

2nd April 2003

Our ref R43.035.000

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Dear Sir,

REVISED GUIDELINES FOR SKIPS ON ROADS – 2003

In August 2000, the Land Transport Authority (LTA) issued the Guidelines for Skips on Roads to advise owners and users on the proper placement of skips along public roads to ensure the safety of road users and minimise any inconvenience.

However, we continue to receive feedback from members of the public on skips that are indiscriminately placed along roads, causing inconvenience, obstruction and danger to other road users. We have therefore revised the guidelines to enhance their effectiveness.

Under the revised **Guidelines for Skips on Roads – 2003**, skips are allowed on public roads only for loading and unloading purposes. In addition, they must be brightly marked or painted to attract the attention of road users. Workmen should also be deployed on site to guide road users if the remaining width of the road is less than 3.5 metres after the placement of the skip, or if the skip is placed in 'No Parking' zones.

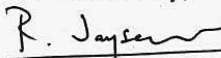
The revised guidelines will take effect **from 1 May 2003**. A complete set of the revised guidelines is enclosed for your information and use.

We seek your co-operation by informing your members to observe and comply with the Guidelines for Skips on Roads – 2003, in the interest of all road users.

For further clarification on the revised guidelines, please contact Ms Faridah at 63962803.

Thank you.

Yours sincerely,


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GUIDELINES FOR SKIPS ON ROADS - 2003

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DEFINITIONS

1. For the purpose of this guideline, the following definitions apply unless the context otherwise requires:

"Authority", means the Land Transport Authority of Singapore established under the Land Transport Authority of Singapore Act 1995.

"Owner", means any person or company who owns skip(s).

"Public Streets", means any street or road which has been vested to the Government under the Street Works Act 1995.

"Skip", means a container, generally used for the collection of debris or waste, which cannot be moved by itself but requires mechanical means or vehicle to lift or move it.

"User", means any person or company who uses a skip for the collection and removal of debris or waste and/or for the storage of any articles or things.

OBJECTIVE OF THE GUIDELINES

2. The guidelines provide the necessary requirements for the proper placement of skips along public streets to ensure safety and minimise obstructions and inconvenience to road users.

The guidelines apply to owners and users who intend to place skips on the public streets.

BACKGROUND

3. Skips are commonly used in building construction activities to store and transport construction debris. They should be placed within the work site. However, for the convenience of the work, they are placed along public streets as temporary storage space. This practice has caused safety hazards, obstructions and inconvenience to road users.



Skip placed within work site - A good practice



Skip as temporary storage space - Road users at risk

PROBLEMS OF SKIPS ON PUBLIC STREETS

4. Skips are used as temporary storage space and have been frequently spotted on the public streets; some for days and some for as long as the duration of the construction/renovation. These practices have caused safety hazards, obstructions and inconvenience to road users.



Skip on sidewalk - obstruct pedestrians



Skip on public street - endanger road users

PROBLEMS OF SKIPS ON PUBLIC STREETS

5. Skips are sometimes found at road bends, traffic junctions and beside parking restriction lines, eg. centre white line, double yellow lines, etc. Placing skips at these locations creates a "blind corner" to road users. This reduces the visibility of road users, thus, increasing their risks to accidents.



Skip at road bend - "Blind Corner" effect



Skip at traffic junction - "Blind Corner" effect

6. Some of these skips are also un-marked or marked with incorrect type of retroreflective sheetings. These skips are inconspicuous to road users under adverse weather conditions or when placed under the shade of trees. The situation is worsened if the paintwork of the skip is badly faded. Hence, these skips increase the risk of accidents to road users.



Skip with faded paintwork - increase risk of accident



Incorrect retroreflective sheeting - increase risk of accident

PROBLEMS OF SKIPS ON PUBLIC STREETS

7. In some instance, skips can also be found along narrow public streets of some private housing estates. These skips reduced the views of road users considerably on traffic in the opposite direction. Furthermore, they block the view of the neighbour driving out of his house. In both situations, the road users are at risk.



Skip on narrow public street

8. There are also times when the skips do not bear the company name and contact number(s). In an emergency, eg. fire, accident, traffic congestion, etc., the FSSB (Fire Safety and Shelter Bureau), the Police, the LTA, the NEA (National Environment Agency) or anyone would not be able to contact the owner for immediate removal.



Skip without owner's name and contact number



Skip without owner's name and contact number

PROBLEMS OF SKIPS ON PUBLIC STREETS

9. We notice that whenever skips are placed on public streets, its four supports are resting on wooden planks. This is a good practice as the road surface is protected. However, there are some owners who do not observe such practice resulting in indentations, scratches, etc, to the road surface. Occasionally, the kerbs, sidewalks and other road related traffic furniture are also damaged in the process of placing/removing the skip. These damages must be rectified by the owner/user.

10. In the vicinity of schools, places of interest or worship, entertainment outlets, markets, etc., there is usually a steady flow of vehicles visiting and leaving these places. This flow is unique to each of these places. Thus, the user has to establish its "peak" and "off peak" periods before placing the skip to avoid traffic congestion. For example, the user who intends to place a skip in the public street near the vicinity of the school must take note of the "Before" and "After" school hours.

RESPONSIBILITY OF THE OWNER AND USER

11. The owner and user of skips shall be responsible for the proper placement of skip along the public streets.
 - 11.1 The owner of the skip shall ensure:
 - a) that the skip is painted with light or bright colours and marked with the correct type of retroreflective sheetings (see Annex A - Markings of Skip).
 - b) that the paintwork of the skip and retroreflective sheetings on the skip are continuously maintained.
 - c) that his company's name and contact numbers are on the front and back or sides of the skip. If an un-named skip is removed, the owner has to furnish proof of ownership to the satisfaction of the LTA to secure its release (see Item 23 on Applicable Regulations).

11.2 The user of the skip shall:

- a) comply with the guidelines below when placing the skip on the public street.
- b) assess the width of the public street and the volume of traffic before placing a skip of a suitable size on it.
- c) ensure that the skip owner's name and contact number(s) are on the front and back of the skip.
- d) ensure that the skip has been painted with light or bright colours and marked with proper reflective sheetings.
- e) protect the public street from damage and be responsible for any damages caused by the placement of the skip on it.
- f) be responsible for any claims arising from the placement of skips on public streets.

CONDITIONS FOR SKIPS ON PUBLIC STREETS

12. Skips shall not be placed along expressways and major roads, for example, Orchard Road, Shenton Way, Holland Road, Commonwealth Avenue West, Yishun Avenue 2, Changi Coast Road, etc.
13. Skips shall not be placed on sidewalks/footways of public streets.
14. Skips shall be placed within the construction site whenever space allows.
15. Skips shall be placed in a road side car park lot, if available.

16. Skips shall be allowed on public street only for loading/unloading purpose. The user shall observe the following,
 - 16.1 where there are parking restrictions, eg. centre white lines, double yellow lines, etc, skips should not be left unattended when placed at "No Parking" zones, workmen should be deployed to guide road users. These workmen must wear proper safety vest* and have other necessary equipment to perform this job.
 - 16.2 where there are no parking restrictions, the remaining width of a carriageway where the skip is placed should not be less than 3.5 metres. If the remaining width is less than 3.5 metres, then workmen should be deployed to guide road users. These workmen must wear proper safety vest* and have other necessary equipment to perform this job.

* The specification for the workmen safety vest shall comply with Part 1 Section 3 Item 61 of the Code of Practice for Traffic Control at Work Zone.
17. Peak Hours Observation:
 - 17.1 Skips shall not be placed on public streets, no matter how brief this may be,
 - a) Weekdays from 6.30am to 9.30am and 4.30pm to 9.30pm
 - b) Saturdays from 6.30am to 9.30am and 12 noon to 2.00pm
 - 17.2 Skip shall not be placed within the vicinity of the schools during the "Before" and "After" peak school hours,
 - a) from 6.30 am to 9.30am
 - b) from 11.30 am to 2.30pm
 - c) from 4.30 pm to 7.00pm
18. Skips shall be removed immediately if it causes traffic congestion when placed on the public street notwithstanding the off-peak hours.

19. Skips shall not be placed near road traffic junctions, road bends, etc. where it limits the views of road users, cause safety hazards, obstructions and inconvenience to road users.
20. Skips may be allowed in the vicinity of places of worship and interests, entertainment outlets, markets, etc. provided its "peak" and "off peak" periods are established.
21. The door/opening of the skip shall not face the on-coming traffic, it must be closed when not in use.
22. **Compliance with this guideline does not of itself confer immunity from legal obligations.**

APPLICABLE REGULATIONS

23. There are three Regulations applicable to owner and user whenever a skip is placed on the public street, namely;
 - (i) Street Works (Works on Public Streets)
 - (ii) Street Works (Obstructions in Public Streets)
 - (iii) Street Works (Composition of Offence)

These Regulations regulate the safe placement of skip on public streets with minimum obstruction and inconvenience to road users.

- 23.1 Regulation 23 of (i) requires the owner to maintain the skip in a proper working condition, does not damage the public street and any road related facilities, and does not cause danger or inconvenience to road users.
- 23.2 If Regulation 23 of (i) is flouted, the LTA may take appropriate measures to ensure the requirements are met and recover any costs incurred by it from the owner. The LTA may also impose a composition fine of S\$500.00 as penalty for flouting Regulation 23.

- 23.3 Regulation 2 of (ii) does not allow any person to deposit or cause or allow any skip to be deposited or to remain in or on any public street so as to create any obstruction or inconvenience to road users.
- 23.4 If Regulation 2 of (ii) is flouted, the LTA will take enforcement actions against owners or users by imposing a composition fine of S\$400.00 (for 1st time Offender) or S\$500.00 (for Repeated Offender*).
- * Repeated Offender is a person who has committed the same offence within a 3 year period from the date of the first offence.
- 23.5 The LTA may also remove the skip that causes obstructions or inconvenience to the passage of the public, recover any cost incurred in the removal and issue the Notice of Offence to the owner or user. If an un-named skip is removed, the owner has to furnish proof of ownership to the satisfaction of the LTA to secure its release.

MARKING OF SKIPS USING RETROREFLECTIVE SHEETING

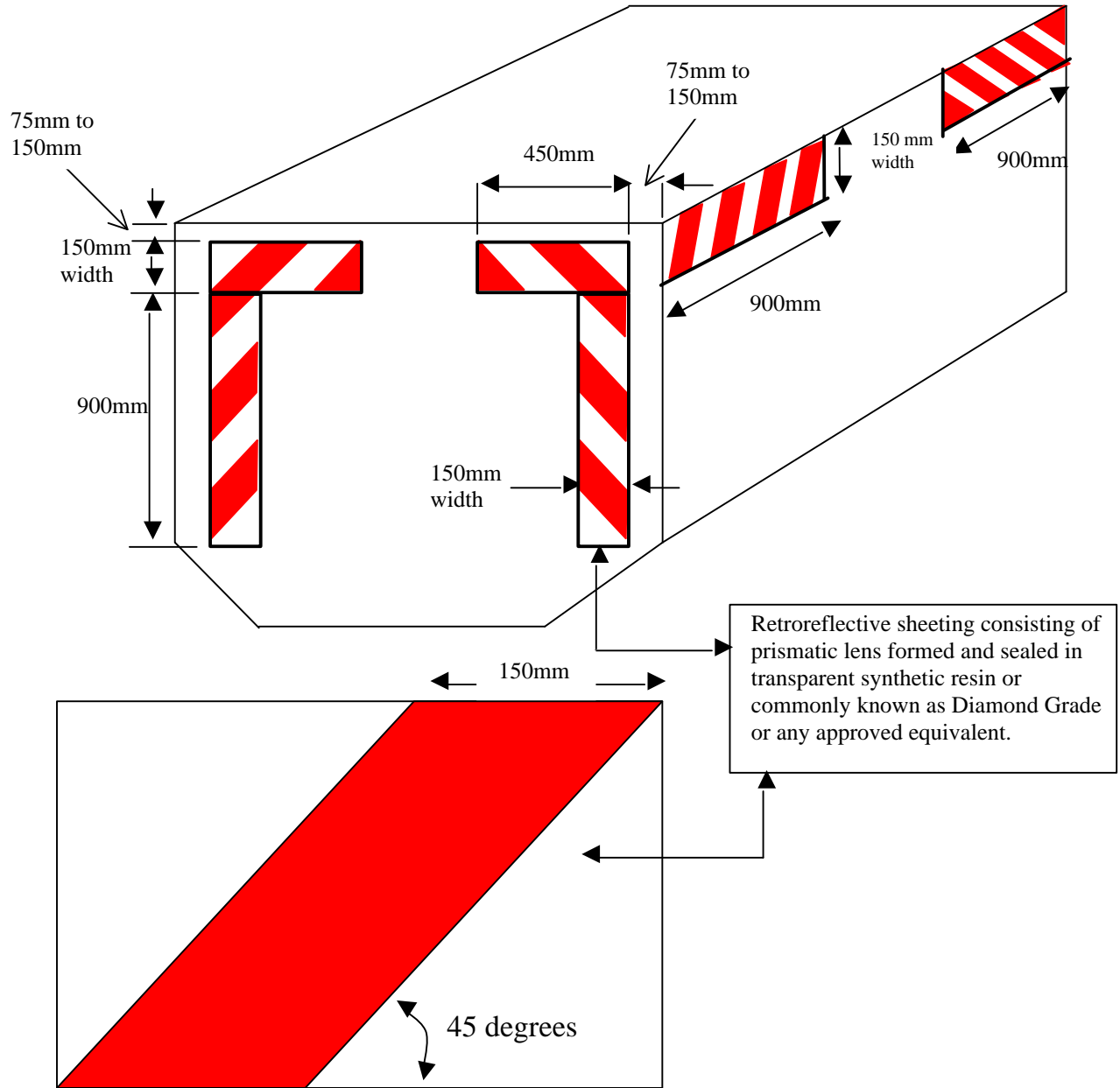
1. Skips shall meet the following requirements:
 - 1.1 Red and white retroreflective sheeting of 150mm width shall be pasted on the front, back and sides of the skips.

On front and back:

- 1.1.1 Length = 900mm (shall be pasted on both left and right of the vertical border facing the approaching traffic).
- 1.1.2 Width = 450mm (shall be pasted on both left and right of the top horizontal border facing the approaching traffic).

On the sides:

- 1.1.3 Both sides of skips shall also be pasted with retroreflective sheeting (width = 150mm). The length of the retroreflective sheeting shall be 900mm running along the top border of the skip.



Enlarged view of Retroreflective Sheeting

The examples of the shading/hatching of the retroreflective sheeting is as shown in these pictures.



Front View Of Skip Marked With Retroreflective Sheeting



Opposite End Of Skip Marked With Retroreflective Sheeting



Side View Of Skip With Retroreflective Sheeting



Contact Information Of Owner Of Skip