

# BUILDERS SKIPS

## Reflective Markings On Builders' Skips

Following reports of a number of accidents where motorists and motor cyclists had collided with unlit builders' skips sustaining serious injury, the Government has decided to introduce the Builders' Skips (Markings) Regulations 1984.

With effect from 1 January 1986 the Regulations require all builders' skips deposited in the roadway to be fitted with RED and YELLOW fluorescent/reflective markings. The only exception is where the skip is completely off the road on a footpath or verge (as is the case with bottlebank containers).

Even with these markings a skip must also be properly lit at night and meet any other conditions imposed by the local highway authority when granting permission for the skip to be placed in the road or on the highway.

Skips come in various shapes and sizes. This leaflet attempts to show how the marking plates can be used to best effect on different types of skips.

## MARKINGS

### Types of marking

The markings on the skips are the same design and construction as the vertical rear markings on heavy goods vehicles. They must conform to, and be marked with the British Standards Number BS AU 152 : 1970.

Painted markings are illegal. Vertical markings only are to be fitted.

The marking plates should be a full 700mm high and 140mm wide. If a skip with lower ends is being used the plates may also be lower, with the minimum legal height of any plate being 350mm, but with a corresponding extra width to give the same visibility.

The area of any plate should never be less than 980 square centimetres.

### Method of Attachment

The fluorescent/reflective materials should not be attached directly onto the end of the skip as they will be difficult to replace when worn. It is better to attach lorry type rear marker plates onto the skip.

If a skip is used regularly a permanent plate fixture using rivets is recommended. If the markings are only occasionally needed then a temporary fixing with screws can be used.

But for either permanent or occasional use the markings must always be fitted to the skip in a **Vertical** position.

### Where to fit the plates

**Height :** The plate(s) should be attached as near to the top rim of the skip as possible provided that :

- \* the whole of the plate can be clearly seen by all other drivers and is not even partially obscured by an angled rim of a strengthening bar of the skip. (See Figure 1a.)
- \* the top of the plate is no more than 1.5 metres from the ground once the skip is in position.
- \* the plate is not fitted to a lid or cover.

**Spacing :** The plates should be as near to the skip's side edge as possible provided that:

- \* they do not protrude beyond the side of the skip.
- \* they are the same distance as each other from the sides of the skip.
- \* they are not mounted on any ribs or strengthening bars which are narrower than the plates. The skip's recessed surface which is surrounded by the skip's ribs and strengthening bars is the ideal place for the plates (see Fig. 1).
- \* they are not fitted to a door unless there is no alternative ie. where a door forms the full width of the end of some skips (see fig. 6 and 7).

If the plates must be fitted to doors, the door must be kept closed unless loading is taking place.

### Skips placed sideways

If a skip is positioned sideways in the road the markings must be fixed onto the sides which then form the ends of the skip facing oncoming traffic (see Fig. 8).

## Clarity of the markings

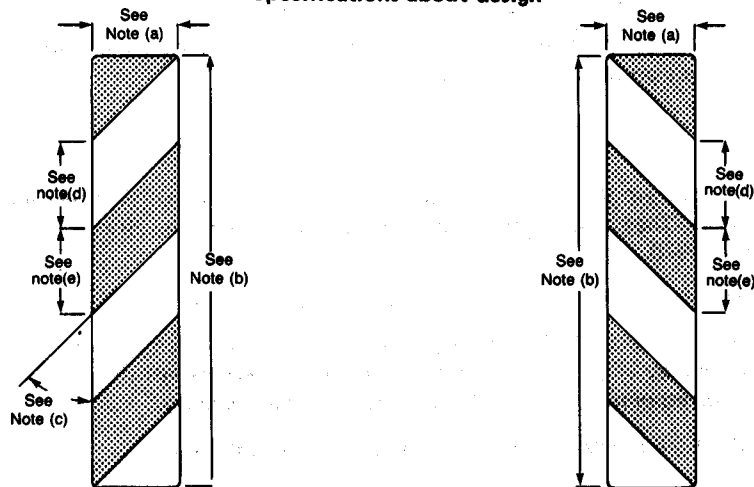
The markings must be clean and clearly visible at all times. The new law puts the onus on skip operators to ensure the markings are kept in good repair and are replaced when damaged or badly worn.

The attached illustrations show the recommended fixing positions of markings to various types of skips. If you have difficulty in deciding how to fix markings to a skip not shown here, please write to the address below enclosing a photograph or drawing of the skip in question.

(Department of Transport Traffic Signs Branch Room S16/13  
2 Marsham Street London SW1P 3EB).

Also reproduced at the end of this leaflet are extracts from the Regulations relating to the design and fitting of the markings.

## Specifications about design



- Notes**
- The width of each half of the marking shall be not less than 140 millimetres nor more than 280 millimetres.
  - The length of each half of the marking shall be not less than 350 millimetres nor more than 700 millimetres.
  - The angle of each stripe shall be not less than 40 degrees to the vertical nor more than 50 degrees to the vertical.
  - Each half of the marking shall have a minimum area of 980 square centimetres.
  - The breadth of each stripe shall be not less than 133 millimetres nor more than 147 millimetres.

## Requirements as to markings

- The marking specified in Schedule 1 shall consist of two plates of equal size and the same shape as one another.
- Each such plate shall comply with the requirements specified in the British Standard Specification for Rear Marking Plates for Vehicles issued by the British Standards Institution and published on 1st April 1970 under number BS AU 152 : 1970 and shall be marked as provided in paragraph 5 of that Standard.
- The two plates comprising the marking shall be securely attached to the end of the builder's skip in such a manner that —
  - each plate is as near to an outer edge of the skip as the construction of the skip allows, so, however, that no part of any plate projects beyond an outer edge of the end of the skip;
  - The innermost edge of each plate is parallel to and the same distance from the vertical plane passing through the longitudinal axis of the skip;  
the upper edge of each plate is parallel to and the same distance from the upper edge of the end of the skip;
  - no part of either plate is attached to —
    - any lid, or
    - any door except in a case where a door is the only place to which the plate can possibly or conveniently be fixed; and
  - the upper edge of each plate is —
    - not more than 1.5 metres from the ground, and
    - not lower than the upper edge of the skip save in so far as this may be necessary on account of the construction of the skip, the provisions of Regulation 4 or the provisions of sub-paragraph (1) above.
- The stippled areas in the diagram in Schedule 1 shall be of red fluorescent material, and the unstippled areas in that diagram shall be of yellow reflex reflecting material.

# SKIPS. REGS. GUARDING

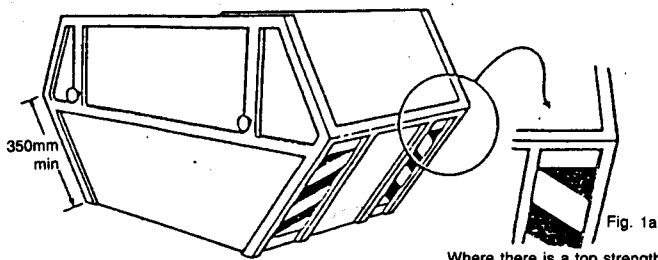


Fig. 1 Skip with equal sized low ends.

Where there is a top strengthening bar set the plate lower so that it is not obscured by the bar

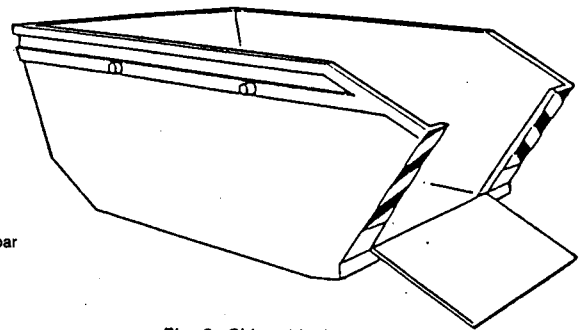


Fig. 6 Skip with drop end door.

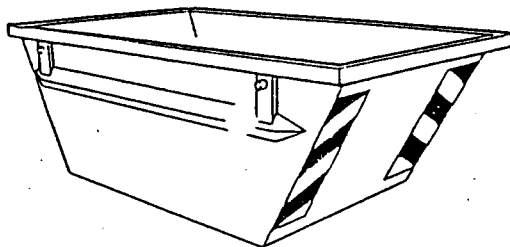


Fig. 2 Mini-Skip.

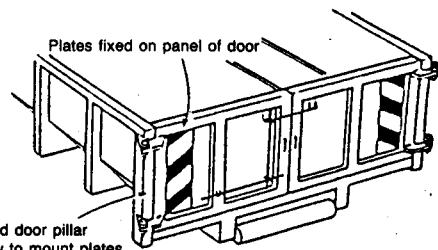


Fig. 7 Demountable body with opening end doors.

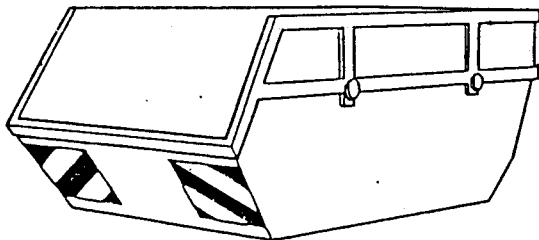


Fig. 3 Skip with different sized ends; one very low.

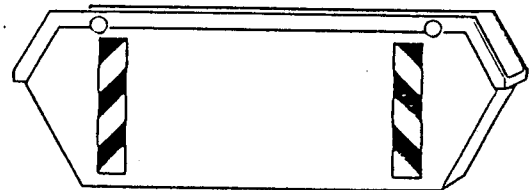


Fig. 8 Skip placed sideways on the road.

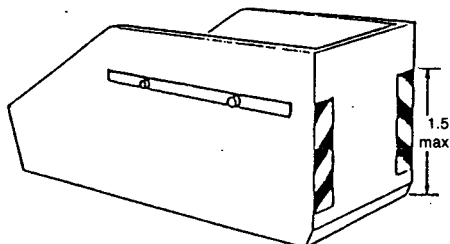


Fig. 4 Skip with high end.

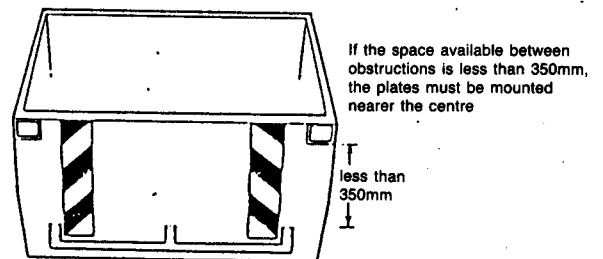
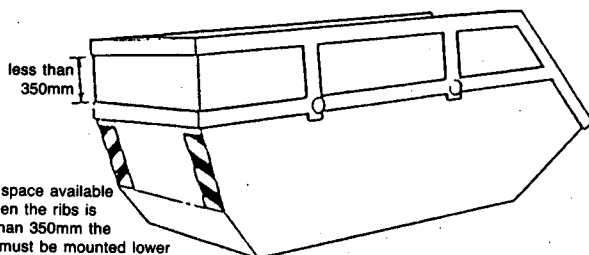


Fig. 9 Skip end with lamp housings and other structural obstructions.



If the space available between the ribs is less than 350mm the plate must be mounted lower

Fig. 5 Skip with angled end.

**STICK TO THE SAFETY RULES**