



GUIDELINES FOR PLACING SKIPS ON PUBLIC STREETS

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DEFINITIONS

1. For the purpose of these guidelines, 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 (Chapter 158A);

"Owner" means any person or company who owns Skip(s);

"Public Street" means any street over which the public has a right of way and which has become vested in the Government under the Street Works Act (Chapter 320A) or the repealed Act, or in other manner;

"Skip" means a container, generally used for the collection of debris or waste, which 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 storage of any article or thing.

PURPOSE OF THESE GUIDELINES

2. The purpose of this set of guidelines is to highlight the conditions and requirements for placing Skips on Public Streets for the purpose of loading construction debris or waste materials into the Skips.

INTRODUCTION

3. Skips are commonly used in building construction activities to store and transport construction debris. They should be placed within work sites. However, where space is a constraint and recognising the need for such Skips to transport construction debris, Skips may be allowed on Public Street for loading purposes only.
4. Owners and Users are to ensure the proper placement of Skips on Public Streets so as not to cause safety hazards, obstructions or inconveniences to road users. Examples of safety issues arising from Skips placed on Public Streets are shown in **ANNEX A**.
5. Skips are strictly not allowed at the following locations:
 - a) On expressways
 - b) On major roads, for example, Orchard Road, Shenton Way, Tampines Avenue 4, Jurong East Avenue 1, Bedok Road, Serangoon Garden Way, etc
 - c) On public walkways
 - d) Near traffic junctions
 - e) At road bends

CONDITIONS FOR PLACING SKIPS ON PUBLIC STREETS

6. Owners or Users are advised to plan their removal of construction debris to minimise the duration of Skips on Public Streets.
7. Where there are parking restrictions, e.g. centre white lines, double yellow lines, Skips shall not be left unattended. Workmen are to be deployed to guide road users.
8. Where there are no parking restrictions, the remaining width of a carriageway where the Skip is placed should not be less than 3.5m to facilitate safe movements of vehicles and other road users, such as ambulances and service vehicles. If the width is lesser than 3.5m due to site constraints, workmen are to be deployed to guide road users.
9. The workmen must wear proper safety vest¹ and be equipped with the correct traffic control devices¹ to guide road users.
10. The door/opening of Skip shall not face on-coming traffic; it must always be closed when not in use.
11. Where there are roadside parking lots available in the vicinity, Owners or Users are to place the Skip in the parking lots. They are to seek the approval of the Urban Redevelopment Authority or Housing and Development Board before using the parking lots.
12. Skips may be allowed on Public Streets for loading purposes only during the following off-peak hours:

¹ The specifications of the vest and traffic control devices shall comply with the Code of Practice for Traffic Control at Work Zone.

Weekdays: 9.30am to 4.30pm

Saturdays: 9.30am to 12 noon and 2.00pm to 4.30pm

13. In addition to the restrictions highlighted in paragraph 12, Skips placed at locations near to a school are allowed for loading purposes only during the following school off-peak hours:
 - a) 9.30am to 11.30am
 - b) 2.30pm to 4.30pm
14. For the placement of Skips on Public Streets in the vicinity of places of worship/interest, entertainment outlets, markets, etc, the Owner or User shall liaise with their management to confirm the off-peak hours before doing so.
15. Skips are to be removed immediately when placed on Public Streets if they cause traffic congestion, notwithstanding the off-peak hours.
16. Owners or Users shall comply with the prevailing requirements/guidelines as stipulated by the other relevant agencies for placing Skips on Public Streets.

RESPONSIBILITIES OF OWNER AND USER

17. The Owner and User of Skips shall be responsible for the proper placement of Skips along Public Streets.
18. The Owner of Skip shall:
 - a) ensure that the body of the Skip is painted with light or bright colours and marked with the correct type of wide angle prismatic retroreflective sheeting that is of minimum Type IX (Type 9) in accordance with the ASTM D4956 Standard Specification for Retroreflective Sheeting for Traffic Control. Details are stated in **ANNEX B**.
 - b) ensure that the paintwork and retroreflective sheeting on the Skip are always maintained in good condition.
 - c) ensure that the company's name and contact number(s) are on the front and back or on both sides of the Skip.
 - d) be held responsible for any damages or claims arising from the placement of Skip on the Public Street.
19. The User of Skip shall:
 - a) make an assessment on the width of the Public Street and traffic volume before placing a Skip of suitable size on it.
 - b) ensure that the Skip Owner's name and contact number(s) are on the front and back or on both sides of the Skip.
 - c) ensure that the body of the Skip is painted with light or bright colours and marked with the correct type of retroreflective sheeting.

- d) protect the Public Street from damage and he shall be held responsible for any damages or claims arising from the placement of Skip on the Public Street.

APPLICABLE LEGISLATIONS AND REGULATIONS

- 20. Under section 32A of the Street Works Act (Chapter 320A), it is an offence for any person to deposit or cause or allow any Skip to be deposited or to remain on any Public Street, five-footway or private footway, so as to create any obstruction or inconvenience to the passage of the public.
- 21. A person who commits an offence under section 32A is liable on conviction to a fine not exceeding \$2,000 and, in the case of a continuing offence, to a further fine not exceeding \$100 for every day or part thereof during which the offence continues after conviction.
- 22. Where the Skip creates any obstruction or inconvenience to the passage of the public on a Public Street, five-footway or private footway, an authorised officer of the Authority may:
 - a) by notice in writing direct that the Skip be removed within such time as may be specified in the notice; and
 - b) remove or cause the Skip to be removed and detain the Skip, at the risk of its Owner, at such place as the authorised officer may determine.
- 23. Where a Skip is removed from the Public Street, five-footway or private footway, the Authority may recover any costs reasonably incurred by it in connection with such removal from the Owner of the Skip or from the person who caused the Skip to be deposited or to remain on the Public Street, five-footway or private footway.
- 24. Regulation 23 of the Street Works (Works on Public Streets) Regulations requires the Owner to ensure that the Skip:
 - a) is properly maintained and kept in a working condition at all times,
 - b) does not in any way alter or affect the structure of the Public Street or any road related facility; and
 - c) does not cause or become a cause of danger or inconvenience to persons using the Public Street.
- 25. If Regulation 23 of the Street Works (Works on Public Streets) Regulations is not complied with, the Authority may take such steps as it thinks necessary to ensure that such requirement is met and recover any costs incurred by it from the Owner. Under the Street Works (Composition of Offences) Regulations and in accordance with section 52(1) of the Street Works Act (Chapter 320A), where an offence is committed in contravention of Regulation 23 of the Street Works (Works on Public Streets) Regulations, the Authority may compound the offence by collecting from a person reasonably suspected of having committed the offence a sum not exceeding \$500.

ANNEX A – SAFETY ISSUES OF SKIPS PLACED ON PUBLIC STREETS

Skips used as temporary storage space on Public Streets may cause obstruction and inconvenience to road users. When placed along narrow Public Streets, the Skip reduces the views of road users on traffic in the opposite direction, and hence putting them at risk.



Obstruct pedestrians on public walkways and endanger road users on Public Streets.

Skips placed at road bends, traffic junctions, etc create a "blind corner" which adversely effect the road users. This reduces the visibility of the road users which increases their risk to accidents.



Reduce road users' visibility at road bend and traffic junction.

Skips that are unmarked, marked with the incorrect type of retroreflective sheeting, or with faded paintwork are inconspicuous to road users under adverse weather conditions or when placed under the shade of trees. These Skips increase the risk of accidents to road users.



Inconspicuous to road users under adverse weather conditions.

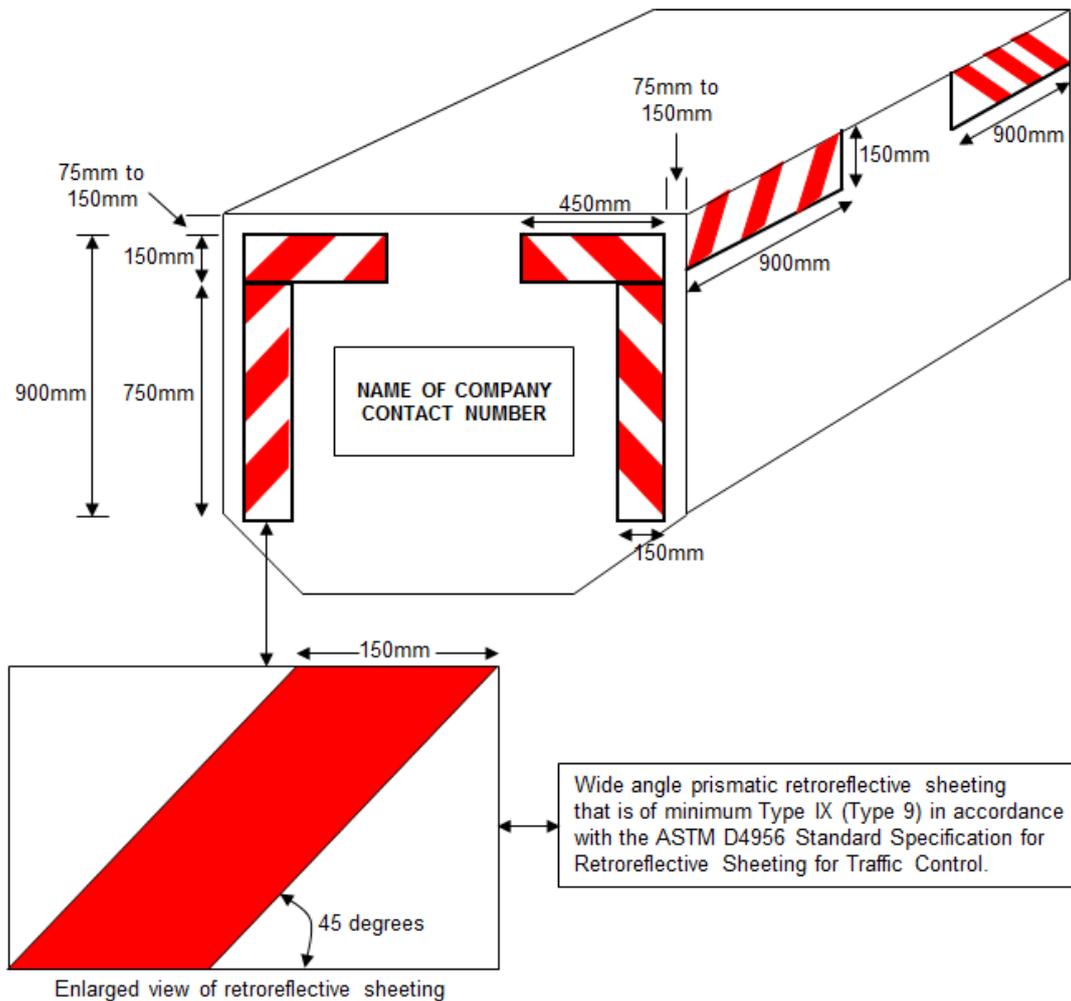
Skips without company name and contact number will be a problem for anyone to contact the Owner for their immediate removal during emergencies such as fire, accident, traffic congestion, etc.



Immediate removal during emergencies is a problem without the company name and contact number.

ANNEX B – MARKING OF SKIPS USING RETROREFLECTIVE SHEETING

1. Red and white retroreflective sheeting of 150mm width shall be pasted on the front, back and both sides of the Skips.
2. Front and back:
 - 2.1 Height = 900mm (on both vertical borders).
 - 2.2 Length = 450mm (on both corners of the top horizontal border).
3. Both the sides:
 - 3.1 Length = 900mm (on both corners of the top horizontal border).



Examples of Retroreflective Sheeting on Skip



Front view with contact information of Skip Owner



Side view



Rear view