

**remember:
WE
DRIVE
ON THE
LEFT**



**OFFICIAL
ROAD CODE**
of
The Cayman Islands

**WE
DRIVE
ON THE
LEFT**

THE TRAFFIC LAW
(Law 16 of 1973)
THE TRAFFIC REGULATIONS
SCHEDULE
THE ROAD CODE

(Section 77 (g))

1. In this code "Law" means the Traffic Law, "section" means a section of the Law and "regulation" means a regulation made under the Traffic Regulations.
2. This code takes its authority from section 77 (g) which describes it as a code of conduct to be adhered to by road users and prescribing road signs and signals with which drivers of vehicles are required to conform.
3. Section 52 requires every road user to exercise care and attention when using the road, while section 55 has special reference to the duties of drivers of vehicles and reads as follows —

"It is the duty of every person driving any kind of vehicle upon a road —

- (a) to drive in such a manner as to have full control of the vehicle at all times;
- (b) to keep to the left half of the road except when travelling in a one way street, overtaking, making a right hand turn or otherwise directed by a traffic sign or signal or a police signal;
- (c) before making a right hand turn to give right of way to all approaching vehicles;
- (d) save in the case of emergency vehicles, to comply with all traffic signs and signals;
- (e) to comply with all signals and other lawful directions given by constables in uniform;
- (f) to drive at such a speed and in such a manner and at such a distance from other vehicles as to be able to stop in an emergency without being involved in a collision;

- (g) to keep a watch on the road behind as well as in front of the vehicle being driven;
- (h) to give prior warning of any intended manoeuvre by means of the prescribed hand or traffic indicator signals;
- (i) to avoid obstructing other vehicles whether the vehicle under control is in movement or stationary;
- (j) so to manage the vehicle as to be able to stop within the limit of vision available at any given time;
- (k) where any intersection or road junction is without a traffic sign or signal giving priority to any road, to drive in such a way as to avoid the possibility of collision with any other road user, irrespective of the relative size or condition of the intersecting or adjoining roads;
- (l) not to park any vehicle in such place or in such a way as to obscure the view of the road or of any road sign or road intersection or junction from any other road user or to deny to any other road user free passage along any road;
- (m) to give right of way to emergency vehicles;
- (n) to keep illuminated by night the rear light or lights, the front or head light or lights and the registration plate light as prescribed for the class of vehicle driven; and
- (o) to comply with the road code."

4. These duties are now considered in further details as follows —

- (a) will be contravened by a driver who lets his attention wander, and the use of the hands, feet or eyes for purposes other than the business of driving may often result in such contravention;
- (b) does not require a driver to keep to the extreme left of the road when driving normally, a practice which can be dangerous having regard to the possibility of something suddenly coming onto the near side of the road; it is requisite, however, that drivers should give ample clearance to vehicles coming from the opposite direction, or overtaking, and give way where there is an obstruction on their side of the road; when the road is

obstructed by road works or a parked vehicle etc., there must be NO RACING for the available gap in the road; NEVER swing unnecessarily to the RIGHT preparatory to making a left hand turn;

(c) the right hand turn is the manoeuvre probably responsible for the greatest number of accidents on the road; such a turn must never be made on the spur of the moment and the driver who is too close to a right hand junction into which he wishes to turn to take the necessary preliminary precautions must carry on past the junction and then (unless he is in a one way street), approach the junction again from the opposite direction, when it will have become a left hand turn and so much the safer to negotiate in any case; the necessary preliminaries to a right hand turn are —

- (i) to observe all other traffic on the road in front and behind and to make quite certain that you are not being overtaken by a vehicle which cannot be seen in the driving mirror;
- (ii) to signal the intention to turn by using a hand signal, traffic indicator or both;
- (iii) to slow down gradually, at the same time moving towards the centre of the road;
- (iv) to come to a stop if traffic is still coming from the opposite direction;
- (v) to execute the turn in an even and deliberate manner as soon as the road is clear;
- (vi) so to turn as to arrive on the left hand side of the road into which the turn is made, passing any road island on the right of the vehicle driven;
- (vii) NEVER, unless so directed by a uniformed constable, pull into the left hand side of the road preparatory to making a right hand turn as this practice confuses other road users who will conclude that you intend to stop or turn to the left;
- (d) requires obedience to road signs and signals and, in order to comply with this, it is absolutely necessary for every driver to know without hesitation how to make the signals required of

him and to recognize immediately all the signs and signals reproduced in this code, the concession granted to drivers of emergency vehicles under this paragraph requires of them an increased, not a diminished duty of care for other road users;

(e) this paragraph requires all drivers to obey signals and directions given by constables in uniform;

(f) this paragraph requires drivers to drive at such a speed and in such a manner and at SUCH A DISTANCE BEHIND OTHER VEHICLES as to avoid the risk of accidents; failure to observe this latter requirement is probably the second major cause of road accidents and the rule is of very special importance when one vehicle is overtaking another; every driver must allow for the fact that the drivers ahead and behind him are not necessarily safe or skilled, and that even the most skilled person is subject occasionally to absence of mind; for this reason, before executing any manoeuvre such as OVERTAKING the driver must act upon the assumption that another driver on the road may act in an unpredictable manner; the space to be maintained between vehicles end to end in a normal flow of traffic is one vehicle's length for every ten miles per hour of speed and, in bad road conditions, this distance must be increased; it is obviously dangerous to attempt to overtake on a bend, road junction or at any place where the driver's vision is obscured or the road obstructed; IT IS EQUALLY DANGEROUS to pull out to overtake a vehicle unless there is adequate space between the overtaking vehicle and the vehicle to be overtaken so that, if on-coming traffic or some obstruction suddenly appears, the overtaking vehicle can pull in to the left again to give safe clearance and so comply with the rule IF YOU CAN'T SEE DON'T GO: an overtaking vehicle must always pass on the off (right) side of the vehicle being overtaken except in the following circumstances —

(i) in a one way street;

(ii) when the vehicle in front is turning to the right; or

(iii) when obeying a signal from a constable in uniform;

(g) in order to comply with this paragraph, drivers must glance behind them or glance in their driving mirrors at least once in every twelve seconds. The mirror must be so adjusted that the driver does not have to move his head in order to make use of

it; A LOOSELY FITTED MIRROR PREVENTS COMPLIANCE WITH THIS PARAGRAPH;

(h) this paragraph requires drivers to give prior warning by signal of any intended manoeuvre in ample time for other road users to be aware of them and take such precautions as may be necessary. There may be occasions of emergency when a driver must take the risk of stopping or turning his vehicle before he has had an opportunity of giving warning of his intention so to do but, as anticipation of unlikely events is the essence of good driving, such occasions should be rare in the extreme; special care must be taken when turning into a flow of traffic from a stationary position;

(i) this paragraph requires that slow moving vehicles must draw to the left to allow free passage to faster vehicles and that no vehicle, otherwise than in an emergency or when conforming with the flow of traffic, must stop in such a position as to obstruct the view or passage of any other vehicle, whether or not such other vehicle is moving or stationary at the time;

(j) this paragraph must be considered in conjunction with paragraph (f) and with section 63 which deals with speed limits; whatever the speed limit, no speed can be justified, even in an open road devoid of traffic, if the driver would not be able to pull up in time to avoid such an accident as might occur if a child suddenly ran into the road; it is important to realize that acceleration can be as vital as braking capacity and that the driver who keeps in hand a reserve of acceleration affords himself two ways of avoiding an accident in a sudden emergency, while the driver who leaves himself no such reserve is left to rely entirely on his brakes;

(k) most major roads in the islands are now sign-posted; this paragraph is to ensure that no road user can excuse himself from responsibility or part responsibility for an accident by claiming some preconceived right of way not indicated by a road sign;

(l) this factor has already been covered in part by paragraph (i); however, it is useful to emphasize that it is an offence, irrespective of whether there is a yellow line in the road, to park a vehicle on a bend or within fifteen feet of a road junction so as to cause danger to another driver by obscuring his view of the road or of a road sign, or causing him suddenly to have to divert his vehicle at a blind corner; it goes almost without saying that this paragraph prohibits "double

parking" and the "boxing-in" of any properly parked vehicle;

(m) drivers must, in order to comply with this paragraph, pull in to the left hand side of the road and, if necessary come to and remain at a halt until the emergency vehicle has proceeded on its way or itself come to a halt; regulation 16 (e) provides that emergency vehicles may be equipped with a blue rotating or flashing light and regulation 17 provides that no mechanically propelled vehicle other than an emergency vehicle may be equipped with any bell, gong, siren, or any other device capable of giving two or more different sounds in succession; thus an emergency vehicle may be identified by its blue light or by its audible warning;

(n) this paragraph deals with lights and must be read together with paragraph (i) of section 68 which prohibits the use of spotlights and headlights in such a way as to dazzle or endanger other people.

5. Nothing in this code excuses any road user from the necessity of compliance with the Law and the regulations, whether specifically referred to in this code or not.

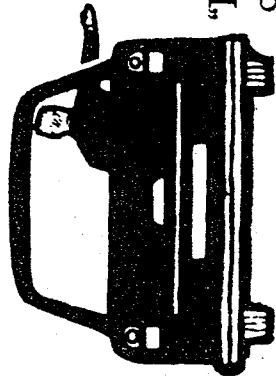
MANUAL AND TRAFFICATOR SIGNALS

6. The manual and trafficator signals required to be prescribed by this code are —

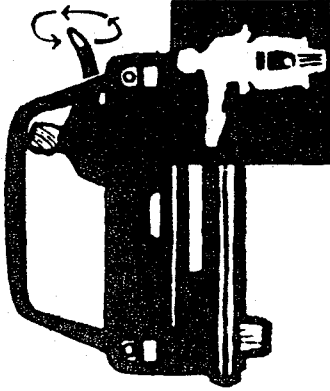
(a) signals to be given by drivers —

(1) to other road users —

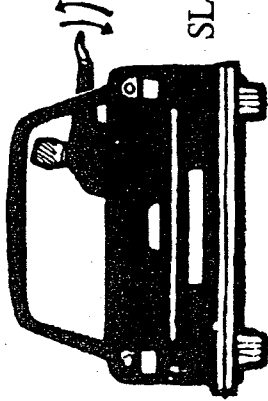
RIGHT HAND DRIVE VEHICLES



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



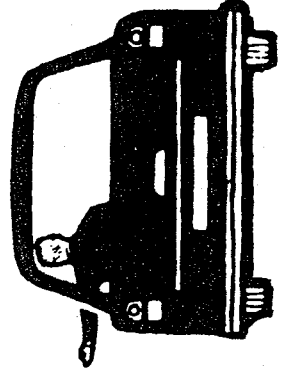
"I intend to PULL IN
or TURN to my LEFT"



"I intend to
SLOW DOWN or STOP"

The above signals are to be used optionally by drivers of motorcycles and right hand drive vehicles in addition to or in lieu of trafficator signals.

LEFT HAND DRIVE VEHICLES

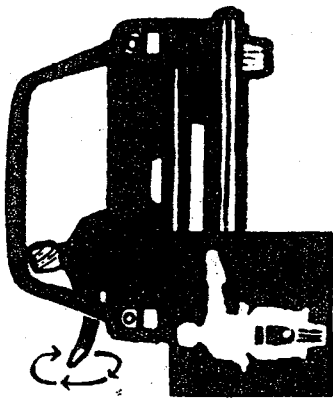


"I intend to
TURN to my LEFT"

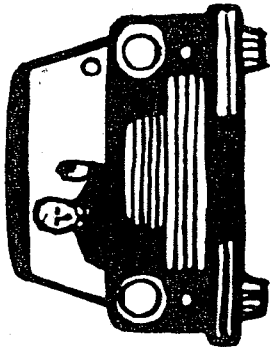
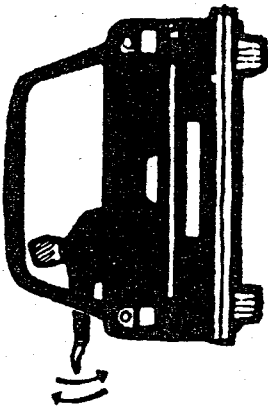
(ii) TO POLICE OFFICERS CONTROLLING TRAFFIC

RIGHT HAND DRIVE VEHICLES

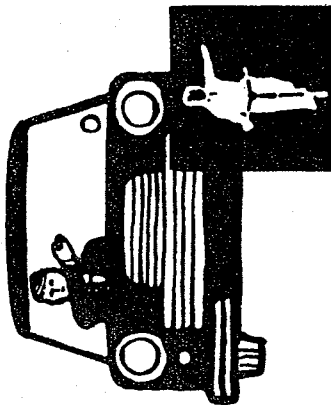
"I intend to TURN
to my RIGHT"



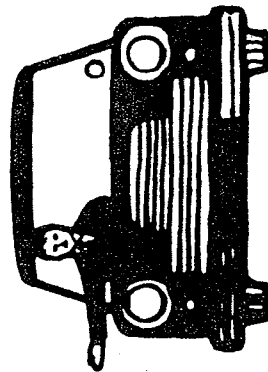
"I intend to
SLOW DOWN
or STOP"



"I want to go
STRAIGHT ON"



"I want to
TURN LEFT"



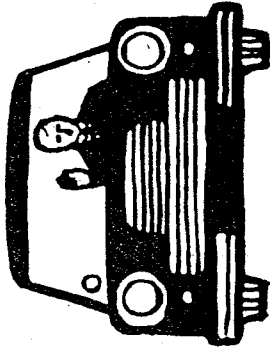
"I want to turn
TURN RIGHT"

*The left turn and right turn signals
may also be given by a mechanical
or flashing indicator. These signals
may also be given by trafficator.*

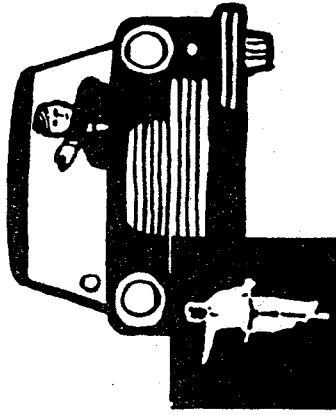
*The above signals are to be used optionally by drivers of motorcycles and
left hand drive vehicles in addition to or in lieu of trafficator signals.*

LEFT HAND DRIVE VEHICLES

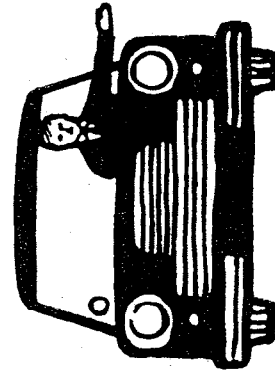
"I want to go STRAIGHT ON"



"I want to TURN RIGHT"



"I want to TURN LEFT"

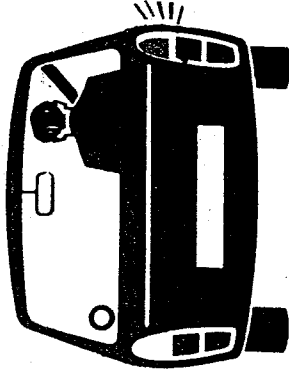


The left turn and right turn signals may also be given by a mechanical or flashing indicator. These signals may also be given by trafficator.

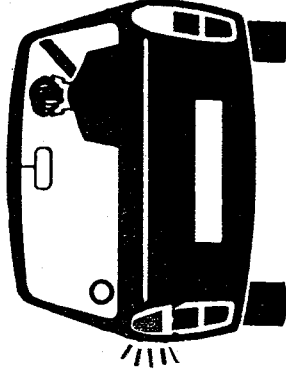
(iii) by trafficator —

DIRECTION AND INDICATOR SIGNALS

"I intend to MOVE OUT TO THE RIGHT or TURN RIGHT"

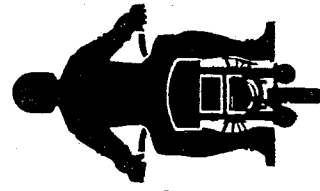
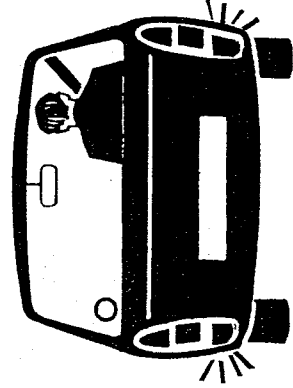


"I intend to MOVE IN TO THE LEFT or TURN LEFT or STOP ON THE LEFT"



STOP LIGHT SIGNALS

"I am SLOWING DOWN or STOPPING"



(b) by constables to road users —

STOP

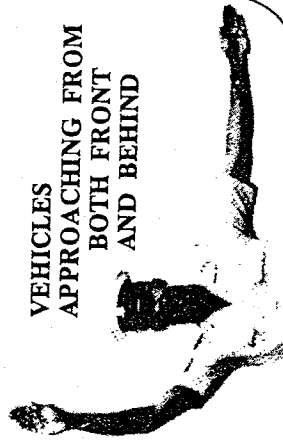
VEHICLES APPROACHING
FROM BEHIND



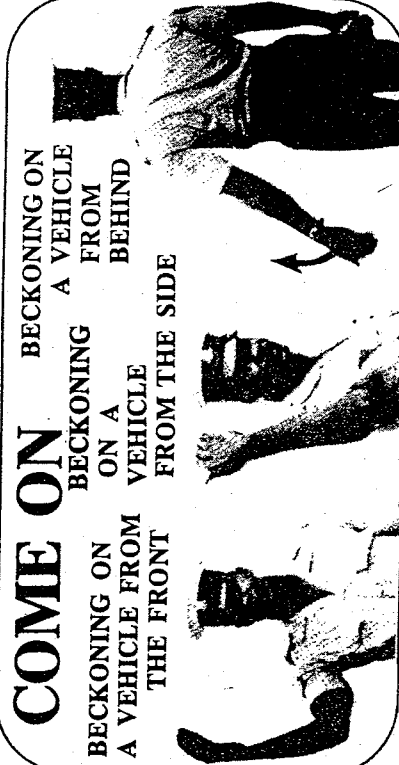
VEHICLES
APPROACHING
FROM FRONT



VEHICLES
APPROACHING FROM
BOTH FRONT
AND BEHIND



COME ON
BECKONING ON
A VEHICLE FROM
THE FRONT



BECKONING ON
A VEHICLE
FROM BEHIND

FROM THE SIDE



MANDATORY TRAFFIC SIGNS

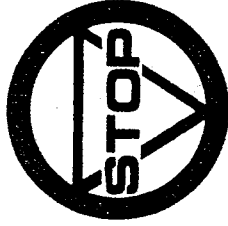
[WHICH MUST BE OBEYED]

Description and Meaning

1 STOP AT JUNCTION

Used in the case when a driver is approaching a major road from a minor road, and must bring his vehicle to a COMPLETE HALT, before entering the major road, whether the major road is clear or not.

Dimensions: Circle 30" in external diameter with 3" border: inverted equilateral triangle with 1-5/8" border, with 5-3/4" lettering "STOP".



Colours: White background, signal red border and triangle, black lettering.

2 GIVE WAY TO OTHER TRAFFIC

Used in the case when a driver is approaching a major road from a minor road, and must give way to all traffic on the major road before entering the said road. If the road is clear he need not come to a stop, but may enter the major road.

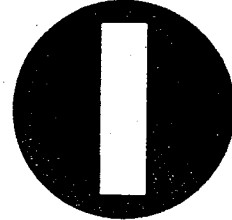
Dimensions: Equilateral triangle with point downwards height 24" width of border 2-1/2", with 5" lettering for "GIVE" and 3-1/2" lettering for "WAY".



Colours: White background, signal red border, black lettering.

3 NO ENTRY TO ANY VEHICLES

Dimensions: Circle with external diameter of 30" with 3/8" border; horizontal bar 6" high and 26-1/8" long.



Colours: Signal red background with border and horizontal bar coloured white.

It should be noted that the signals in this sub-paragraph are not exhaustive.

4 PARKING PROHIBITED — NO PARKING ZONES

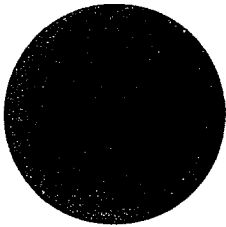
The areas of a public road where parking is prohibited is indicated by the use of this sign.

Dimensions: Circle with external diameter of 20" with a border of 2-1/16" with a diagonal stripe of 2-1/4".

Colours: Background of traffic blue, with border and stripe of signal red.

The arrows which may be attached to the poles holding the signs indicate the direction in which the no parking area extends.

Yellow lines or bands of paint MAY be used in conjunction with these signs and such lines or bands shall be painted on the roadway, curb or wall, between the signs. Such yellow lines or bands shall be 4" wide.



5 TURNING TO—

(a) RIGHT or



(b) LEFT PROHIBITED

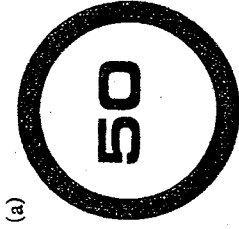


Dimensions: External diameter of circle is 24" with a border of 2-1/2"; a diagonal stripe 2-1/4" wide.

Colours: White background, signal red border and diagonal stripe, with black symbol.

6 SPEED LIMIT

(a) 50 MPH



(b) 25 MPH



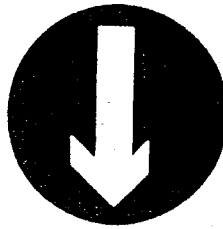
These signs indicate the MAXIMUM speed at which a vehicle may be driven in that area of road.

Dimensions: Circle with external diameter of 24" with 2-1/2" border and the numerals "50" and "25" 8-3/4" high.

Colours: White background, with signal red border and black numerals.

7 DIRECTION TO BE FOLLOWED

Dimensions: Circle with external diameter 24" with 3/8" border.

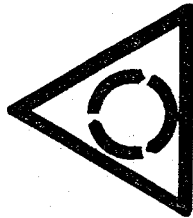


Colours: Traffic blue background with white symbol.

WARNING TRAFFIC SIGNS

Description and Meaning

8 ROUNDABOUT (OR TRAFFIC CIRCLE) AHEAD

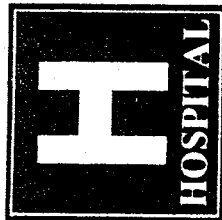


This is to warn drivers that they are approaching a roundabout or Traffic Circle, and to reduce speed on approaching the hazard.

Dimensions: Equilateral triangle with point upwards and height 24" with border 2-3/4".

Colours: *White background, signal red border, and black symbol.*

9 HOSPITAL ZONE

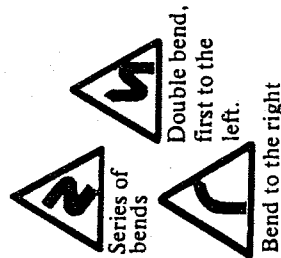


To inform the driver that he is in a hospital area, and is to keep as quiet as possible. (e.g. no revving of engine, blowing of horns etc. and to expect emergency vehicles in the vicinity, e.g. ambulances, police vehicles, etc.)

Dimensions: Rectangle 18" x 21", with 1/2" border. The letter "H" 8-3/4" high with lettering 2-3/4" high.

Colours: *Traffic blue background with border and lettering white.*

10 BENDS



To warn the drivers of approaching bends which are dangerous owing to the physical characteristics or reduced vision. There are varying signs for this hazard.

Dimensions: As in sign (8) above.

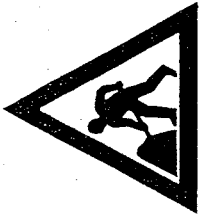
Colours: *As in sign (8) above.*

11 ROAD WORK AHEAD

To warn the driver that gangs of workmen are working on the open road ahead, therefore to reduce speed and approach with caution.

Dimensions: Varied between 48" and 24" high with border proportionate to size of sign.

Colours: *As in sign (8)*



12 SCHOOL ZONE AHEAD

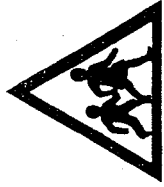
To warn the driver that he is approaching an area where there are school children, and therefore to drive with caution.

Dimension of top sign: As in sign No. (1).

Colours: *As in sign No. (1).*

Dimensions of plate: Rectangle 21" x 9".

Colours: *White background with black border and lettering.*



13 (a) POLICE ACCIDENT and

(b) POLICE SLOW

To warn the driver of (a) an accident area ahead and (b) to reduce speed as a road hazard is ahead.

Dimensions: Rectangle 36" x 24" with border 1-1/5" and lettering "POLICE" 4-1/5" and lettering "ACCIDENT" 3-1/2" and "SLOW" 5-3/4".

Colours: *Traffic blue background with white border and letters.*

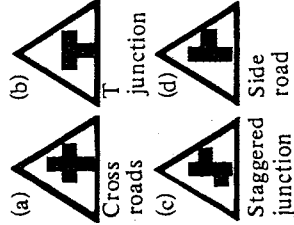


14 ROAD JUNCTION (or) INTERSECTION

To warn drivers of their approach to a road junction or intersection, and to indicate the type of junction. These signs may be varied and the driver should approach such junctions with extreme caution.

Dimensions: As in sign No. (8).

Colours: *As in sign No. (8).*



15. SCHOOL CROSSING
PATROL:



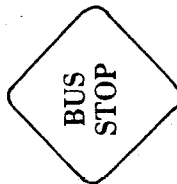
16. POLICE STOP SIGN



17. NO U TURN



18. BUS STOP:
indicating a vicinity where
omnibuses may pick up
and set down passengers.



19. NO OVERTAKING



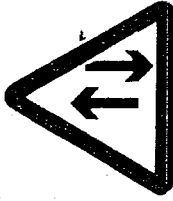
20. TRAFFIC MERGES
FROM LEFT/RIGHT:
To warn drivers of road
merger. This sign may be
reversed.



21. TRAFFIC MERGES AT
ROAD BEND:
This sign may be reversed.



22. TWO-WAY TRAFFIC
FROM THIS POINT:
To warn drivers in a one-
way street that two-way
traffic begins and that they
must keep to the left.



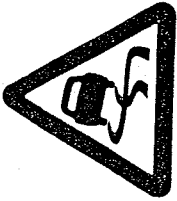
23. CATTLE WARNING



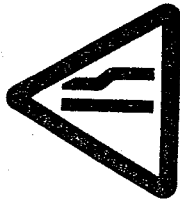
24. LOW-FLYING AIRCRAFT
WARNING



25. SLIPPERY ROAD



26. ROAD NARROWS
(One side)



27. ROAD NARROWS
(Both sides)

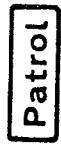


28. PEDESTRIAN CROSSING



29. SCHOOL CROSSING
PATROL AHEAD

Reduce speed to 15 m.p.h.
when lights are flashing.

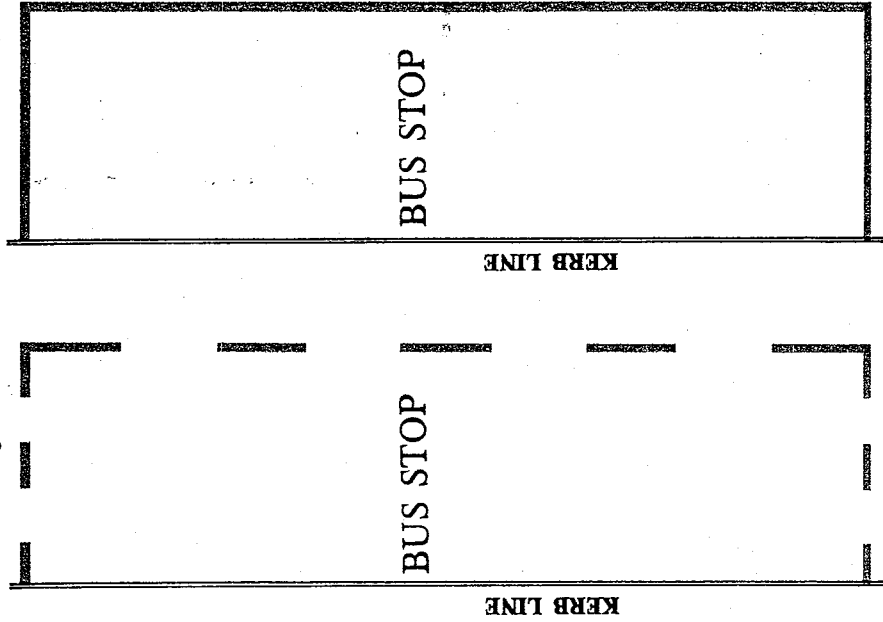


ROAD MARKINGS

Delineated area for parking of omnibuses only. NO PARKING FOR PRIVATE CARS OR OTHER VEHICLES.

Area to be painted white or yellow with either —

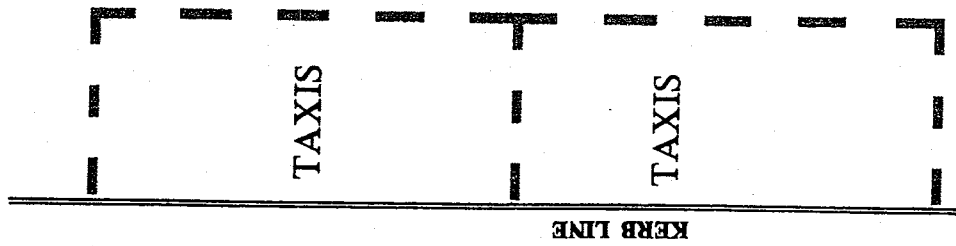
- (1) Broken lines 4" long spaced at 4' intervals, making a total of at least 36' long, and such lines parallel with the edge of the road. The lines perpendicular to the curb are 2' long with 2' intervals, making a breath of 10'.
 - (2) Solid lines making a rectangle 10' x 26'.
- Inside the rectangle the words "BUS STOP" painted in white letters 3" high, and 3" wide.



Delineated area for parking of TAXIS only. No parking for Private cars of other vehicles.

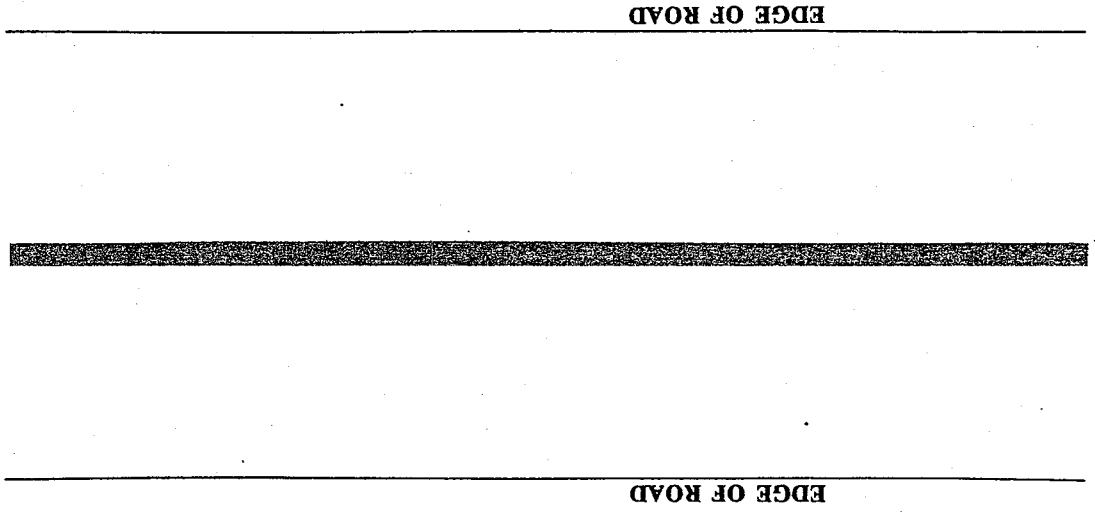
Area to be painted with white or yellow lines, such lines parallel to the curb to be 2' long, with 2' intervals between the lines, to a length of 18'; the lines perpendicular to the curb to be broken to a length of between 6' to 7'6".

Within the rectangle area the words "TAXIS" to be painted in letters 3' in height, and 3' wide.



A Yellow line placed in the centre of the road means that NO VEHICLES AT ALL MAY PARK ON EITHER SIDE OF IT, emergencies excepted.

Line, 4" thick painted in the centre of the road. Colour yellow.



A broken white line in the centre of the road is for the purpose of marking its location. Reflective studs standing alone fulfil the same purpose.

A continuous white or yellow line in the centre of the road whether or not interrupted by reflective studs means that the line may not be crossed for the purpose of overtaking and that all traffic must keep to the left of the line unless —

- (a) otherwise directed by a constable in uniform;
- (b) for the purpose of entering a private driveway or road otherwise inaccessible; or
- (c) for the purpose of negotiating a stationary obstruction.

The original purpose of the yellow line given on page 24 remains unaffected.

A double broken line across the carriage way of a road which will be accompanied by a give way sign (2) indicates that vehicles approaching such line must give way to other traffic.

A continuous double white line across the carriage way of a road accompanied by a STOP sign (1) indicates the exact location in the road at which vehicles must come to a halt before proceeding further.

NEGLIGENTLY OPENING DOORS OF VEHICLES

Whoever opens or causes or permits to be opened any door of a motor vehicle or trailer on a road so as to cause injury or danger to any person is guilty of an offence and punishable under section 83.

Extract from United Kingdom Regulations:

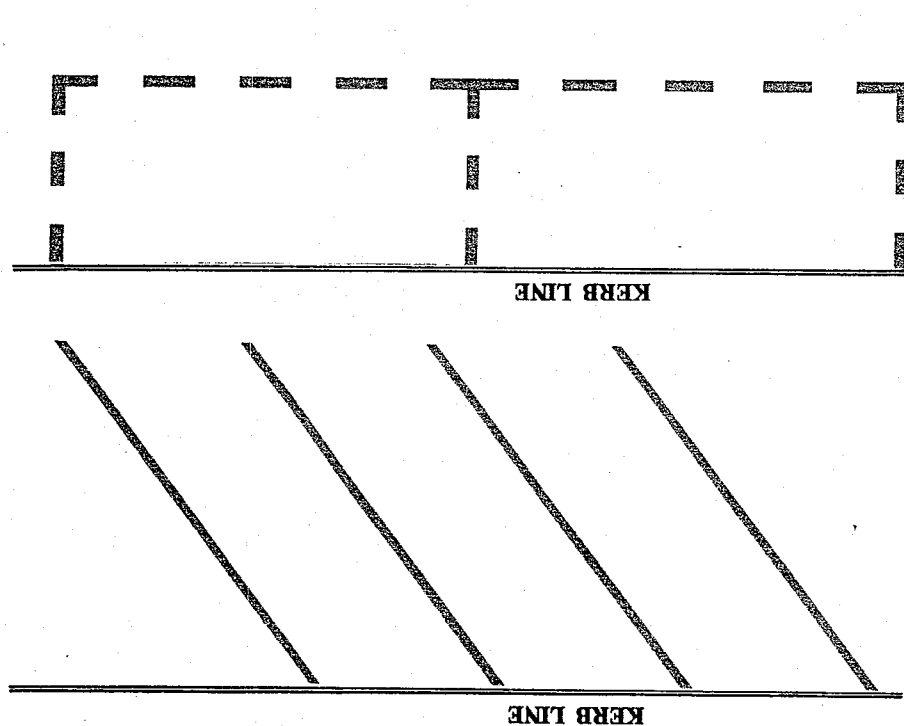
“Leave enough space between you and the vehicle in front so that you can pull up safely if it slows down or stops suddenly. The safe rule is never to get closer than the overall stopping distance shown below. But on the open road, in good conditions, a gap of one yard for each mph of your speed or a two-second time gap may be enough. This will also leave space for an overtaking vehicle to pull in. On wet or slippery roads the gap should be at least doubled. Drop back if an overtaking vehicle pulls into the gap in front of you”.

See also paragraph 4(f) of this Code.

Delineated areas for parking of vehicles (i.e. permitted parking areas).

Areas be delineated by white paint or yellow paint, and will be placed either

- (a) at an angle to the edge of the road, making a parallelogram 16'-18' long and 8' wide;
- (b) Parallel to the edge of the road, each area making a rectangle 16'-20' in length and 8' in width. The lines making the edges of the areas MAY be a broken line 2' long with intervals of 2' between same, or a solid line 4" wide.



BRAKING DISTANCES

Shortest stopping distances - in feet			
mph	Thinking distance	Braking distance	Overall stopping distance
20	20	20	40
30	30	45	75
40	40	80	120
50	50	125	175
* 60	60	180	240
* 70	70	245	315

On a dry road, a good car with good brakes and tyres and an alert driver, will stop in the distances shown. Remember these are shortest stopping distances. Stopping distances increase greatly with wet and slippery roads, poor brakes and tyres, and tired drivers.

* These speeds are unlawful in the Cayman Islands

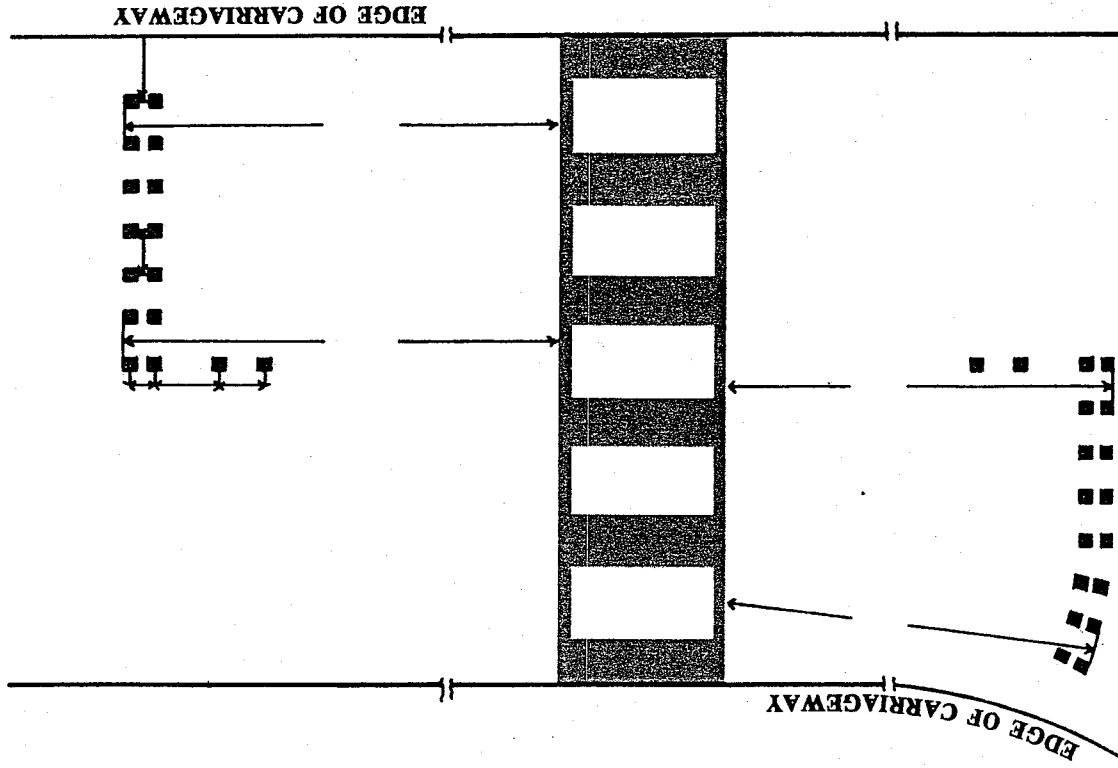
Made in Council this 30th day of January, 1979.

JENNY MANDERSON
Clerk of the Executive Council

PEDESTRIAN CROSSINGS

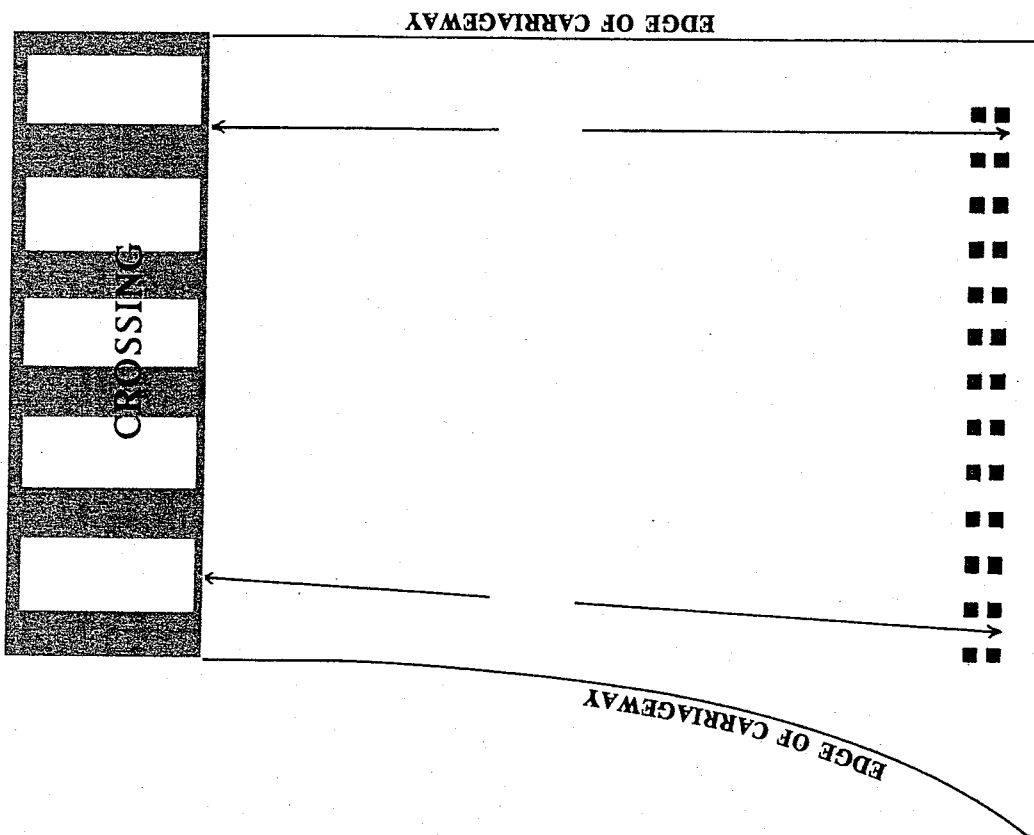
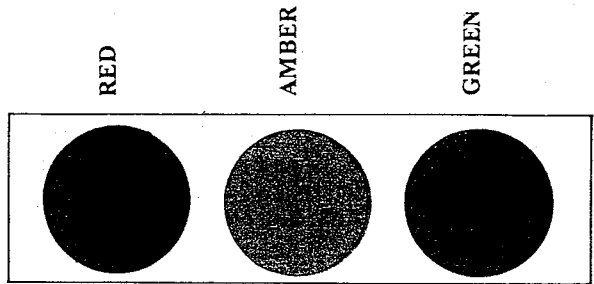
A PEDESTRIAN CROSSING, is marked by two parallel lines on the carriageway, such lines being white or yellow in colour, and 6' apart. Within the area of these lines are painted bands of yellow or white paint, 2' in width, and spaced equidistant from each other as the breadth of the road allows.

At each approach to a Pedestrian Crossing, at a distance of not more than 45' and not less than 42' is located a pattern of studs from the edge of the carriageway to the centre of the carriageway in a parallel double row, the distances between the studs on the horizontal plane are 20" and on the vertical plane 12", and NO VEHICLES SHALL PARK BETWEEN THE PATTERN OF STUDS AND THE MARKED CROSSING.



AUTOMATIC TRAFFIC SIGNALS

These light signals operate automatically to control traffic at intersections etc. The lights are in three colours, RED, AMBER, AND GREEN placed vertically in that order from the top as in the diagram below:



The above is the pattern of a pedestrian crossing in a one way street. The colours, bands and delineation are the same as the normal pedestrian crossing, with the exception that the studs are placed across the entire width of the street, on the side from which the traffic approaches the crossing.

NO VEHICLES SHALL PARK BETWEEN THE PATTERN OF THE STUDS AND THE CROSSING.

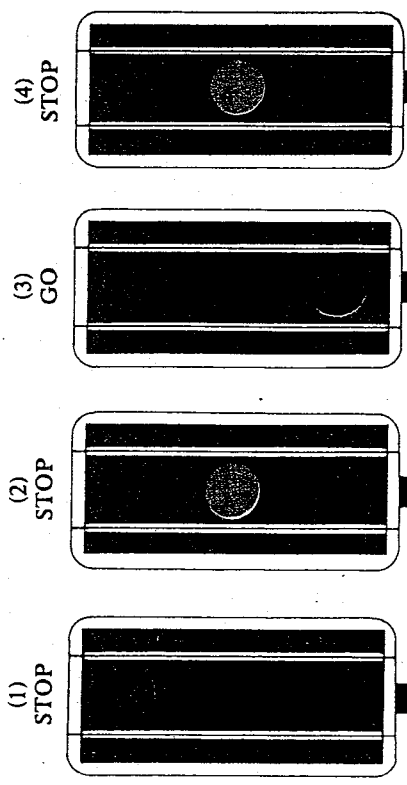
The lights are illuminated in sequence as follows —

- (1) Red light showing
- (2) Red and amber lights showing
- (3) Green light showing
- (4) Amber light showing
- (5) Red light showing and so on.

The meanings of the above signals are as follows —

- | | |
|----------------------------------------|------|
| (1) RED LIGHT SHOWING | STOP |
| (2) RED LIGHT AND AMBER LIGHTS SHOWING | STOP |
| (3) GREEN LIGHT SHOWING | GO |
| (4) AMBER LIGHT SHOWING | STOP |
| (1) RED LIGHT SHOWING | STOP |

and so on, as in the illustrations and explanations below —

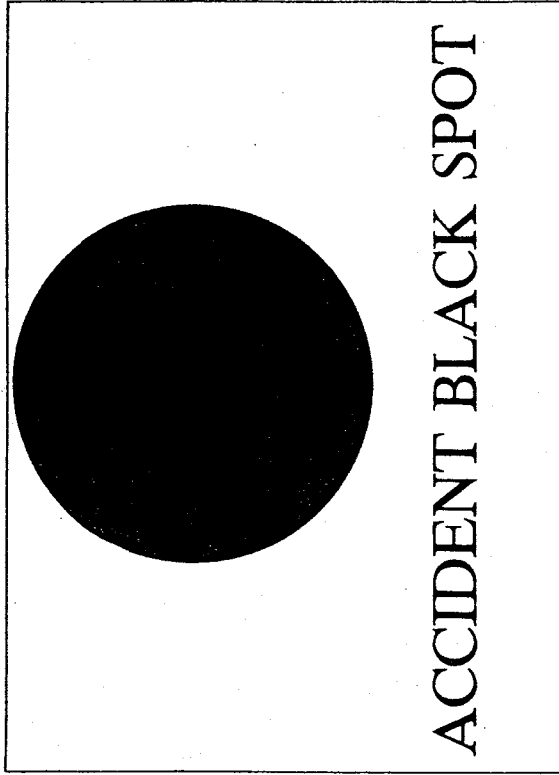


RED means STOP. Wait behind the stop line on the carriageway.

RED and AMBER also means STOP. Do not pass through or start until GREEN shows.

GREEN means GO if the way is clear. Take special care if you mean to turn left or right and give way to pedestrians who are crossing.

AMBER means STOP.



Made in Council this 10th day of September, 1974.

JENNY MANDERSON
Clerk of the Executive Council

NOTES.