

Subsidiary Legislation made under s.89.

Traffic (Traffic Lights) Regulations, 1986

LN.1986/088

Commencement **4.9.1986**

Amending enactments	Relevant current provisions	Commencement date
LN. 2017/080	r. 6	20.4.2017
2022/335	r. 6	22.12.2022
2023/076	r. 4(5)	30.3.2023
2023/134	r. 5(1), (1A), (4), Sch.	2.6.2023
2023/256	rr. 1A, 2(1), (5), 4(1)-(2), (5), 4A, 5(1), 6(Sch.	1.9.2023
2026/132	rr. 4(1)(b), 4A(1)(c)	2.7.2026

2005-26

Traffic

1986/088

Traffic (Traffic Lights) Regulations, 1986

ARRANGEMENT OF REGULATIONS

Regulation

1. Title.
- 1A. Interpretation.
2. Light signals for control of vehicular traffic.
3. Portable light signals for control of vehicular traffic.
4. Significance of light signals.
- 4A. Significance of light signals where advanced stop lines have been demarcated.
5. Light signals for pedestrians.
6. Penalties.

SCHEDULE

Title.

1. These Regulations may be cited as the Traffic (Traffic Lights) Regulations, 1986.

Interpretation.

1A. In these Regulations—

“advanced stop lines” means the demarcated stop lines as shown in the diagram in Part 3 of the Schedule;

“driver” includes a reference to a person riding a bicycle, or operating a personal light electric transporter;

“first stop line” means the transverse white line or lines appearing below the pedal cycle symbol in the road markings shown in the diagram in Part 3 of the Schedule; and

“second stop line” means the transverse white line appearing above the pedal cycle symbol in the road markings shown in the diagram in Part 3 of the Schedule.

Light signals for control of vehicular traffic.

2.(1) Light signals may be used for the control of vehicular traffic and subject to subparagraphs (3), (4) and (5) of this Regulation shall be of the colour and type prescribed by sub-paragraph (2).

(2) The colour and type of light signals prescribed by this paragraph shall be as follows:—

- (a) three lights shall be used, one red, one amber and one green;
- (b) the lamps showing the coloured lights aforesaid shall be arranged vertically, the lamp showing a red light being the uppermost and that showing a green light the lowermost;
- (c) each lamp shall be separately illuminated;
- (d) no lettering shall be used upon or in connection with a light signal;
- (e) the sequence of the signal lights shown for the purpose of controlling vehicular traffic shall be as follows:—
 - (i) red;

(ii) amber and red together;

(iii) green;

(iv) amber.

(3) A lamp which, when illuminated, shows a green arrow—

(a) may be substituted for the lamp showing the green light in the light signals referred to in Regulation 2(2);

(b) may be affixed to the light signals referred to in regulation 2(2) or to those signals as altered in accordance with the preceding sub-paragraph.

(4) The amber light may be omitted, in which case paragraph (2) of this Regulation shall be read as if in sub-paragraph (a) the word “two” were substituted for the word “three” and the words “one amber” were omitted, and as if sub-paragraph (e) (ii) and (iv) were omitted.

(5) Where light signals are used in conjunction with advanced stop lines, the colour and type of light signals prescribed by subregulation (2) shall only apply to motor-vehicular traffic and the following additions are to be included—

(a) an additional three lights shall be used, independent of those listed in subregulation (2)(a) for the purposes of controlling traffic consisting of individuals riding bicycles and operating personal light electric transporters;

(b) of the three the lights referred to in paragraph (a), one will be red, one will be amber and one will be green;

(c) the lamps showing the coloured lights referred to in paragraph (a) shall be arranged vertically, the lamp showing a red light being the uppermost and that showing a green light the lowermost;

(d) each lamp shall be separately illuminated;

(e) the sequence of light signals referred to in paragraph (a) shall be as follows—

(i) red;

(ii) amber and red together; and

(iii) green.

Portable light signals for control of vehicular traffic.

- 3.(1) Portable light signals may be used for the control of vehicular traffic—
- (a) where, owing to roadworks being in progress or for some other reason, the width of the carriageway is temporarily restricted so that it will carry only one line of traffic;
 - (b) during the progress of temporary schemes of traffic control, if the signals are being operated and maintained by, and under the regular supervision of the police.
- (2) Such light signals need not comply with the provisions of Regulation 2.

Significance of light signals.

- 4.(1) Subject to regulation 4A(1), the significance of the light signals prescribed by Regulation 2(2) or by Regulation 3 shall be as follows:—
- (a) except as provided in the next following sub-paragraph, the red signal shall convey the prohibition that vehicular traffic shall not proceed beyond the stop line on the carriageway provided in conjunction with the signals or, if that line is not for the time being visible or there is no stop line, beyond the signals;
 - (b) on an occasion when a vehicle is being used for fire brigade, ambulance, customs or police purposes and the observance of the prohibition conveyed by the red signal as provided by the last preceding sub-paragraph would be likely to hinder the use of that vehicle for the purpose for which it is being used on that occasion, then the said sub-paragraph shall not apply to that vehicle; but instead the prohibition conveyed to that vehicle by the red signal shall be that the vehicle shall not proceed beyond the stop line, or as the case may be as provided by the said sub-paragraph, beyond the signals in such a manner or at such a time -
 - (i) as is likely to cause danger to the driver of any other vehicle proceeding on or from another road or on or from another part of the same road in accordance with the indications of the light signals operating there in association with the said red signal or as to necessitate the driver of any other such vehicle to change its speed or course in order to avoid an accident; or
 - (ii) in the case of any traffic which is not vehicular, as is likely to cause danger to that traffic proceeding on or from another road or on or from another part of the same road;

- (c) the amber-with-red signal shall be taken to denote an impending change in the indication given by the signals from red to green but shall not alter the prohibition conveyed by the red signal;
 - (d) the green signal shall indicate that vehicular traffic may pass the signals and proceed straight on or to the left or to the right;
 - (e) the amber signal shall, when shown alone, convey the prohibition that vehicular traffic shall not proceed beyond the stop line or, if that line is not for the time being visible or there is no stop line, beyond the signals, except in the case of any vehicle which when the signal first appears is so close to the said line or signals that it cannot safely be stopped before passing the line or signals.
- (2) Subject to regulation 4A(2), the significance of the light signals prescribed by Regulation 2(2) as varied in accordance with the provisions of Regulation 2(3) shall be as follows:—
- (a) subject as provided in sub-paragraph (d) of this paragraph, the red signal shall convey the prohibition that vehicular traffic shall not proceed beyond the stop line on the carriageway provided in conjunction with the signals or if the stop line is not for the time being visible or there is no stop line, beyond the signals, except that when a vehicle is being used on such an occasion as is specified in paragraph (1)(b), the foregoing prohibition prescribed by this sub-paragraph shall not then apply to that vehicle but instead the prohibition conveyed to it on that occasion by the red signal shall be the same as that provided by paragraph (1)(b) in relation to the vehicle mentioned in that paragraph;
 - (b) subject as provided in sub-paragraph (d) of this paragraph, the amber-with-red signal shall denote an impending change in the indication given by the signals from red to green (where a green signal is provided) or from red to a green arrow or arrows but shall not alter the prohibition conveyed by the red signal;
 - (c) the green signal (where a green signal is provided) shall indicate that vehicular traffic may pass the signals and proceed straight on or to the left or to the right;
 - (d) any green arrow during such time as it is illuminated shall indicate that vehicular traffic may pass the signals and proceed in the direction indicated by the arrow notwithstanding any other indication given by the signals;
 - (e) the amber signal shall, when shown alone, convey the prohibition 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 signals, except in the case of any

vehicle which when the signal first appears is so close to the said line or signals that it cannot safely be stopped before passing the line or signals.

(3) Vehicular traffic passing any light signals in accordance with the foregoing provisions of this Regulation shall proceed with due regard to the safety of other users of the road and subject to the direction of any police constable in uniform or other duly authorised person who may be engaged in the regulation of traffic.

(4) Where the amber signal is omitted in accordance with Regulation 2(4), the preceding paragraphs of this Regulation shall be read as if all references to the amber signal or the amber with red signal were omitted.

Significance of light signals where advanced stop lines have been demarcated.

4A.(1) The significance of the light signals prescribed by regulation 2(2) and 2(5) or by regulation 3, used in conjunction with advanced stop lines, shall be as follows—

- (a) except as provided in paragraph (c), the red signal referred to in regulation 2(2) shall convey the prohibition that motor-vehicular traffic shall not proceed beyond the first stop line on the carriageway provided in conjunction with the signals or—
 - (i) if the first stop line is not for the time being visible, beyond the second stop line; or
 - (ii) if the second stop line is also not visible, beyond the signals;
- (b) except as provided in paragraph (c), the red signal referred to in regulation 2(5) shall convey the prohibition that a person riding a bicycle or operating a personal light electric transporter, shall not proceed beyond the second stop line on the carriageway provided in conjunction with the signals or, if the second stop line is not for the time being visible or there is no stop line, beyond the signals;
- (c) on an occasion when a vehicle is being used for fire brigade, ambulance, customs or police purposes and the observance of the prohibition conveyed by a red signal as provided by paragraphs (a) or (b) would be likely to hinder the use of that vehicle for the purpose for which it is being used on that occasion, then the said paragraphs shall not apply to that vehicle; but instead the prohibition conveyed to that vehicle by the red signal shall be that the vehicle shall not proceed beyond the first or second stop line, or as the case may be as provided by the said paragraphs, beyond the signals in such a manner or at such a time—
 - (i) as is likely to cause danger to the driver of any other vehicle proceeding on or from another road or on or from another part of the same road in

accordance with the indications of the light signals operating there in association with the said red signal or as to necessitate the driver of any other such vehicle to change its speed or course in order to avoid an accident; or

- (ii) in the case of any traffic which is not vehicular, as is likely to cause danger to that traffic proceeding on or from another road or on or from another part of the same road;
- (d) the amber-with-red signal referred to in regulation 2(2) and 2(5) shall be taken to denote an impending change in the indication given by the signals from red to green but shall not alter the prohibition conveyed by the red signal;
- (e) the green signal referred to in regulation 2(2) shall indicate that motor-vehicular traffic may pass the signals and proceed straight on or to the left or to the right;
- (f) the green signal referred to in regulation 2(5) shall indicate that a person riding a bicycle or operating a personal light electric transporter may pass the signals and proceed straight on or to the left or to the right;
- (g) the amber signal referred to in regulation 2(2) shall, when shown alone, convey the prohibition that motor-vehicular traffic shall not proceed beyond the first stop line or—
 - (i) if the first stop line is not for the time being visible, beyond the second stop line; or
 - (ii) if the second stop line is also not visible or there is no stop line, beyond the signals,

except in the case of any vehicle which when the signal first appears is so close to the said lines or signals that it cannot safely be stopped before passing the lines or signals.

(2) The significance of the light signals prescribed by Regulation 2(2) as varied in accordance with the provisions of Regulation 2(3) and 2(5), where advanced stop lines have been demarcated, shall be as follows—

- (a) subject as provided in paragraph (f) of this subregulation, the red signal referred to in regulation 2(2), shall convey the prohibition that motor-vehicular traffic shall not proceed beyond the first stop line on the carriageway provided in conjunction with the signals or—

- (i) if the first stop line is not for the time being visible, beyond the second stop line; or
- (ii) if the second stop line is also not visible, beyond the signals,

except that when a vehicle is being used on such an occasion as is specified in subregulation (1)(c), the foregoing prohibition prescribed by this paragraph shall not then apply to that vehicle but instead the prohibition conveyed to it on that occasion by the red signal referred to in regulation 2(2) shall be the same as that provided by subregulation (1)(c) in relation to the vehicle mentioned in that paragraph;

- (b) subject as provided in paragraph (f) of this subregulation, the red signal referred to in regulation 2(5) shall convey the prohibition that a person riding a bicycle or operating a personal light electric transporter shall not proceed beyond the second stop line on the carriageway provided in conjunction with the signals or if the second stop line is not for the time being visible or there is no second stop line, beyond the signals, except that when a vehicle is being used on such an occasion as is specified in subregulation (1)(c), the foregoing prohibition prescribed by this paragraph shall not then apply to that vehicle but instead the prohibition conveyed to it on that occasion by the red signal referred to in regulation 2(5) shall be the same as that provided by subregulation (1)(c) in relation to the vehicle mentioned in that paragraph;
- (c) subject as provided in paragraph (f) of this subregulation, the amber-with-red signal referred to in regulation 2(2) and 2(5) shall denote an impending change in the indication given by the signals from red to green (where a green signal is provided) or from red to a green arrow or arrows but shall not alter the prohibition conveyed by the red signal;
- (d) the green signal referred to in regulation 2(2) (where a green signal is provided) shall indicate that motor-vehicular traffic may pass the signals and proceed straight on or to the left or to the right;
- (e) the green signal referred to in regulation 2(5) shall indicate that a person riding a bicycle or operating a personal light electric transporter may pass the signals and proceed straight on or to the left or to the right;
- (f) any green arrow during such time as it is illuminated shall indicate that motor-vehicular traffic may pass the signals and proceed in the direction indicated by the arrow notwithstanding any other indication given by the signals;

(g) the amber signal referred to in regulation 2(2) shall, when shown alone, convey the prohibition that motor-vehicular traffic shall not proceed beyond the first stop line, or

(i) if the first stop line is not for the time being visible, beyond the second stop line; or

(ii) if the second stop line is also not visible,

beyond the signals, except in the case of any vehicle which when the signal first appears is so close to the said lines or signals that it cannot safely be stopped before passing the lines or signals.

(3) Vehicular traffic passing any light signals in accordance with the foregoing provisions of this regulation shall proceed with due regard to the safety of other users of the road and subject to the direction of any police constable in uniform or other duly authorised person who may be engaged in the regulation of traffic.

(4) Where the amber signal is omitted in accordance with regulation 2(4), the preceding paragraphs of this regulation shall be read as if all references to the amber signal or the amber with red signal were omitted.

Light signals for pedestrians.

5.(1) Light signals for conveying to pedestrians the information mentioned in sub-paragraph (3) may be used facing across the carriageway in conjunction with the light signals as varied in accordance with the provisions of regulation 2(3) and 2(5) and, if so used, shall be of the colour and type shown in diagram 1 or 2 in Part 1 of the Schedule or, subject to regulation (1A), diagram 1, 2, 3, 4, 5, 6 or 7 in Part 2 of the Schedule.

(1A) The diagrams listed in Part 2 of the Schedule may only be used for a period specified by Government by notice in the Gazette.

(2) The said signals shall be so designed that:—

(a) the red figure shown in the said Schedule (hereinafter referred to as “the red signal”) can be internally illuminated by a steady light;

(b) the green figure shown in the said Schedule (hereinafter referred to as “the green signal”) can be internally illuminated by a steady light; and

(c) when one signal is illuminated the other signal is not illuminated.

(3) (a) The period during which in the interests of safety pedestrians should not cross the carriageway shall be shown by the red signal during such time as it is illuminated; and

(b) the period during which in the interests of safety pedestrians should cross the carriageway shall be shown by the green signal during such time as it is illuminated by the steady light.

(4) A traffic sign of the colour and type shown in diagram 3 in Part 1 of the Schedule may be erected for use in conjunction with either the sign shown in diagram 1 or that shown in diagram 2 in Part 1 of the Schedule for the purpose of conveying to pedestrians the indication specified above that diagram.

Penalties.

6. Any person who contravenes the provisions of regulations 4 or 4A shall be guilty of an offence; and liable on summary conviction to a fine at level 3 on the standard scale.

2005-26

Traffic

1986/088

Traffic (Traffic Lights) Regulations, 1986

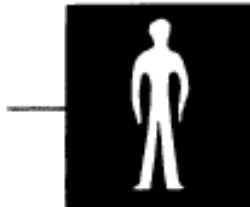
**SCHEDULE.
PART 1**

Colour and Type of light signals for pedestrians.

Regulation 5.

Diagram 1.

Back ground black
figure red.



Background black
figure green.



Diagram 2.

Background black
figure red.



Background black
figure green



2005-26

Traffic

1986/088

Traffic (Traffic Lights) Regulations, 1986

Diagram 3.



PART 2

Diagram 1.

Background black
Figure red



Background black
Figure green



Diagram 2.

Background black
Figure red



2005-26

Traffic

1986/088

Traffic (Traffic Lights) Regulations, 1986

Background black
Figure green



Diagram 3.

Background black
Figure red



Background black
Figure green



Diagram 4.

Background black
Figure red



Background black
Figure green



Diagram 5.

Background black
Figure red



2005-26

Traffic

1986/088

Traffic (Traffic Lights) Regulations, 1986

Background black
Figure green



Diagram 6.

Background black
Figure red



Background black
Figure green



Diagram 7.

Background black
Figure red



Background black
Figure green



2005-26

Traffic

1986/088

Traffic (Traffic Lights) Regulations, 1986

PART 3

Advanced Stop Lines

