed. Drive on only when you are sure it is safe to do so and that you will not block the junction. Look out for long vehicles turning left or right which may have to use the whole width of the road in order to make the turn.

When waiting to emerge at a junction do not assume that a vehicle coming from your right which is signalling with its left-hand direction indicator will turn left. Wait to make sure.

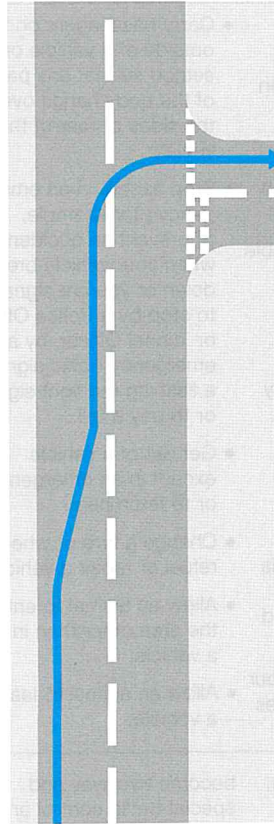
Give way to pedestrians crossing the road into which you are turning.

When approaching a major road give way to pedestrians crossing or waiting to cross.

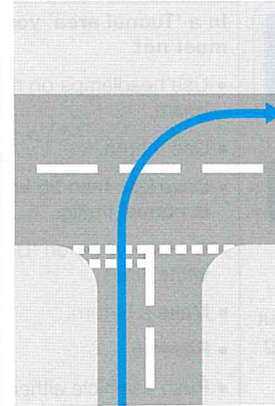
You should give way to trams at junctions.



Well before you turn left, use your mirror and give a left turn signal. Before and after the turn keep as close to the left as safety and the length of the vehicle will allow. Do not swing out to the right when making the turn. Make sure a cyclist or a motorcyclist is not coming from behind on your left.

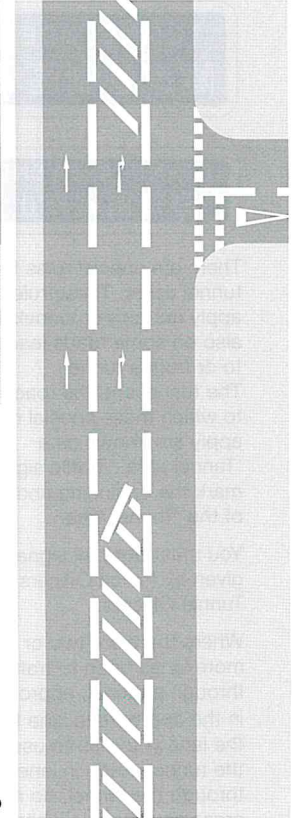


Turning right from a wide road



Turning right from a narrow road

Well before you turn right, use your mirror to make sure you know the position and movement of traffic behind you. When it is safe, give a right turn signal and take up position just left of the middle of the road or in the space marked for right-turning traffic. If you can, leave room for other vehicles to pass on the left. Wait until there is a safe gap between you and any oncoming vehicle. Then make the turn, but do not cut the corner.



A right turning lane with hazard warning areas to protect right turning traffic



Turning right (nearside to nearside)

When turning right at a junction where there is an oncoming vehicle also turning right, drive your vehicle so that you keep the oncoming vehicle to your left and pass in front of it (nearside-to-nearside)— unless traffic signs and road markings indicate otherwise or nearside-to-nearside passing is impractical.

Before completing the turn look out for traffic approaching as your view may be blocked by the other vehicle.

Junction ahead



Advance direction sign showing the junction layout—the more important the road from the junction the thicker the line on the sign.



Advance direction sign

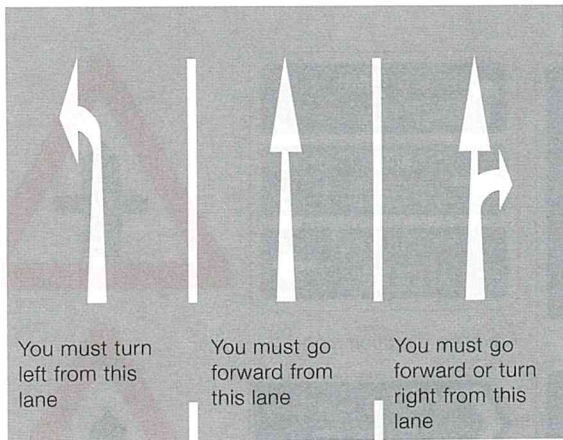


Direction sign at the junction

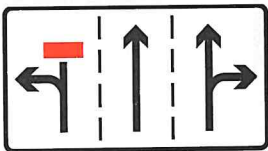
Warning of a junction ahead is often given by an advance direction sign or a warning sign. On main roads, major junctions have a rectangular-shaped advance direction sign some way before the junction. Some of these signs show a simple map of the junction layout. At the junction a pointed direction sign marks the turn.




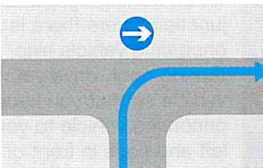

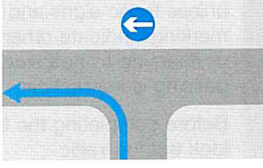


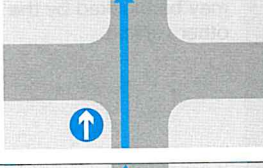

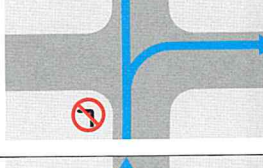


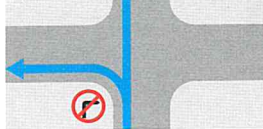
Warning sign—the priority through the junction is shown by the broader line. The symbol will vary for different junction layouts.



When coming to junctions, be guided by any lane indication arrows on the road or any signs. Think about which route you want to take and get into the appropriate lane. You must follow the direction given by the lane indication arrows for the lane in which you are driving. Do not change lanes suddenly or at the last moment.



Traffic sign showing traffic lanes for different movements at junction ahead

 <p>Turn right only</p>		<p>At some junctions you may not be allowed to turn into or enter one of the roads. Illustrated are some prohibitory signs and examples of what you may do. You may only go in the directions shown.</p>
 <p>Turn left only</p>		
 <p>Ahead only</p>		<p>An advance direction sign showing a prohibition at the junction ahead</p>
 <p>No left turn</p>		
 <p>No right turn</p>		<p>You must turn left at the junction ahead</p>

Traffic Light Junctions

For All Drivers



Traffic lights ahead

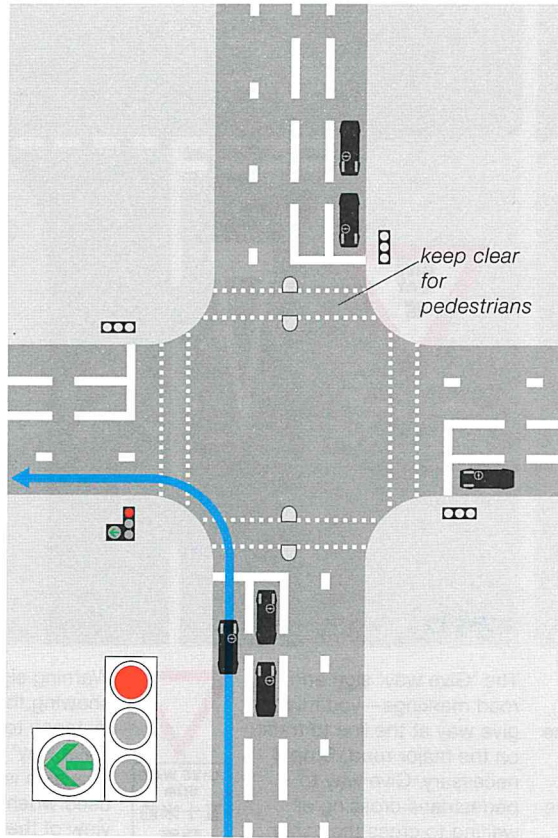
Do not go forward when traffic lights are green unless there is room to clear the junction safely.

You must not go forward when the red and amber lights are showing together.

Where traffic lights have a green arrow filter signal, do not get into the lane where filtering is allowed unless you want to go in the direction shown by the arrow.

Give way to pedestrians crossing or waiting to cross the road into which you are turning.

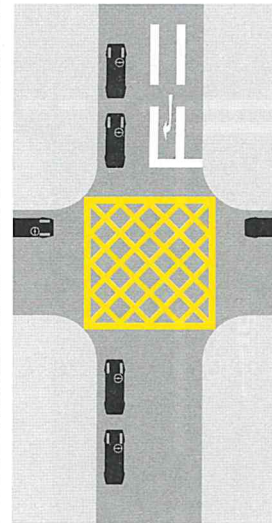
If traffic lights are not working, slow down, treat the junction as a non-signalised junction and proceed through the signals with extreme caution.



When you cannot go forward you must wait behind the 'Stop' line marked across the approach.

(For the meaning of traffic light signals and advice on what to do see pages 96, 97 and 98.)

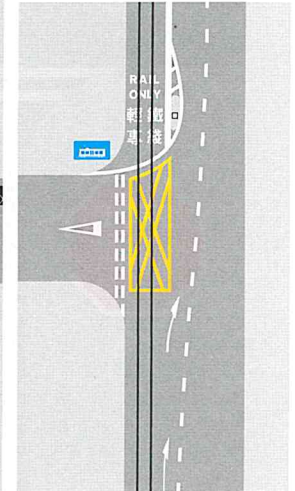
Box junctions



You must not enter the box if the exit road or lane from it is not clear.

But you may enter the box from a right turn lane marked with 'Turn right' arrows; when you want to turn right and are prevented from doing so only by oncoming traffic or by vehicles waiting to make a right turn.

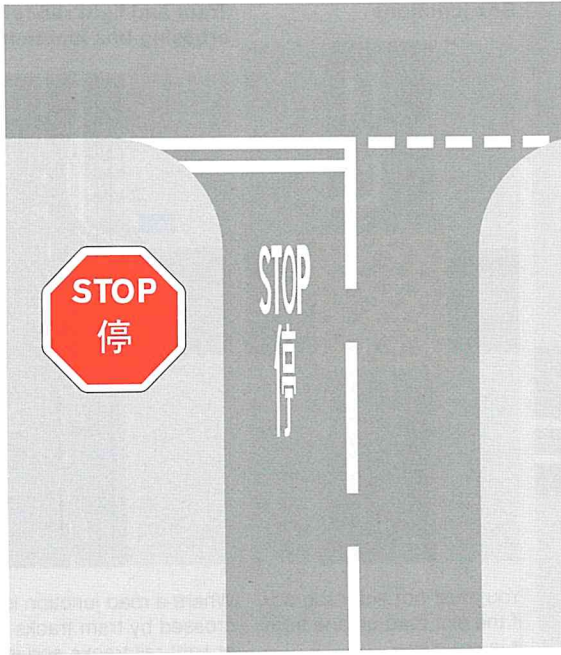
Tram and light rail railway crossing box junctions



Where a road junction is crossed by tram tracks or light rail tracks and is marked with crossing box markings, you must not enter the box from any approach lane including a right turn lane unless the exit is clear.

Stop and Give Way Junctions

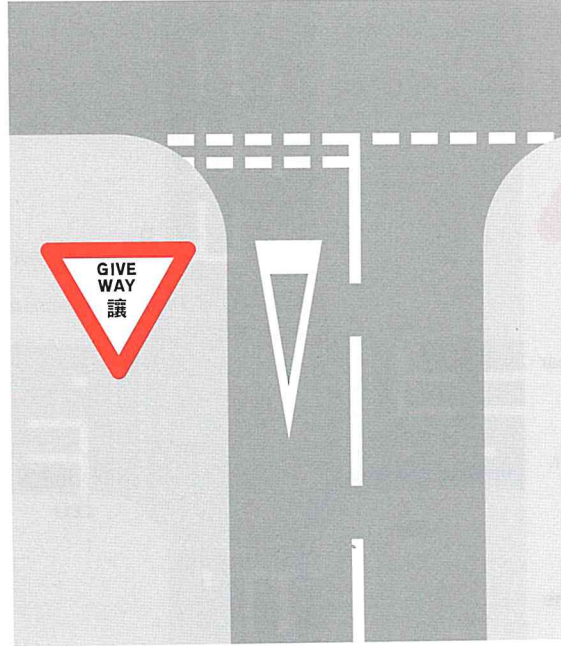
For All Drivers



The 'Stop' sign and road markings—you must stop at the line even if there is no traffic on the major road. Wait for a safe gap in the traffic before you move off. Give way to pedestrians crossing or waiting to cross the minor road.



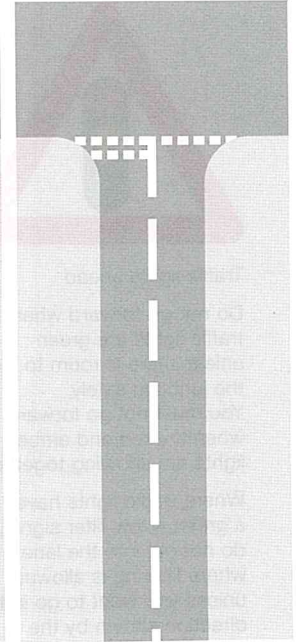
Warning sign showing the distance to the 'Stop' line. This sign is used when the view of the junction is restricted.



The 'Give way' sign and road markings—you must give way at the line to traffic on the major road. Stop if necessary. Give way to pedestrians crossing or waiting to cross the minor road.



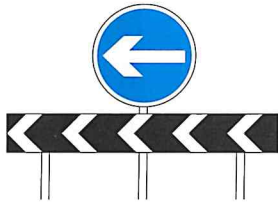
Warning sign showing the distance to the 'Give way' line. This sign is used when the view of the junction is restricted.



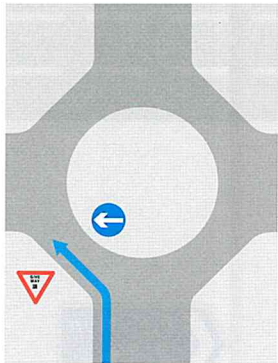
The upright sign and the triangle on the road are not used at junctions with relatively little traffic.

Roundabouts

For All Drivers



You must turn left at the entrance to a roundabout.



When entering a roundabout, give way to any traffic on your immediate right inside the roundabout unless road markings indicate otherwise; but keep moving if the way is clear. Do not enter a roundabout if you can see that your exit is blocked.

Give way to pedestrians crossing or waiting to cross.

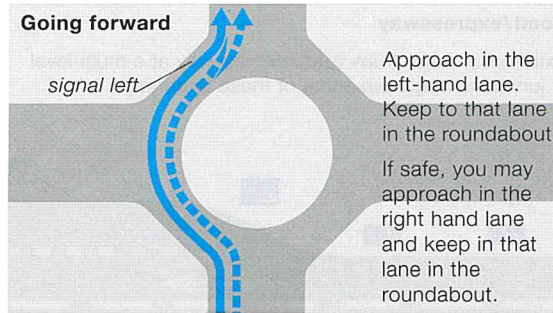
Where there are two lanes at the entrance to a roundabout follow the path shown by the solid line, unless signs or road markings indicate otherwise. If safe to do so you may also follow the path shown by the broken line.

When there are more than two lanes at the entrance to a roundabout, use the clearest convenient lane on approach and through the roundabout which is suitable for the exit you intend to take.

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.

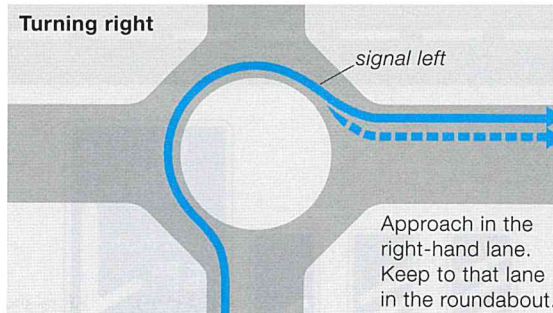
Look out for cyclists and motorcyclists and give them room. Look out for long vehicles which may have to take a different course, both on the approach to and in a roundabout.

Going forward



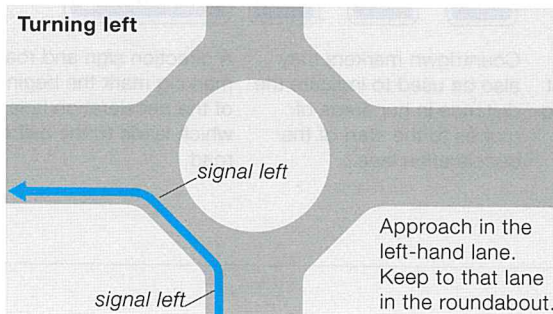
Approach in the left-hand lane. Keep to that lane in the roundabout. If safe, you may approach in the right hand lane and keep in that lane in the roundabout.

Turning right



Approach in the right-hand lane. Keep to that lane in the roundabout.

Turning left



Approach in the left-hand lane. Keep to that lane in the roundabout.

Roundabout ahead



Warning sign



Advance direction sign

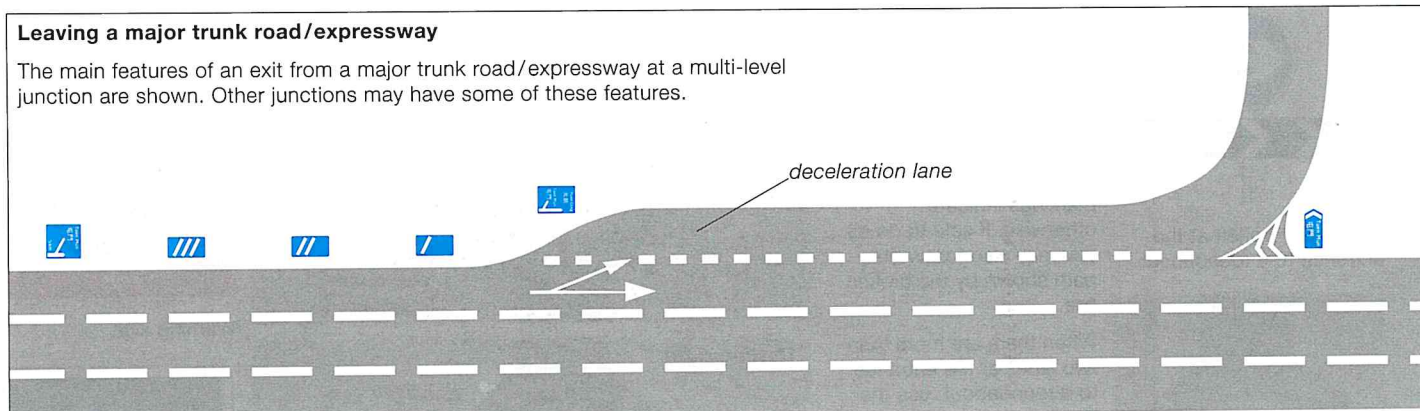
One of these signs can usually be seen in advance of a roundabout.

Junctions with Dual Carriageway Roads

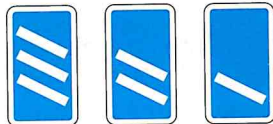
For All Drivers

Leaving a major trunk road/expressway

The main features of an exit from a major trunk road/expressway at a multi-level junction are shown. Other junctions may have some of these features.



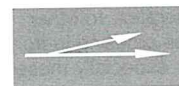
Information about the junction is usually given at least 1/2 km in advance to give you time to move to the left-hand lane.



Countdown markers may also be used to indicate the distance in hundreds of metres to the start of the deceleration lane.



A direction sign and road marking mark the beginning of the deceleration lane which leads to the exit slip road.



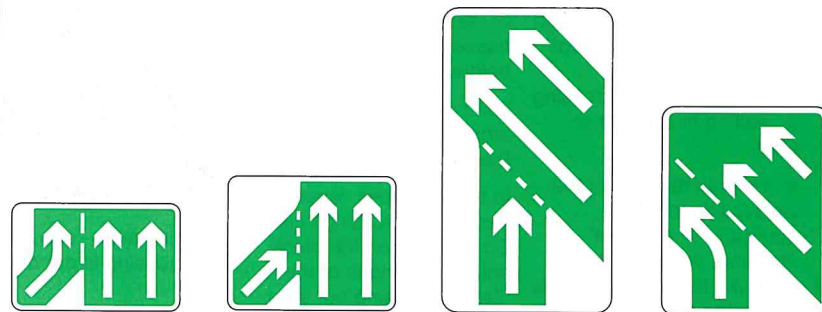
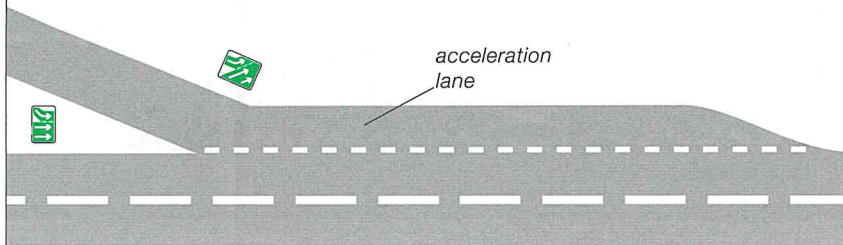
The deceleration lane gives you time and space to begin to reduce your speed.



The slip road leads you to a junction with an ordinary road or to another dual carriageway. Some slip roads may have sharp bends which can only be taken safely by reducing speed.

Joining a major trunk road/expressway

The slip road leads into an acceleration lane. Watch the traffic on the main road and adjust your speed so that you can join the nearest lane in a suitable gap. After joining the lane, stay in the lane long enough to become accustomed to the speed of the traffic before trying to change lane.



These are informatory merging signs used at junctions on expressways.

On wide busy roads, and particularly on expressways and other trunk roads, signs may be placed on gantries above the road. On expressways the colour of signs may be green instead of blue.



Arrows below the destination mean 'select your destination and get in lane'. Do so in good time. The sign above normally means the main road is reduced from four to three lanes.



Where there is no loss of lane beyond the junction the panel containing the sloping arrow indicates the side road destinations while the panel containing the downward facing arrows gives destinations on the main road. Take the left lane if you are leaving the main road.

Zebra Crossings

For All Drivers



'Zebra' crossings are well marked with black and white stripes and zigzag lines on either side. These road markings not only control traffic by giving orders, they also warn you as a driver that there may be pedestrians crossing or waiting to cross the road. A yellow beacon, usually flashing, marks the location of the crossing.

When approaching a zebra crossing, look out for pedestrians waiting to cross (particularly children, the elderly, the disabled and people with children). Be ready to slow down or stop at the 'Give way' line to let them cross.

You must give way to anyone who has stepped on to a crossing. Signal to other drivers that you intend to slow down or stop. Do not signal pedestrians to cross; another vehicle may be approaching.

You must not stop on the 'Zebra' crossing, you must not stop in the area marked by the zigzag lines except when giving way to pedestrians on the crossing or waiting to turn left or right.

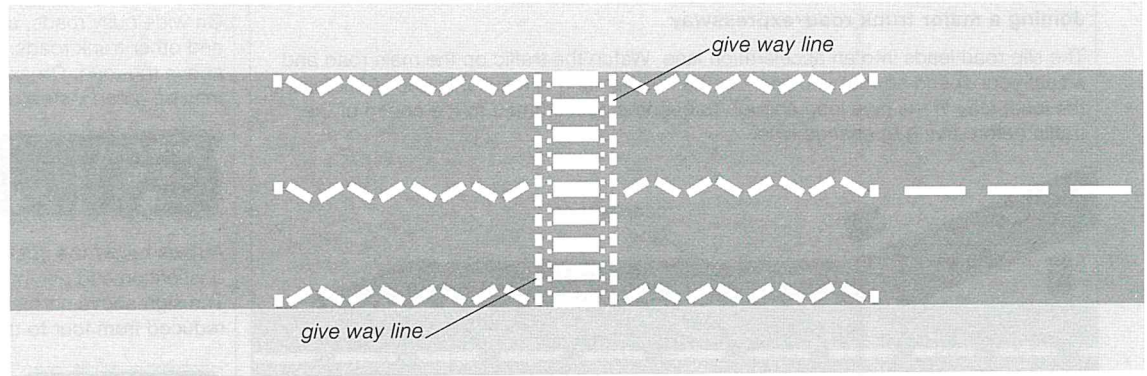
In the area marked by the zigzag lines on the approach to a 'Zebra' crossing, you must not overtake the moving vehicle nearest to the crossing, or the leading vehicle which has stopped to give way to a pedestrian on the crossing.

Even when there are no zigzag markings, never park, or load/unload goods or passengers, or overtake just before a 'Zebra' crossing.

Look out for pedestrians crossing the road across the zigzag lines.

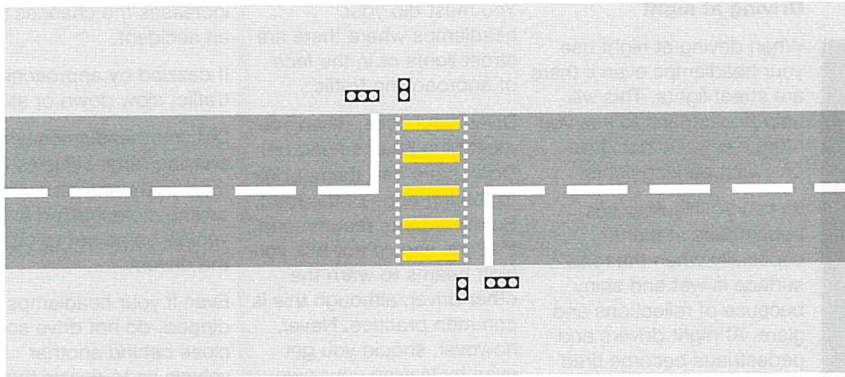
In traffic queues, leave pedestrian crossings clear. Do not stop on the black and white stripes of the 'Zebra' crossing but stop at the 'Give way' line.

If there is an island in the middle of a crossing the parts of the crossing on either side are separate crossings.



Warning sign—used when the crossing is out of view

Green Man Crossings



'Green man' crossings are marked by two rows of studs and have traffic lights for vehicles and pedestrian lights for pedestrians. The crossing may be marked with yellow stripes in which case you must not enter the crossing unless your exit is clear.

'Green man' crossings can be found either on a length of road or as part of a traffic light junction.

Give way to any pedestrians on the crossings. The elderly, the disabled and people with children may need extra time to cross. Do not harass pedestrians, for example by revving your engine or creeping forward.

At 'Green man' crossings the signals have the same meaning as traffic lights at a junction.

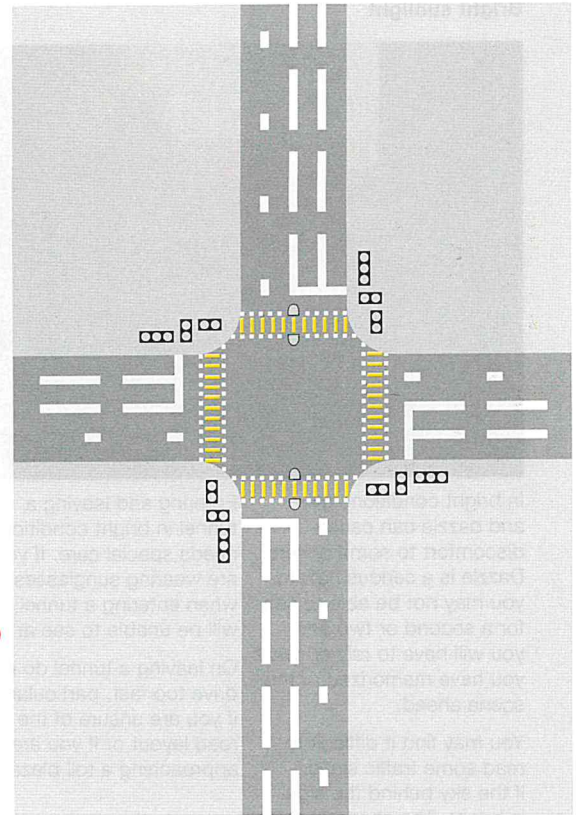
When the red light shows, you must stop or wait at the 'Stop' line.

When the green light shows you may go forward if there are no pedestrians on the crossing and there is room for you to do so—do not block the crossing. If there is an island in the middle of a crossing the parts of the crossing on either side are separate crossings.

If traffic lights are not working, slow down and proceed through the signals with extreme caution.



Traffic lights ahead—the sign is often used if the main traffic light is out of view or the 'Green man' crossing is on a road with faster traffic



Bright Sunlight, Driving at Night

For All Drivers

Bright sunlight



In bright conditions glare and dazzle can cause discomfort to some drivers. Dazzle is a serious hazard, you may not be able to see for a second or two and you will have to rely on what you have memorized of the scene ahead.

You may find it difficult to read some traffic signs if the sky behind the sign is bright. The shape of the sign will help you.

Entering and leaving a tunnel in bright conditions needs special care. If you are wearing sunglasses when entering a tunnel you will be unable to see at first.

On leaving a tunnel do not drive too fast, particularly if you are unsure of the road layout or if you are approaching a toll plaza.

Driving at night

When driving at night use your headlamps even if there are street lights. This will help pedestrians to see you more easily. Do not drive only with parking lights.

It is very difficult to see pedestrians at night, especially when the road surface is wet and shiny because of reflections and glare. At night drivers and pedestrians become tired and find it more difficult to concentrate, judge speeds and distances, and see properly.

Driving at night or in the half light of dusk and dawn can be more difficult than driving during the day. Stopping distances increase with speed but the range of your headlamps does not. Therefore reduce speed for night driving so that the overall stopping distance is well within the range of your headlamps.

You must switch on lights during the hours of darkness including dusk and dawn.

You should use headlamps at night on all roads where there are no street lights.

You must dip your headlamps where there are street lights or in the face of approaching traffic.

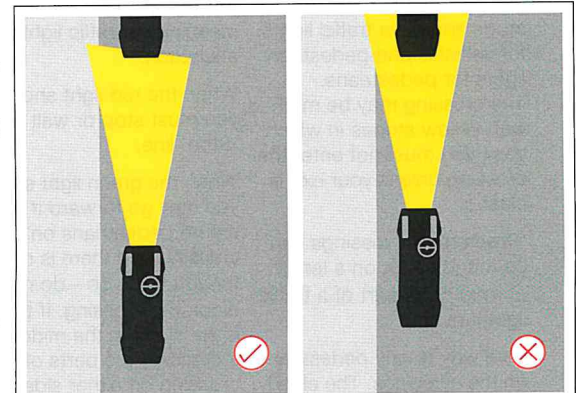
Divert your eyes, when you meet high beams head on. Don't stare into them. Look to the left edge of the road. Safety experts recommend that you should not flick your high beams to warn the other driver, although this is common practice. Never, however, should you get even by leaving your own high beams on. This only

increases the chances of an accident.

If dazzled by approaching traffic, slow down or stop.

Dip your headlamps when passing other vehicles or road users and also when driving close behind another vehicle so as not to dazzle the driver.

Even if your headlamps are dipped, do not drive so close behind another vehicle as to dazzle the driver.



When you are following on dipped headlamps—the illustration on the left shows the right way, provided that your speed is low enough. The illustration on the right shows the wrong way as the driver in front is dazzled by your headlamps through the rear window.

Rain, Fog, Wind

For All Drivers

Rain and wet roads

When roads are wet braking distances increase because tyre grip is reduced. Give yourself much more room for slowing down and stopping. **Your allowance for braking distance should be at least doubled.**

Water on the roadway makes a slippery film, especially after a spell of dry weather.

Be on the look-out for difference in road surfaces which may reduce the grip of your tyres still more. The smoother your tyres the greater the increase in braking distance on a wet road.

Pedestrians run the risk of slipping and falling when crossing the road.

See and be seen—you should use headlamps during the day whenever visibility is poor because of heavy rain, smoke, mist or fog or any similar condition.

Not only is your visibility cut down when it rains, it is also more difficult for a pedestrian to see you if his vision is hampered by an umbrella or headwear.

Rain can be so heavy that it forms a thin sheet of water on the roadway. Even good tyres cannot grip through this and you may have no control at all over steering or braking.

Do not drive too fast through pools of water. Water thrown up can block your vision, affect your brakes and stop your engine. It may also affect the vision of other drivers or drench pedestrians.

If the road is flooded stop and find out how deep the water is. If it is not too deep and you decide to drive through, drive as slowly as you can but keep the engine speed up to avoid stalling. As soon as you have driven through a stretch of flooded road, try your brakes.



Fog and mist

Slow down and keep a safe distance. You should always be able to stop within your range of vision.

Do not concentrate on someone else's rear lamps;

it gives you a false sense of security.

Watch your speed; you may be going much faster than you think. Do not speed up to escape a vehicle which is too close behind you.

If you are driving a heavy vehicle it may take you longer to stop than the vehicle ahead.

See and be seen—you should use your headlamps or fog lamps, and rear lamps. In fog, use rear fog lamps if fitted. Use your windscreen wipers. Avoid using fog lamps in other circumstances.

Check and clean windscreens, lamps, rear mirrors and windows whenever you can.

If you have to drive in fog or mist allow more time for your journey.

Wind

Keeping control of your vehicle in strong winds, particularly near high-sided vehicles, demands quick and positive reactions.

Look out for fallen trees and other obstructions in the roadway.

Strong winds can blow pedestrians and cyclists off course, so give them plenty of room.

Road Works

Sets of warning signs and sometimes flashing light signals will give you warning of works on or near the road ahead. In many cases normal speeds are impossible past road works, so you should slow down at the first indication of road works. Be prepared for persons and vehicles working on or near the roadway moving unexpectedly close or into the open traffic lanes.

Be prepared for the unexpected, especially at night, even if you are familiar with the route or with the temporary traffic arrangements.

The arrangements may change from time to time as the works progress. The traffic signs and warning lights are often on stands and may be easily knocked or displaced.

Look out for pedestrians forced on the roadway when a pavement or footpath is closed or blocked by works.



The 'Road works' sign should be the first sign you see as you approach road works or other obstructions on the road way.

Most road works involve the temporary narrowing of the roadway and possibly lane closures or closure of the road itself. Warning signs and informatory signs will help to guide you through the road works area or divert you around the obstruction.

(Many of the traffic signs that may be seen at road works are illustrated on pages 109 and 110.)



Cones and posts are used to mark temporary traffic lanes or diversions. You must not drive over them.



The 'Road works' sign with an 'End' plate marks the end of the road works area.

Temporary traffic control



Temporary traffic lights may be set up to provide traffic control in a road works area. The lights may be used at a junction, a site access or where the roadway is narrowed to a single track and one-way working is necessary. A 'Traffic lights ahead' sign may be used to warn you of temporary traffic lights.

At temporary traffic lights a temporary traffic sign may be used instead of a 'Stop' line. You must stop or stay behind the sign if the red or amber lights are showing.

(See pages 96, 97 and 98 for the meaning of traffic light signals.)

For All Drivers



Manually operated 'Stop/Go' signs may be used for control of one lane two-way traffic.

'Stop' and 'Go' signs— if the 'Stop' sign is showing you must not drive past the sign, if the 'Go' sign is showing you may go if the way is clear.

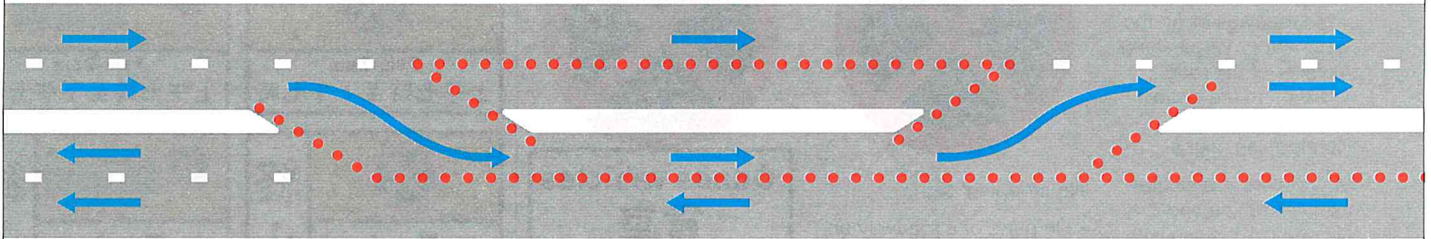


Temporary traffic control by 'Stop/Go' signs ahead

Road Works on Dual Carriageways

For All Drivers

On dual carriageway, when the road works are extensive, some traffic lanes may be switched to the other carriageway.



Temporary signs will give you information on the appropriate traffic lanes ahead and give you time to move into the correct traffic lane if necessary.

Drivers of large vehicles may be advised to use the left-hand lane.

Traffic signs will warn you of the change to the other carriageway for one or more lanes of traffic. Stay in your lane and follow the traffic signs and traffic cones placed on or by the road to guide you. Take particular care when driving through the gap in the central reservation if your lane switches to the other carriageway.

On the carriageway with two-way traffic, traffic posts or traffic cones are used to separate traffic flows. Traffic lanes may be narrower than usual and there is little room for error so take extra care and keep your speed down.

Traffic signs will warn of the change back to the other carriageway.

On returning to the normal carriageway stay in your lane until well past the road works unless traffic signs or road markings indicate otherwise.

Where Not to Stop

You must not stop

- On an expressway.
- At any time on the side of the roadway or on the pavement or verge along that side of the road where there are double yellow lines or 'No stopping' signs.
- Where there is a single solid yellow line and 'No stopping' signs with 'Time plates'—do not stop on the days or in the time periods shown. Sometimes the stopping ban is indicated by traffic signs only, and there may be no yellow lines marked on the road.
- In a 'No stopping' zone.
- In a zebra controlled area marked by the zigzag lines unless the vehicle is giving precedence to a pedestrian using the zebra crossing or is waiting to make a left or right turn.
- At a bus stop, minibus stand or taxi stand.



'No stopping' sign



Goods vehicles
貨車

- On parts of a roadway on which you are normally not allowed to enter, for example bus lanes, hard shoulders and cycleways.
- In a 'Tunnel area'.
- On a yellow box marking.
- On a yellow striped pedestrian crossing.

The stopping ban does not apply in an emergency (for example, to prevent an accident), when your vehicle breaks down or when signalled to stop by a Police Officer, a Traffic Warden, a traffic sign or traffic light.

You must not stop, not even to pick up or set down passengers or to load or unload goods.

The 'No stopping' signs may also apply to certain classes of vehicle such as, goods vehicles or taxis. A supplementary plate will indicate this.

On trunk roads, and other major roads a 'No stopping' ban may be indicated only by traffic signs.

The 'No stopping' ban will be marked at the beginning and end by signs with smaller 'No stopping' signs repeated at intervals along the road. On a dual carriageway the 'No stopping' ban applies to both sides of a carriageway.

No stopping zones



Traffic signs mark the beginning and end of 'No stopping' zones.

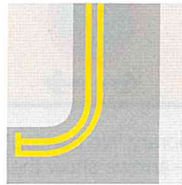
The times during which the stopping ban applies are shown on the sign.

Regulatory signs and road markings may be used within a zone to remind you of the stopping ban or to indicate a change in the time periods.

'No stopping' zones may also apply to minibuses only.

On expressways, neither signs nor markings are used to indicate no stopping restrictions. Once you enter an expressway you must not stop.

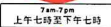
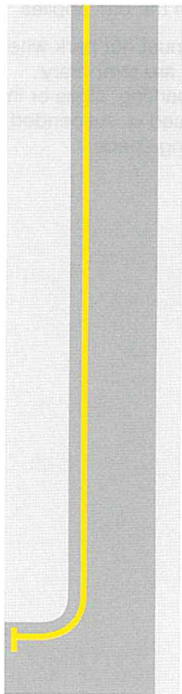
Road marking



Regulatory signs and repeaters



No stopping at any time



No stopping for period(s) shown on the time plate

Coloured sign post

Red, yellow and green colour sign posts are used to represent the three most common standard no stopping restriction time periods for all vehicles.

Colour Time period

- Red 7am - midnight
- Yellow 7am - 7pm
- Green 7am - 10am and 4pm - 7pm
- Grey for all other time periods

You should not stop

- Near or on a 'Green man' crossing.
- Near a pedestrian crossing place, for example where there is an island on the road.
- Near traffic lights.
- Near a School Crossing Patrol.
- On a major dual carriageway.
- Where you may cause danger to yourself, your passengers or other road users.

Certificate for picking up or setting down of passengers with disabilities in restricted zones

No. : CC 000151
編號

The Hong Kong Council of Social Service
香港社會服務聯會

Certificate for Picking Up or Setting Down of Passengers with Disabilities in Restricted Zones
殘疾乘客在限制區上落車證明書

(This certificate is only applicable to taxi, private car, private light bus and private bus)
(此證明書只適用於的士、私家車、私家小巴及私家巴士)

Veh. Reg. No. : 車輛登記號碼 : _____	Pick up place : 上車地點 : _____
Name of Passenger : 乘客姓名 : _____	Set down place : 落車地點 : _____
Time : 時間 : _____	Name of Contact Organization : 聯絡機構 : _____
Date : 日期 : _____	Tel. No. : 電話 : _____

The police will exercise discretion to allow driver of taxi, private car, private light bus and private bus to pick up and set down passengers with disabilities in restricted zones (except expressways and 24-hour restricted zones) provided that no hazard or disruption is caused to other road users.

completed with record of the journey. The following people with a disability are eligible to use the Certificate:

- (a) persons with mobility problem such as wheelchair users or users of walking aids; &
- (b) visually impaired persons.

A person with a disability can give to the driver a Certificate for Picking Up or Setting Down of Passengers with Disabilities in Restricted Zones (issued by The Hong Kong Council of Social Service)

The driver can present the certificate to a Police Officer to prove that he has picked up or set down a passenger with a disability in a restricted zone in case he is interrogated by the police.

Where Not to Park

For All Drivers

Where you must not park

You must not park your vehicle:

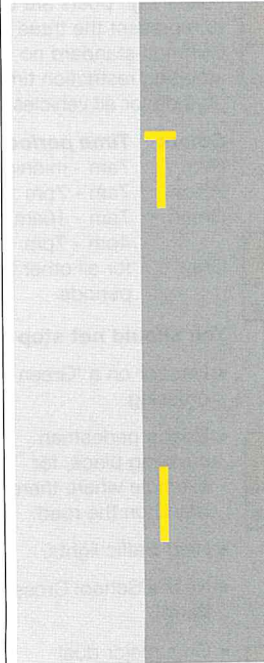
- Where your vehicle will cause obstruction or danger.
- On a road with street lighting—that is a road where the street lights are spaced not more than 200 metres apart—other than in a marked parking place.
- On, or partly on, a pavement, footpath, central reservation, verge, hard shoulder or traffic island.
- Where your vehicle would block a vehicular entrance to properties or block the entrance to or exit from a car park.
- Where your vehicle will obstruct access to a fire hydrant from the roadway.

Other than at no stopping places as described on pages 80 and 81, you may stop to pick up or set down passengers or load or unload goods—if you can do so without causing obstruction or danger.

You should not stop for longer than necessary to let passengers get on or off. You should only let your vehicle stand for a longer time if loading or unloading is taking place.

Such loading should be carried out without a break and your vehicle should not be left unattended or left standing when the loading and unloading of goods has been completed.

On a road without street lighting or a private road, you should be aware of:



Mon-Sat 9 am-6 pm
星期一至星期六
上午九時至下午六時

You must not park on the side of the roadway or on the pavement or verge along that side of the road where there are 'No parking' signs together with the single broken yellow line, at any time or in the time periods shown on 'Time plates' with the 'No parking' signs.

You must not park at any time on the side of the roadway or on the pavement or verge along that side of the road where there is only a single broken yellow line near the edge of the road.



Temporary 'No parking' sign—arrows show the direction or directions in which the ban applies

You must not park where there are temporary 'No parking' signs or in a closed or suspended parking space.

Where you should not let your vehicle stand

You should not let your vehicle stand, wait, or load or unload goods if it would cause danger to other road users, hold up traffic or inconvenience others.

You should not let your vehicle stand where it would make it difficult for others to see clearly.

You should not let your vehicle stand where it would reduce the width of that part of the road generally used by traffic.

You should not let your vehicle stand where emergency vehicles stop or go in and out of premises.

You should not let your vehicle stand where it would cause danger or inconvenience to pedestrians particularly where pedestrians are likely to cross the road such as at a pedestrian crossing, at or near a junction or near a traffic island.

Do not let your vehicle stand

- At or near a school entrance, not even to pick up or set down school children.
- Near a School Crossing Patrol.
- Where it would hide a traffic sign or road marking.
- Near any bus stop.
- Near a 'Green man' crossing.
- Near a pedestrian crossing place.
- On a two-way road where there are 'Double white' lines, even if one of the lines is broken.
- Near or at a junction.
- Near or on a bend.
- Near or on the brow of a hill.
- Opposite a traffic island.
- Alongside another stationary vehicle.
- Opposite or nearly opposite another stationary vehicle if this would narrow the road to less than the width of two vehicles.
- Near road works.
- On a narrow road.
- On a flyover or in a underpass.
- On faster main roads, except in a layby.
- On a single-track road.
- In a passing place.
- Where it would prevent properly parked vehicles from moving back onto the road.
- In hospital entrances.
- In police, fire and ambulance station entrances.
- On a major dual carriageway.
- On a slip road.
- On a hard shoulder or hard strip (except in an emergency).
- In a bus bay.
- In a police layby.

You must not repair, maintain or carry out work on a vehicle on a road, except for emergency repairs if your vehicle breaks down. You must not leave a broken down vehicle on a road except while getting help.

Where to Park

For All Drivers



Direction sign showing the direction to a car park or parking place

Always park your vehicle safely and where it will cause the least inconvenience to others. Walk a short distance rather than cause a danger.

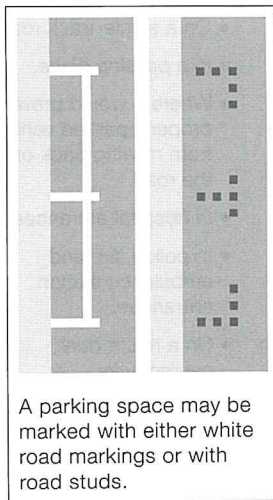
Park in a parking area or car park if you can.

On a road with street lighting—that is a road where the street lights are spaced not more than 200 metres apart—you may park only in a marked parking place.

Parking places

You must not park on the yellow hatched road markings between parking spaces.

A sign nearby or, if it is a space with a parking meter, a notice on the meter will give information on what



days and at what times you may park in that space.

You must not park in a space reserved for vehicles of a different type from your vehicle, for example you must not park a car in a parking space for goods vehicles or reserved for specific users, such as ambulances.

You must not park so that your vehicle extends over the lines marking out the parking space. You must not park in a parking place for more than 24 hours

During the period of operation of a parking meter you must pay the appropriate charge as shown on the meter. You must do this as soon as possible after parking by inserting the correct coin or coins into the parking meter for the parking space in which your vehicle is parked.

A 'Time plate' with the 'Parking place' sign will tell you the maximum charging period and the days and times the meters in the parking place operate. Usually the colour of the parking meter post will also tell you the maximum charging period—yellow for 1/2 hour, brown for 1 hour and blue for 2 hours. If the top part of the post is white then the meter operates everyday including Sundays and public holidays.

At some locations individual parking meters are being replaced with 'pay and display' systems. At these locations you must purchase a ticket from a nearby electronic ticket dispenser and display the ticket clearly on the inside of your windscreen.

Parking place signs



Cars, minibuses and light goods vehicles only



Goods vehicles only



Buses and coaches only



Motorcycles only



Cycles only



A supplementary plate used with parking signs showing the maximum charging period



Specified vehicles only



Parking

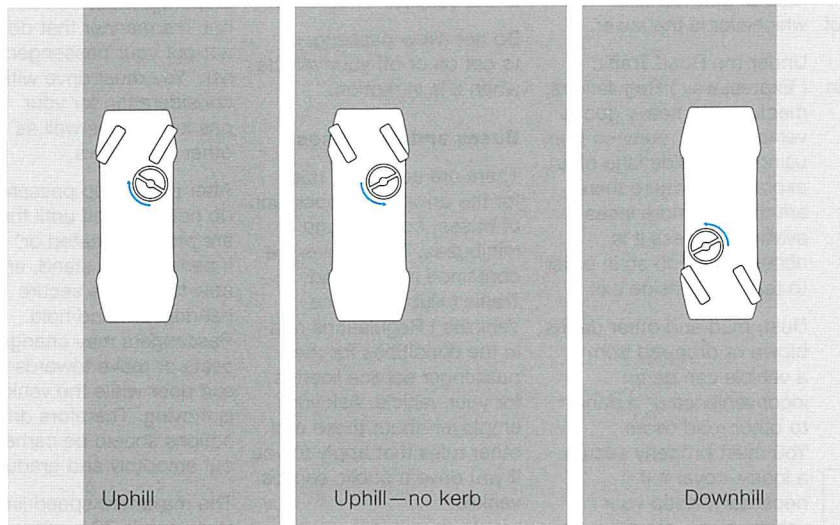
For All Drivers

Before opening any door of a vehicle, make sure that there is no one on the road, pavement or footpath close enough to be hit by the door, or likely to walk into it. Be particularly careful about cyclists. Get out on the side nearest the kerb whenever possible and make sure that your passengers, especially children, do so too.

If you have to park on the road, stop as close as possible to the edge. Before leaving your vehicle you must switch off the engine, and you must make sure the handbrake is on firmly. Always lock your vehicle. At night switch off your headlights.

Never park on the road at night if it can be avoided. It is particularly dangerous to park on the road in fog or mist. Lights should always be left on in fog or mist conditions.

Parking on hills



Parking uphill—Stop as close as you can to the nearside kerb and leave your steering wheel turned to the right. Then, if the vehicle should roll backwards, it will be checked by the front wheel coming against the kerb. Leave the vehicle in first gear and apply the handbrake firmly.

Parking uphill with no kerb—Turn the steering wheel to the left. Then, at least, the vehicle will not run back across the road.

Parking downhill—Turn the steering wheel to the left, so that any forward movement of the vehicle will be checked by the kerb. Leave the vehicle in reverse gear and apply the handbrake firmly.

Leaving a gap—Moving in or out of a parking space is more difficult on a slope than on the flat and tends to take more room. So leave a bigger gap—it will help you and others.

Parking with automatic transmission—Whether facing uphill or downhill, make sure the handbrake is on firmly before using the selector setting 'P' (park). This avoids risk with some vehicles of a jammed transmission. If your vehicle has no 'P' setting, turn your front wheels to the kerb as illustrated and take good care to apply your handbrake firmly.

Try to avoid parking on a slope. Look for a level parking space.

Commercial Vehicles

Most of the rules and advice given to drivers in chapter 5 apply to drivers of commercial vehicles.

To drive a vehicle other than a private car, light goods vehicle or motorcycle, you must be aged at least 21, have held a driving licence for a private car for more than three years and have a valid driving licence for the appropriate vehicle class. Information on the different types of driving licence and driving tests may be obtained from any Licensing Office of the Transport Department.

The heavier the vehicle the longer the braking distance. For a heavy vehicle the distance may be twice the distance needed by a car. So keep a longer distance between your vehicle and the one in front than is normal for a car driver. (See pages 46 and 47.)

Goods vehicles

The maximum speed limit for medium and heavy goods vehicles is 70 km/h. You must not drive faster

than the speed limit for the road or your vehicle, whichever is the lower.

Under the Road Traffic (Expressway) Regulations, medium and heavy goods vehicles are prohibited from using the offside lane of an expressway where there are three or more lanes available, unless it is necessary to do so in order to reach an offside exit.

Dust, mud and other debris blown or dropped from a vehicle can be an inconvenience or a danger to other road users. You must properly secure a load—cover it if necessary. Keep your vehicle clean, for example by sweeping the trailer floor or washing mud off the tyres before leaving a construction site.

You must not smoke in or near a vehicle carrying inflammable or explosive goods.

Passengers, including members of any work crew, should be carried only on properly provided and secured seats. Passengers should not sit on loads

or in the load-carrying part of the vehicle.

Do not allow passengers to get on or off your vehicle when it is in motion.

Buses and minibuses

There are additional rules for the driving and operation of buses, coaches and minibuses. These rules are contained in the Road Traffic (Public Service Vehicles) Regulations and in the conditions for the passenger service licence for your vehicle. Ask your employer about these and other rules that apply to you if you drive a public service vehicle.

Under the Road Traffic (Expressway) Regulations, public light buses are prohibited from entering an expressway unless specially authorised and buses are prohibited from using the offside lane of an expressway where there are three or more lanes available, unless it is necessary to do so in order to reach an offside exit.

Any driving action you take, whether it be changing

speed or direction or stopping, must be carried out in a manner that does not put your passengers at risk. You must drive with consideration for your passengers, as well as other road users.

After picking up passengers do not move off until they are properly seated or, if permitted to stand, are able to grasp a secure handrail or hand hold. Passengers may change seats or move towards the exit door while the vehicle is moving. Therefore driving actions should be carried out smoothly and gradually.

The maximum speed limit for buses is 70 km/h. You must not drive faster than this speed or the speed limit for the road on which you are travelling, whichever is the lower.

Taxis

There are additional rules for the driving and operation of taxis. Information about these rules can be obtained from any Licensing Office of the Transport Department.

Bus lanes

Bus lanes are for franchised buses use only. If the 'Bus lane' signs indicate, other buses or permit holders may also use a bus lane.

When using a bus lane during its period of operation look out for other road users. Cyclists are permitted to use a bus lane—give them plenty of room when overtaking and be prepared for sudden sideways movements. Pedestrians may step unexpectedly into the bus lane or wait at the edge of the bus lane on the bus lane marking when crossing the road. Drivers may drive into a bus lane to gain access to premises or when taking evasive action. If the traffic in the normal lanes is moving slowly or is stationary then look out for pedestrians emerging from between vehicles.

(See pages 57 and 58 for more information on bus lanes.)

Loads, Long Vehicles, Towing

For Professional Drivers

Carrying loads

You must properly secure a load—cover it if necessary.

You must not drive a vehicle which is loaded so that its permitted gross vehicle weight or maximum permitted axle weights are exceeded.

The permitted gross vehicle weight and maximum permitted axle weights of a goods vehicle are marked on either side of the vehicle.

Gross vehicle or axle weight includes the weight of the vehicle and any passengers and load etc.

You must not carry or support any load on the tailgate.

You must not allow the load to touch the roadway.

You must make sure that your vehicle, or trailer, is loaded so as not to cause danger to you or your passengers or other road users; or to cause damage to the road or property.

(For rules and advice on where to stop on the road to load and unload goods see pages 82 and 83.)

Overhanging loads

When driving a vehicle with an overhanging load, you must ensure that there is a red flag not less than 1 square metre at the rear extremity of the load other than during the hours of darkness or in poor visibility. During the hours of darkness or in poor visibility, you must install a white light showing on each side of the front of the load and a red light showing at the rear of the load.

You must **not** load or drive a vehicle so that the load

- Extends beyond the front of the vehicle by more than 1.5 metres.
- Extends beyond the rear of the vehicle by more than 1.4 metres.
- Is more than 2.5 metres in width.
- Is higher than 4.6 metres from the road surface.
- Is at a height that may cause damage to any object or wires erected above the road.

Fallen or spilled loads

If a load or object falls or spills from your vehicle then stop your vehicle in a safe place and try to remove the fallen load or deal with the spillage—if it is safe to do so. If you are unable to quickly and safely remove any object then try to warn other road users and fetch help.

On major trunk roads and in 'Tunnel areas' or expressways use the roadside emergency telephone, if available, to inform the police or control centre. Do not try to retrieve a fallen load yourself.

Long vehicles

When driving a long vehicle you may not be able to keep within the normal traffic lanes or follow the path taken by smaller vehicles, particularly if the lanes are narrow and your path is tightly curved.

When carrying out unusual manoeuvres look out for inexperienced road users who may drive or step into the swept path of your vehicle or into one of your blind spots. Turning left or right has to be done with great care. On leaving a junction stay in lane until you are well past the junction.

Before driving an articulated vehicle check that the trailer is properly connected to the tractor, including braking and electrical connections in addition to the usual safety checks.

Additional rules for drivers of articulated vehicles can be obtained from any Licensing Office of the Transport Department.

Additional information is available in the 'Code of Practice for the Loading of Vehicles'.

Towing



On tow sign—the letters and characters must be at least 150 mm high in white and against a black background.

You must not tow another vehicle with a tow rope or chain if the gap between the two vehicles is greater than 4.5 metres. You must make sure the tow rope or chain is clearly visible to other road users.

The vehicle being towed must be under the control of a driver holding a driving licence for the vehicle and who is able to brake and steer the vehicle properly. A proper 'On tow' sign must be fitted to the rear of the vehicle being towed.

Other rules apply when using tow bars or towing vehicles capable of lifting vehicles.

Restrictions

For Professional Drivers

Drivers of commercial vehicles may be subject to bans that do not apply to other vehicles. These bans may apply to particular vehicle classes or to larger vehicles. Regulatory traffic signs mark the beginning of the ban. If the ban applies to your vehicle then you must not drive past the sign or drive on the road to which it applies.

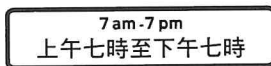
Supplementary plates may give additional information or exemptions to the ban.

Commercial vehicles may also be subject to stopping bans or restricted to specific parking places. (See pages 80, 81 and 82.)

Medium and heavy goods vehicles, buses, and other special purpose vehicles are prohibited from using the offside lane of an expressway where there are three or more lanes open for use, unless it is necessary to do so in order to reach an offside exit.



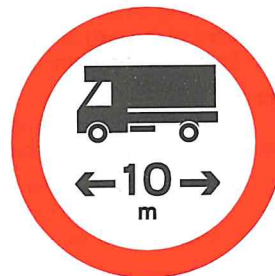
An 'Except for access' plate allows a vehicle to pass to gain access to premises and land adjacent to the road, or roads, to which the ban applies, where there is no alternative route.



A 'Time plate' will indicate the time periods during which the ban applies.



Width limit—no vehicles over width shown



Length limit—no vehicles, or combination of vehicles, over length shown



Height limit—no vehicles, including any load, over height shown



Weight limit—no vehicles over permitted gross vehicle weight shown



No buses or coaches



Axle weight limit—no vehicles over permitted gross axle weight shown



No minibuses (public light buses)



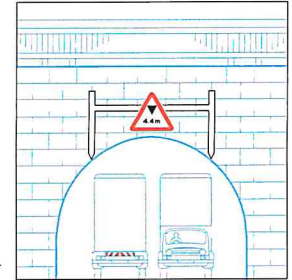
No goods vehicles over permitted gross vehicle weight shown

Over 12 tonnes
逾十二公噸



No goods vehicles

Restricted headroom



A bridge or other structure over a road may restrict the actual headroom available. The restriction may be temporary due to bridge or other construction works. A warning sign will indicate the maximum headroom and that part of the road where the indicated headroom is available.

Advanced warning of restricted headroom may be given by a 'Restricted headroom ahead' warning sign with a supplementary plate showing the distance to the restriction. Alternatively the warning sign may be shown on an advance direction sign.

Before You Ride

Most of the rules and advice given to drivers in chapter 5 apply to motorcyclists.

If you ride a very light machine then some of the advice given to cyclists in chapter 4 may also be useful.

To ride a motorcycle, scooter or moped you must be aged at least 18 and hold a driving licence for a motorcycle.

Safety helmets

You and your passenger must wear a safety helmet of approved design which must be securely fastened.

A safety helmet will not protect you in an accident unless it fits properly. When buying a helmet you should aim for the closest fit that causes no discomfort, even for long periods.

Replace a helmet that has taken a hard knock or shows signs of damage. It is worth considering replacement even though there is no sign of damage on the surface.

Look after your helmet. It can be weakened by accidental knocks when not in use.

It is recommended that you replace a helmet after four years' use, as it becomes weathered and aged in that time, and cannot guarantee full protection in a crash.

Eye protection

Eye protection is the important function of visors and goggles. You are strongly advised to use a visor or goggles at all times when riding. Avoid cheaper plastic visors or goggles that scratch easily and make sure the lenses are shatterproof.

If riding in bright light is uncomfortable then use a tinted visor or goggles, or wear good quality sunglasses if they fit comfortably under your helmet. But do not use tinted helmet visors at night or in conditions of poor visibility.

Look after your goggles and visors with care. They can be ruined by scratches. Keep them clean particularly when riding at night.

Clothing

The clothing you wear when riding should

- Keep you dry.
- Keep you warm in cold weather.
- Be conspicuous.
- Protect you during an accident.

Gloves should always be worn when riding, to protect your hands in an accident as well as for warmth. In hot weather thin unlined gloves are the most comfortable and provide the best degree of control.

Wear strong shoes or boots.

Wear light-coloured or reflective and fluorescent clothing. If you ride a motorcycle as part of your job ask your employer to provide you with suitable high visibility clothing.

Riding in hot weather in clothing such as shorts or short-sleeved shirts is not advisable as your skin will have no protection in an accident if you fall and slide on the road surface.

Learner riders

If you are a new rider, you must enrol in a designated driving school to attend a compulsory course. Having acquired the basic riding skills in an off-road environment and passed the written test and competence test, you are allowed to apply for a learner's driving licence for motorcycle which enables you to practise on public roads.

You may then ride with or without a licensed driving instructor but do not carry any passenger. When practising on public roads, you must display approved 'L' plates at the front and rear of your motorcycle.

You must not ride at certain times of the day. You must not ride on roads to which the 'No learner driver's' sign applies. Information about these rules can be obtained from any Licensing Office of the Transport Department.

Riding Along

For Motorcyclists

You and your passenger are more vulnerable than other drivers and passengers, you do not have the protection given to them by their vehicles and seat belts—which you have to make up by the use of your skills.

The best way to remain upright and in complete control of your machine is to avoid abrupt changes—fierce braking, hard acceleration, bad gear changing, sudden changes of course—and this means thinking ahead so that each change of condition is carried out smoothly and gradually. You cannot suddenly change direction at any but the lowest speed.

Use rear-view mirrors regularly. No matter how good your mirrors are look around and over your shoulder—particularly before moving off or overtaking.

You must not ride a motorcycle on a footway, pedestrian-only road, footpath, or public open space.

If your motorcycle has a cylinder capacity of less than 125 cc you must not ride it on an expressway.

You must not wear earphones of any audio devices when riding a motorcycle on the road.

Road surfaces

The condition of the road surface is very important to every motorcyclist. You depend upon the grip of your tyres on the road surface for your stability and safety. Look out for danger from poor surfaces and potholes even in dry conditions. Surfaces become slippery not only when they are wet but when they are covered with loose gravel or sand, mud or oil. When wet, objects set in the roadway such as metal road studs or manhole covers, as well as road markings can become slippery and cause some types of front tyre to deviate uncomfortably off course. Good and well maintained tyres are essential on a motorcycle.

If the road is flooded beware of potholes or mud hidden below the surface of the water.

Overtaking

In heavy and slow moving traffic only ride through gaps that can be driven through without danger. Look out very closely for pedestrians and for vehicles that may move into your path. If in doubt stay in the traffic lane in the normal position.

On two-way roads with 'Double white' lines you may overtake a vehicle by passing between the vehicle in front and the 'Double white' lines. But only do so if it is safe and you are sure that the driver in front knows you are coming through and does not push you over the 'Double white' lines and into the oncoming traffic.

If there is more than one traffic lane in your direction then overtake in the normal way using the right-hand or middle lane. Do not overtake another vehicle by using the same traffic lane as that vehicle.

Being seen



A motorcycle can be more easily seen with the headlamp on, even in daylight.

It is difficult for other road users to see motorcycles because when seen end-on they are 'thin' (a quarter the size of a car) and often dark in colour. You need to ensure that you can be seen by other road users, including pedestrians.

You should ride with your dipped headlamp on in the day as well as night; on all roads.

Switching on your headlamp will help other road users including pedestrians to see you coming; if necessary flash your main beam. Your rear light will indicate your presence to drivers coming up from behind. Fluorescent and reflective clothing—or just a fluorescent belt—will help, day and night.

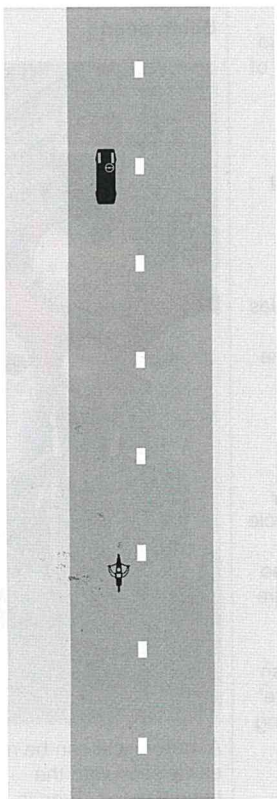
Good positioning—riding where drivers and pedestrians will be looking and expect to see you—is very important.

Positioning

If you position yourself well on the road, not only is it easier to avoid hazards and adjust your speed in time for changing conditions but it will also ensure you can get the best possible view of the road ahead.

You need not follow the basic rule for drivers, 'Keep to the left', too closely—it is more important that you have the best possible view of the road ahead that safety permits.

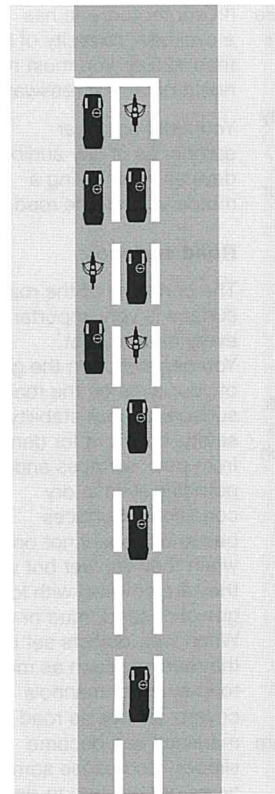
If you ride near the kerb then look for pedestrians stepping onto the road or emerging from behind parked vehicles. Look out for people opening vehicle doors into your path. You are riding where they least expect to see a vehicle and they may not see you. Drivers may also turn left across your path.



Under normal traffic conditions ride on the right-hand side of the traffic just to the left of the 'Traffic lane' marking or 'Centre' line.

On a normal two-way road ride near the centre of the road—but always be careful to check behind you and be sure that those coming in the other direction can see you from a good distance away (even if you do not usually switch on your headlamp when riding near the centre of the road it is wise to do so). Move to the left to allow overtaking vehicles to pass you. Keep the recommended safe distance from the vehicle in front— see page 47.

On one-way roads and dual carriageways use the correct traffic lane as for other drivers. But take up a similar position in the traffic lane—that is just to the left of the lane line so that you can see the road well ahead.



When in slow moving traffic or when waiting to go ahead, ride or stop near the centre of the lane.

For Motorcyclists

At junctions with traffic lights, pedestrian crossings or other places where you need to stop or wait before proceeding take up your position in the centre of the appropriate lane well in advance. This helps drivers notice you and means that they are less likely to force you out of the lane than if you are riding close to the edge of the lane on the left or right. This position is also helpful in slow moving traffic. It will also make it easier for you to be prepared for pedestrians emerging from between stopped or slow moving vehicles in adjacent lanes.

Riding in these positions as opposed to keeping to the left or riding near the kerb also helps other drivers to see you—you will be in the centre of the view of a driver in the same lane and will also be where drivers and pedestrians will expect to see you.

Signals, Passengers

For Motorcyclists

Signals to other road users



You may give arm signals or use direction indicators or stop lights when intending to turn, change lanes, move off, slow down or stop.

(See pages 94 and 95 for more on signals.)

Always use direction indicators when turning or moving in or out. If it is safe to do also give arm signals to emphasize your intentions to other road users and to help avoid confusion.

Always cancel the direction indicators after the turn or manoeuvre has been completed.

Other road users may have difficulty in distinguishing between your left and right direction indicators, particularly if they are close together.

If you do not have direction indicator signals fitted to your machine arrange to have a set fitted, if at all possible.

An arm signal in good visibility is more likely to be noticed by other road users than a flashing light but it does involve riding one-handed. As riding one-handed is dangerous arm signals should not be given for longer than is necessary and at times not given at all.

Use of the horn

You must only use your horn to warn other road users; however you may have to sound your horn more often than drivers of other vehicles. The other road user may not have seen you—the use of the horn at the right time may help him or her to be aware of your presence. But only use it when it is really necessary and you have taken every safety precaution.

Passengers

You must not carry more than one passenger unless there is a sidecar on the motorcycle.

You must ensure that the passenger sits astride the motorcycle on a fixed seat behind you with feet firmly on footrests.

You must not carry a passenger under the age of 8 years unless he or she is carried on a fixed seat in a sidecar.

If you are carrying a pillion passenger, even an experienced person, it is better to ride with more caution than usual and avoid sudden changes in speed and course where possible. You will nearly always block the view of road giving little chance

for your passenger to anticipate and be prepared for such changes.

Agree a signal, such as a firm tap on your shoulder, for your passenger to use if he wants you to stop. Talking may be difficult or impossible.

For pillion passengers

You must wear an approved safety helmet. It must be securely worn. Do not wear a helmet that is uncomfortable or is not a good fit.

A pillion passenger who is inexperienced or nervous and behaves or moves the wrong way or suddenly is dangerous.

Avoid all sudden movements.

Keep your body in line with the rider, especially through bends and corners.

A motorcycle must be angled over to take bends and corners, it is not steered by the front wheel alone.

Keep your feet on the footrests at all times, particularly when the motorcycle is stopping or has stopped.

Put your hands behind you and hold on to the bar provided, or the rear edge of the saddle if no bar exists. If a strap is fitted cross the saddle do not use it—it is not recommended as a handhold.

Signals

Signals by drivers and cyclists to other road users

You should give signals when this would help or warn other road users. Give only the correct signals—those illustrated—and only for the purposes described. Give them clearly and in good time. Always be sure that your direction indicator signals are cancelled after a manoeuvre.

Arm signals are for use when direction indicator signals are not used; or when necessary to reinforce direction indicator signals and stop lights. They are also for use by pedal cyclists.

You should only give signals to indicate your intentions to other road users. Never use them as instructions.

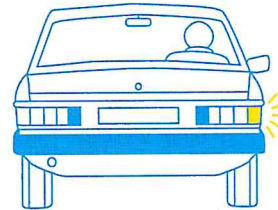
Do not drive or ride on the road until you know how to signal properly and what other people's signals mean.

Stop lights are red lights which come on at the rear of the vehicle when the driver puts on his brakes. They tell the road users following him that he is slowing down or stopping. They must not be confused with the rear lights which are also red.

Horns are for use as a warning of your presence or of danger to other road users. Never use them for any other reason.

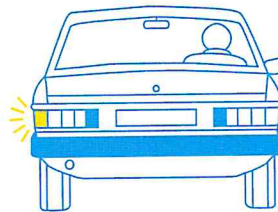
Headlamp flashing is also a warning of your presence to other road users.

Bells are used by pedal cyclists as a warning.

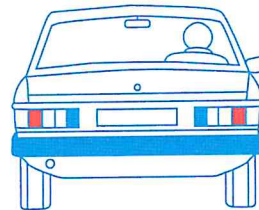


Direction indicator signals

I intend to move out to the right or turn right.

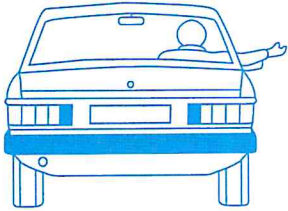


I intend to move in to the left or turn left.



Stop light signals

I am slowing down or stopping.

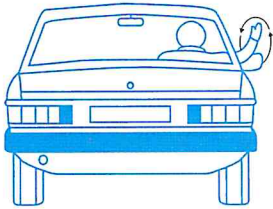


Arm signals

I intend to move out to the right or turn right.

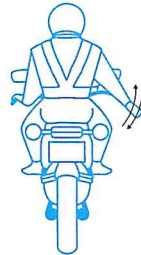
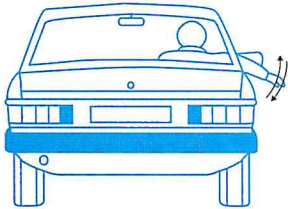
Signals by police officers and other authorised persons

Signals given by a Police Officer, Traffic Warden, Tunnel Officer or other authorized person take precedence over all traffic signs and traffic light signals. Use your common sense before relying on signals given by any other person.



I intend to move out to the left or turn left.

At junctions when all traffic is stopped by a Police Officer or Traffic Warden, you must not filter to the left or right until he signals you to do so.



I intend to slow down or stop.

Two-tone horns and sirens, white, red or blue flashing lights are used by ambulances, fire engines or police and other authorized organizations in emergencies to warn of their presence and signal their right of way. Drivers must give way to emergency vehicles signalling their right of way.

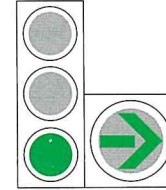
Traffic Lights

Traffic lights control drivers and riders as well as pedestrians. They tell drivers and pedestrians when to stop and when they can go. Traffic lights for drivers and riders are illustrated on this and the opposite page. Traffic lights for pedestrians are illustrated on page 17.

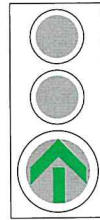
In the majority of cases, as well as the main traffic lights at the 'Stop' line there are duplicate traffic lights known as secondary traffic lights. These are usually located on the opposite side of the junction (or crossing), but are sometimes placed on the same side of the junction. If the main traffic light fails, for example, a green lamp fails, then you must obey the secondary traffic light as if it were the main traffic light. Once clear of the 'Stop' line you should continue with care, without reference to the traffic lights.



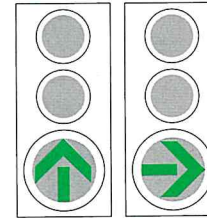
Traffic signs may also be used with traffic lights to qualify the meaning of the green light by banning a turning movement or instructing traffic that it must move in a certain direction.



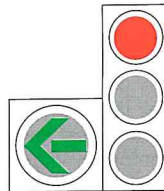
When a turn right green arrow is displayed as well as a full green light you may turn right while opposing traffic is held at a red signal. At the same time the full green signal allows the movement of traffic in other directions.



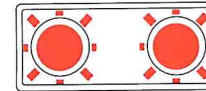
If movement is allowed only in one direction, a green arrow pointing in that direction may replace the full green light. Signs are often used with these signals to indicate the necessary movement or to ban turns.



At some junctions different traffic lanes may have separate traffic lights. You should only obey the traffic lights that apply to your lane or lanes.



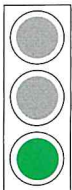
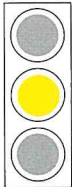
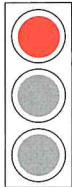
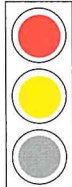
A green arrow may light up even though the red light is still showing. This means you can go in the direction shown by the arrow if it is safe to do so, whatever the other lights may be showing.



When red lights are flashing alternately, all approaching vehicles must stop, until both red lights have stopped flashing. These lights are used in places where traffic is only stopped infrequently—for example at fire stations entrances.

Traffic Lights for Drivers and Riders

The Language of the Road

	What they mean	What to do—if stationary	What to do—if approaching
	The green light means that you may move across the junction or crossing provided that it is safe to do so.	Go if way is clear giving way to pedestrians still crossing. If turning left or right give way to pedestrians crossing at the same time.	Cross carefully. Do not accelerate before the lights. Before you enter a junction check right and left and right again. Give way to pedestrians who are crossing at the same time.
	The amber light always follows the green light. You must stop unless you are so close to the junction or crossing that to do so suddenly might cause an accident.	Stop behind the 'Stop' line.	Slow down and stop.
	The red light always follows the amber lights. You must stop behind the 'Stop' line on the roadway.	Stay behind the 'Stop' line.	If going straight ahead— Slow down gradually and stop in left or appropriate lane. If turning left or right—Slow down gradually and stop in correct lane.
	The amber light comes on while the red light is still on. You must stop or remain stationary but you may get ready to move across the junction or crossing when the green light shows, provided that it is safe to do so.	Prepare to move off.	Slow down and do not cross until lights have changed to green.

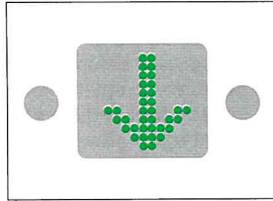
'Tunnel area' and expressway signals

Special signals are used in 'Tunnel areas' and expressways. In normal conditions they are switched off or show a green downward arrow or a green light. In dangerous conditions, amber lights flash and the signal shows what action must be taken.

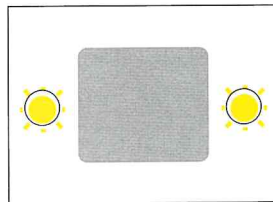
In most tunnels or on expressways the signals are overhead, one applying to each lane. In some places the signal is on the roadside, central reservation or on the tunnel wall alongside the traffic lane or slip road to which it applies.

Illustrated are lane control signs usually mounted on gantries above the road and signals mounted on the roof of the tunnel.

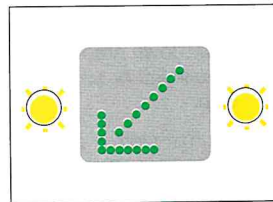
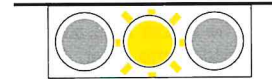
These signals are for safety. Always act on them—danger may be present even if you cannot see the reason.



A green downward arrow or a green light means you may proceed in the lane if it is safe to do so.

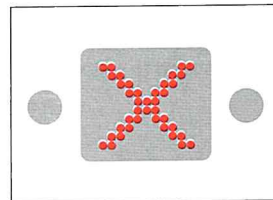


An amber light warns of danger, for example, a traffic accident, an obstruction or risk of skidding. It is usually flashing. Keep your speed under 50 km/h until it is safe to return to normal speed.



A green diagonal arrow showing overhead means you must leave the lane in the direction shown. Do not change lanes suddenly and do not move over unless it is safe to do so. If before you can safely leave the

lane, you reach the danger or obstruction, stop and wait in that lane until the open lane is clear.



A red cross or a red light showing means do not go beyond the signal in the lane. It may also be used at the entrance to a slip road; do not enter the slip road.



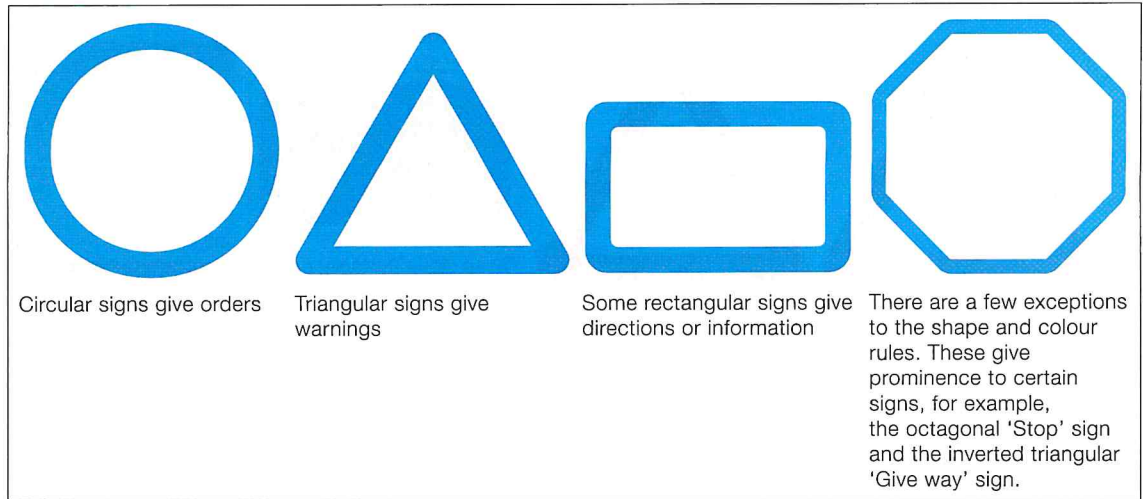
The Signing System

Many different traffic signs are to be seen on the roads. They give advance information about road conditions ahead.

Road markings also give orders, warning or guidance to drivers or riders.

Learn the meaning of these signs and markings and look out for them when on the road. You will not then be surprised by a bend, a one-way street or a junction ahead. Good drivers and riders are prepared.

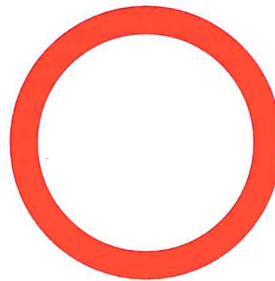
Most of the traffic signs and road markings are illustrated in this chapter.



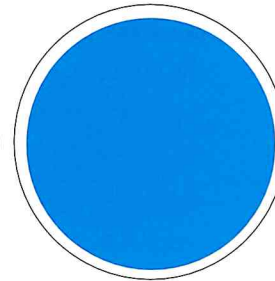
Signs that give orders

Traffic signs that give orders are called 'Regulatory signs'. They include all signs which give notice of requirements, prohibitions or restrictions. They may be either mandatory or prohibitory.

Regulatory signs are usually circular in shape and may be supplemented by plates beneath them augmenting the message given by the sign.

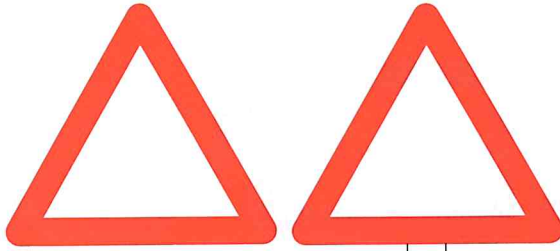


A prohibitory sign means that something must not be done. It usually has a red border.



A mandatory sign means that something must be done. It is usually blue in colour.

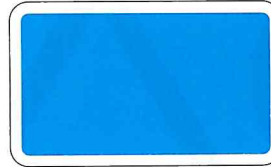
Signs that give warning



These signs give warning of hazards ahead. Most of them are triangular, with the apex at the top. They are sometimes supplemented by rectangular plates giving additional information as may be necessary.

A warning sign with supplementary plate

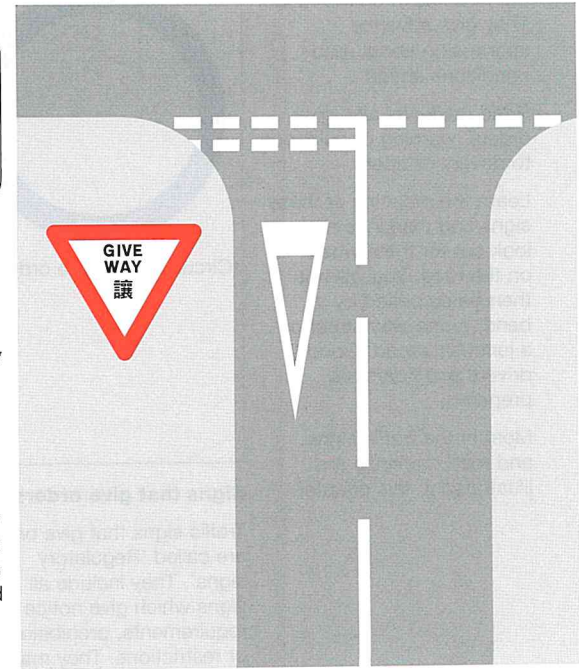
Signs that give information



These signs normally give road users information or guidance about the route and about places and facilities of particular value or interest. Most informatory signs are rectangular but signs giving route directions at a junction usually have one end pointed.

Advanced direction signs and direction signs normally have a blue background but on expressways these signs are gradually being replaced by green. When the route is temporary, they have a yellow background.

Road markings



Road markings are a special type of traffic signs which are marked on the surface of the road. Like traffic signs they can give orders, warning or information. Sometimes they are used with traffic signs.

Signs giving Orders

The Language of the Road



1. Give way to traffic on major road



2. Stop and give way



3. Ahead only (at a junction)



4. Keep left (Keep right if symbol reversed)



5. Turn left (Turn right if symbol reversed)



6. Turn left at junction ahead (Turn right if symbol reversed)



7. No stopping



8. No parking



9. No entry for all vehicles



10. One way traffic (on a road)



11. Vehicles must stop at the sign (sign used by police)



12. New sign to replace Sign 13



13. School crossing patrol. Stop at the sign



14. No lane changing



15. Route for bicycles, tricycles and pedestrians. No motor vehicles



16. Route to be used by bicycles, tricycles. No motor vehicles



17. Route for multicyles and pedestrians. No motor vehicles



18. Cycle ground and route to be used by multicyles. No motor vehicles



19. Cycling restriction—cyclists must dismount and push their cycles



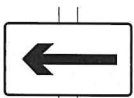
20. End of cycling restriction



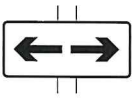
21. Light rail transit vehicles or trams only



22. Dual carriageway ahead



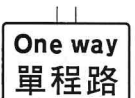
23. Direction in which prohibition applies (symbol may be reversed)



24. Prohibition applies in both directions



25. Prohibition applies to goods vehicles or other vehicle class shown



26. One way ahead



27. No stopping during times shown



28. End of stopping restriction



29. No stopping for minibuses (public light buses) during times shown



30. End of minibuses stopping restriction



31. Pedestrian priority zone



32. All vehicles prohibited except permitted vehicles



33. No motor vehicles



34. No motor vehicles except motorcycles and motor tricycles



35. No motorcycles and motor tricycles



36. No buses or coaches



37. No minibuses (public light buses)



38. No goods vehicles



39. No learner drivers



40. No left turn (No right turn if symbol reversed)



41. No U-turn



42. No pedestrians



43. No pedestrians and cyclists



44. No cyclists



45. No use of horn



46. No overtaking



47. No vehicles over width shown



48. No vehicles or combinations of vehicles over length shown



49. No vehicles over height shown



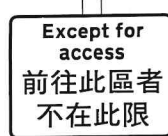
50. No vehicles over gross vehicle weight shown (inc. load)



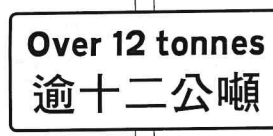
51. No vehicles over gross axle weight shown (inc. load)



52. Maximum speed



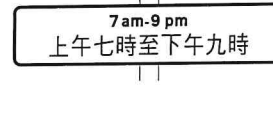
53. Except for access if no alternative route



54. Maximum axle weight



55. Except for franchised buses or other vehicle classes shown



56. Time plate



57. Distance of prohibition, used with Signs 7, 41, 45 and 46



58. End of prohibition, used with Signs 7, 15, 16, 31 and 41 to 46



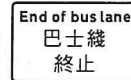
59. Bus lane for franchised buses only



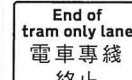
60. Bus lane for franchised and other buses



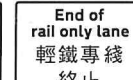
61. Contra-flow bus lane for franchised buses only



62. End of bus lane



63. End of tram only lane



64. End of rail only lane



65. No wind susceptible vehicles (vehicles with an overall height exceeding 1.6m, motorcycles and motor tricycles)



66. Sign marking start of 'Tunnel area'



67. Sign marking end of 'Tunnel area'



68. No vehicles carrying dangerous goods



69. Dangerous goods categories



70. Parking for specified vehicles shown on sign only



71. Parking for cars, minibuses and light goods vehicles



72. Parking for goods vehicles only



73. Parking for buses and coaches only



74. Start of an expressway



75. End of an expressway



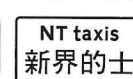
76. Route number




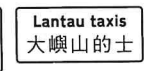














77. Continuation of expressway with route number



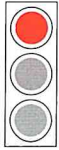
78. Taxi stand



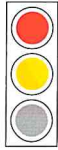
79. New Territories taxi stand

								
<p>80. Urban taxi stand</p>	<p>81. Lantau taxi stand</p>	<p>82. End of New Territories taxis operating area</p>	<p>83. End of Lantau taxis operating area</p>	<p>84. Green minibus stop</p>	<p>85. Green minibus stand</p>	<p>86. Red minibus stop</p>	<p>87. Red minibus stand</p>	<p>88. Use left-hand lane except when overtaking</p>
								
<p>89. Hard shoulder—do not use except in an emergency</p>	<p>90. Lay by, do not use except in an emergency</p>	<p>91. Cyclists must dismount and use crossing to cross the road</p>	<p>92. Way out for vehicles</p>	<p>93. No way out for vehicles</p>	<p>94. Way in for vehicles</p>	<p>95. No way in for vehicles</p>		

Traffic Signals giving Orders



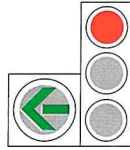
1. Stop at the stop line



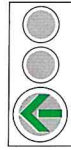
2. Stop at the stop line



3. Go if way is clear



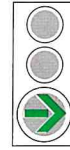
4. Go but only in the direction of the left arrow



5. Go, but turn left



6. Go, but ahead only



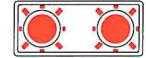
7. Go, but turn right



8. Stop at the stop line unless unsafe to do so

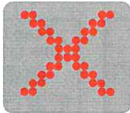


9. Traffic light signal for trams only

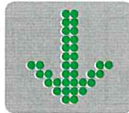


10. Stop, when flashing

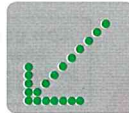
Lane control signals



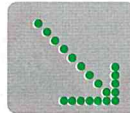
11. Stop, do not proceed any further in this lane



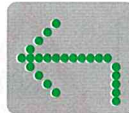
12. Proceed in this lane



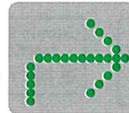
13. Change lane to left



14. Change lane to right



15. Leave expressway at next exit on the left ahead



16. Leave expressway at next exit on the right ahead



17. Stop, do not proceed any further in this lane



18. Proceed in this lane

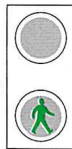


19. No wind susceptible vehicles (vehicles exceeding 1.6m in height, motorcycles and motor tricycles)

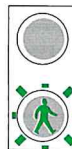
Pedestrian signals



20. Do not cross



21. Cross with care



22. Do not start to cross

Signs giving Warning

The Language of the Road



1. Stop or give way ahead



2. Distance to 'Give way' line



3. Distance to 'Stop' line



4. Bend to left ahead (right if symbol reversed)



5. Double bend ahead (first to right, second to left)



6. Dual carriageway ends ahead



7. Roundabout ahead



8. Road narrows ahead on right (left if symbol reversed)



9. Road narrows on both sides ahead



10. Reduce speed now



11. Lowering of speed limit ahead



12. Sharp deviation of route (may be used with amber border)



13. Only one line of traffic



14. Single file in each direction



15. Steep hill upwards ahead



16. Steep hill downwards ahead



17. Use low gear



18. Use low gear for distance shown



19. Keep in low gear



20. Traffic lights ahead



21. Advice for cyclists



22. Advice for cyclists on steep hills



23. Traffic accident blackspot ahead



24. Pedestrian accidents



25. Cross roads ahead



26. Staggered junction road ahead



27. Side road ahead



28. T-junction ahead



29. Traffic merges from left



30. Merging into traffic on right

Traffic merging with equal priority ahead (symbols may be reversed)



31. Traffic merging from left



32. Merging into main traffic on right

Merging traffic from slip road should give priority to main traffic on expressway (blue colour for other routes)



33. Overhead electric cable ahead



34. Disabled persons ahead



35. Railway crossing ahead with gate or barrier



36. Quayside or river bank ahead



37. Restricted headroom ahead



38. Pedestrian crossing ahead



39. Children ahead



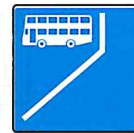
40. Risk of falling or fallen rocks ahead



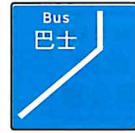
41. Horses on road ahead



42. Warning sign for hazard ahead (wording may be varied)



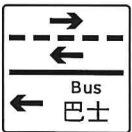
43. Franchised buses
Bus lane ahead



44. All buses
Bus lane ahead



45. Franchised buses
Bus lane on major road ahead



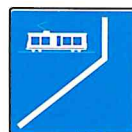
46. All buses
Bus lane on major road ahead



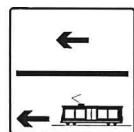
47. Warning to pedestrians crossing road



48. Vehicles of the light rail or trams ahead



49. Light rail vehicle lane ahead



50. Light rail vehicle lane on major road ahead



51. Low-flying aircraft or sudden aircraft noise ahead



52. Cycles ahead



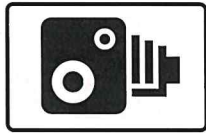
53. Uneven road ahead



54. Pedestrians on road ahead



55. Two-way traffic straight ahead



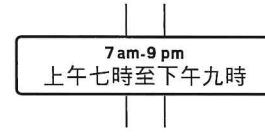
56. Red light/speed camera ahead



57. Red light camera control zone



58. Plate used to state the safe height of Sign 33



59. Time plate



60. Children going to or from school, plate used with Sign 39



61. Children's playground near roadside



62. Distance over which hazard extends, used with Signs 38 and 39



63. Distance to hazard, used with Signs 31 to 36, 41, 42 and 51



64. Left-hand roadside



65. Right-hand roadside



66. Central reservation

Markers used to indicate roadside or roadside objects

Temporary Signs

Temporary Signs

Temporary traffic signs used to warn of temporary hazards or give information or guidance about temporary road conditions. They can be regulatory, warning or informative and include some road markings. Temporary signs are as important as permanent signs. You should look out for them even if you are on a familiar road. Temporary signs are usually mounted on portable stands but may also be found on posts like permanent signs. Some regulatory signs may be manually operated.

A common use of temporary sign is for the signing of road works where construction or maintenance works obstruct the roadway or may be a hazard to traffic.

Yellow reflecting road studs may be used together to mark temporary white lines.



1. Right-hand lane closed ahead



2. Right-hand lane closed ahead



3. Left-hand lane only ahead



4. Left-hand lane only ahead



5. Road works ahead



6. Change to opposite carriageway ahead (direction may be reversed)



7. Keep right (Keep left if symbol reversed)



8. Vehicles may pass either side to reach same destination



9. Road narrows ahead on left (right if symbol reversed)



10. End of road works, used with Signs 1 to 5



11. Line painting works ahead



12. Lane or road temporary closure



13. Sharp temporary deviation to left (right if symbol reversed)



14. Manually operated 'Stop/Go' sign ahead



15. Manually operated temporary 'Stop' sign



16. Manually operated temporary 'Go' sign



17. New sign to replace Sign 18



18. Ramp or damage of level ahead



19. New sign to replace Sign 20



20. Ramp or change of level



21. Temporary traffic cone



22. Temporary traffic post



23. Temporary 'No parking' sign



24. Traffic lights ahead

Temporary signs are also used for temporary traffic arrangements for major events or if a section of road is closed because of an emergency or for road works.

Diversion signs guide you along an alternative route that will rejoin the normal route past the closed road or obstruction. Temporary direction signs may be used for temporary routes or for short term events likely to attract much traffic. Diversion signs and temporary direction signs have a yellow background.

Temporary signs are also used to warn of temporary road conditions or for short term traffic control by the police.

Sometimes a worded warning sign may be used for hazards for which there is no sign. The signs are usually rectangular and have a red background.



25. Road ahead closed to vehicles



26. Road closed to vehicles



27. Temporary route for vehicles



28. Temporary route for pedestrians



29. Temporary traffic lights. Vehicles must stop at the sign when red light shows



30. Temporary pedestrian crossing closure



31. Diversion ahead for all vehicles



32. Temporary route for all vehicles



33. New sign to replace Sign 34



34. Temporary route for diverted vehicles



35. End of diversion. Follow normal route



36. Slippery road ahead



37. Loose chippings ahead



38. Uneven road ahead



39. Sign used by police in an emergency



40. Worded warning sign (wording may be varied)



41. Irregular road surface



42. Other danger ahead



43. Plate used with 'Other danger' sign (wording may be varied)

Direction Signs

Direction signs help you to find and follow the road you want, or direct you to the car park, station ahead.

All important traffic routes have direction signs, most are blue with a white border, but signs on expressways are to be replaced by green.

Most trunk roads have route numbers, which enable motorists to quickly find the most convenient and direct route when driving from one district to another. Route number shields are included on direction signs to guide motorists.

It is often difficult or impossible to change your mind and hesitation is dangerous. Understanding the direction signing system, knowing which route you need to take and following direction signs in good time will enable you to drive more safely and avoid unnecessary driving.

Direction signs will be found on the approach to and at junctions. Those on the approach to junctions are 'advance direction signs'.



Left: A simple advance direction sign showing the destinations.

Far right and right: The advance direction sign may also show a simple map of the junction layout—the more important the road from the junction the thicker the line on the sign.



Above: Advance direction sign for a roundabout showing the junction layout.

Exit to expressway is shown with green background.

Far right and right: At multi-level junctions on roads with faster traffic, information about the junction is usually given at least 1/2 km in advance and repeated at the beginning of the deceleration lane.



Left: Advance direction signs may also give advance indications of prohibitions or warn of dangers ahead.

Far right and right: Lane information may also be given on an advance direction sign or marked on the road.

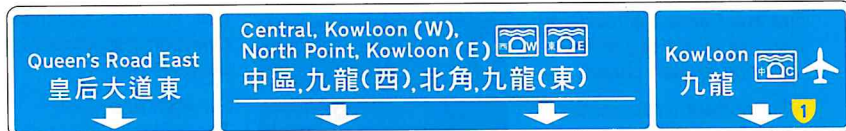


Signs giving Information



On busy road, signs may be placed on gantries above the road.

The arrows below the destination mean 'select your destination and get in lane'.



Symbols for the three cross-harbour tunnels are marked with E, C and W to indicate the directions to the Eastern Harbour Crossing, Cross-Harbour Tunnel and Western Harbour Crossing respectively.

The arrows below the destination mean 'select your destination and get in lane'.



The pointed direction sign is sited at the junction and marks the turn.



Direction signs to expressway. Route number and expressway logo are shown.



Direction signs for temporary routes have a yellow background with a black border.

Symbols may be used on direction signs to help you find your route quickly or direct you to a facility such as a car park. The symbols may also appear on their own direction signs.



Direction to parking place



Direction to vehicular ferry pier



Direction to airport



Direction to 'Mass Transit Railway' station

Direction signs for cyclists and pedestrians

Direction signs for pedestrians and cyclists show a pedestrian or cycle symbol and are also blue in colour with a white border.

They may also show some of the symbols used on general direction signs.
(See page 112)



Route for cyclists



Route for pedestrians



Direction to crossing place



A symbol for the disabled may appear on signs to indicate facilities for the disabled or suitable routes or entrances

Informatory signs



Vehicles may pass either side to reach same destination



No through road



Advance warning of no through road on left



Advance warning of no through road on right



Advance warning of need for lane selection



300 m



200 m



100 m

Countdown markings used to indicate the distance to an exit from a road



Worded informatory sign (wording may be varied)



Place to wait to allow other vehicles to pass



Road wide enough for only one line of traffic



Traffic accident



Prepare to stop if signalled to do so



Census point ahead. Prepare to stop



Stop at 'Census point' sign



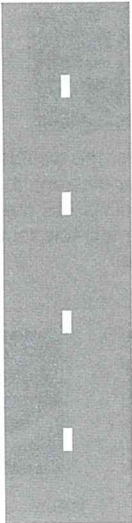
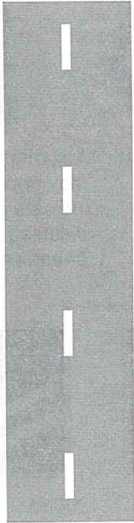
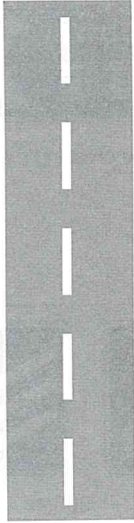

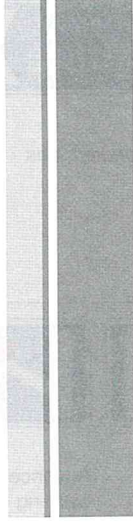
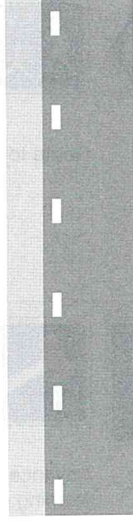

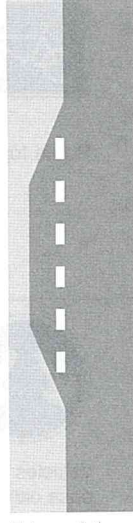


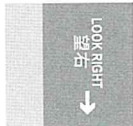




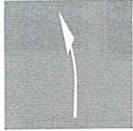

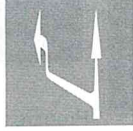
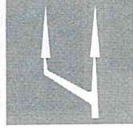



Census point



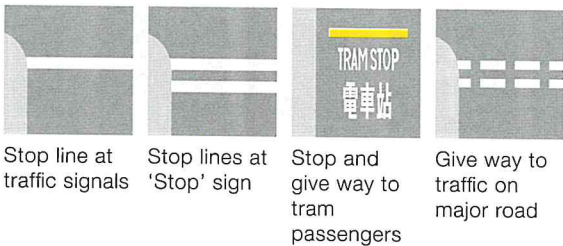
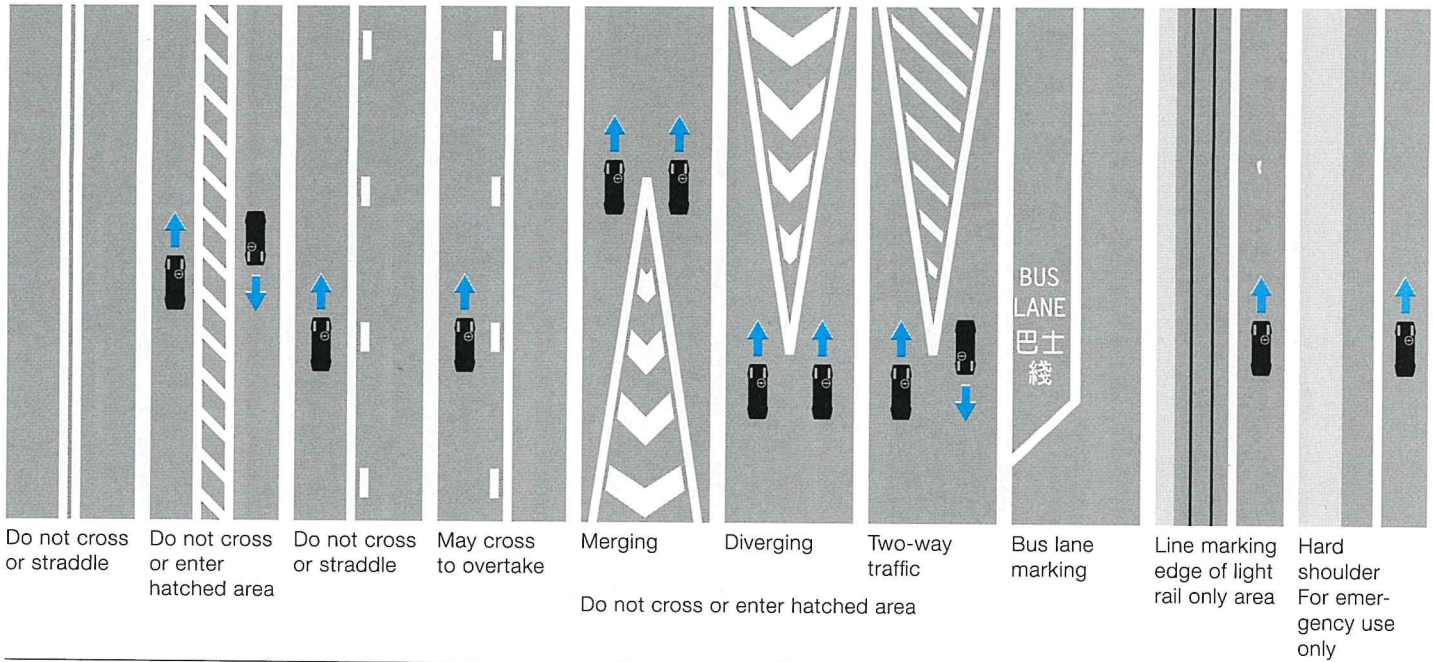
Appropriate traffic lanes at junction ahead

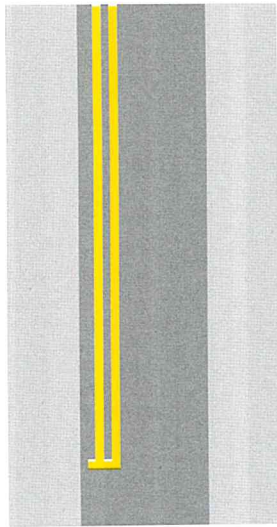
Road Markings giving **Warning** and **Information**

The Language of the Road

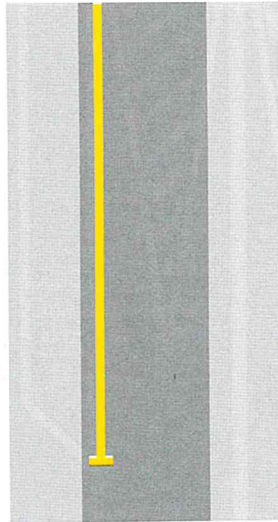
									
Lane line Line dividing traffic lanes	Centre line Line dividing two-way traffic	Hazard warning line Lane or centre line near hazard	Hazard warning area Do not enter	Edge of carriageway	Edge of carriageway	Edge of the road at a junction	Edge of the road at a lay-by etc	Advance warning of need of lane selection	Lane information
									
								Kerbside marking to warn pedestrians	Crossing area for pedestrians
									
Warning of 'Give way' line	Warning of 'Stop' sign	Hazard ahead	Get over to the left	Entrance to deceleration lane	Bus lane open for vehicles turning left	Lane open to all vehicles at end of bus lane	Marking at end of bus lane	Bicycles and tricycles only	Multicycles only

Road Markings giving Orders

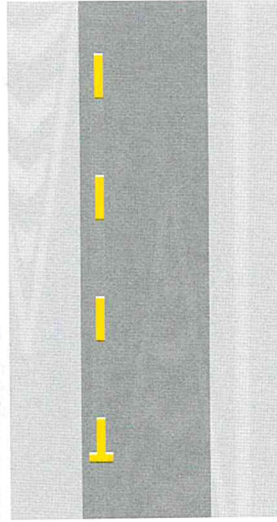




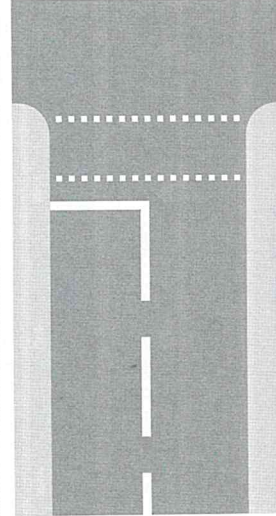
No stopping at any time



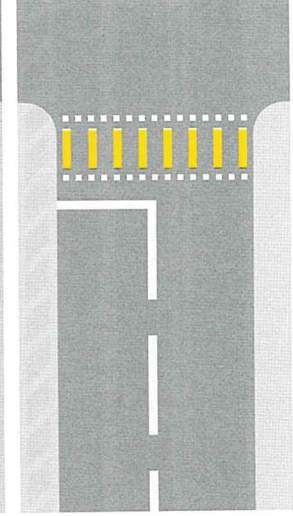
No stopping at times shown on 'Time plate'



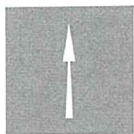
No parking at any time



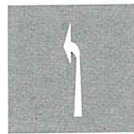
Pedestrian crossing at Green man crossing or at traffic light junction



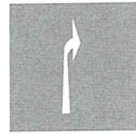
No stopping at yellow transverse stripe markings showing pedestrian crossing



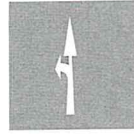
Ahead only in this lane



Turn left in this lane



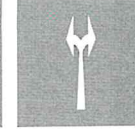
Turn right in this lane



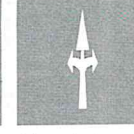
Ahead only or turn left in this lane



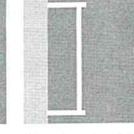
Ahead only or turn right in this lane



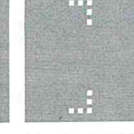
Turn left or right in this lane



Ahead, turn left or turn right in this lane



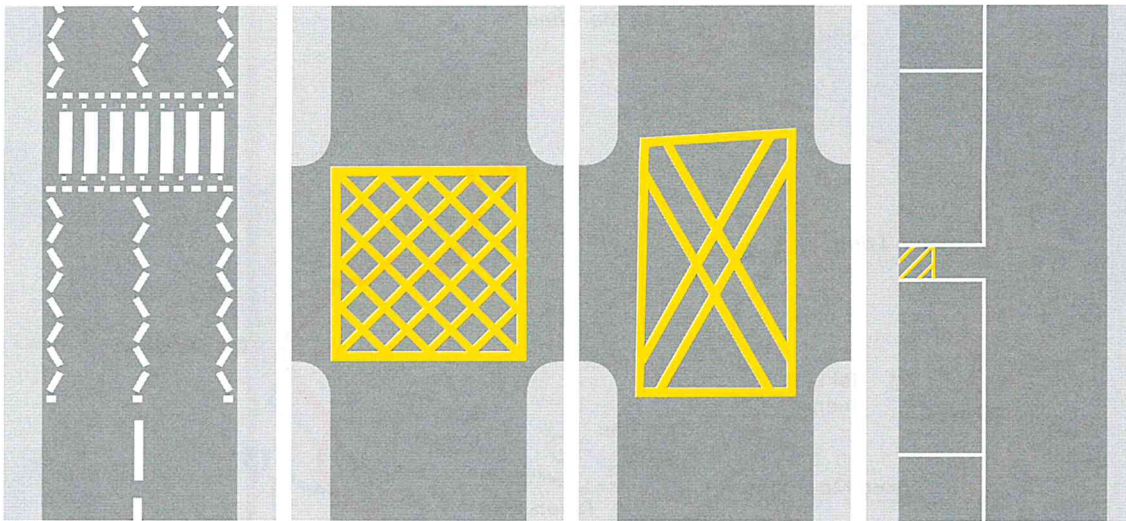
Marked with lines
Parking place for vehicle shown on sign



Marked with studs
Parking place for vehicle shown on sign



Disabled person's parking permit only

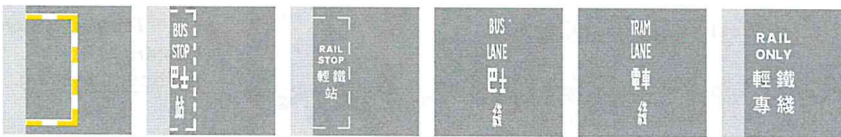


Zebra crossing markings showing pedestrian crossing, 'Give way' lines and zebra controlled area

Do not enter unless exit is clear

Do not enter unless exit is clear

No parking on hatched area



Minibus stand or taxi stand

Bus stop

Rail stop

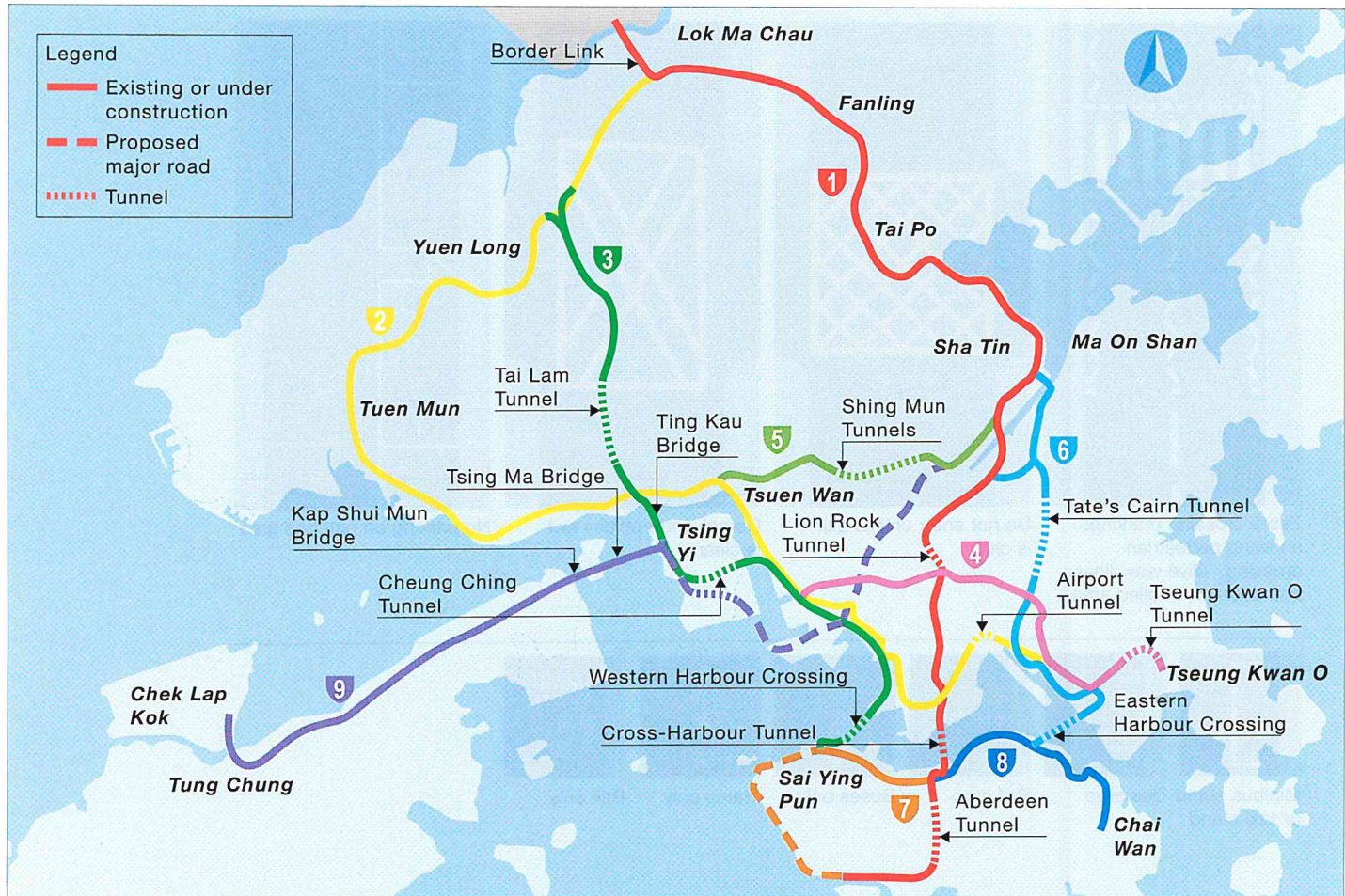
Buses only

Trams only

Rail only

Major Road Route Numbers

The Language of the Road



Most trunk roads including expressways in Hong Kong have route numbers, which enable motorists to quickly find the most convenient and direct route when driving from one district to another. Route number shields are included on direction traffic signs to guide motorists.

Nine routes have been designated under the Route Numbering System. Details of these nine routes are listed on the right:

Route 1
Aberdeen—Lok Ma Chau
 Aberdeen—Wong Chuk Hang—Causeway Bay—Hung Hom—Kowloon Tong—Sha Tin—Tai Po—Fanling—Sheung Shui—Lok Ma Chau
 The route passes through the Aberdeen Tunnel, Cross-Harbour Tunnel and Lion Rock Tunnel.

Route 2
Ngau Tau Kok—Lok Ma Chau
 Ngau Tau Kok—Hung Hom—Yau Ma Tei—Lai Chi Kok—Kwai Chung—Tsuen Wan—Tuen Mun—Yuen Long—Lok Ma Chau (to join Route 1)
 The route passes through the Airport Tunnel.

Route 3
Sai Ying Pun—Yuen Long
 Sai Ying Pun—Yau Ma Tei—Lai Chi Kok—Kwai Chung—Tsing Yi—Yuen Long
 The route passes through the Western Harbour Crossing, Rambler Channel Bridge, Cheung Ching Tunnel, Ting Kau Bridge and Tai Lam Tunnel.

Route 4
Lai Chi Kok—Kwun Tong—Tseung Kwan O
 The route passes through the Tseung Kwan O Tunnel.

Route 5
Sha Tin—Tsuen Wan
 The route passes through the Shing Mun Tunnels.

Route 6
Quarry Bay—Kwun Tong—Ma Liu Shui
 The route passes through the Eastern Harbour Crossing and the Tate's Cairn Tunnel (to join Route 1).

Route 7
Causeway Bay—Central—Sai Ying Pun
 A future waterfront road is to extend this route to Aberdeen.

Route 8
Island Eastern Corridor from Chai Wan to Causeway Bay

Route 9
Chek Lap Kok—Tsing Yi
 Chek Lap Kok—Tung Chung—Ma Wan—Tsing Yi
 The route passes through the Kap Shui Mun Bridge, Tsing Ma Bridge and join the Route 3 in Tsing Yi. A future extension to Tai Wai is under planning.

Children on the Road

Do not allow young children out alone on the road. Always go with them. If you cannot go then ask another adult or a fully responsible older child to go with them. You should always hold their hands and walk between them and the traffic whenever you are on or near a road or pavement. If you cannot do this then use reins or secure them firmly in a pushchair or carry them. Do not let them run onto the road.

Children up to the age of 11 (those of primary school age) should still be supervised on the roads, particularly the younger ones. You should hold their hands when crossing the road. If they must go on their own, tell them not to cross unless all the traffic from any direction has stopped or there is no traffic in sight. Do not allow them to make a journey unless they can cope with any dangers they might encounter.

Allow them plenty of time for their journey so they do not need to hurry, particularly when going to school. Try to ensure that they do not forget anything, as a worried or hurrying child may not take care.

You should set a good example when with children by following the Road Users' Code carefully and clearly so that they will learn the correct and safe way to use the road.

When using a pushchair keep it away from the kerb particularly when waiting to cross the road, even though it may be more difficult to see if anything is coming. Before you cross to an island make sure it has enough space for both you and the pushchair. If it is not, then cross the whole road in one go when it is safe to do so.

You should allow children to play only in safe areas. Do not allow them to play on the roadway or the pavement. Do not allow them to play where they can easily reach a road or

pavement, or where there is likelihood of moving or parked vehicles.

Where there is traffic, or the likelihood of moving vehicles, never allow your child to use a bicycle, tricycle, pedal car, roller-skates or a skateboard.

Never wait for children on the other side of the road, for example when they are leaving a school or bus. A child, excited to see you may dash across without following the Road Crossing Code properly.

When getting in and out of vehicles let children get in first and get out last. When you are dropping off a child alone, wherever possible stop at a location where the child will not have to cross the road.

Teaching children the Road Crossing Code

The Road Crossing Code is a guide for all pedestrians. However, children need to be taught how to use it and should not be allowed to go out alone until they can understand and apply it. The age at which they can apply the Road Crossing Code will vary; for instance, many children cannot fully understand and apply those parts of the Code requiring judgement of speed and distance of approaching vehicles. Teaching children the Road Crossing Code, and the age at which parents allow them to go out and cross roads by themselves, should therefore be suited to the abilities of each child.

(For a full explanation of the Road Crossing Code and how to apply it in different road and traffic situations see pages 8 to 19.)

Children as cyclists

You must not allow a child up to the age of 11 to cycle on a road without adult supervision.

Do not allow any child to cycle on the road until he or she has gained the skills to ride competently and safely and fully understands and is prepared to use and share the road with other road users.

The decision about when each child is allowed to cycle in traffic is solely the responsibility of the parent or guardian.

You should also ensure that the cycle is suitable for the child and is in safe condition and properly maintained.

Riding of multicycles is restricted to certain designated areas and cycle tracks. Children under the age of 11 must ride or steer multicycles with an adult in these designated places.

(See chapter 4 'For Cyclists' on rules and advice for cyclists.)

Child Safety in Cars

In crashes, small children are liable to become flying missiles. The best way to protect them from the impact of a crash is to put them in a suitable restraint. This will stop them being thrown around the car. If you are the driver, it is your responsibility to ensure any front seat and front middle seat passenger of or under the age of 2 years is securely fastened to his seat by means of an approved restraint for children which is different from the ordinary seat belt. Any front seat passenger over 2 years of age but under 15 years old must wear a seat belt which can effectively restrain him. Such a belt must be secured to anchorage points other than on the seat itself.

You must not hold a child in your arms or allow him to sit on your lap when you are sitting in the front seat. In an accident the child can be crushed between you and the vehicle dashboard or thrown out of the vehicle. If children are in someone else's car or if you are carrying a lot of children, child restraints may not be available. In that case children should wear seat belts rather than not be restrained at all.

For safety's sake, young children should be placed in the rear seat and restraining devices appropriate to their age and size should be used.

Child restraint/systems



Up to 12 months (Babies weighing under 9 kg who cannot sit up by themselves)

They should be carried in the rear of the car lying down in a carrycot (or infant carrier if the baby is smaller and less than 9 months) across the car with their heads in the middle of the car. The carrycot should be held on the rear seat by special carrycot restraining straps. If this is not possible, the cot should be on the floor, wedged between the front and rear seats. A folded blanket will help to level the floor or wedge the cot in place. Fasten a cover over the carrycot to help stop the baby from being thrown out. If it is a carrycot made for use in a car, use the restraining straps provided.



9 months to 4 years (Children weighing 9—18 kg who can sit up by themselves)

A child safety seat is the best. Follow the manufacturer's instructions on fixing the child seat to the car structure. The child is held in the seat by a harness.



3 to 12 years (Children weighing 15—36 kg)

Either a child harness made of a lap strap and two shoulder straps; or a booster together with the ordinary seat belt, which also has an extra strap running behind the child that acts as a guide to change the lie of the diagonal belt. The latter can also be worn by teenagers and adults.

12 to 15 years (Children weighing above 36 kg)

The ordinary seat belt could be used.

Breakdowns and Emergencies

Breakdowns

If your vehicle breaks down, think first of your own safety. Get your vehicle off the roadway if possible and keep your passengers and yourself off the roadway; onto any hard shoulder or hard strip if available. Switch on your hazard warning lights. Never forget the danger from passing traffic.

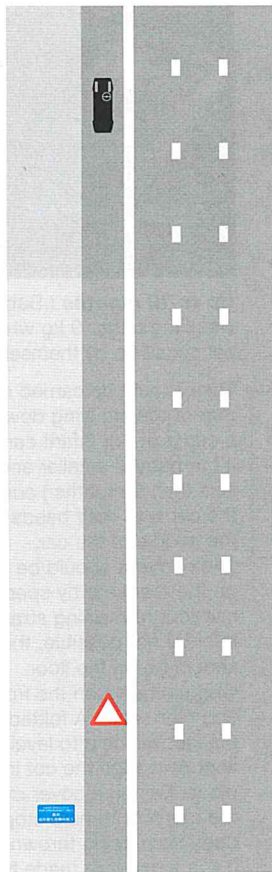
Leave your vehicle (by the left-hand doors) only if you are sure you can safely get clear of the carriageway. If in doubt, remain in your vehicle wearing a seat belt until the emergency services arrive. If there is a roadside emergency telephone nearby use it to inform the police.

On some roads, usually expressways, you can identify the location by making reference to the route number and the chainage marker. Do not delay in obtaining assistance and do not leave

the vehicle unattended for a long period. Wait near the rear of your vehicle but well away from the carriageway and hard shoulder. Ensure that children are being taken care of. Animals should be left inside the vehicle. Do not stand in front of your vehicle, or attempt to check or repair your vehicle on the roadway.

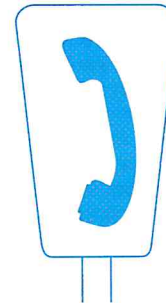
(See page 87 for rules on towing of vehicles.)

Hard shoulders



On some roads, usually expressways, a hard shoulder may be provided for emergency use. A traffic sign marks the beginning of a hard shoulder and a thick solid white line marks the edge. You must not drive on to a hard shoulder except in an emergency. You must not park or stop on a hard shoulder. When rejoining the normal traffic lanes build your speed up first on the hard shoulder. Watch for a safe gap in the traffic.

Roadside emergency phones



Emergency telephones may be found at the roadside of some expressways (follow the direction indicated by the chainage marker) and in 'Tunnel areas'. These telephones are connected directly to police or tunnel control centres. They may be used to obtain help if your vehicle breaks down or in an emergency. If you have a car or mobile phone, use it for obtaining assistance.

44.4

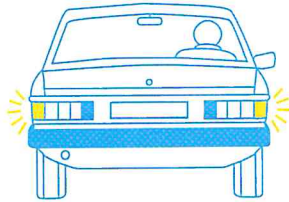


Chainage marker

Warning other Drivers

Warn other drivers of an obstruction by switching on the four-way hazard warning lights. If you carry a red warning triangle display it at a suitable place. If necessary switch on other lights or use any other means of warning approaching traffic.

Hazard warning lights



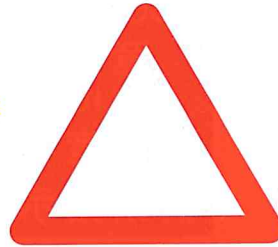
At night or in poor visibility do not stand at the rear of your vehicle (nor allow anyone else to do so) as you may block the rear lights.

A vehicle's hazard warning lights must only be used when the vehicle is stationary to indicate that the vehicle is causing a temporary obstruction to traffic flow, for example, if it has broken down or is being loaded or unloaded. They must not be used if the vehicle is in motion or be regarded as an excuse for stopping where and when you should not.

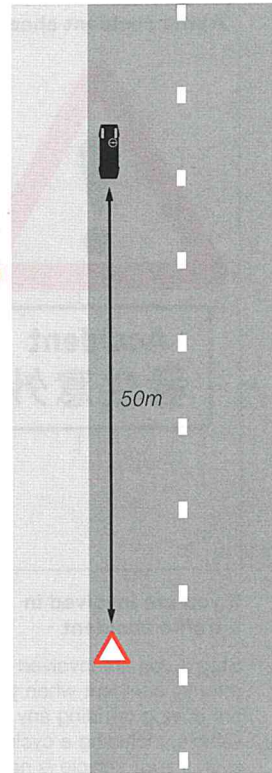
On an expressway or a high speed road, do not attempt to place a warning triangle or any warning objects on the carriageway as it is a dangerous action and the objects placed may pose danger to other road users. Just switch on your hazard warning lights.

When the obstruction is cleared do not forget to remove any warning signs placed on the road.

Warning triangles



Carry a suitable warning triangle for use in an emergency, or when you have a break down, to warn other drivers of your vehicle's presence or other obstruction. The triangle should have a red reflective and fluorescent surface so that it can be easily seen in all conditions.



If your vehicle could be an obstruction to traffic stand the warning triangle on the road, preferably in the same lane, at least 50 metres (or at 100 metres on dual carriageways and roads with faster traffic) before the obstruction and on the same side of the road. If the road is not straight and level, stand the warning triangle where an oncoming driver will see it before he comes to any bend or hump in the road. If it is not safe for you to do so then place the triangle nearer the vehicle.

When the obstruction is cleared do not forget to remove the warning triangle.

Traffic Accidents

If a traffic accident occurs, there are many things that have to be done at once, and there is more involved than merely helping the casualties—warning other drivers, sending for help and protecting the site from further accidents until the emergency services arrive.

You may be involved in a traffic accident or more likely you may be among the first to arrive on the scene of an accident. What you do in those first few minutes could be a matter of life or death.

Do not leave your vehicle where it could become a hazard to other traffic, but park at the roadside between the accident site and oncoming traffic and where your vehicle can easily be seen. Leave room for emergency vehicles. Use your hazard warning lights. At night you can light the accident site with your headlights.



If you are involved in a traffic accident

Stop if you are involved in a traffic accident when you are driving or riding any vehicle, including a cycle, even if your vehicle is not damaged. You must stop, or remain stationary, if a person is killed or injured or a vehicle or object is damaged. You must stop if any animal (horse, cattle,

ass, mule, sheep, pig or goat) on or near the road is killed or injured.

If no one was killed or seriously injured or there is no serious damage you may move your vehicle to an adjacent safe place.

If any person was killed or seriously injured, or there is serious damage, you, or any other person, must not move or interfere

with your vehicle without the permission of a Police Officer, except to save life, put out a fire or deal with any other emergency.

Dangerous goods

If an accident involves a vehicle containing dangerous goods, keep well away from the vehicle unless you have to approach to save life. Beware of dangerous liquid, dust or vapour concentration.

Look for as much information as possible from labels and other markings and arrange for the police or fire brigade to be told immediately.

Fire



Fire is one of the dangers following a traffic accident. Put out lighted cigarettes or other fire hazards, switch off your engine and warn others to do the same. Check for any danger from a leaking petrol tank. If possible disconnect vehicle batteries.

Carry a suitable fire extinguisher and make sure you know how it works.

Getting help



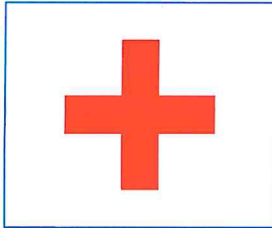
Send someone to find a telephone to make an emergency call for police, fire and ambulance services. If necessary use a vehicle to reach the nearest telephone. It is a good idea to send a second person in case one telephone is not working or there is delay.

Give the following information :

- exact location of the accident;
- number and general condition of casualties;
- number and type of vehicles involved.

The telephone number for emergency calls is 999.

First aid



For most people without any first aid training it is better to do nothing and wait until medical help arrives. However if further danger threatens it may be necessary to help an injured person. Advice is given at the back of this book on what to do.

Get some basic training in first aid so you can be of some help to an injured person by giving any necessary first aid safely and without further risk to the victim.

You can learn first aid from the St. John Ambulance Association and Brigade or from the Hong Kong Red Cross First Aid Training Centre.

Carry a clearly marked first aid kit. Keep it in a place, such as a glovebox, where it can be located if needed. It may not be possible to open the boot of a car.

What to do after a traffic accident

You must give your name and address, the name and address of the vehicle owner and the vehicle number to any Police Officer or to anyone who has reasonable grounds for wanting them.

You must report the accident to the nearest police station or any Police Officer as soon as is reasonably practicable but not later than 24 hours after the accident, unless you are incapable of doing so, if

- you were injured;
- a vehicle or object (including a traffic sign etc.) was damaged or an animal was killed or injured and you are unable to give the above details to the owner or other responsible person.

If you or any person received a severe blow, particularly on the head, see a doctor even if you have no external injuries.

Traffic accidents in tunnel areas

If you are involved in a traffic accident in a 'Tunnel area' do not move your vehicle.

Use the emergency telephone to contact tunnel control and wait for the arrival of the tunnel patrol or a Tunnel Officer. The tunnel control centre will call for emergency services if required.

Tunnel Officers will carry out the duties of Police Officers.

If you are at the scene of a traffic accident see pages 126 and 127 at the back of this book for a checklist on what to do and for advice on first aid.

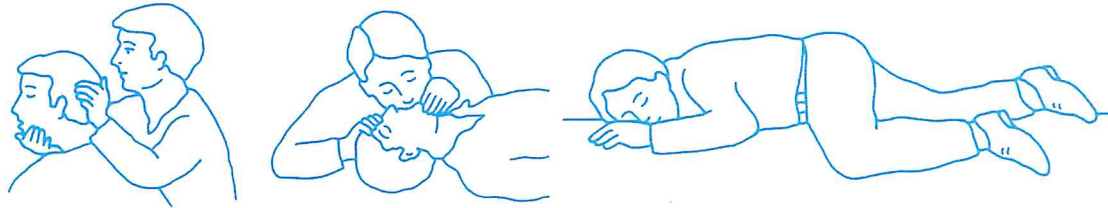
In an Emergency

Warn other traffic <ul style="list-style-type: none">• Switch on hazard warning lights.• Display a warning triangle.• Switch on other lights.• Use any other means, if necessary.	Prevent fire <ul style="list-style-type: none">• Impose a 'No smoking' ban.• Switch off vehicle engines.• Deal with other fire hazards.	Assess conditions <ul style="list-style-type: none">• How many people involved?• How many vehicles involved?• Is anybody trapped in the wreckage?• Is there danger of fire from leaking fuel?	<ul style="list-style-type: none">• Is there danger from dangerous goods?• Is there anybody present with first aid training?• Locate first aid kits, if any.
Get help <ul style="list-style-type: none">• Send someone to telephone for help with details of location and casualties.• Dial 999 from any telephone or use an emergency roadside telephone.	Help the casualties <ul style="list-style-type: none">• Do not move injured people unless there is immediate danger.• If they are breathing and not bleeding heavily – do nothing unless you are sure you know what you are doing.	<ul style="list-style-type: none">• If you need to move an injured person or they are having difficulty breathing or are bleeding heavily follow the advice on the opposite page.	Other action <ul style="list-style-type: none">• Get uninjured people out of vehicles and to a place of safety.• Stay at the scene until emergency services arrive.

First Aid on the Road—If You have no First Aid Training

Emergencies

See to unconscious people first



Do not move injured people unless there is immediate danger. You could make worse any internal and back or neck injuries.

If you are not sure what to do, leave well alone, but try to help if they are not breathing or are bleeding heavily.

Inside vehicle

- Do not move unless there is immediate danger, for example from a fire.
- Support the head in case the casualty passes out and chokes.
- Remove any food, debris, fluid or false teeth from the mouth.
- If there is bleeding from mouth and nose then turn gently to his or her side.
- Look, listen and feel for breathing and chest movement. If you cannot detect breathing try to restore the casualty by the kiss of life.

Kiss of life to start breathing

Roll the casualty on his or her back. Support the neck so that the head falls back to open the airway. Pinch the casualty's nose shut and hold the mouth open. Cover the mouth with yours and blow out firmly to inflate the lungs. Then release nose and mouth. Keep repeating until the casualty starts to breath unaided.

Outside vehicle

- Do not move unless there is immediate danger, then only move a short distance to a safer place. Do not allow the neck to move.
- Roll gently onto his or her side.
- Remove any food, debris, fluid or false teeth from the mouth.
- Look, listen and feel for breathing and chest movement. If you cannot detect breathing try to restore the casualty by the kiss of life. (See column "Kiss of life to start breathing")

To stop serious bleeding

Wear a pair of rubber gloves if available and apply very firm hand pressure to the bleeding point to stem the flow of blood. Use a pad or apply a sterile dressing and bandage firmly.

If conscious and breathing

Look for broken bones and hidden injuries. Gently support the casualty in a position of least pain. Avoid unnecessary movement.

People in shock—pale and sweating—should lie down with legs raised, if possible. But only if they are not injured or there is no risk of internal injuries.

Keep all casualties, including those in shock, warm. Do not give them pain relievers, alcohol, other drinks, food or cigarettes—they may have internal injuries and will require medical treatment.

Reassure them confidently that help is coming.

