

LEGAL NOTICE No. 1

REPUBLIC OF TRINIDAD AND TOBAGO

THE MOTOR VEHICLES AND ROAD TRAFFIC ACT, CHAP. 48:50

ORDER

MADE BY THE MINISTER UNDER SECTION 64(2) OF THE
MOTOR VEHICLES AND ROAD TRAFFIC ACT

THE TRAFFIC SIGNS AND PEDESTRIAN CROSSINGS ORDER, 1992

PART I

PRELIMINARY

1. This Order may be cited as the Traffic Signs and Pedestrian Crossings Citation Order, 1992.

2. (1) In this Order—

Definitions
Chap. 48:50

“the Act” means the Motor Vehicles and Road Traffic Act;

“appropriate authority” means the Minister or any person acting under his directions exercising the powers under this Order;

“crossing” or “Pedestrian crossing” means a crossing for pedestrian crossing established under clause 3 or clause 12;

“carriageway” does not include that part of any road which consists of a street refuge or central reservation, whether within the limits of a crossing or not;

“central reservation” means any provision, not consisting of a street refuge, made in a road for separating one part of the carriageway of that road from another part of that carriageway for the safety or guidance of vehicular traffic using that road;

“Diagram” means a diagram set out in the Schedule;

“one-way road” means a road on which the driving of any vehicle is prohibited otherwise than in a specific direction;

“pelican crossing” means a crossing, the presence and limits of which are indicated in accordance with clause 3;

“stop line” in relation to the driver of a motor vehicle approaching a Pelican crossing means the white line indicating the approach to that crossing which is parallel to the limits of the crossing and on the same side of the crossing as the driver;

“uncontrolled ‘zebra’ crossing” means a “zebra” crossing at which traffic is not for the time being controlled by a constable in uniform or other person authorised by the Act;

“‘Zebra’ crossing” means a crossing the presence and limits of which are indicated in accordance with clause 12;

“‘Zebra’ controlled area” means, in relation to a ‘zebra’ crossing, the area of the carriageway in the vicinity of the crossing and lying on both sides of the crossing or on one side of the crossing, being an area the presence and limits of which are indicated in accordance with clause 13.

(2) the terms and expressions used in this Order, but not defined, shall have the same meanings assigned to them in the Act.

PART II

“PELICAN” CROSSINGS

Pelican
crossing

3. The traffic signs which are to be placed at or near a crossing for the purpose of constituting it a “Pelican” crossing shall consist of a combination of—

- (a) vehicular traffic light signals;
- (b) pedestrian light signals; and
- (c) indicators for pedestrians,

of the size, colour and type as hereinafter provided.

Vehicular
traffic
light
signals

4. The vehicular traffic light signals shall be as follows—

- (a) three lights shall be used, one red, one amber and one green;
- (b) the lamps showing the aforesaid lights shall be arranged either vertically or horizontally;
- (c) in the vertical arrangement the lamp showing the red light shall be the uppermost and that showing the green light the lowermost;
- (d) in the horizontal arrangement the lamp showing the red light shall be to the left side and the one showing the green light to the right side;
- (e) each lamp shall be separately illuminated;
- (f) the effective diameter of the amber and green lenses shall not be less than 200 millimetres;
- (g) the effective diameter of the red lens shall not be less than 300 millimetres;
- (h) the height of the centre of the lens in the lamp showing the green light from the surface of the carriageway shall not be less than 1.2 metres;
- (i) the distance from the edge of a lens to the edge of the next closest lens shall not be more than 15 millimetres;
- (j) the word “STOP” in black lettering may be placed upon the lens of the lamp showing a red light, and no other lettering shall be used upon the lenses;
- (k) the design of the signals shall meet the specifications given in Diagram 1 in the Schedule.

Pedestrian
light
signals

5. (1) The pedestrian light signals shall be of the size, colour and type indicated in Diagram 1 in the Schedule.

(2) The height of the lower edge of the container enclosing the light signals from the surface of the carriageway shall not be less than 2.1 metres and not more than 2.6 metres.

(3) The said signals shall be so designed that—

- (a) the red figure can be internally illuminated by a steady light;
- (b) the green figure can be internally illuminated by a steady light, or by a flashing light flashing at a rate of not less than 70 and more than 90 flashes per minute; and
- (c) where one signal is illuminated the other is not.

6. (1) Subject to the following provisions of this Order, the approach for vehicular traffic to a "Pelican" crossing shall be indicated by a number of lines marked on the carriageway as is shown in Diagrams 2, 3 and 4 in the Schedule. Manner of indicating vehicular approach to "Pelican" crossings

(2) On either side of a "Pelican" crossing and parallel to it and 1800 millimetres away there shall be a transverse stop line 200 millimetres wide painted in white from the edge of the carriageway to its centre on that side of the carriageway on which vehicles approach the crossing in the case of a road that is not a one-way road, and across the entire width of the carriageway in the case of a road that is a one-way road.

(3) In the case of a road not being a one-way road—

(a) there shall be a longitudinal continuous white line 150 millimetres wide and 15 metres long along the centre of the carriageway extending from the end of the transverse stop line away from the crossing followed by a longitudinal broken line 150 millimetres wide extending from end of the aforesaid continuous white line and consisting of three strips 5.0 metres long and three gaps 2.0 metres long arrange alternately in such a manner that the first gap adjoins the continuous white line;

(b) there shall also be marked a continuous yellow line 100 millimetres wide extending from the extremity of the transverse stop line that is nearer the edge of the carriageway, away from the crossing along and parallel with the edge of the carriageway for a distance of 5 metres.

(4) In the case of a road that is a one-way road, there shall be marked a continuous yellow line 100 millimetres wide extending from either extremity of the transverse stop line away from the crossing along and parallel with the edge of the carriageway for a distance of 5 metres.

(5) Where there is a road refuge or central reservation on a road the transverse stop line referred to in this clause shall extend from the edge of the carriageway, to the road refuge or central reservation.

(6) No vehicle shall be parked on a "Pelican" crossing, or on any portion of the carriageway within the limits defined by the yellow line referred to in subclauses (3) and (4).

7. The light signals at or near any "Pelican" crossing shall be so arranged that— Manner of placing traffic signals

(a) each vehicular traffic light signal shall face the stream of traffic it is intended to control;

(b) each pedestrian light signal at either end of the crossing shall be so placed as to be clearly visible to any person who is about to use the crossing at the other end of the crossing.

8. (1) The vehicular traffic light signals at a "Pelican" crossing shall convey the following meanings: Significance of vehicular traffic light signals

(a) the full green signal that vehicular traffic may proceed beyond the stop line and across the crossing;

(b) the full amber signal shown alone means that vehicular traffic shall not proceed beyond the stop line, or if the stop line is not for the time being visible, beyond the traffic light signal facing traffic on the side of the carriageway on which vehicles approach the crossing, except in the case of a vehicle which when the amber signal shown, is so close to the said line or signal that it cannot safely be stopped before passing the line or signal;

- (c) the combination of the red signal and the full amber signal shall be taken to denote an impending change in the indications given by the signal from red to green but shall not be taken to alter the prohibitory significance of the red signal;
 - (d) the red light means that vehicular traffic shall not proceed beyond the stop line, or if the stop line is not for the time being visible, or there is no stop line beyond the traffic light signal facing traffic on the side of the carriageway on which vehicles approach the crossing;
 - (e) the green arrow signal shown alone shall be taken to indicate that vehicular traffic may proceed beyond the stop line, but only in the direction indicated by the arrow;
 - (f) the combination of the red signal and the green arrow signal shall be taken as prohibiting vehicular traffic to proceed beyond the stop line on the carriageway provided in conjunction with the signals except when proceeding in the direction indicated by the arrow;
 - (g) the combination of the red signal and the amber arrow signal shall be taken to indicate that vehicular traffic is prohibited from proceeding beyond the stop line on the carriageway provided in conjunction with the signals except when proceeding in the direction indicated by the arrow and that vehicles so proceeding shall give way to vehicles proceeding across their path;
 - (h) the flashing red signal shall be taken to indicate that vehicular traffic shall stop at the stop line on the carriageway provided in conjunction with the signals and proceed when it is safe to do so;
 - (i) the flashing amber signal shall be taken to indicate that vehicular traffic shall reduce speed and not proceed beyond the stop line until it is safe to proceed.
- (2) Vehicular traffic shall pass the traffic light signal in accordance with subclause (1) and in so doing shall proceed with due regard to the safety of other users of the road, and subject to the direction of any constable or traffic warden in uniform who may be engaged in the regulation of traffic.

**Significance
of traffic
signs for
pedestrians**

9. The traffic signs for pedestrians at a "Pelican" crossing shall convey the following warnings and information—

- (a) the red light shown by the pedestrian light signals means that the pedestrian shall not use the crossing;
- (b) the green light shown by the pedestrian light signal means that the pedestrian may use the crossing, and drivers of vehicles shall not cause their vehicles to enter the limits of the crossing while the pedestrian is in the act of crossing;
- (c) where a flashing red light is shown by the pedestrian light signal—
 - (i) a pedestrian who is already on the crossing when the flashing red light is first shown, may continue to use the crossing;
 - (ii) vehicular traffic may proceed across the crossing, but if the pedestrian is on the carriageway within the limits of the crossing before any part of the vehicle has entered those limits, the pedestrian has the right of precedence within those limits over that vehicle;
 - (iii) a pedestrian who is not already on the crossing when the flashing red light is first shown shall not start to cross the carriageway.

10. (1) The driver of a vehicle shall not cause the vehicle or any part thereof to stop within the limits of a "Pelican" crossing unless either he is prevented from proceeding by circumstances beyond his control or it is necessary for him so to stop in order to avoid an accident.

Prohibitions
against the
waiting of
vehicles and
pedestrians
at "Pelican"
crossing

(2) A pedestrian shall not remain on the carriageway within the limits of a "Pelican" crossing longer than is necessary for the purpose of passing over the crossing with reasonable despatch.

11. A "Pelican" crossing shall not be deemed to have ceased to be indicated in accordance with these Regulations by reason only of the imperfection, discolouration or disfigurement of any light or markings, or the failure of any light.

Imperfect
traffic
signals
at "Pelican"
crossings

PART III

"ZEBRA" PEDESTRIAN CROSSINGS

12. (1) "Zebra" crossing shall be denoted on a road by alternate black and white stripes painted parallel to the kerb of the said road as shown in Diagram 5 in the Schedule.

"Zebra"
crossing

(2) Each stripe shall be not less than 2.5 metres and not more than 10 metres in length, and not less than 0.04 metre and not more than 0.60 metre in width.

13. (1) The traffic signs which are to be placed on a road for the purpose of constituting a "Zebra" controlled area lying either on both sides of the limits of the crossing or only on one side of such limits and indicating the presence and limits of such an area shall consist of a pattern of lines and type shown in Diagram 6 in the Schedule with the measurements as hereinafter provided.

"Zebra"
controlled
area

(2) The pattern of lines shall, subject as hereinafter provided, consist of—

(a) a transverse broken line (hereinafter referred to as the "give-wayline"), as indicated in Diagram 6 in the Schedule placed across the carriageway 1 metre from and parallel to the imaginary line caused by the nearest extremities of the black and white strips indicating the limits of the crossing;

(b) two or more longitudinal white broken lines (hereinafter referred to as "zig-zag lines") placed on the carriageway, or where the road is a dual carriageway road on each part of the carriageway, zig-zag lines containing not less than 4 and not more than 18 white marks and extending away from the crossing at a point 150 millimetres from the nearer edge of the give-way line on the same side of the crossing for such a distance as the appropriate authority may think fit having regard to the angle of the crossing in relation to the edge of the carriageway at the place where the crossing is situated and any other features of the carriageway at that point.

(3) Each mark referred to in subclause (2) shall be 2000 millimetres in length and not less than 100 millimetres and not more than 150 millimetres in width, and there shall be a space of 150 millimetres separating each mark from the one nearest to it.

**Variation of
number of
marks**

14. Where the appropriate authority is satisfied, in relation to a particular area in the vicinity of a "Zebra" crossing, that by reason of the layout of or character of the roads in the vicinity of the crossing it would be impractical to lay the lines as indicated in Diagram 6 in the Schedule and in accordance with clause 13(2), the following variations are permitted—

- (a) the number of marks in each zig-zag line may be reduced from 4 to not less than 2;
- (b) a mark contained in a zig-zag line may be varied in length so as to extend for a distance less than 2 metres but not less than 1 metre, and where such variation is made as respects a mark each other mark in each zig-zag line shall be of the same or substantially the same length as that mark, so however that the number of marks in each zig-zag line shall not be more than 4 and less than 2.

**Give-way
line at
uncontrolled
crossing**

15. (1) Where an area of carriageway in the vicinity of a "Zebra" crossing is not constituted a "Zebra" controlled area by the placing of a pattern of lines in accordance with this Order, a give-way line shall nevertheless be placed on the carriageway in accordance with Diagram 6 in the Schedule unless the appropriate authority is satisfied that by reason of the position of that crossing it is impracticable so to place the line.

(2) Each mark contained in a give-way line or in a zig-zag line may be illuminated by the use of a reflecting material.

**Traffic
signs
(Globes)**

16. (1) The traffic signs which may be placed at or near a crossing for the purpose of indicating it as a "Zebra" crossing shall consist of globes as indicated in Diagram 7 in the Schedule or danger warning traffic signs.

(2) Such globes shall be—

- (a) yellow in colour;
- (b) not less than 275 millimetres and not more than 335 millimetres in diameter; and
- (c) so mounted on posts that the height of the lowest part of the globe is not less than 2.1 metres and not more than 3.1 metres above the surface of the ground in the immediate vicinity.

(3) Such globes shall be illuminated by a flashing light or by a constant light.

(4) Each post upon which a globe is mounted shall be coloured black and white in alternate horizontal bands, and shall be placed in such a position as to be clearly visible to approaching traffic.

(5) Each such band shall not be less than 275 millimetres nor more than 335 millimetres in width and shall not be marked on any container fixed on any such post which enclosed the apparatus for providing the illumination of a globe.

**Prohibitions
against the
waiting of
vehicles and
pedestrians**

17. (1) The driver of a vehicle shall not cause the vehicle or any part thereof to stop within the limits of a "Zebra" crossing unless either he is prevented from proceeding by circumstances beyond his control or it is necessary for him to do so in order to avoid an accident.

(2) No pedestrian shall remain on the carriageway within the limits of "Zebra" crossing longer than is necessary for the purpose of passing over the crossing with reasonable despatch.

18. The driver of a vehicle shall not park, stop his vehicle, or overtake another vehicle within a "Zebra" controlled area. **Prohibition against waiting and overtaking**

19. (1) A pedestrian shall not cross the carriageway within the vicinity of a "Zebra" crossing except within the limits of the give-way line. **Precedence of pedestrian over vehicles**

(2) A pedestrian wishing to cross the carriageway within the limits of the give-way line shall stand within the limits aforesaid and shall indicate his intention by an out-stretched hand.

(3) Upon observing the signal given by the pedestrian as in subclause (2), the driver of a vehicle shall cause his vehicle to stop before the give-way line, unless he is so close to the said line that the vehicle cannot be safely stopped before passing the line.

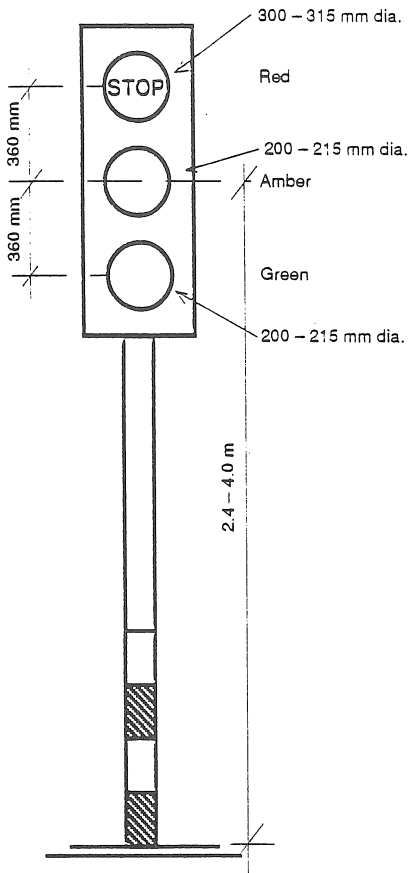
(4) Having indicated his intention to cross the carriageway, every pedestrian on the carriageway within the limits of the give-way line shall have precedence within those limits over any vehicle, and the driver of the vehicle shall accord to the pedestrian such precedence.

20. (1) A "Zebra" crossing shall not be deemed to have ceased to be indicated in accordance with this Order by reason only of the imperfection, discolouration or disfiguration of any globe, danger warning traffic sign or post, or the failure of the illumination of any globe or danger warning traffic sign. **Imperfections of "Zebra" crossing and "Zebra" controlled area**

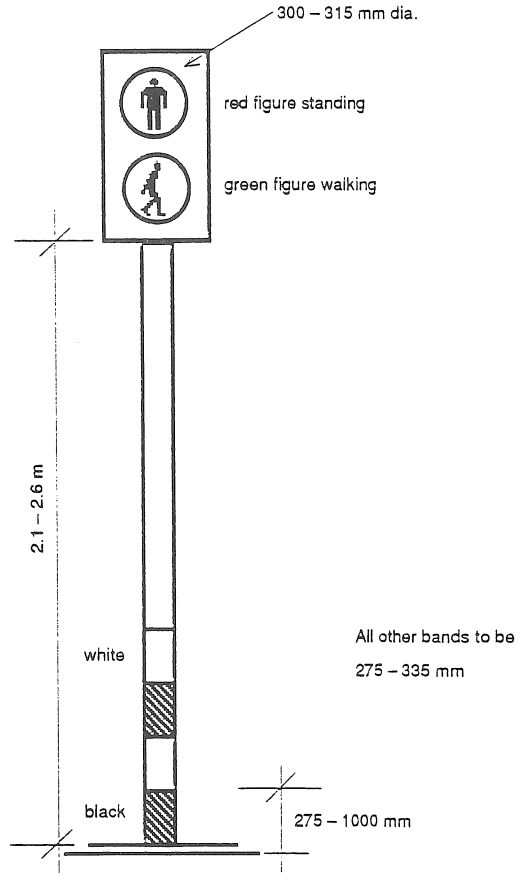
(2) A "Zebra" controlled area or its limits shall not be deemed to have ceased to be indicated in accordance with this Order by reason only of the imperfection, discolouration or partial displacement of either a terminal line or one or more of the marks comprised in a give-way line or a zig-zag line, so long as the general indication of any such line is not thereby materially impaired.

SCHEDULE PELICAN CROSSING – STREET FURNITURE

Clause 4
Diagram 1



DRIVER SIGNAL

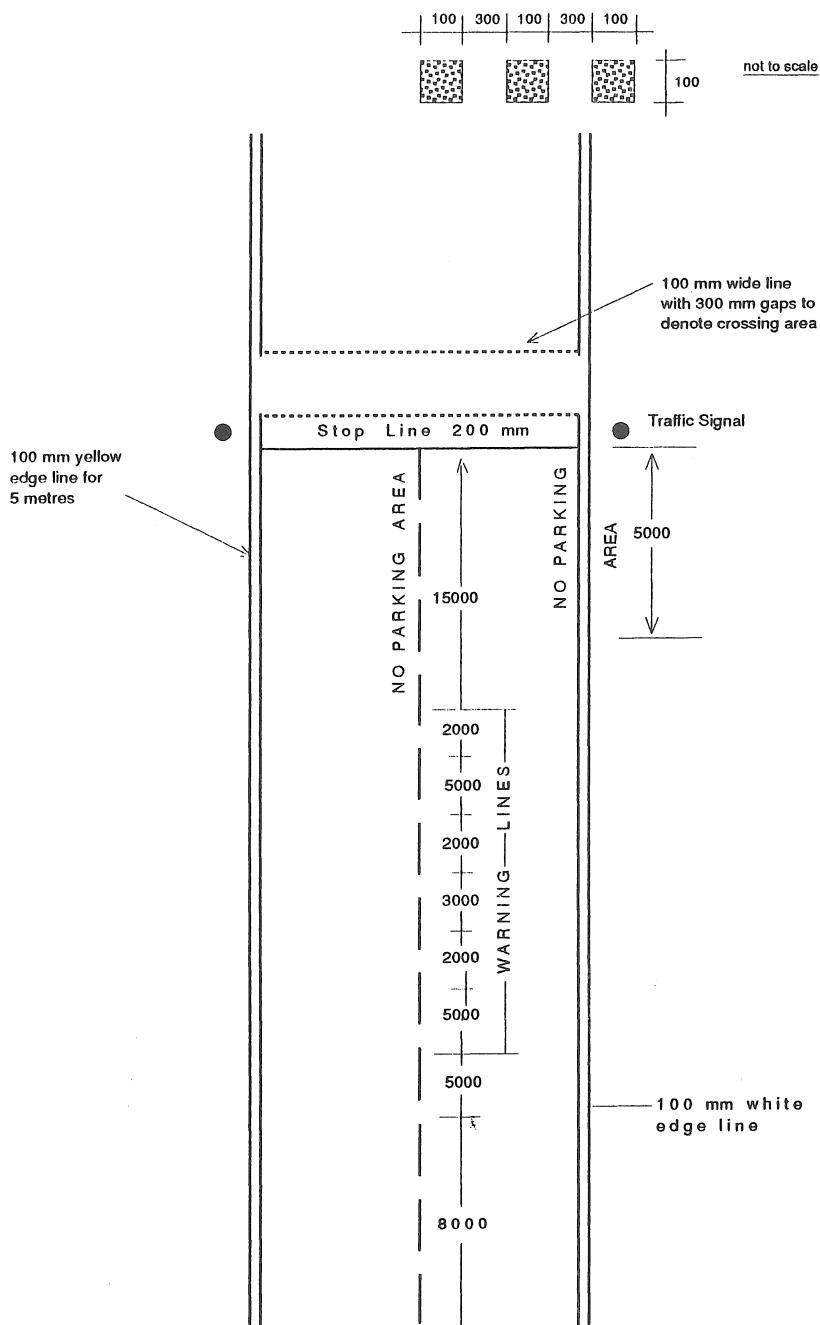


PEDESTRIAN SIGNAL

NOTE

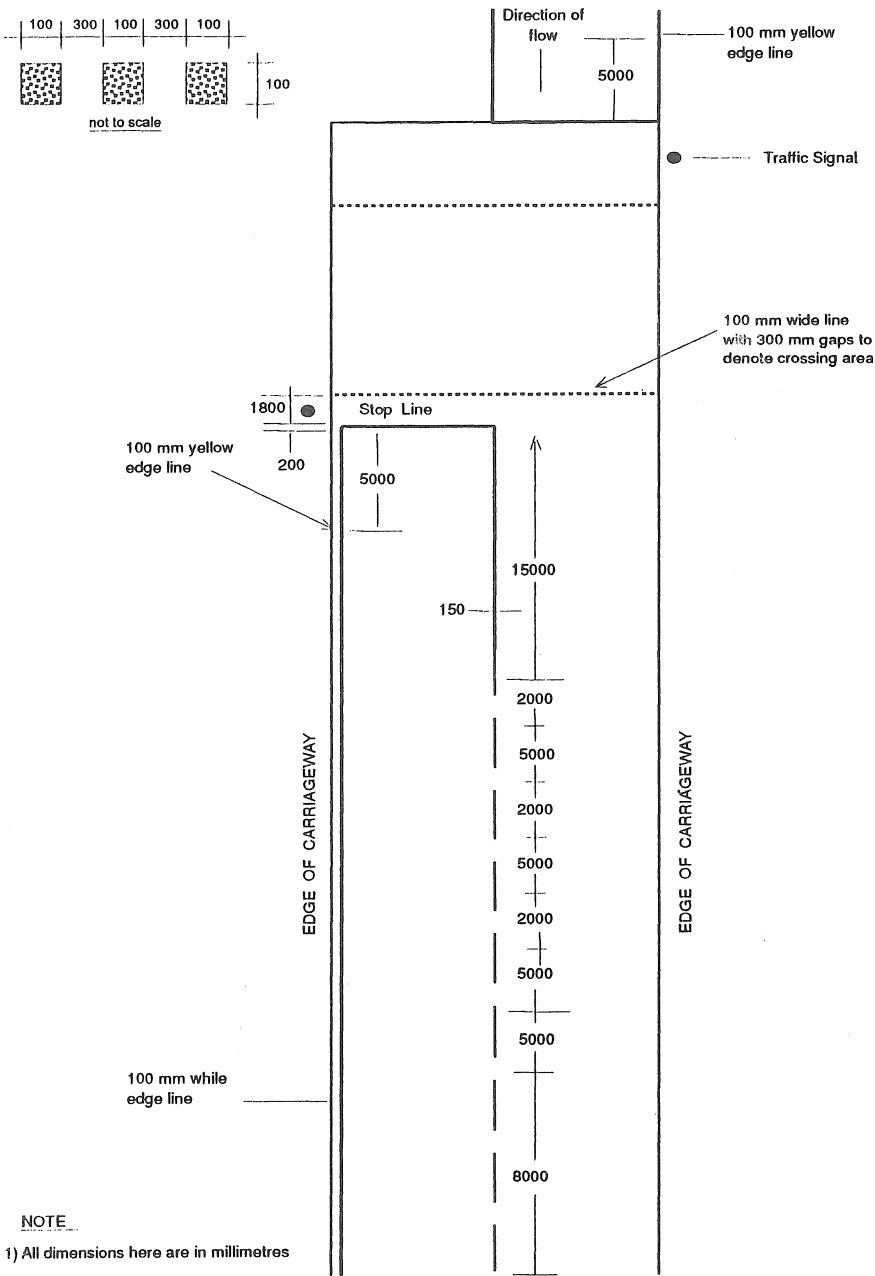
Rectangular signals of dimensions 300 – 315 mm by 200 – 215 mm could be used instead of the circular signals.

CONTROLLED CROSSING – ROAD MARKINGS Clause 5 **(ONE WAY STREET WITH MORE THAN ONE LANE)** Diagram 2



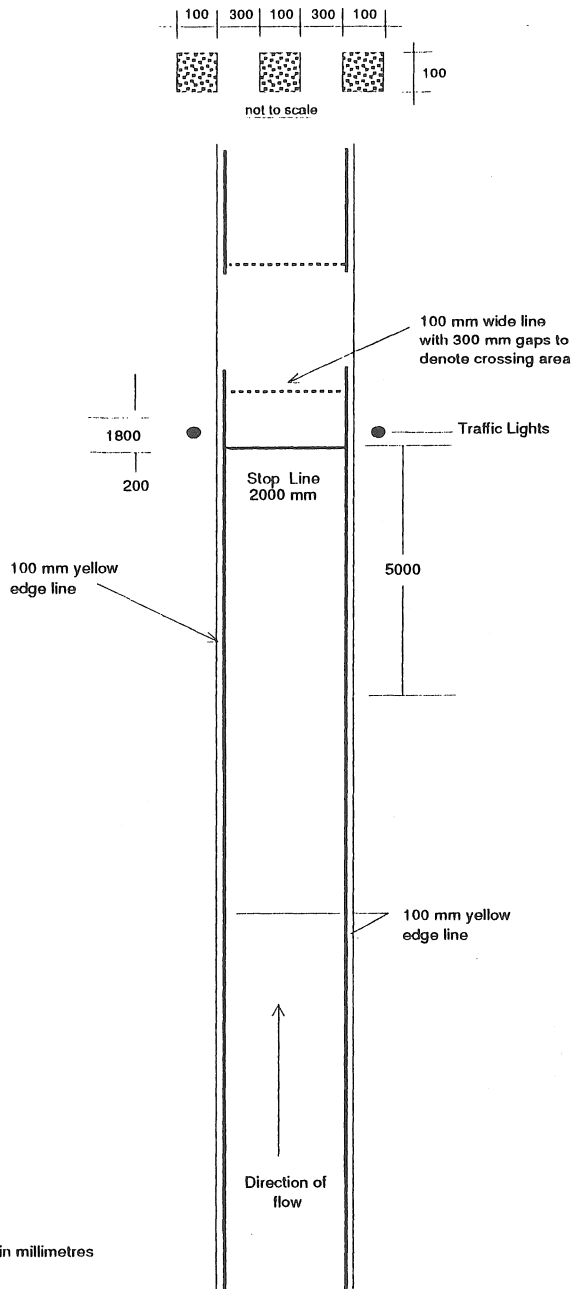
CONTROLLED CROSSING – ROAD MARKINGS
(SINGLE CARRIAGEWAY – 2 DIRECTIONAL TRAFFIC)

Clause 5
Diagram 3



CONTROLLED CROSSING – ROAD MARKINGS (ONE – WAY ONE – LANE STREET)

Clause 5
Diagram 4

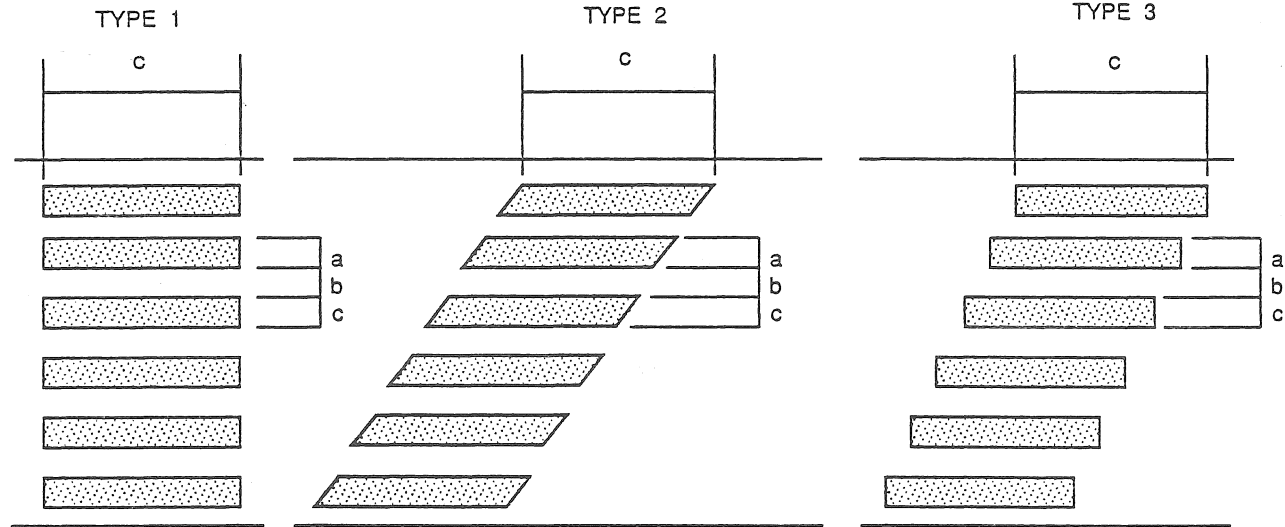


NOTE

1) All dimensions here are in millimetres

PEDESTRAIN CROSSING (POSSIBLE LAYOUTS)

Clause 12
Diagram 5

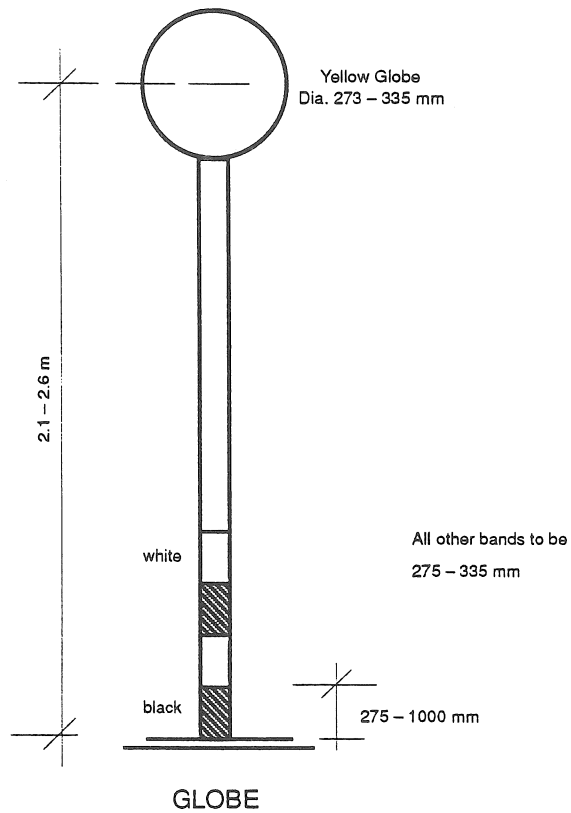


Abbreviations

v = speed (65%) of vehicular traffic.
c = width of longitudinal marking
a = thickness of longitudinal marking
b = space between longitudinal markings

ZEBRA CROSSING – STREET FURNITURE

Clause 16
Diagram 7



Made this 1st day of September, 1992.

C. IMBERT
Minister of Works and Transport