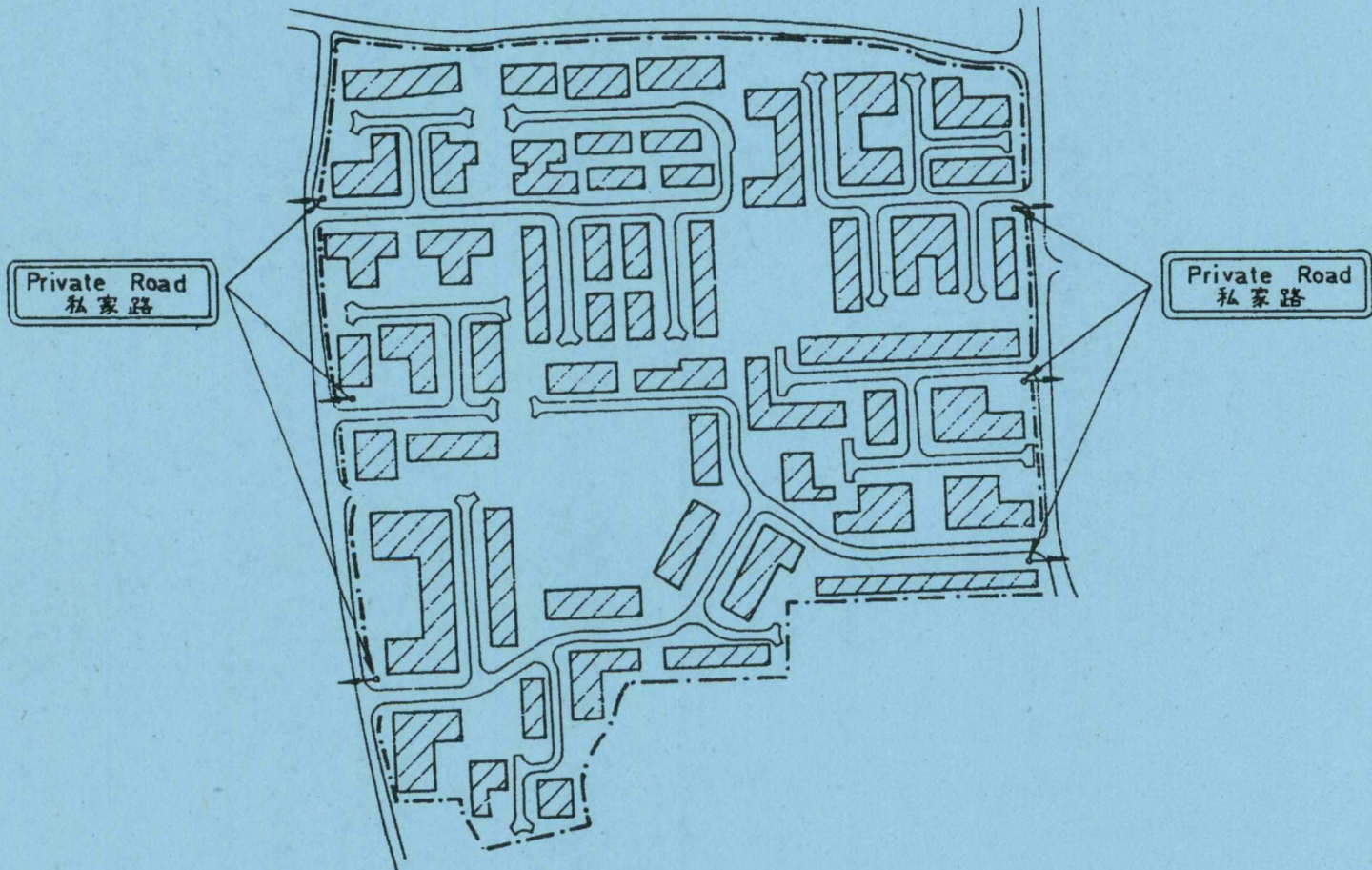


Code of Practice for



Private Roads



AUGUST 1994

Code of Practice for Private Roads

Transport Department

August 1994

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1. Introduction

1.1 General

- 1.1.1 The purpose of this Code is to provide guidance to owners of private roads on matters concerning the application of the Road Traffic Ordinance and its subsidiary Legislation to Private Roads.
- 1.1.2 Mainly, the guidance in this Code will refer to traffic signing and road marking that may be used in private roads, though where thought relevant, other information has also been included.
- 1.1.3 It should be stressed that whilst the contents of this Code are to provide guidance for owners of private roads, and as such the Code in itself is not legally enforceable, it will form the basis for any assessment carried out by the Transport Department of traffic signs and road markings placed by the owner of a private road. Should it be found that traffic signs or road markings have not been erected or placed, in accordance with the advice in the Code, the Commissioner may exercise his powers to require the owner to revise the signs and markings.
- 1.1.4 It is not the purpose of this Code to define what is a Private Road, but merely to provide guidance when owners consider that the Road Traffic (Parking on Private Roads) Regulations are applicable, and it is for the owners to satisfy themselves that the application of these Regulations is correct.
- 1.1.5 Owners of private roads must ensure that any traffic sign or road marking they erect or place shall comply with the relevant Regulations and are, particularly in the case of traffic signals, safe for operation.

1.2 Legislation

1.2.1 Any reference to legislation affecting traffic control matters in respect of private roads in this section is in summary form, and for the precise wording it is strongly advised that the actual legislation be consulted.

1.2.2 The relevant legislation affecting traffic matters on private roads is as follows :-

- (i) The Road Traffic Ordinance, Cap. 374
- (ii) The Road Traffic (Parking on Private Roads) Regulations
- (iii) The Road Traffic (Traffic Control) Regulations
- (iv) The Road Traffic (Construction and Maintenance of Vehicles) Regulations
- (v) The Road Traffic (Driving Licences) Regulations
- (vi) The Road Traffic (Registration and Licensing of Vehicles) Regulations
- (vii) The Road Traffic (Safety Equipment) Regulations
- (viii) The Road Traffic (Public Service Vehicles) Regulations
- (ix) The Road Traffic (Village Vehicles) Regulations
- (x) The Fixed Penalty (Criminal Proceedings) Ordinance, Cap. 240
- (xi) The Fixed Penalty (Criminal Proceedings) Regulations
- (xii) The Traffic Accidents Victims (Assistance Fund) Ordinance, Cap. 229
- (xiii) The Motor Vehicles (Third Party Risks) Ordinance (Cap. 272)

- 1.2.3 The Road Traffic (Parking) Regulations do not apply to Private Roads, and only Sections 4, 5 and 6 concerning dangerous parking and stopping within a zebra controlled area, of the Fixed Penalty (Traffic Contraventions) Ordinance, apply to Private Roads.
- 1.2.4 Briefly the effects of paragraphs 1.2.2 and 1.2.3 above are that all matters concerning safety in the Road Traffic Ordinance and other legislation mentioned will apply to Private Roads, whilst parking control is the responsibility of the owners of Private Roads.

2. The Control of Parking on Private Roads

2.1 General

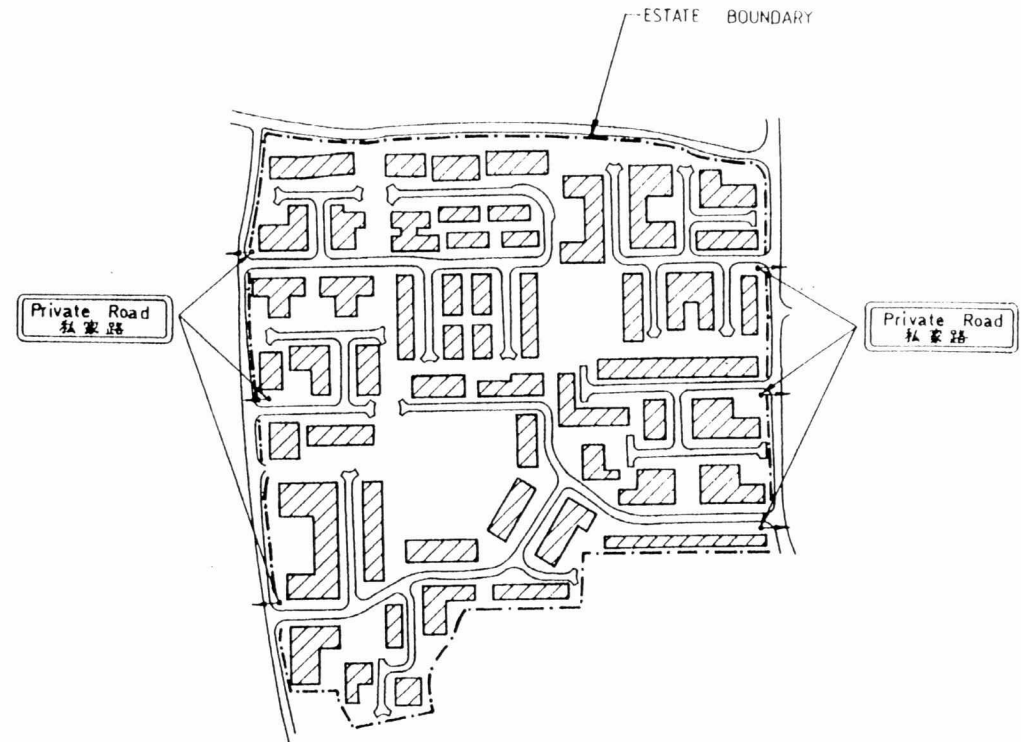
- 2.1.1 The control of parking on private roads is the responsibility of the owners of such roads, and the Road Traffic (Parking on Private Roads) Regulations provides powers for owners to provide No Parking Areas, and impound or tow away, or both, any vehicles improperly parked in these areas, providing that the sign in Diagram 2.1.1 has been erected at the entrance to that road. If the sign is not erected then the provisions of the Road Traffic (Parking on Private Roads) Regulations will not apply.
- 2.1.2 Whilst smaller developments will generally consist of only one road, larger estates will have a series of interconnecting roads. In these latter situations it is not necessary to have the sign in Diagram 2.1.1 erected on every road, but merely at the entrances to the estate, as shown in Diagram 2.1.2
- 2.1.3 Even though the owners of smaller developments may not wish to tow away or impound vehicles, if they require to indicate no parking areas they should display the "Private Road" sign at the entrance to the development, and they must display the sign if they intend to immobilise vehicles by the use of wheel clamps.



THIS SIGN INDICATES THAT THE ROAD IS A PRIVATE ROAD AND THE ROAD TRAFFIC (PARKING ON PRIVATE ROAD) REGULATIONS APPLY, AND THEREFORE VEHICLES MAY BE IMPOUNDED OR TOWED AWAY IF PARKED IN A NO PARKING AREA.

"PRIVATE ROAD" TRAFFIC SIGN

DIAGRAM 2.1.1

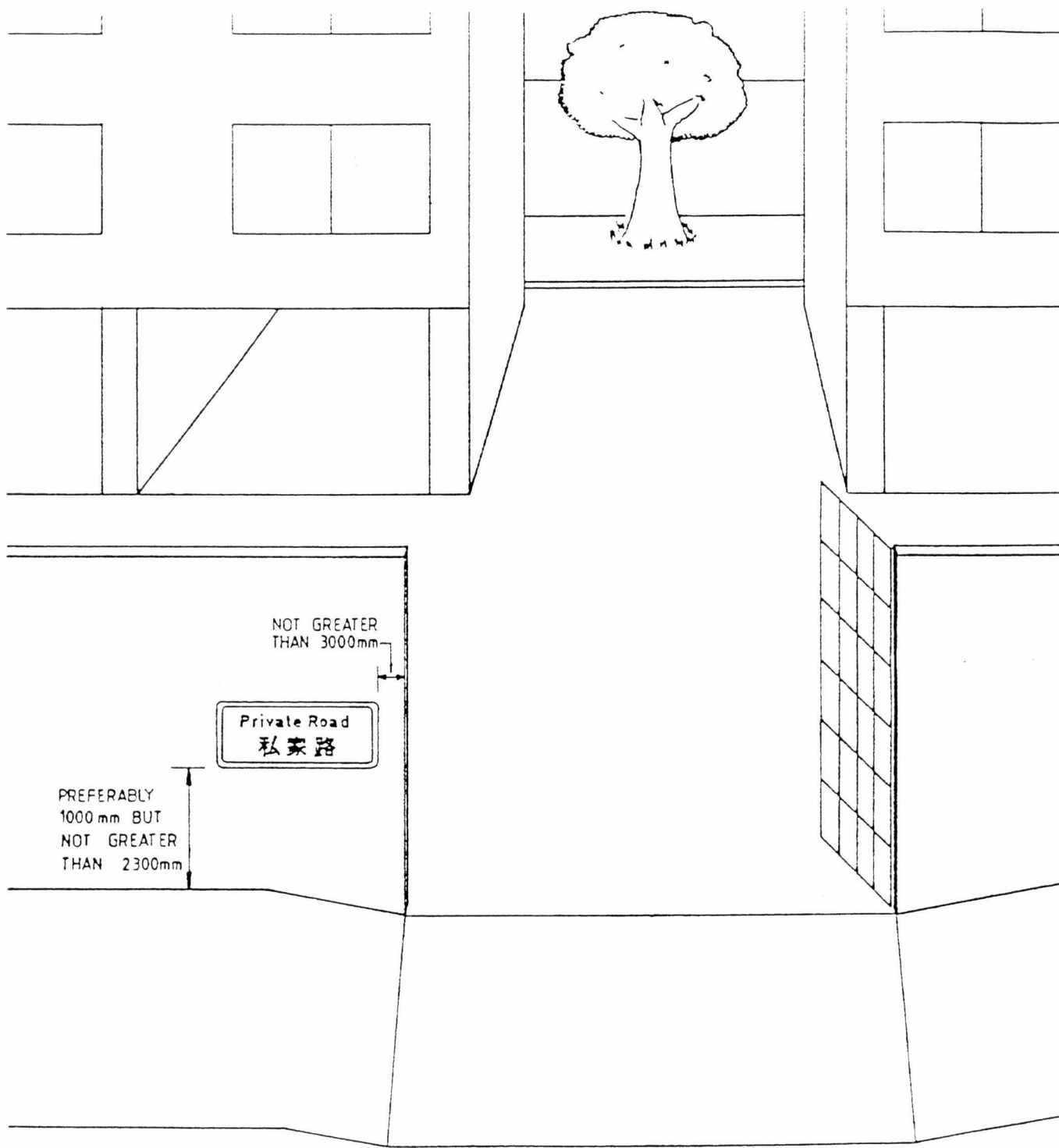


SIGNING OF ENTRANCES TO PRIVATE ROADS ON ESTATES

DIAGRAM 2.1.2

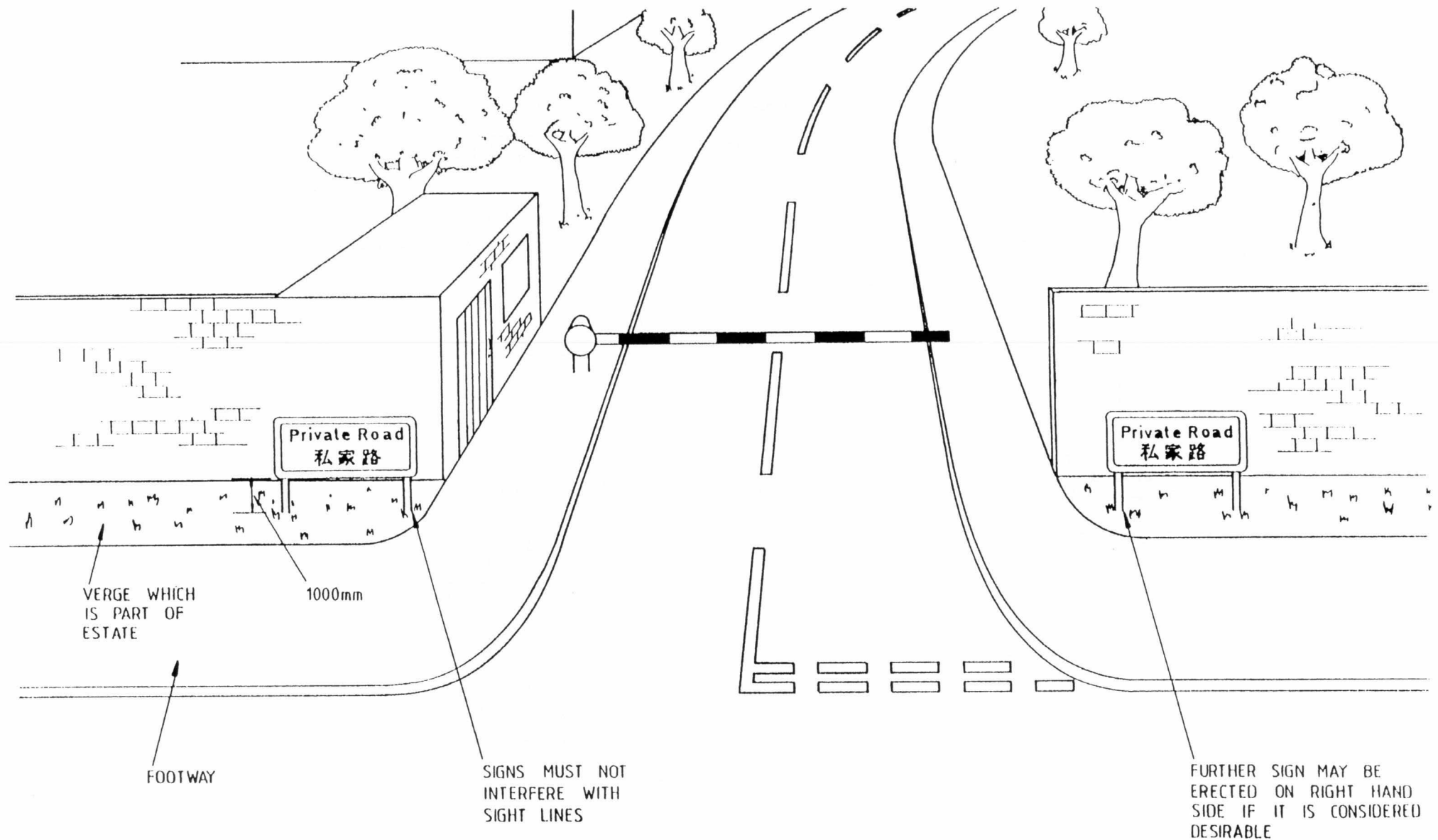
2.2 Signing and Marking Arrangements

- 2.2.1 The "Private Road" sign in Diagram 2.1.1 must be positioned in a prominent position at the entrance of the estate or development facing on-coming motorists, at a mounting height of between 1000mm and 2300mm depending on the circumstances.
- 2.2.2 Wherever the sign is located it must not obstruct pedestrians and as indicated in Diagram 2.2.1 this can be achieved in many smaller developments by mounting it on the boundary wall immediately adjacent and to the left of the entrance. In this location the sign should be erected preferably at a mounting height of 1000mm above the adjacent ground, and as close as possible to the entrance, but not more than 3000mm away from it.
- 2.2.3 If there is a convenient verge at the entrance to the estate which is part of the estate, as illustrated in Diagram 2.2.2, the "Private Road" sign may be erected on this at a mounting height of 1000mm to the base of the sign. However it is stressed that the verge must belong to the owner of the estate as the erection of signs for private estates on public road verges will not be permitted. Additionally the sign should not be located in any required visibility splays, or even if not required, in such a position that will obscure the visibility of any drivers. At wide entrances, that is those of 7m or more, it is advisable to erect signs on both sides of the entrance.
- 2.2.4 Erecting the "Private Road" sign over a footway should be avoided but if this position has to be adopted then the sign should have a clearance between the surface of the footway and the base of the sign of 2300mm, and no part of the sign should be closer to the carriageway than 500mm, as indicated in Diagram 2.2.3.
- 2.2.5 A variety of sizes for the "Private Road" sign are indicated in Diagram 2.1.1 and ideally the 525mm x 1050mm should be used at smaller estates and the 700mm x 1400mm size, at the entrances to larger estates. However it may not be possible to use such large

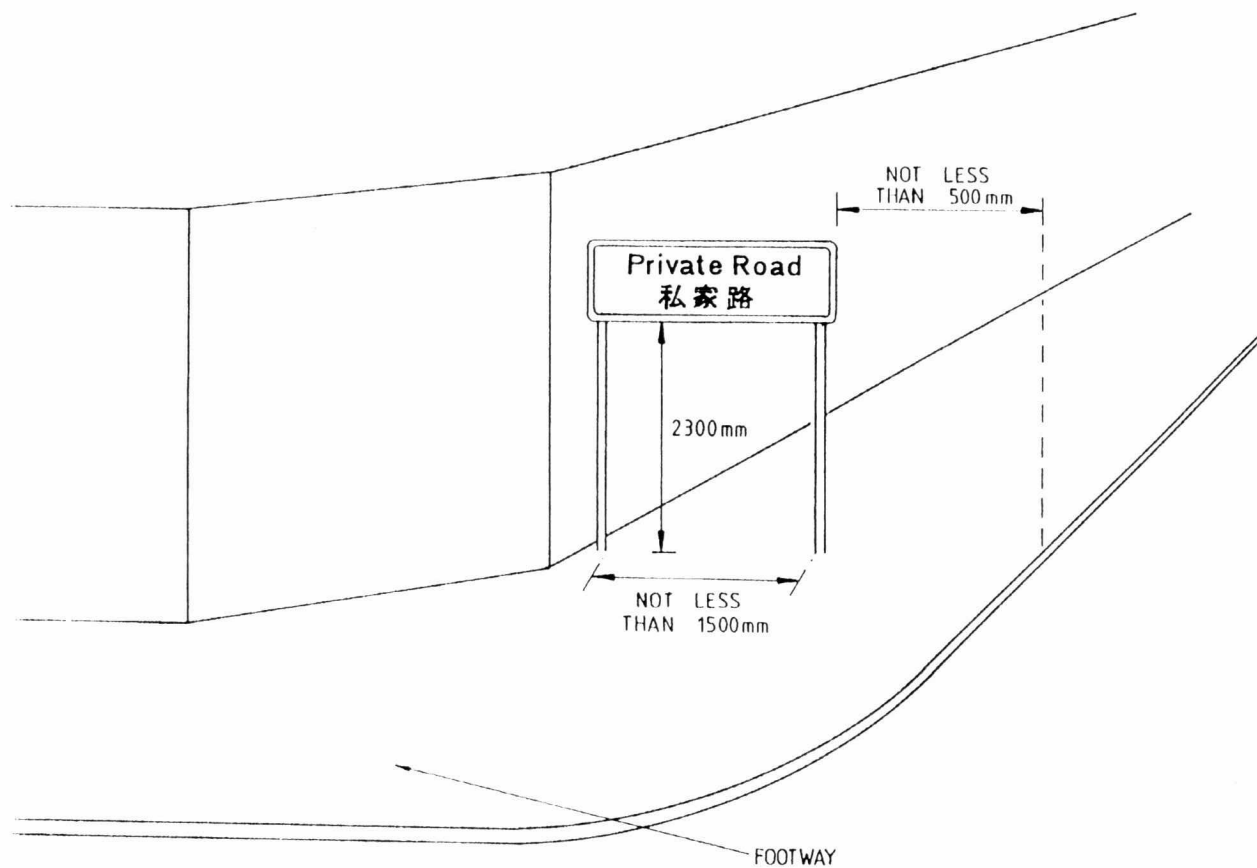


ENTRANCE TO SMALL DEVELOPMENT WHERE
ROAD TRAFFIC (PARKING ON PRIVATE ROADS) REGULATIONS
ARE TO APPLY

DIAGRAM 2.2.1

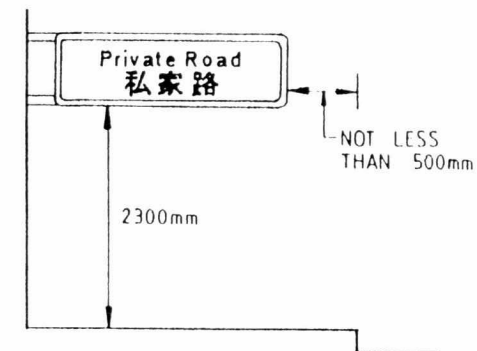


ENTRANCE TO THE ESTATE WHERE ROAD TRAFFIC
(PARKING ON PRIVATE ROADS) REGULATIONS ARE TO APPLY

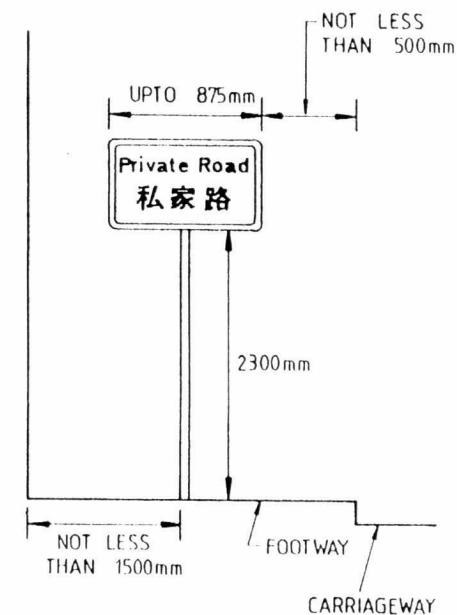


(i) DOUBLE SUPPORT POSTS
FOR LARGER SIZED SIGNS

"PRIVATE ROAD" SIGN
ERECTED OVER FOOTWAY



(ii) BRACKET SUPPORT



(iii) SINGLE SUPPORT POST

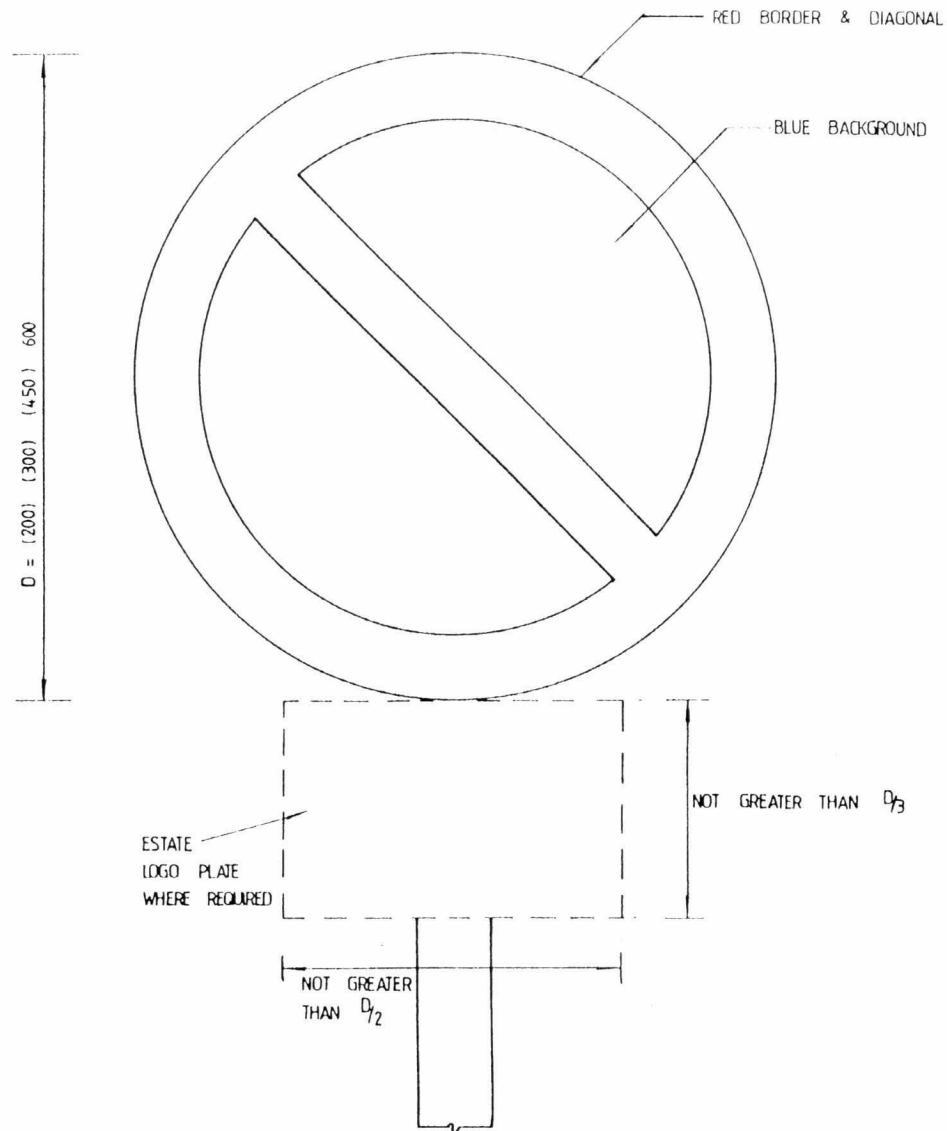
DIAGRAM 2.2.3

sized signs because of the physical limitations of the location where the sign has to be erected and therefore a smaller sized sign in the range given may need to be utilised. The smallest sized sign, i.e. 175mm x 350mm is generally only appropriate for very small developments which have only a simple access road, or similar, to serve the development.

2.2.6 The various traffic signs and road markings used to indicate the actual no parking areas, and the arrangement of these are illustrated in Diagrams 2.2.4, 2.2.5, 2.2.6 and 2.2.7.

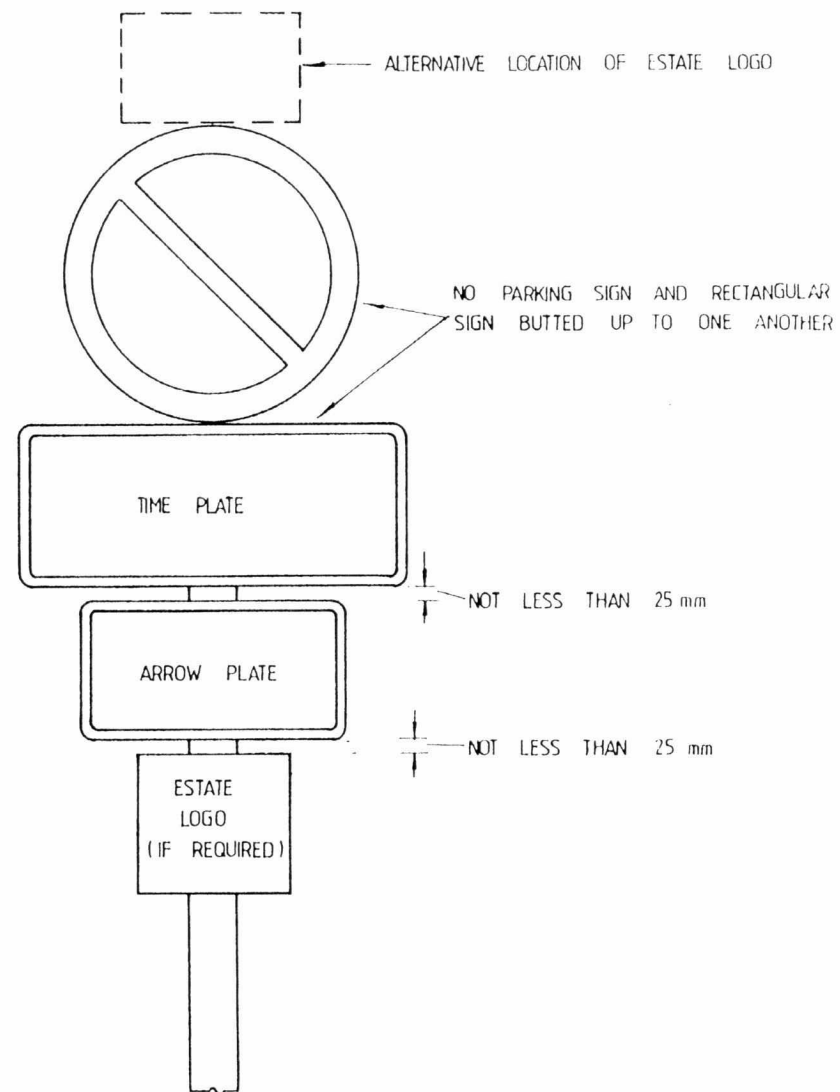
2.2.7 Diagram 2.2.4 illustrates the sign to be used at the start and finish of the no parking area, and as the signs at these points need to be conspicuous, the diameter of the sign should be at least 450mm. For intermediate signs between the two end points the smaller 200mm or 300mm diameter sizes may be employed. Diagram 2.2.4 also illustrates the position for an estate logo if one is to be attached to the sign assembly to indicate the signs have been officially erected on behalf of the owners. Normally the position of the plate would be immediately beneath the "No Parking" Sign, but if supplementary plates are also used with the sign it is preferable to mount the Logo plate above the "No Parking" sign or beneath any supplementary plate, as indicated on Diagram 2.2.5. Alternatively the logo may appear on the reverse of the "No Parking" sign but it is likely to be obscured by the post or other mounting detail in this position. The logo must however not be positioned on any sign face, where it would obscure the "No Parking" sign itself or any supplementary plate.

2.2.8 The "No Parking" sign may be erected facing on-coming motorists or parallel to the kerb. The latter is preferable where particular areas in an estate are to be designated as "No Parking" and parking is to be permitted elsewhere, as there is less chance of any obstruction being caused, and if erected facing nearside on-coming motorists then drivers in the opposite direction will not see the sign and therefore a double sided sign



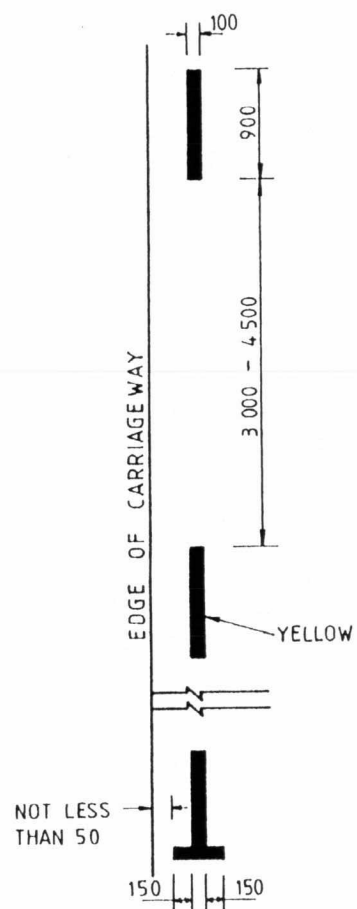
"NO PARKING" SIGN

DIAGRAM 2.2.4



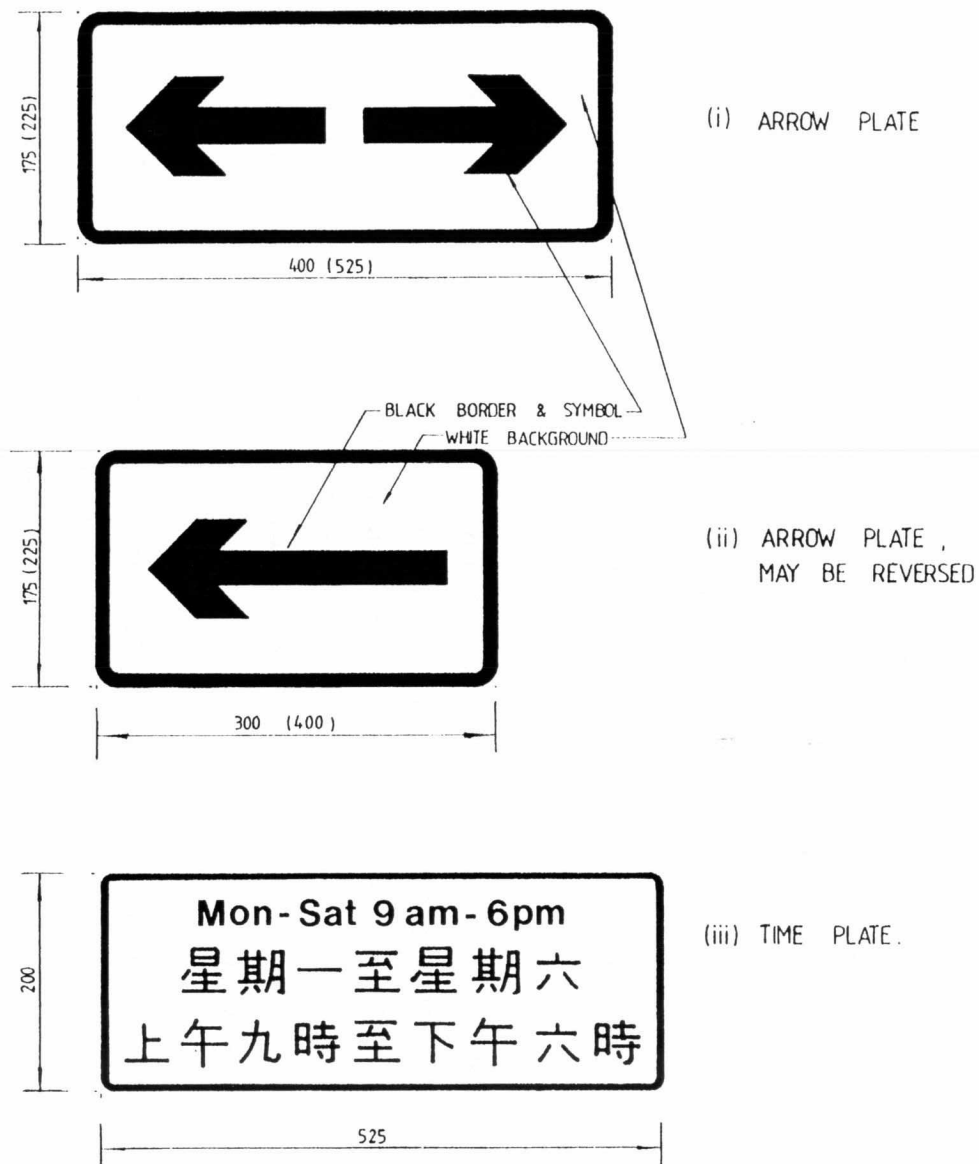
SIGN PLATE ASSEMBLY

DIAGRAM 2.2.5



"NO PARKING" ROAD MARKING

DIAGRAM 2.2.6



SUPPLEMENTARY PLATES

DIAGRAM 2.2.7

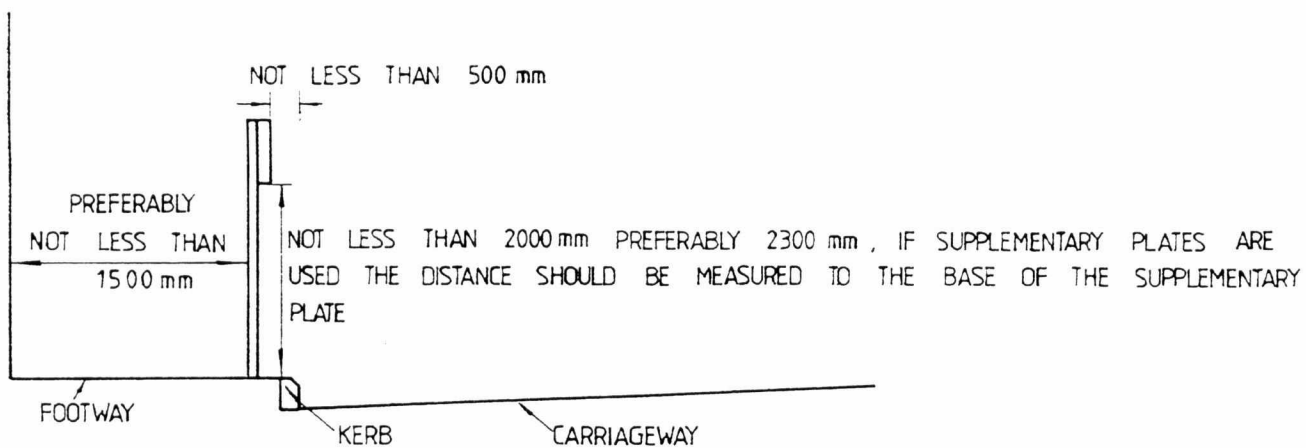
arrangement must be used, necessitating a greater number of sign plates. Where the whole of the Estate is to be designated as a no parking area, then the "No Parking" sign will need to be erected at the entrance or entrances facing on-coming motorists. For this type of restriction the sign will normally be qualified as explained in paragraphs 2.2.21, 2.2.22 and 2.2.23 by the "Except with permit" sign in Diagram 2.2.14 to allow residents and visitors to park in specified areas.

2.2.9 Paragraphs 2.2.10 to 2.2.21 describe the various signing and marking arrangements that can be adopted when only specific areas or roads within an estate are designated no parking areas. Paragraphs 2.2.22 to 2.2.23 describe the signing arrangements when the whole of the Estate or Development is designated a no parking area.

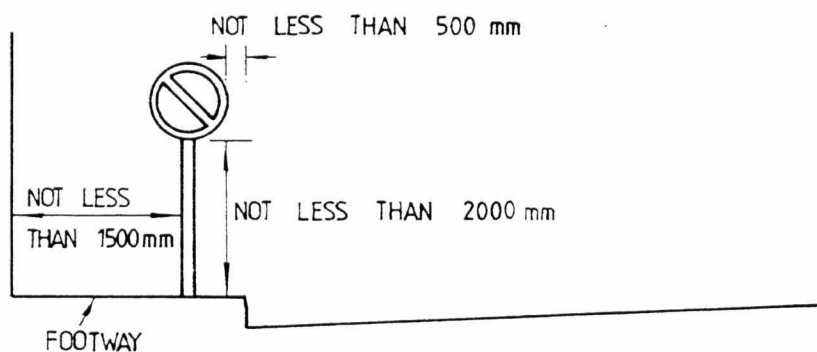
2.2.10 If the yellow road marking in Diagram 2.2.6 is not placed on the carriageway in conjunction with the "No Parking" signs, then the arrow supplementary plates in Diagram 2.2.7 will need to accompany the signs to indicate the extent and direction of the no parking restriction. It is however recommended that the yellow line road marking is always used where no parking restrictions are limited to particular areas as this reduces the number of signs that are required to be erected and hence also reduces the problems of siting signs and lessens obstruction to motorists and pedestrians.

2.2.11 Where in a particular length of road the no parking restriction is to be limited to certain times of the day or days of the week, the time plate in Diagram 2.2.7 must be erected with the "No Parking" sign. The times shown in Diagram 2.2.7 are illustrative only and these may be varied to suit any times. However, it is strongly recommended that time plates are avoided, as their use only complicates enforcement, but, if they are to be used a common time should be adopted throughout the estate, and not a series of different times which can be confusing to motorists.

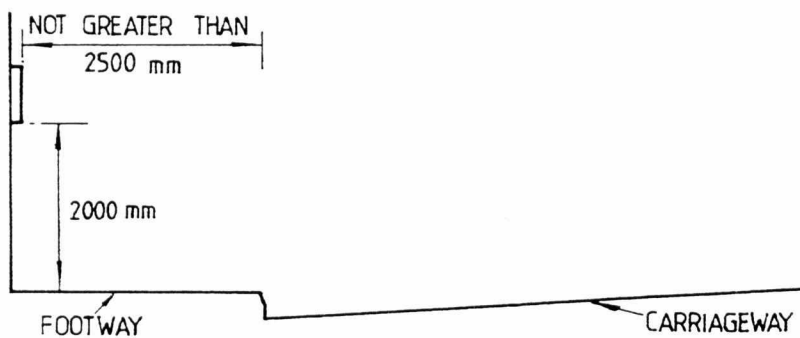
- 2.2.12 When choosing the location to erect "No Parking" Signs care must be taken that the signs will not obstruct pedestrians, cannot be obscured, and are not a danger to any passing vehicles. The various requirements governing the location of signs are illustrated in Diagram 2.2.8. It should be noted that though the Diagram only illustrates the mounting of the "No Parking" sign itself, if any supplementary plates are also used, any clearances will need to take account of these plates.
- 2.2.13 Although as mentioned above, different sign and marking arrangements may be utilised to indicate no parking areas for particular lengths of road within an estate or development, only one signing/marketing arrangement should be adopted for all roads within the same estate, otherwise confusion will arise.
- 2.2.14 Diagram 2.2.9 illustrates the signing and marking arrangement to indicate a length of no parking along a road, when signs are erected parallel to the kerb, both with and without the appropriate road marking. Although the signs are indicated as being erected on posts in the Diagram, the spacings indicated will be the same if wall mounted signs are used. In fact it can be advantageous to use wall mounted signs, as the absence of posts means that pedestrians are not obstructed. However wall mounted signs must not, as indicated in Diagram 2.2.8, be more than 2.5m from the kerb line, otherwise the signs may not be clearly visible to drivers.
- 2.2.15 The preferred method of indicating a no parking area along a length of road is as shown in (i) in Diagram 2.2.9, that is utilising both signs and markings, as this has the advantage of providing a very clear indication of the length of the restriction, minimises enforcement difficulties, and requires fewer signs. Although the road marking could legally be used alone, that is without the sign, this is generally not recommended, because of the wear markings may be subject to, which may cause enforcement difficulties to arise. Obviously if the no parking is limited to particular times, then signs must be



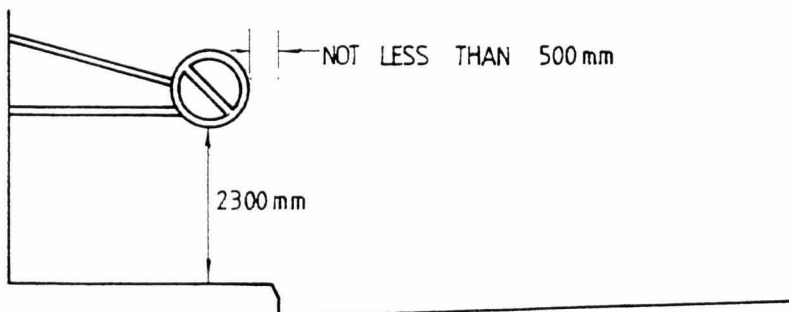
(i) POST MOUNTED SIGN, PLATE PARALLEL TO KERB



(ii) POST MOUNTED SIGN, PLATE FACING ONCOMING MOTORISTS



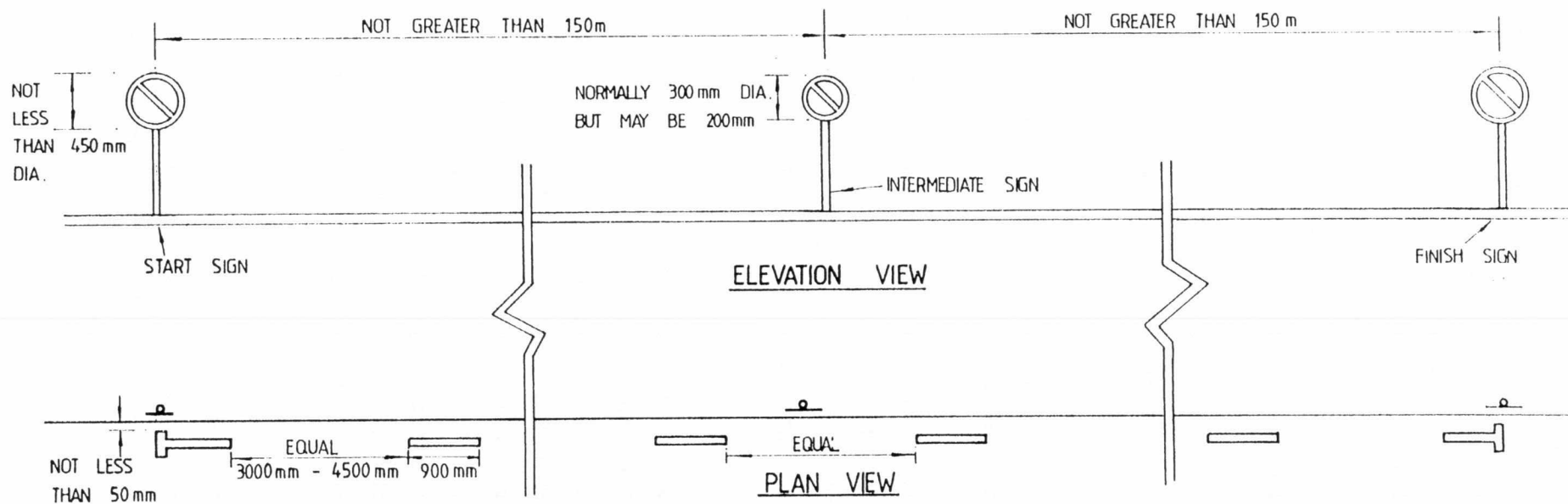
(iii) WALL MOUNTED SIGN, PLATE PARALLEL TO KERB



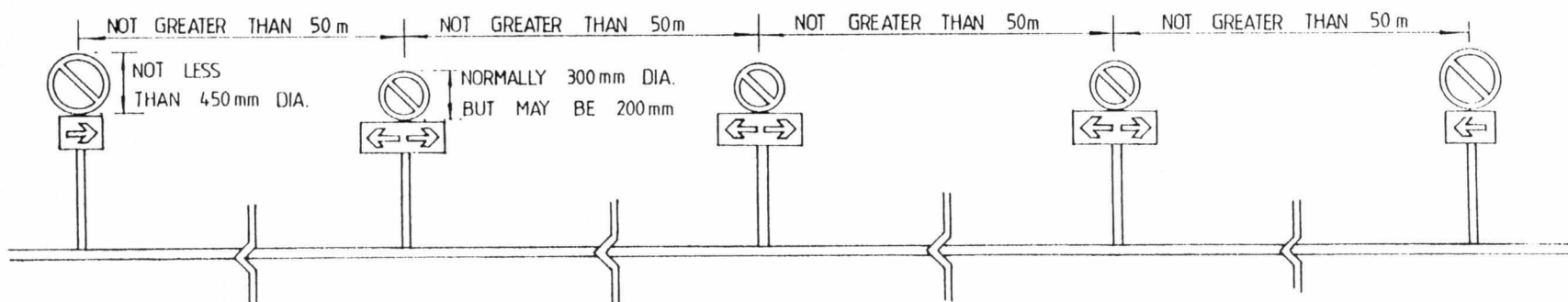
(iv) WALL MOUNTED SIGN, PLATE FACING ONCOMING TRAFFIC

MOUNTING DETAILS FOR "NO PARKING" SIGN

DIAGRAM 2.2.8



(i) USING BOTH NO PARKING SIGNS AND YELLOW ROAD MARKING



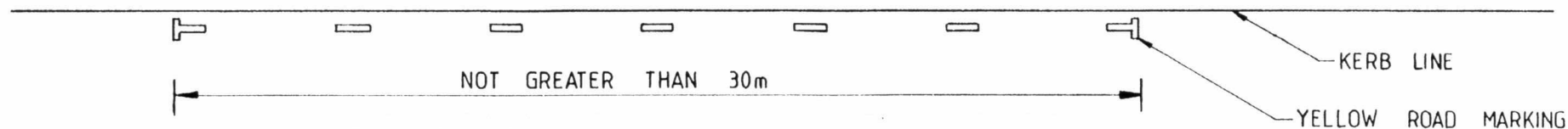
(ii) USING NO PARKING SIGNS ONLY

NOTE : SIGNS MAY BE WALL MOUNTED AS IN (iii) IN DIAGRAM 2.2.8

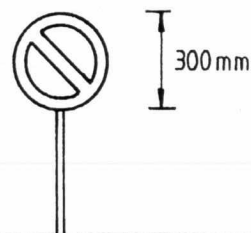
"NO PARKING" SIGN LOCATIONS
SIGNS PARALLEL TO KERB

used. The spacing of the intermediate signs when the marking is used is, as shown in (i) in Diagram 2.2.9, 150m. However some flexibility is permissible in this respect and for example where the total length of a no parking area is 200m an intermediate sign is not necessary, but when the length is 250m or more an intermediate sign is advisable. In the situation where a no parking restriction is less than 30m in length, the marking may be used alone and for any lengths up to 50m, only one sign centrally positioned need be erected, as shown in Diagram 2.2.10.

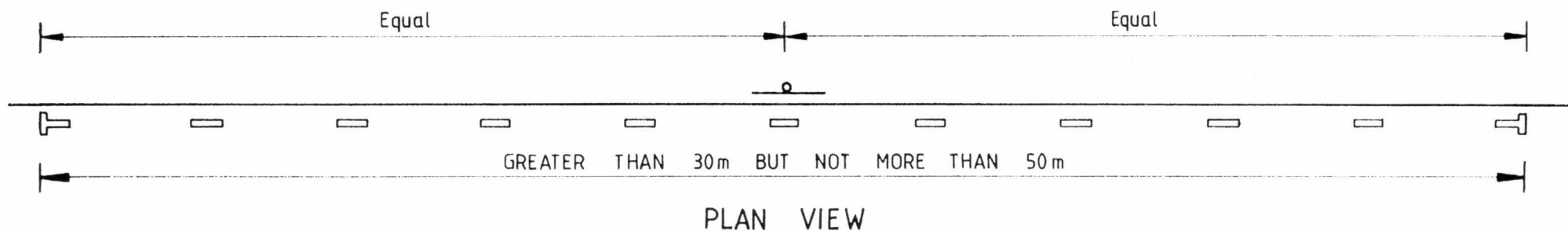
- 2.2.16 When only signs are employed to indicate a no parking length in a road, then as shown in (ii) in Diagram 2.2.9 signs must be provided at 50m intervals to ensure that there is a clear indication of the restriction. Additionally supplementary arrow plates are required as shown in the Diagram to indicate the length over which the no parking area extends.
- 2.2.17 It is perhaps obvious, but it should be understood, that the signing in Diagram 2.2.9 is related to a no parking restriction applying to one side of the road, if no parking is required for lengths on both sides of a road then signs/markings will need to be placed on both sides of the road.
- 2.2.18 Diagram 2.2.11 illustrates the signing and marking arrangement where the no parking restriction applies to only part of a road and the signs are erected facing on-coming vehicles. As can be seen from the Diagram, intermediate signs need to be double sided. With this type of signing road markings are necessary. Supplementary arrow plates must not be used as these are not appropriate for this signing arrangement. However any intermediate signs may be positioned facing on coming vehicles or, alternatively, erected parallel to the kerb, as indicated in the Diagram.
- 2.2.19 Where a no parking restriction commences at a junction to avoid sign clutter arising at the junction, which may obstruct pedestrians or sightlines, the restriction should be commenced at least 10m away from the junction as indicated in Diagram 2.2.12.



(i) ROAD MARKING USED ALONE



ELEVATION VIEW

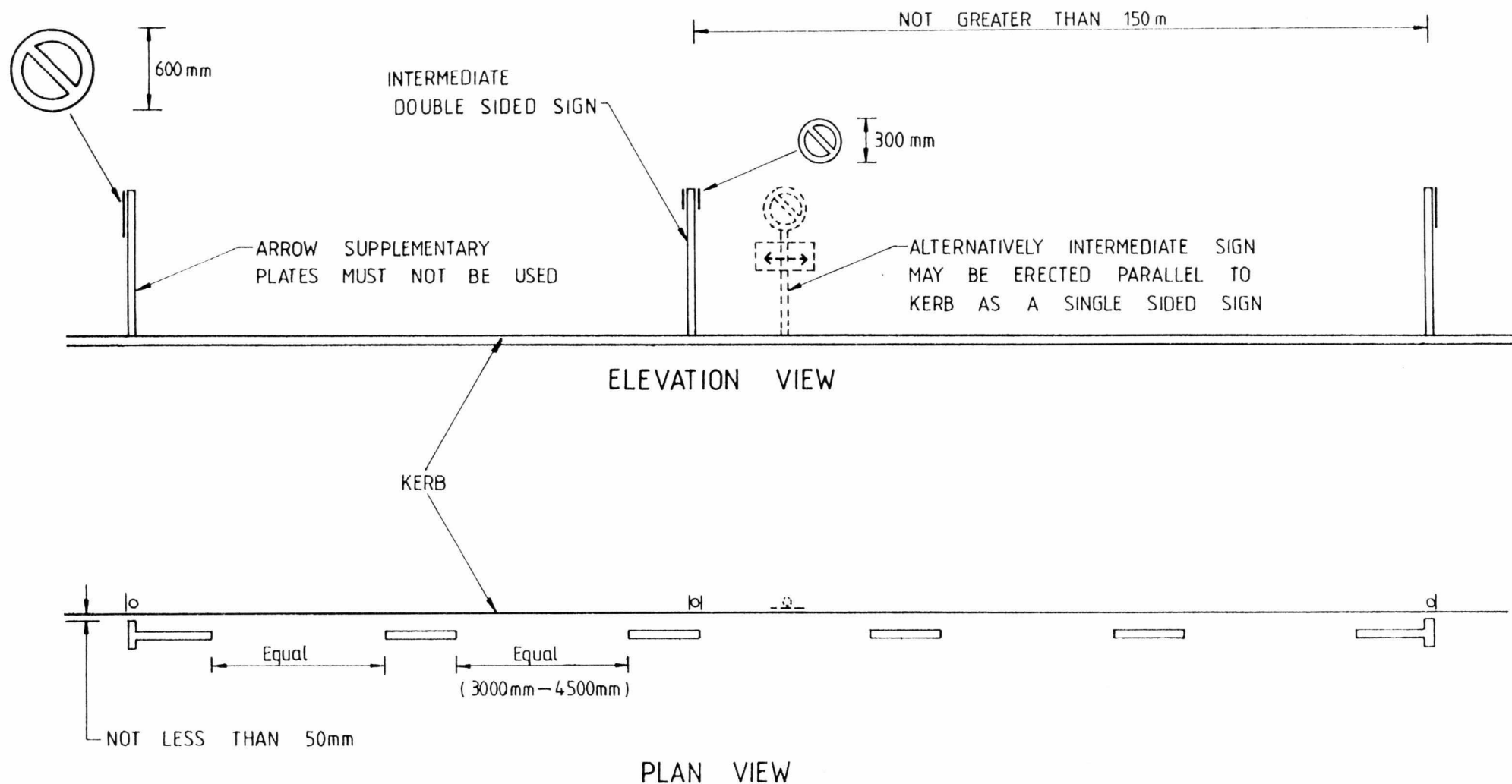


PLAN VIEW

(ii) ROAD MARKING AND SINGLE SIGN

MARKING AND SIGNING OF
"NO PARKING" RESTRICTION UPTO 50m IN LENGTH

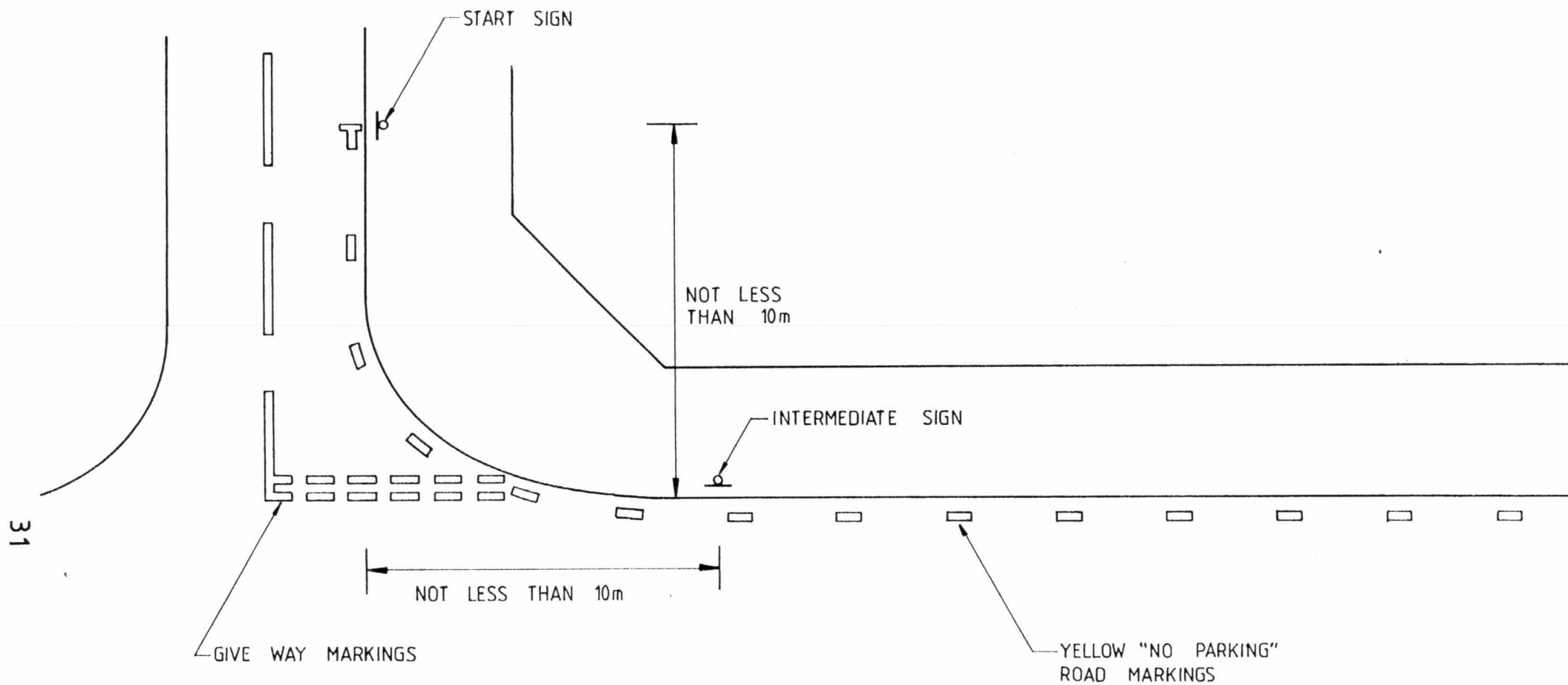
DIAGRAM 2.2.10



NOTE: WITH THIS SIGNING ARRANGEMENT, THE SIGNS MUST BE USED IN CONJUNCTION WITH THE ROAD MARKINGS.

"NO PARKING" SIGN LOCATIONS SIGNS FACING ON-COMING VEHICLES

DIAGRAM 2.2.11

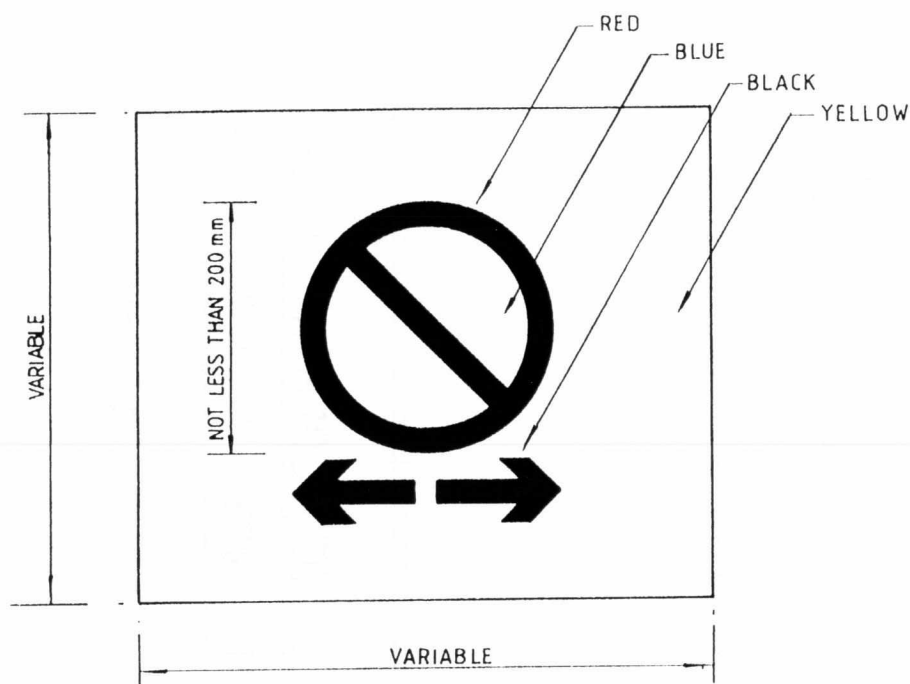


"NO PARKING" SIGNS AT JUNCTIONS

For these situations it is particularly advantageous to use the road marking as well as the signs as the marking makes it quite evident that the restriction applies through the junction. Without the marking, even with signs erected along the radius kerb, which as mentioned above is not desirable, disputes can arise as to where the actual restriction applies.

2.2.20 If for any reason a temporary no parking area is required then a sign of the type shown in Diagram 2.2.13 should be used. With regard to the start and end points the sign in Diagram 2.2.13 should be amended to show an arrow pointing to the right or left as appropriate, whilst any intermediate sign will incorporate the double arrows as shown in the diagram. The spacing between signs along the restriction should not be greater than 50m. Obviously temporary no parking restrictions should not employ road markings.

2.2.21 In some developments, particularly large estates, it is the practice to issue parking permits to residents and visitors alike, permitting them to park in particular places or anywhere in the estate. In these circumstances in order to provide effective control consideration may be given to designating the whole of the development or estate as a no parking area, except for those vehicles displaying a valid permit. Where it is proposed to adopt this procedure, then the "No Parking" sign, in Diagram 2.2.4, together with the supplementary plate, "Except with permit", as shown in Diagram 2.2.14 must be displayed at the entrance or entrances to the estate, but it is not necessary to erect any other signs or place any markings within the estate. However the signs at the entrance must be conspicuous and it is advised, for this reason, as shown in Diagrams 2.2.15 and 2.2.16, that they are erected on both sides of the entrance and the 600mm diameter size for the "No Parking" sign, and at least the 450mm x 575mm, if not the 600mm x 775mm size for the "Except with permit" plate, are used.



THE DOUBLE ARROW SHOULD BE SUBSTITUTED FOR A SINGLE ARROW POINTING TO THE LEFT OR RIGHT FOR SIGN ERECTED AT THE ENDS OF THE TEMPORARY RESTRICTION.

TEMPORARY "NO PARKING" SIGN

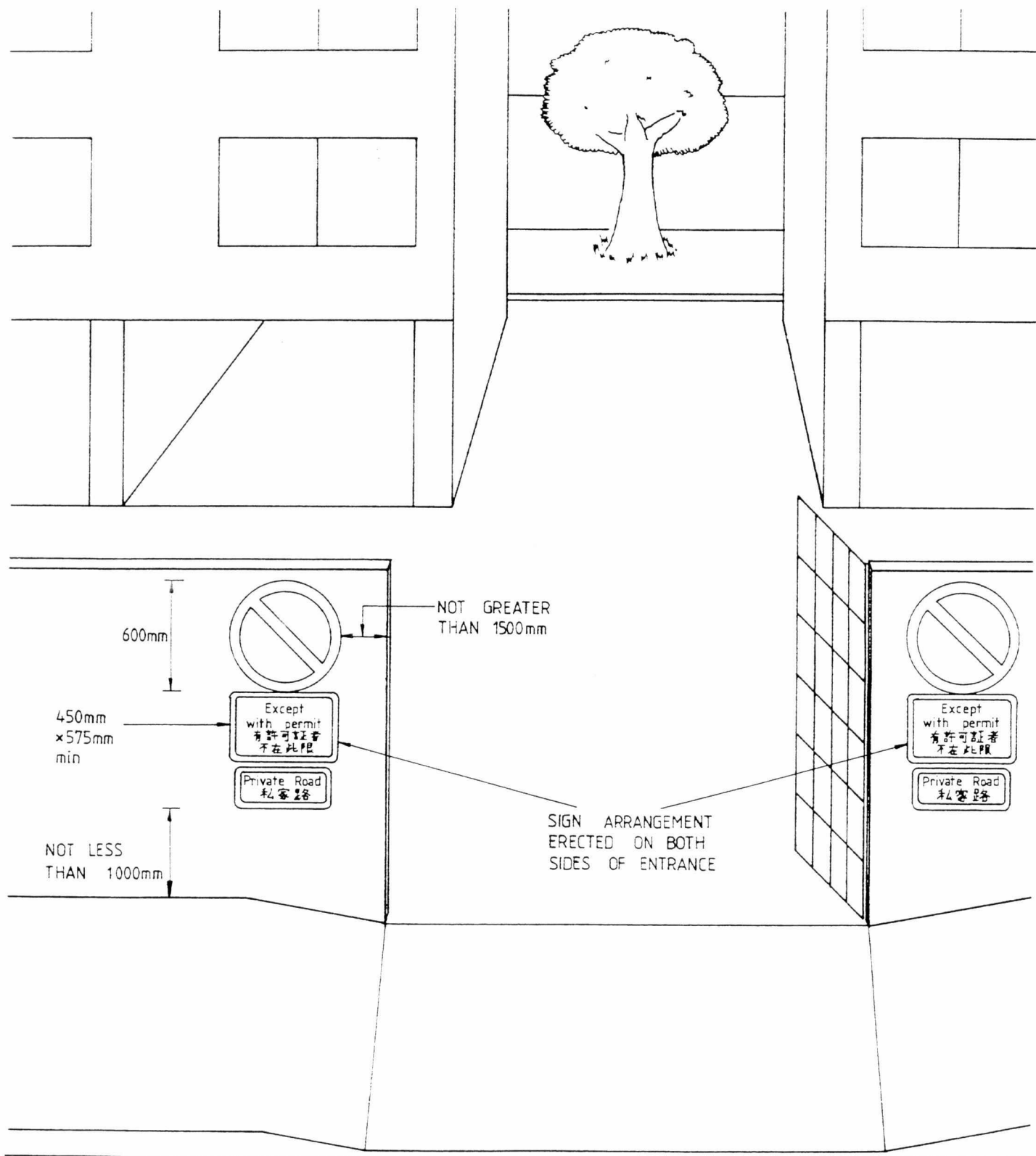
DIAGRAM 2.2.13



THIS SIGN IS FOR USE WITH THE NO PARKING SIGN IN DIAGRAM 2.2.4, TO INDICATE THAT ONLY VEHICLES DISPLAYING PERMITS MAY PARK

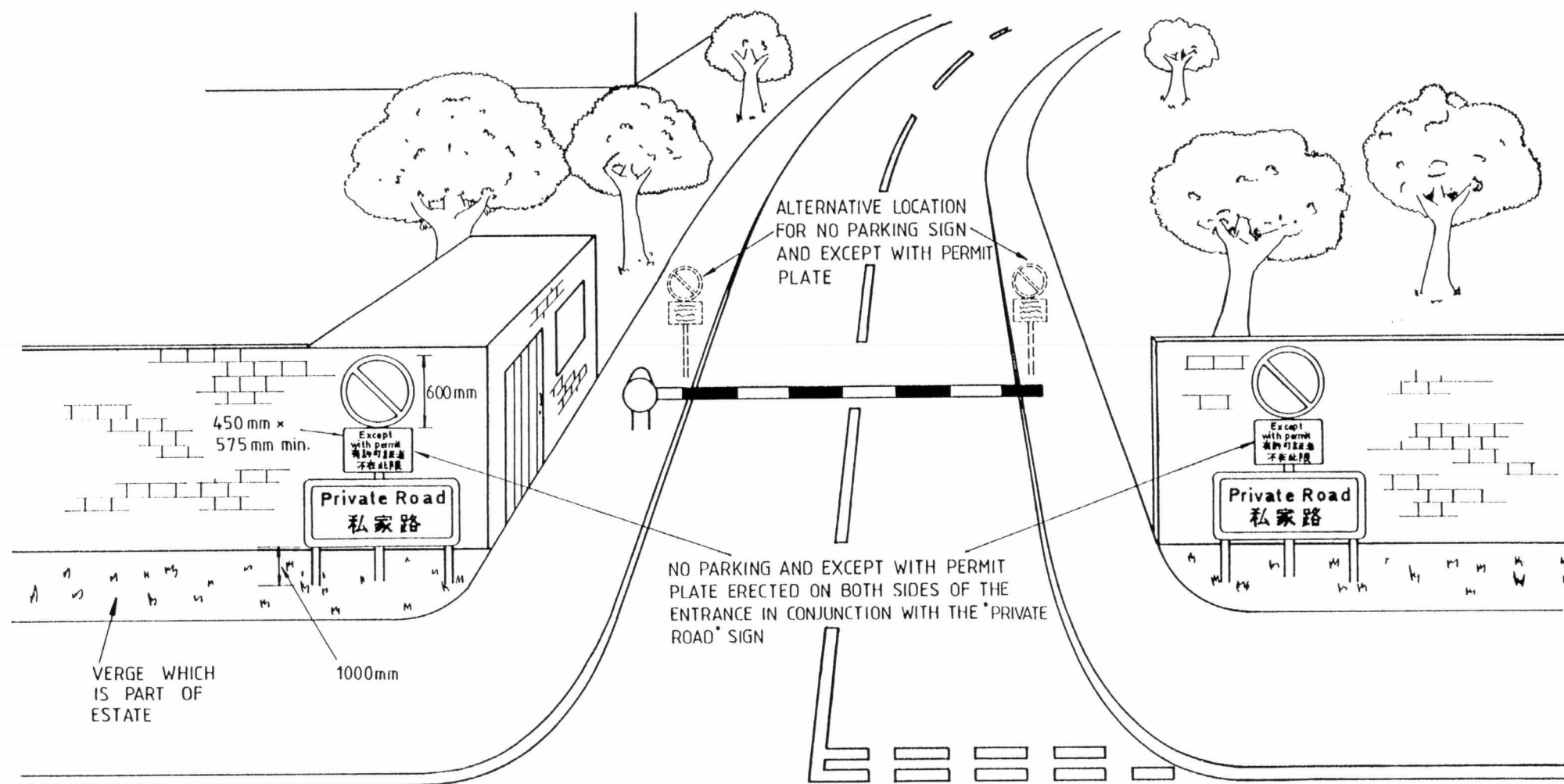
"EXCEPT WITH PERMIT" SUPPLEMENTARY PLATE

DIAGRAM 2.2.14



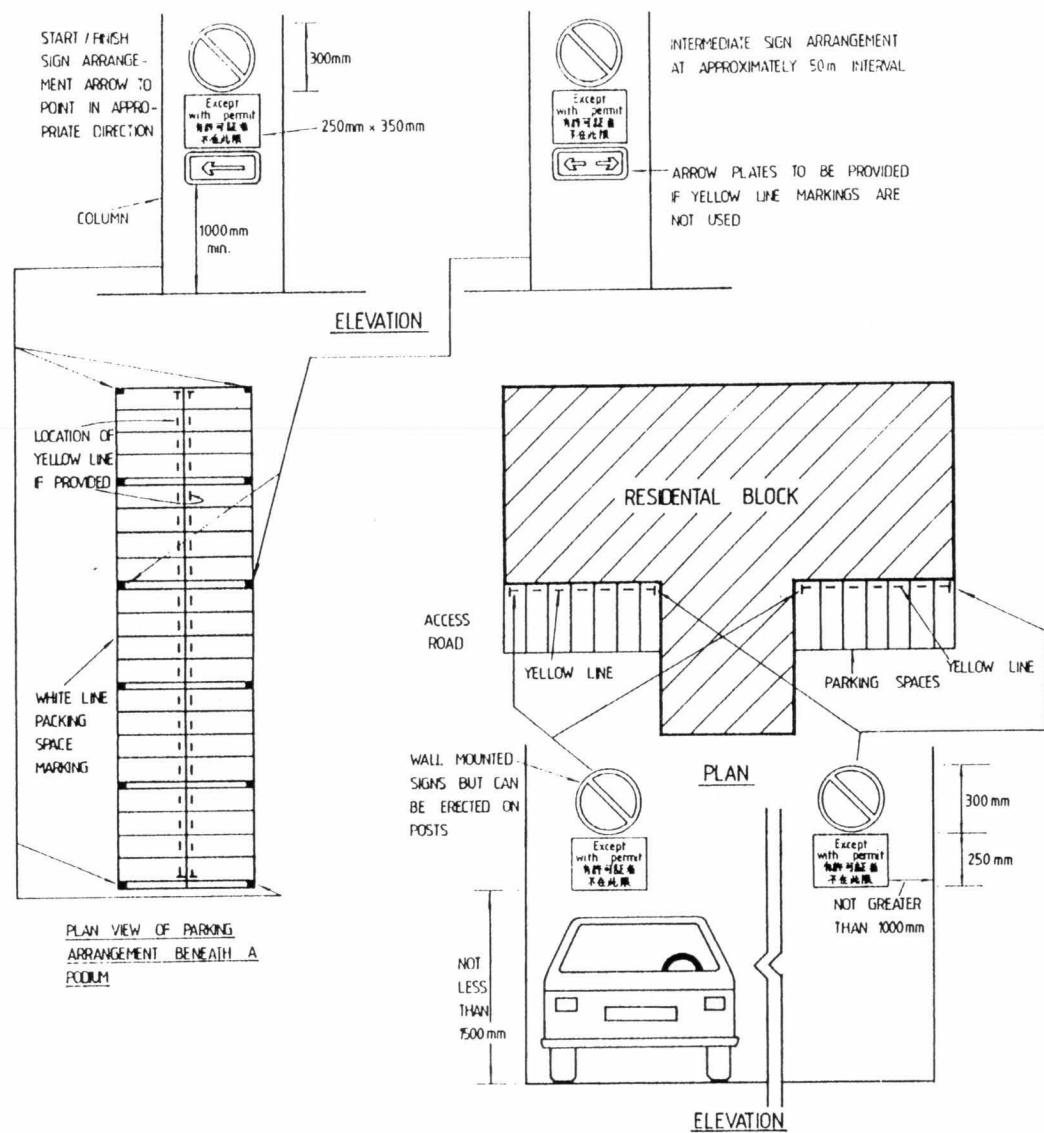
ENTRANCE TO SMALL DEVELOPMENT WHERE
"NO PARKING", "EXCEPT WITH PERMIT" APPLIES

DIAGRAM 2.2.15



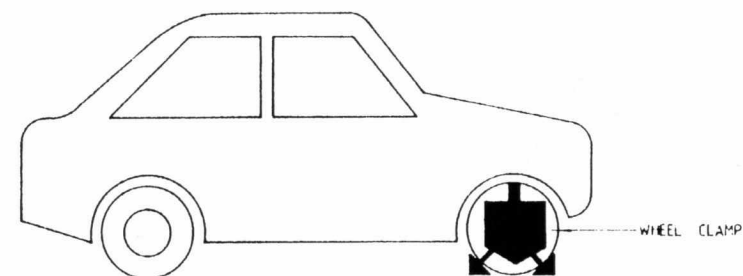
SIGNING ARRANGEMENT AT ENTRANCE WHERE
"NO PARKING," "EXCEPT WITH PERMIT" APPLIES
TO THE WHOLE ESTATE

- 2.2.22 Within an Estate which has been designated as a no parking area, it is possible using the signing and marking procedures mentioned in paragraphs 2.2.10 to 2.2.19, to also designate lengths of roads or areas where even vehicles with permits must not park, and obviously in these particular lengths of roads or areas the "Except with permit" plate must not be used with any signs. However such signing arrangements may be confusing to drivers and therefore it is advisable if this further parking restriction is used that when issuing any parking permit it is made clear to the permit holder where his vehicle may be or must be parked, as the case may be.
- 2.2.23 In some developments particularly the smaller ones, it may be appropriate to designate just the resident parking areas, as "No Parking", "Except with permit" areas, in order to ensure that non-residents do not use these spaces, or even that residents only park in the space assigned to them. If this method is adopted then it is essential that the signing clearly indicates the areas involved. If there is a separate parking compound or similar, served by a common entrance, then signs need only be erected at the entrance, similar to that in Diagrams 2.2.15 and 2.2.16, though without the "Private Road" sign as this will be erected at the entrance to the development. Alternatively if the parking spaces are not located in a separate compound, then signing as shown in Diagram 2.2.17 will be necessary to identify the areas to which the "No parking, except with permit" restriction applies. Ideally the signs, and markings if used, should be at the rear of the marked out parking spaces, but as shown in Diagram 2.2.17, this does not have to be rigidly adhered to if convenient columns can be utilised to mount the signs on, providing it is clear as to which area is affected by the restriction. The yellow line markings however if used should be laid at the rear of the parking spaces, as indicated in the Diagram. Where yellow line markings are not used then the signs must be accompanied by arrow plates. In the case where signs are only erected at the entrance to a parking compound, the "No Parking" signs should be the 600mm diameter sized signs and the



SIGNING / MARKING OF RESIDENT PARKING AREAS

DIAGRAM 2.2.17



TYPICAL WHEEL CLAMP ARRANGEMENT

DIAGRAM 2.2.18

"Except with permit" plate, 450mm x 575mm or 600mm x 775mm size. For the situations illustrated in Diagram 2.2.17 the smallest sized signs permitted may be used for both the start/finish signs and any intermediate signs.

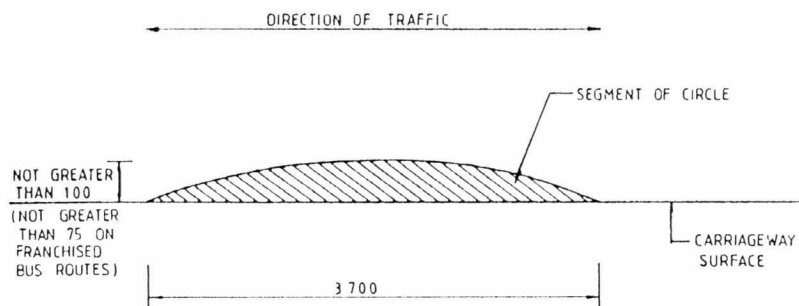
2.2.24 With regard to the action that can be taken if a vehicle is parked in a no parking area in contravention of any signs or markings, the Road Traffic (Parking on Private Roads) Regulations must be consulted as it is not appropriate to mention these details here. However if the wheels of the vehicle are clamped, it is essential that any clamp used, is a type approved by the Commissioner for Transport, otherwise an offence may be committed. Gazette notices are published from time to time listing the types of wheel clamps that are authorised, and a list of the current approved types may be obtained from any of the Regional Offices of the Transport Department. Normally approved types will take the form of blocks so positioned as to prevent a wheel of a vehicle moving, as illustrated in Diagram 2.2.18.

2.2.25 Working Drawings for the manufacture of the sign faces of all the signs mentioned in this Section, may be obtained from the Regional Offices of the Transport Department, though in the case of time plates however, working drawings are only available for a limited number of time periods, and therefore if these do not suit the periods required owners will need to arrange for their own Working Drawings to be prepared.

3. Road Humps

3.1 General

- 3.1.1 A road hump is a raised device having a part circular shape of a height not more than 100mm, conforming to that shown in Diagram 3.1.1, and is installed across the full width of the carriageway at right angles to the direction of flow. It is used to limit speeds on roads to less than 20 km/h, but must never be used on roads subject to a speed limit greater than 50 km/h.
- 3.1.2 Owners of private roads may place road humps across private roads, but such road humps must be of the type shown in Diagram 3.1.1. A person placing a road hump not conforming to the type shown in Diagram 3.1.1 commits an offence.
- 3.1.3 In addition to the conditions mentioned in paragraphs 3.1.1 and 3.1.2, road humps must always be indicated, by the road marking shown in (i) in Diagram 3.1.2, and the warning sign shown in (ii) of this same Diagram. The general layout of road markings is shown in Diagram 3.1.3. Further information on the use of the traffic signs and road markings is given in Section 3.2

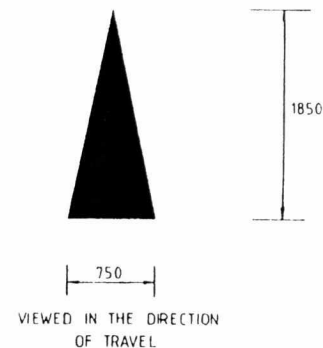


FOR USE ON A ROAD WHERE THE SPEED LIMIT IMPOSED DOES NOT EXCEED
50 Km/h FIGURE No. 617, ROAD TRAFFIC (TRAFFIC CONTROL) REGULATIONS

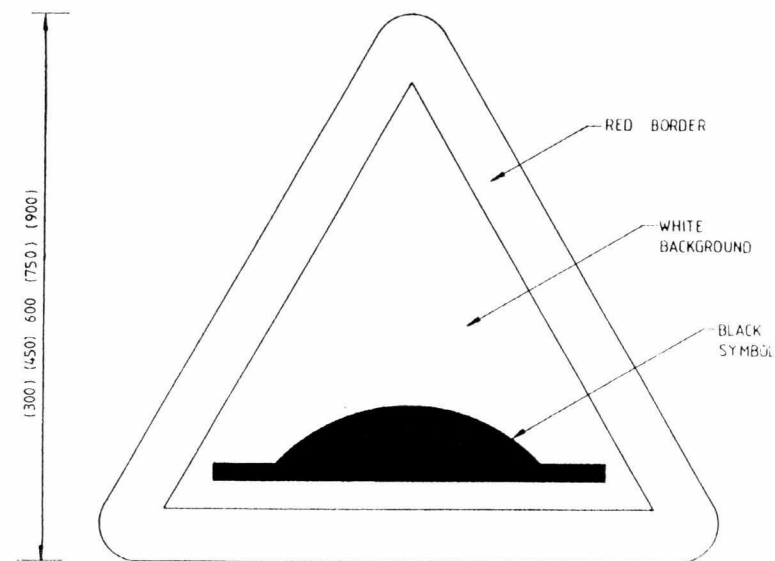
ROAD HUMP DIMENSIONS

NOTE: ALL DIMENSIONS IN MILLIMETRES

DIAGRAM 3.1.1



- (i) ROAD HUMP ROAD MARKING, FIGURE No. 618 ROAD TRAFFIC (TRAFFIC CONTROL) REGULATIONS

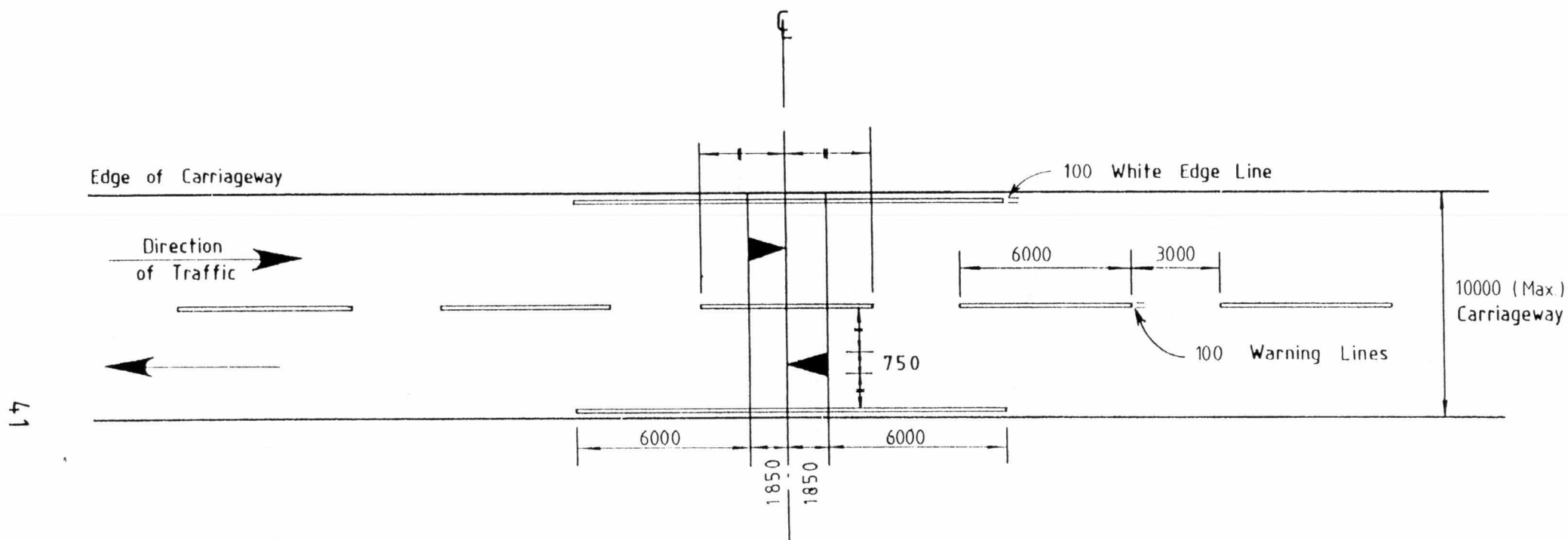


- (ii) ROAD HUMP WARNING SIGN, FIGURE No. 263 ROAD TRAFFIC (TRAFFIC CONTROL) REGULATIONS

ROAD HUMP WARNING SIGN AND MARKING

ALL DIMENSIONS IN MILLIMETRES

DIAGRAM 3.1.2



ROAD MARKINGS FOR ROAD HUMP INSTALLATIONS

ALL DIMENSIONS IN MILLIMETRES

DIAGRAM 3.1.3

3.2 Use and Location of Road Humps

- 3.2.1 Road humps must only be used on two-way 2-lane roads not greater than 10m in width, or one-way 1-lane roads. On other roads, road humps should not be used because of the possible danger of vehicles overtaking one another on or near the hump.
- 3.2.2 Road humps extending over only part of the carriageway are not permitted. They must extend for the full width of the carriageway, that is from kerb to kerb. Because of this requirement, attention must be given to the drainage in the vicinity of the road hump to ensure that it does not cause water to pond around the hump.
- 3.2.3 Road humps must be constructed at right angles to the direction of flow.
- 3.2.4 A road hump installation may consist of a single hump or, a series of humps, up to 20 in number, at the spacing given in paragraph 3.2.5. But a single or series of humps within 500m of another single or series of humps should be avoided.
- 3.2.5 Where a series of humps is to be used the series should generally conform to the following :-
- (i) Spacing between consecutive humps should be not less than 50m nor more than 150m.
 - (ii) On roads which have gradients of more than 10% the maximum spacing should be reduced to 70m.
 - (iii) No series of humps should extend for a distance longer than 1 km.
- 3.2.6 The actual siting of the road humps will depend on the circumstances of the location where they are required to be used, but generally it is recommended that road humps should not be located :-

- (i) Within 8m of a junction.
- (ii) Within 18m of the tangent point of a bend with an inner kerb radius of less than 50m, and which requires a vehicle to change direction by more than 45 degrees.
- (iii) On the crossing of a zebra crossing, or within 30m of the crossing or within the limits of the zebra controlled area whichever is the greater.
- (iv) Within 70m on both sides of a signal controlled crossing.
- (v) Within 25m of the nearest part of a structure over a road of which any part is 5.5m or less above the surface of the carriageway.
- (vi) Within 20m of any fire hydrant positioned along the footway of a road.
- (vii) Opposite any run-in, or in any position where they might interfere with access to a run-in.
- (viii) Over any manhole cover, or where they might interfere with access to public utility apparatus.
- (ix) On or within 25m of any road carrying structure, such as a bridge, subway or culvert.
- (x) In or within 25m of any tunnel.
- (xi) Within 20m of any on-street designated parking place.
- (xii) Within 20m of any bus stop, public light bus stand or taxi stand.
- (xiii) Within 20m of the summit of a gradient of more than 10%.

3.2.7 If a private road forms part of a public transport route it is recommended that unless the appropriate public transport company is in agreement with their provision, road humps should not be installed. Where agreement with the public transport company is reached, any road hump installed along that route, should not have a height greater than 75mm.

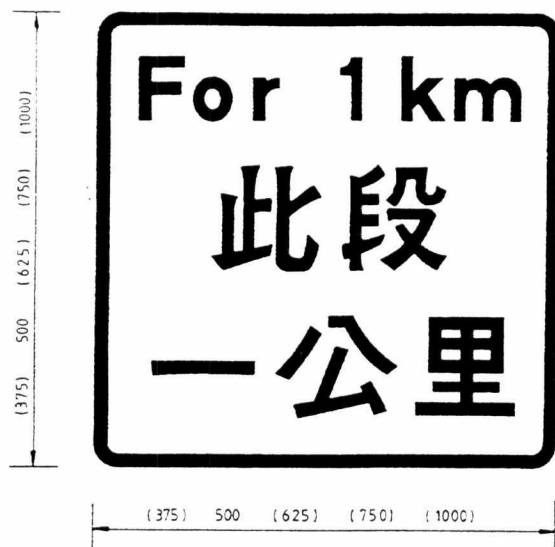
3.2.8 It is advisable in order to ensure that vehicle speeds are not excessive when approaching a road hump that the private road where humps are proposed to be installed incorporates at least one of the following features :-

- (i) The road is a cul-de-sac.
- (ii) Access is restricted to certain types of vehicles.
- (iii) The road does not provide a through route between major roads.
- (iv) Side road junctions along the humped road are approximately at right angles to the humped road.

3.2.9 Further methods to ensure the approach speed of vehicles to a road hump are not excessive, are to locate the road hump :-

- (i) Within 30m from the entry junction.
- (ii) Within 30m beyond a horizontal bend, though this may need to be increased depending on whether the road hump warning sign can be located satisfactorily with sufficient visibility distance.
- (iii) Within 30m from the closed end or turning area of a cul-de-sac, so that vehicles coming from that direction are not encouraged to increase their speed substantially.

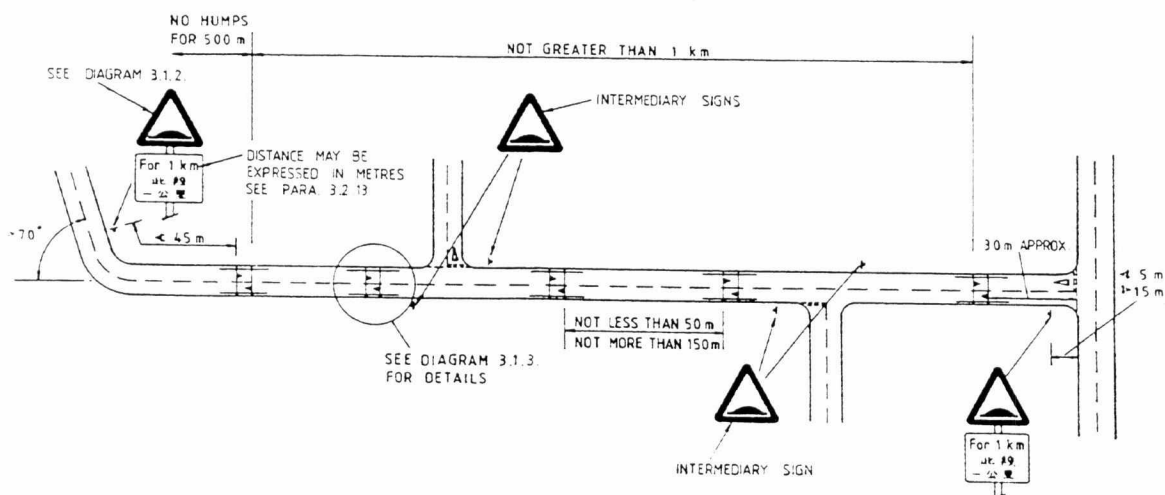
- 3.2.10 Noise will be generated when vehicles pass over the humps, and empty or lightly laden goods vehicles may cause a considerable nuisance in this respect particularly at night, and therefore the effects of this should be taken into account when siting road humps near residential properties or similar.
- 3.2.11 The "Road Hump" warning sign in Diagram 3.1.2, subject to paragraph 3.2.12, should generally be placed approximately 45m in advance of a road hump or where a series of road humps are used 45m in advance of the first or leading hump. The sign should generally have a minimum clear visibility distance of 60m. In the case of a series of road humps, the warning sign should be accompanied by a supplementary plate of the type shown in Diagram 3.2.1 showing the distance over which the series extends.
- 3.2.12 Where a road hump or series of road humps commences within 50m of a junction the warning sign should be erected not closer than 5m and not greater than 15m from that junction.
- 3.2.13 Although Diagram 3.1.2 indicates various sign sizes may be used, normally the 600mm height will be appropriate and only where greater emphasis is required to be given is a larger sized sign necessary.
- 3.2.14 Where a series of road humps is used, intermediary warning signs are only necessary where side roads occur within the series. In these situations the warning sign should be erected in accordance with the distance given in paragraph 3.2.11 in advance of the first road hump that a driver would meet on leaving the side road. If it is not possible to adhere to these distances then those in paragraph 3.2.12 should be followed. Intermediary warning signs are not required to be accompanied by the distance supplementary plate. The 450mm height sign may be used for intermediary signs.



FOR USE WITH THE WARNING SIGN IN (ii) IN DIAGRAM 3.1.2. WHEN A SERIES OF ROAD HUMPS IS USED, TO INDICATE THE EXTENT OF THE SERIES. DISTANCES MAY BE EXPRESSED IN METRES, AND IF USED SHOULD BE ROUNDED UP OR DOWN AS APPROPRIATE TO THE NEAREST 50m.

DISTANCE SUPPLEMENTARY PLATE

DIAGRAM 3.2.1



ROAD HUMP INSTALLATION

DIAGRAM 3.2.2

- 3.2.15 Diagram 3.2.2 illustrates typical traffic signing and road markings employed for a series of road humps.
- 3.2.16 It should be mentioned that whilst owners of private roads have the authority to place road humps without consulting the Transport Department, in the event that a road hump is considered dangerous or does not conform to the standard road hump permitted, the Commissioner for Transport has the powers under the Road Traffic Ordinance to direct that the Owner remove the road hump at the latter's cost. If the owner fails to do so, the Commissioner for Transport may instruct any agency to carry out the works and the cost will be borne by the owner.
- 3.2.17 Copies of Working Drawings for the manufacture of the sign face of the traffic signs mentioned in this section may be obtained from the Regional Offices of the Transport Department. Alternatively, it is recommended that the actual signs themselves be purchased from the Correctional Services Department, through its Correctional Services Industries Headquarters, 23rd Floor, Wanchai Tower, 12 Harbour Road, Wanchai, Hong Kong. The Correctional Services Department can also, if required, provide the posts for the signs.

4. Traffic Signing and Road Marking on Private Roads

4.1 General

- 4.1.1 The Road Traffic (Traffic Control) Regulations provide for the Commissioner for Transport by means of a gazette notice to permit any of the traffic signs and road markings contained in the Schedules of these Regulations, to be erected or placed by the owners of private roads along their roads without further reference to the Commissioner. It should be stressed that the traffic signs and road markings referred to are those related to traffic control, and not parking, which is, as mentioned in Section 2, entirely the responsibility of the owner.
- 4.1.2 The current gazetted list of traffic signs and road markings that may be erected or placed by owners of private roads may be obtained from the Regional Offices of the Transport Department, but Diagrams 4.1.1 to 4.1.7 illustrate the majority of these traffic signs and road markings. The actual Road Traffic (Traffic Control) Regulations should be consulted in respect of the exact description of the traffic signs and road markings illustrated.
- 4.1.3 It is important to realise that not all the traffic signs and road markings included in the Schedules of the Road Traffic (Traffic Control) Regulations are or will be permitted to be erected or placed by the owners of private roads on their roads. Traffic signs and road markings not specified in this Section must not be erected or placed unless specific authorisation has been obtained from the Transport Department. The procedures for making an application for approval to erect or place these traffic signs or road markings are given in Section 5, and it should be remembered that without such authority, the placement of such a sign or marking by an owner of a private road will be an offence. If there is any doubt as to whether a particular traffic sign or road marking may be used the appropriate Regional Office of the Transport Department should be consulted.



GIVE WAY TO
TRAFFIC ON
MAJOR ROAD

FIG. No. 102



AHEAD ONLY
(AT A JUNCTION)

FIG. No. 106



TURN LEFT
(TURN RIGHT IF
SYMBOL REVERSED)

FIG. No. 107



KEEP LEFT
(KEEP RIGHT IF
SYMBOL REVERSED)

FIG. No. 108



TURN LEFT AT JUNCTION
AHEAD (TURN RIGHT IF
SYMBOL REVERSED)

FIG. No. 109



NO ENTRY FOR
VEHICLES

FIG. No. 112



NO LEARNER DRIVERS

FIG. No. 121



NO LEFT TURN
(NO RIGHT TURN IF
SYMBOL REVERSED)

FIG. No. 122



NO U-TURNS

FIG. No. 123



NO PEDESTRIANS

FIG. No. 124



NO HANDCARTS OR
PEDESTRIAN CONTROLLED
VEHICLES

FIG. No. 125



NO PEDESTRIANS AND
NO CYCLES

FIG. No. 126



NO CYCLES

FIG. No. 127



ROUTE FOR CYCLES
AND PEDESTRIANS.
NO MOTOR VEHICLES

FIG. No. 137



ROUTE TO BE USED
BY CYCLES
NO MOTOR VEHICLES

FIG. No. 138



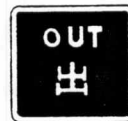
ONE WAY TRAFFIC
(IN A ROAD)

FIG. No. 139



WAY IN FOR VEHICLES

FIG. No. 150



WAY OUT FOR VEHICLES

FIG. No. 151



NO WAY OUT FOR
VEHICLES

FIG. No. 152



NO WAY IN FOR
VEHICLES

FIG. No. 153

REGULATORY SIGNS THAT MAY BE USED ON PRIVATE ROADS

NOTE : FIGURE Nos. ARE THOSE IN THE ROAD TRAFFIC (TRAFFIC CONTROL) REGULATIONS

DIAGRAM 4.1.1



TWO-WAY TRAFFIC STRAIGHT AHEAD

FIG. No. 205



TRAFFIC LIGHTS AHEAD

FIG. No. 207



BEND TO LEFT AHEAD
(RIGHT IF SYMBOL
REVERSED)

FIG. No. 208



SHARP DEVIATION OF
ROUTE TO LEFT (MAY
BE REVERSED)

FIG. No. 210



ROUNDBOUT AHEAD

FIG. No. 217



STEEP HILL DOWNWARDS
AHEAD

FIG. No. 218



STEEP HILL UPWARDS
AHEAD

FIG. No. 219



RESTRICTED HEADROOM
AHEAD

FIG. No. 221



AVAILABLE WIDTH OF
HEADROOM INDICATED

FIG. No. 222



DISABLED PERSONS AHEAD

FIG. No. 224



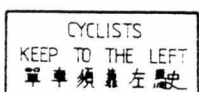
CHILDREN AHEAD

FIG. No. 225



ADVICE FOR CYCLISTS ON
STEEP HILLS

FIG. No. 235



ADVICE FOR CYCLISTS

FIG. No.236



ROAD HUMPS AHEAD

FIG. No. 263



PEDESTRIANS IN ROAD
AHEAD

FIG. No. 261



CYCLES AHEAD

FIG. No. 260

WARNING SIGNS THAT MAY BE USED ON PRIVATE ROADS

NOTE: FIGURE Nos. ARE THOSE IN THE ROAD TRAFFIC (TRAFFIC CONTROL) REGULATIONS



VEHICLES MAY PASS
EITHER SIDE TO REACH
SAME DESTINATION

FIG. No.302



ROAD WIDE ENOUGH FOR
ONLY ONE LINE OF TRAFFIC

FIG. No.304



NO THROUGH ROAD

FIG. No.310



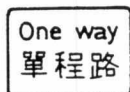
ADVANCE WARNING OF NO
THROUGH ROAD ON LEFT
(ON RIGHT IF SYMBOL IS
REVERSED)

FIG. No.311



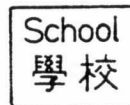
PLACE TO WAIT TO ALLOW
OTHER VEHICLES TO PASS

FIG. No.313



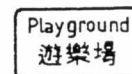
USED WITH FIG. Nos.106,
107 AND 109

FIG. No.402



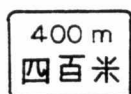
CHILDREN GOING TO OR
FROM SCHOOL USED WITH
FIG. No. 225

FIG. No.412



CHILDREN'S PLAYGROUND
NEAR ROADSIDE USED WITH
FIG. No.225

FIG. No.413



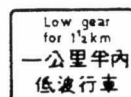
DISTANCE TO HAZARD USED
WITH FIG. Nos. 207, 208, 217,
218, 221.

FIG. No.418



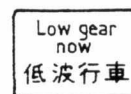
DISTANCE OVER WHICH
HAZARD EXTENDS USED
WITH FIG. No.263

FIG. No.420



USED WITH FIG. No.218

FIG. No.423



USED WITH FIG. No.218

FIG. No.424



USED WITH FIG. No.218

FIG. No.425

INFORMATORY SIGN AND SUPPLEMENTARY PLATES THAT MAY BE USED ON PRIVATE ROADS

NOTE : FIGURE Nos. ARE THOSE IN THE ROAD TRAFFIC (TRAFFIC CONTROL) REGULATIONS.

DIAGRAM 4.1.3

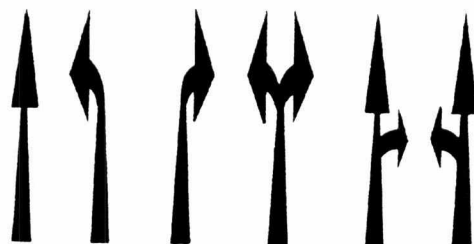
STOP LINE FOR USE WITH
TRAFFIC LIGHT SIGNALS

FIG No. 506



GIVE WAY LINE

FIG No. 508



DIRECTIONAL ARROWS

FIG No. 509

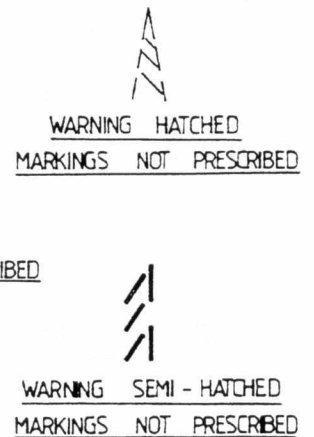
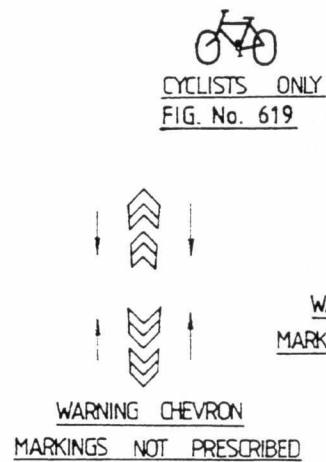
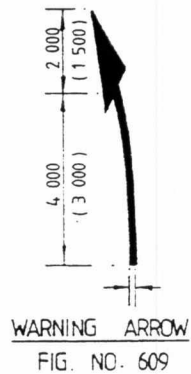
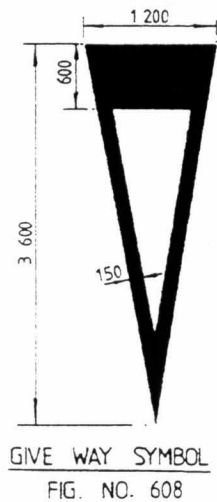
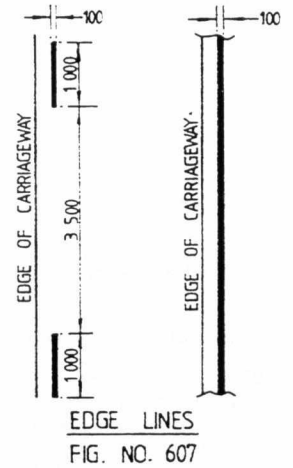
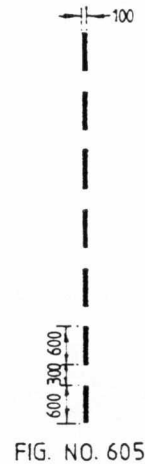
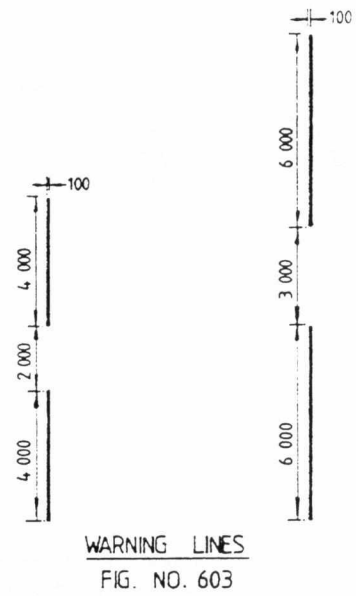
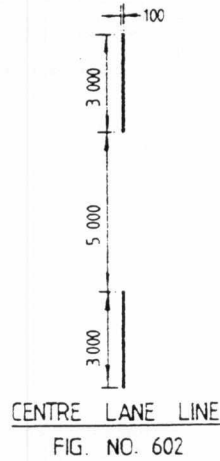
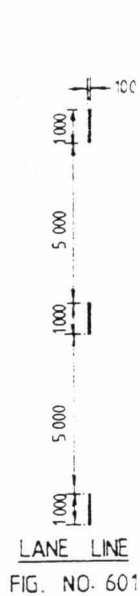


FIG No. 517

REGULATORY ROAD MARKINGS
THAT MAY BE USED ON PRIVATE ROADS

NOTE: FIGURE Nos. ARE THOSE IN THE ROAD TRAFFIC
(TRAFFIC CONTROL) REGULATIONS

DIAGRAM 4.1.4



NOTE : FIGURE NOS. ARE THOSE IN THE ROAD TRAFFIC
(TRAFFIC CONTROL) REGULATIONS

INFORMATORY ROAD MARKINGS THAT MAY BE USED ON PRIVATE ROADS



ROUTE FOR CYCLISTS



ROUTE FOR PEDESTRIANS



DIRECTION TO
CROSSING PLACE



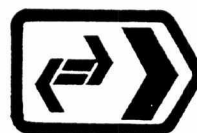
A SYMBOL FOR THE DISABLED
MAY APPEAR ON SIGNS TO
INDICATE FACILITIES FOR
THE DISABLED OR SUITABLE
ROUTES OR ENTRANCES



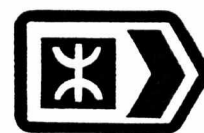
DIRECTION TO
PARKING PLACE



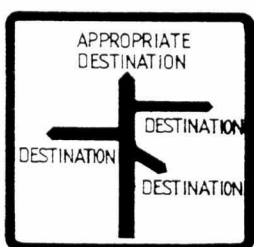
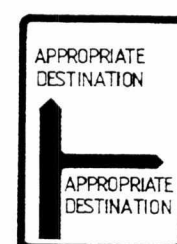
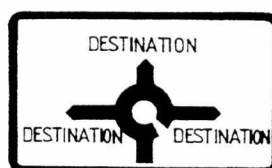
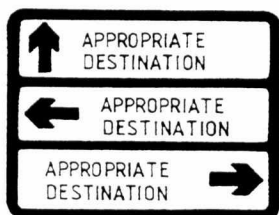
DIRECTION TO VEHICLE FERRY



DIRECTION TO
KOWLOON CANTON
RAILWAY STATION



DIRECTION TO
MASS TRANSIT
RAILWAY STATION



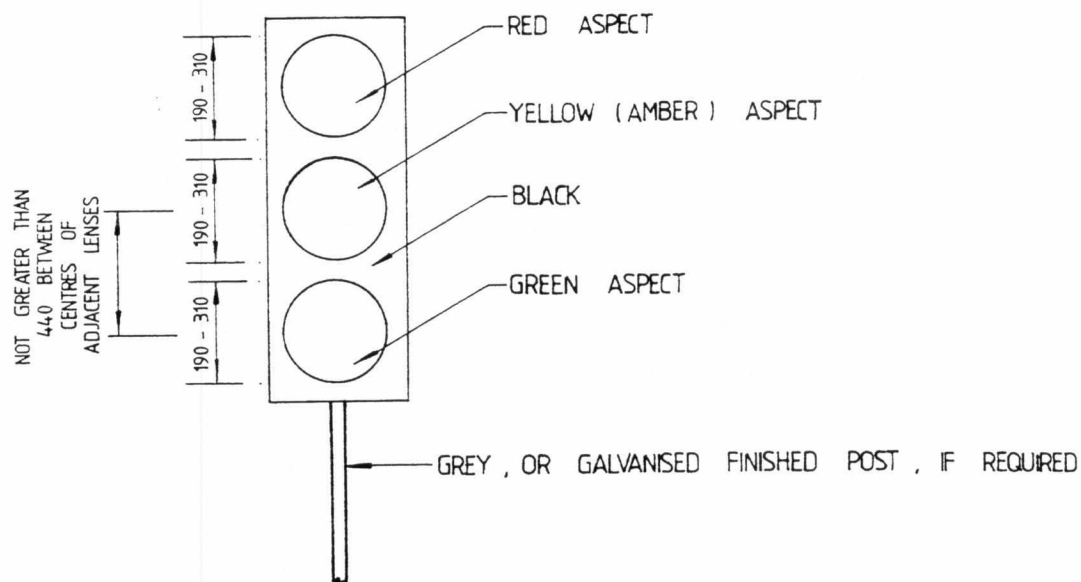
NOTE :

ALL DIRECTIONAL SIGNS USED ON PRIVATE ROADS
MUST HAVE BLUE BORDERS, WHITE BACKGROUNDS
AND BLACK LETTERS AND CHARACTERS.

DIRECTIONAL SIGN FORMATS THAT MAY BE USED ON PRIVATE ROADS

SEE SECTION 4.8 FOR FURTHER DETAILS

DIAGRAM 4.1.6



MAY BE ARRANGED HORIZONTALLY, BUT RED ASPECT SHOULD BE TO THE RIGHT AS VIEWED.
THE SEQUENCE OF LIGHTS MUST BE AS FOLLOWS:

- (i) RED
- (ii) AMBER AND RED TOGETHER - BUT THESE MAY BE OMITTED FROM THE SEQUENCE
- (iii) GREEN
- (iv) AMBER

WHERE THE LIGHTS ARE PLACED AT THE SIDE OF THE CARRIAGEWAY THE CENTRE OF THE GREEN ASPECT MUST BE NOT LESS THAN 2.1m NOR MORE THAN 3.5m ABOVE THE ADJACENT CARRIAGEWAY, AND WHERE PLACED OVER THE CARRIAGEWAY NOT LESS THAN 5.3m NOR MORE THAN 9m.

DIMENSIONS IN MILLIMETRES

TRAFFIC LIGHT SIGNALS THAT MAY BE USED ON PRIVATE
ROADS BUT ONLY FOR ALTERNATE ONE WAY WORKING

DIAGRAM 4.1.7

- 4.1.4 As mentioned above, owners of private roads may erect or place the traffic signs and road markings shown in Diagrams 4.1.1 to 4.1.7. In the case of regulatory traffic signs and road markings, an offence will be committed if a person does not obey the traffic sign or road marking, therefore it is essential that such traffic signs or road markings are used in accordance with the advice in this Code, otherwise enforcement difficulties may arise. Additionally in the event that it is found that a traffic sign or road marking is being used incorrectly, under the Road Traffic Ordinance, the Commissioner has powers to direct an owner of a private road to remove or replace a traffic sign or road marking at the latter's cost. If the owner fails to do so, the Commissioner for Transport may instruct any agency to carry out the works and the cost will be borne by the owner. Although warning or informatory traffic signs and road markings do not generally have regulatory effect, it is still important that such traffic signs and road markings are properly located in accordance with the advice in this Code, and again the Commissioner can direct an owner of a private road to remove or relocate or replace any warning or informatory traffic sign or road marking not used correctly.
- 4.1.5 Nothing in this Code however, prevents the use of any prescribed traffic sign required by the Director of Highways to provide adequate traffic control, guidance, and warning in the vicinity of road works by the person responsible for those road works.
- 4.1.6 The erection and use of traffic light signals on private roads is not permitted except with the direct authorisation of the Commissioner for Transport or his representative, or in situations where an access road is less than 5.5m in width and alternate one-way working is required. Traffic light signal equipment used in these situations must conform to the requirements of the Road Traffic (Traffic Control) Regulations. Diagram 4.1.7 indicates the general requirements in this respect but the actual regulations and appropriate schedules should be consulted.

- 4.1.7 It is essential, particularly in respect of the enforcement of regulatory traffic signs and road markings, that proper records are kept of where traffic signs and road markings are erected or placed, respectively, and when they were so erected or placed. This should be done by marking on a plan of the private road or roads, the positions of any signs or road markings, a description of the traffic sign e.g. Figure No. 101, or the road marking e.g. Figure No. 508, and the date when the traffic sign or road marking was first erected or placed.
- 4.1.8 Traffic signs and road markings should be regularly inspected and if any damage or wear is apparent the traffic sign or road marking should be replaced or re-marked as the case may be. Apart from enforcement difficulties that may arise because of a damaged traffic sign or a worn road marking, it should be remembered that in the first instance these signs and markings were placed for the control and guidance of road users and if such signs or markings cannot be seen then effective control cannot be achieved, to the detriment of the efficient circulation of traffic on the private road, and perhaps more importantly road safety.
- 4.1.9 Although every effort has been made to provide as comprehensive advice as possible in this Code, regarding the placement and use of traffic signs and road markings, the advice cannot cover every eventuality and therefore owners of private roads are strongly recommended to employ suitable consultants to advise them on these matters.

4.2 Traffic Signs and Road Markings, Location and Size

4.2.1 There are two important factors in the use of traffic signs and road markings: -

- (i) that the traffic sign or road marking is located correctly in relation to the junction, restriction, hazard or other feature to which it applies; and
- (ii) the size of the sign is appropriate for the road users to whom it applies.

4.2.2 Traffic signs, and to a large extent road markings, must be sited so that there is sufficient unobstructed visibility to see them, and in the case of signs and markings conveying warnings or directions sufficiently in front of the hazard or junction, etc. to enable a motorist to take the required action.

4.2.3 Table 4.2.1 provides information on appropriate sign sizes for regulatory and warning traffic signs used on private roads, and Table 4.2.2 provides similar advice for directional signs. With regard to road markings the respective sections dealing with these should be consulted.

4.2.4 In Table 4.2.1 and 4.2.2 sign sizes for roads having speed limits in excess of 50 km/h are given, however these will only be used in exceptional circumstances as there will be few occasions where private roads have speed limits greater than 50 km/h.

Table 4.2.1

Sizes and Sighting Distances for
Regulatory and Warning Signs

		<u>Give Way Sign</u>		<u>Triangular Warning Signs</u>		<u>Regulatory Signs</u>	
Speed limit of road (km/h)	Sign size (mm)	Min. clear visi- bility (m)	Sign size (mm)	Distance of sign from hazard (m)	Min. clear visi- bility (m)	Sign size (mm)	
(i) Up to 50	600 (750)	45	600	45	60	600 (450)	
(ii) 50 to 70	750	45	750	45 - 110	60	750 (600)	

Note : (i) Size in the case of the Give Way Sign and the Triangular Warning Signs refers to the depth of the sign, and in the case of Regulatory Signs, the diameter.

(ii) The standard "No Entry" sign, Figure No. 112, is 750mm in diameter and this size should be used other than in exceptional circumstances.

(iii) The figures in brackets are alternative sign sizes which may be used, in the case of the Regulatory Signs if there are considerable difficulties in mounting the larger sized sign, and in the case of the "Give Way" sign if greater emphasis is required.

Table 4.2.2

Sizes and Siting Distances for Directional Signs

Speed limit of road (km/h)	<u>Advance Direction Sign</u>			<u>Direction Sign</u>	
	'x-height' (mm)	Distance of sign in front of junction (m)	Min. clear visibility (m)	'x-height' (mm)	Min. clear visibility (m)
(i) Up to 50	100 (75)	50 to 100	75	75 (50)	50
(ii) 50 to 70	150	100	100	150 (100)	75

Note : (i) Advance Direction Signs will normally only be appropriate on very large estates having a network of roads, and even then in most situations Direction Signs will be sufficient. Further information on this is given in Section 4.8.

(ii) "x-height" refers to the height of the lower case 'x' in the Transport Heavy Alphabet used for Directional Signs on Private Roads. Further information on this is contained in Section 4.8.

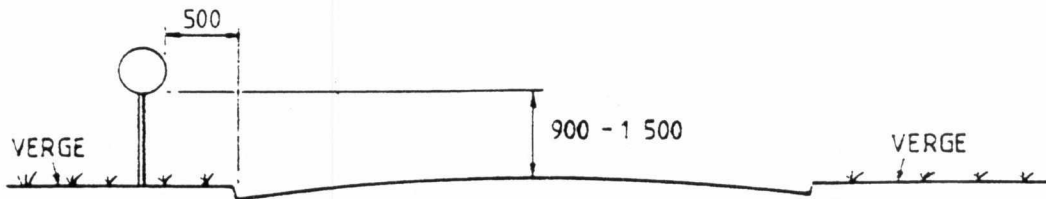
(iii) The figures in brackets represent smaller 'x-heights' that may be used where difficulties of locating a sign with the larger 'x-height' are encountered.

- 4.2.5 It is very important that the correct visibility of the various traffic signs is always achieved and maintained, and in this respect any growing vegetation which might obscure the signs should be regularly cut back to avoid this occurring. Any building developments, shop blinds and canopies should not be allowed to obscure signs.
- 4.2.6 All the traffic signs referred to in this section will need to be erected adjacent to the carriageway to which they refer. However there must be sufficient horizontal clearance between any part of the sign including any supports and the carriageway to avoid any interference with passing vehicles. On private roads this minimum clearance should be 500mm as illustrated in Diagram 4.2.1, but if the speed limit of the road is greater than 50 km/h this should be increased to 600mm and for any sign extending 3m or more above the carriageway, 1000mm.
- 4.2.7 Where signs are erected on or over footways there must, as indicated in Diagram 4.2.1, be a minimum clearance of 2000mm, and in some case 2,300mm between the lower most part of the sign, and this will include the supplementary plate if this is required, and the surface of the footway.
- 4.2.8 Where signs are mounted on posts, these should be grey in colour or have a galvanised finish.
- 4.2.9 Where relevant advantage should be taken of the fact that as the owner of the building it is possible to mount the sign on the building, as this can lessen obstruction to pedestrians. However wall mounted signs whether supported by suitable brackets or directly mounted should accord with the details shown on Diagram 4.2.1. Similarly convenient lighting columns should be utilised for signs, providing these are the property of the owner, or permission of the owner of the columns has been obtained.

SIGN MOUNTINGS

RURAL OR URBAN AREA

SIGN LOCATED ON VERGE WITH NO PEDESTRIAN ACCESS

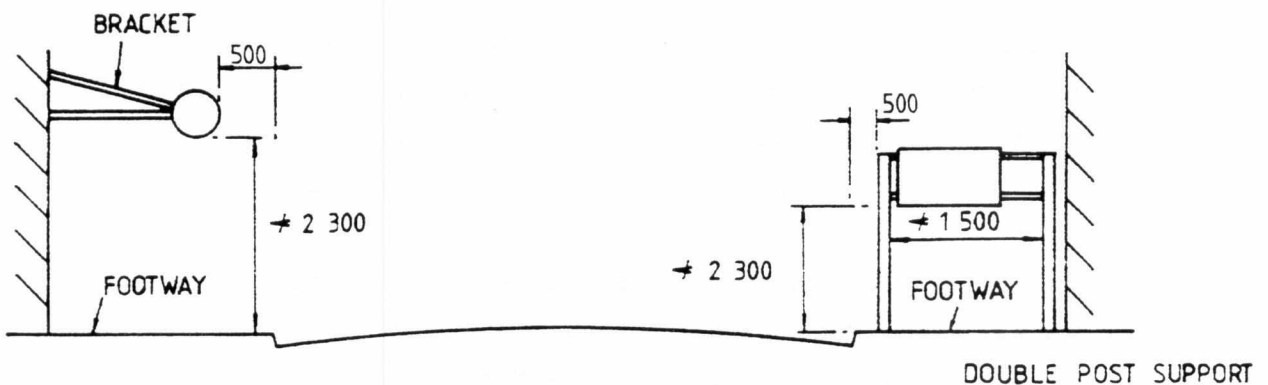


RURAL OR URBAN AREA

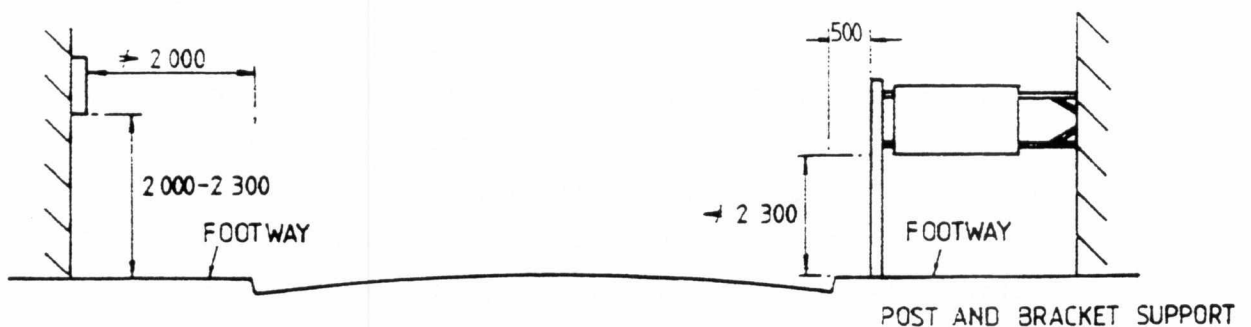
SIGN LOCATED ON FOOTWAY



URBAN AREA



URBAN AREA



NOTES: (i) IF THE SPEED LIMIT IS GREATER THAN 50 km/h THE HORIZONTAL CLEARANCES WILL NEED TO BE INCREASED SEE PARAGRAPH 4.2.6.

MOUNTING HEIGHTS AND HORIZONTAL CLEARANCES FOR TRAFFIC SIGNS

- 4.2.10 Traffic signs must not be erected in such a position that they obstruct run-ins or entrances to buildings, and the erection of a post at the back of the footway such that it is immediately in front of shops window or similar should be avoided.
- 4.2.11 Signs must always be located on the left hand side of the road viewed in the direction of travel, but it may be a requirement, as in the case of no entry signs, or desirable, as in the case of wide one-way roads for signs also to be erected on both sides of the road, and further information on this is given in Sections 4.4 and 4.5.
- 4.2.12 In considering the location of any new sign it is very important to know what other signs are already erected in that location, not only because of the possible effects of sign "clutter" that the new sign may introduce, but also to ensure that the new sign will not obscure or be obscured by existing signs. Signing at junctions is a particular problem as there is often a requirement to erect several different signs, and therefore careful examination should be made to ensure that all the signs are required to be erected in that location. The controlling consideration for the erection of any sign in any location is that if it is not absolutely necessary then do not use it.
- 4.2.13 Certain signs because of their size may require double support posts. For these circumstances the posts should be positioned such that they cause minimal interference to pedestrians, and as shown in Diagram 4.2.1 should allow a gap of at least 1500mm, and preferably 2000mm, between the posts. On relatively narrow footways, that is 2m to 3m in width, it is better with double posted signs if one post can be situated at the front of the footway and one at the rear, or alternatively as shown in Diagram 4.2.1, the rear of the sign is supported by a bracket attached to the wall. This may mean employing a frame larger than the sign but it will reduce any obstruction to pedestrians. For wider footways, obviously it would not be practicable to erect posts at the front and rear of the footway to support a relatively small sign, and therefore the rear most post will need to be situated on the footway. In these latter cases it is essential that care is taken to ensure that there is sufficient width available for pedestrians to pass under or around the sign.

4.2.14 Not more than two signs should be mounted on any one post, though where a sign or both signs require a supplementary plate the combination of sign and plate may be regarded as one sign. However if for any reason more than one supplementary plate is required for a particular sign no other signs should be added to the assembly. For the purposes of this paragraph a logo plate, providing it is of a size not greater than that shown in Diagram 2.2.4, will not be counted as a sign. However the logo plate must either be, the lower most or upper most sign in any sign assembly as illustrated in Diagram 2.2.5.

4.2.15 Where more than one sign is mounted on the same post, the following order of assembly, from top to bottom, must be adopted: -

(i) Stop, or Give Way Signs, or any triangular warning sign. Warning signs should not however be mounted on the same post as a Stop or Give Way Sign. It also should be noted that whilst mention is made of Stop signs, these may only be erected by the owner of a private road if specific permission has been obtained from the Commissioner for Transport or his representative.

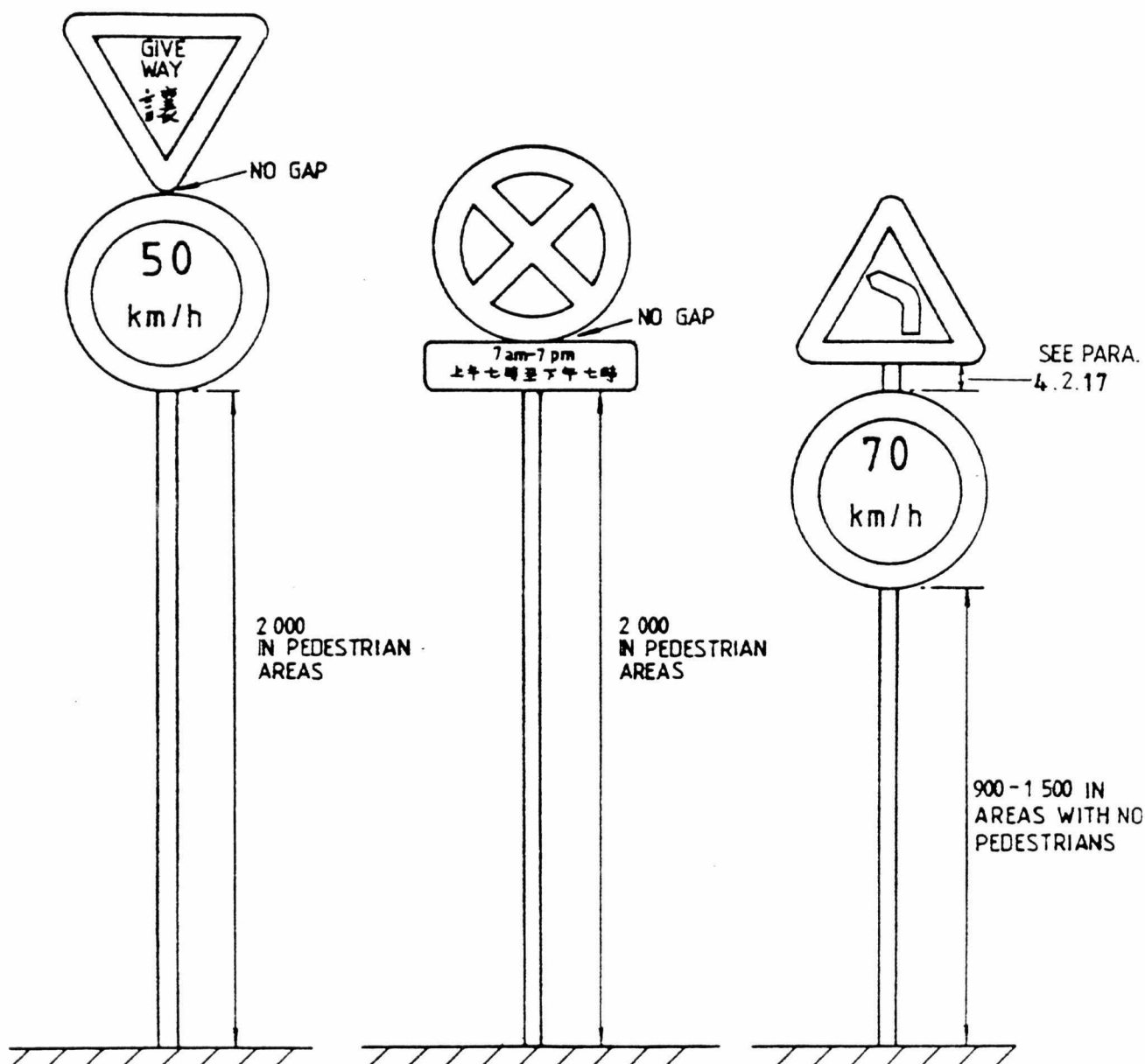
(ii) Speed Limit Signs. Again these may only be erected with the specific authorisation of the Commissioner for Transport or his representative.

(iii) Other Circular Signs.

(iv) Rectangular Signs.

The above is further illustrated in Diagram 4.2.2.

4.2.16 Assemblies of signs should be examined before they are erected to ensure there is no ambiguity, and where two warning signs are erected together the sign relating to the first hazard encountered should be upper most.



NOTE: i) ANY SPEED LIMIT SIGNS MAY ONLY BE ERECTED IF THE DIRECT AUTHORIZATION OF THE TRANSPORT DEPARTMENT HAS BEEN OBTAINED.

SIGN ASSEMBLIES

DIAGRAM 4.2.2

- 4.2.17 Supplementary plates and circular signs mounted below a triangular warning sign should be separated in accordance with the following: -

Size of Warning Sign (mm)	Gap between Warning Sign and Supplementary Plate/Circular Sign (mm)
600	38
750	50

- 4.2.18 Where there are two supplementary plates on the same post they should be separated in accordance with the second column of the table in paragraph 4.2.17.
- 4.2.19 Where any sign is mounted beneath a circular sign, the sign should be butted up to the circular sign.
- 4.2.20 The location and siting of road markings, regulatory or informatory, depends upon the particular marking being used, and guidance on the use of these markings is contained in Sections 4.6 and 4.7 respectively.

4.3 Traffic Signs and Road Markings Design Details

- 4.3.1 All signs referred to in Section 4 of this Code must be reflectorised except any part of the sign coloured black, and must be constructed of material conforming to Class 1 or Class 2 material of British Standard 873, Part 6. Traffic signs denoting parking places (including qualifying supplementary plates); signs denoting PLB and taxi stands, and signs for pedestrians and cyclists may be manufactured using Class II material. All other signs, including directional signs, should be constructed with Class I material. Hand painted signs are not permitted to be used.
- 4.3.2 The colours of regulatory, warning and informatory signs must conform to those colours indicated in the Figures of the appropriate Schedules of the Road Traffic (Traffic Control) Regulations. The precise colours are defined in British Standards BS873 Part 6 Table 4.
- 4.3.3 Working Drawings for the manufacture of sign faces of all the regulatory, warning and informatory signs referred to in this section may be obtained from the Regional Offices of the Transport Department. Alternatively, it is recommended that the actual signs themselves be purchased from the Correctional Services Department, through its Correctional Services Industries Headquarters, 23rd Floor, Wanchai Tower, 12 Harbour Road, Wanchai, Hong Kong. The Correctional Services Department can also, if required, provide the posts for the signs.
- 4.3.4 Directional Signs for private roads should generally have blue borders, black letters, characters and symbols all on a white background and further details of the design of these sign types are given in Section 4.8. The colours should conform to the specifications given in paragraph 4.3.2 above.

- 4.3.5 Road markings must conform to the colours given for individual road markings in the Road Traffic (Traffic Control) Regulations. For white this may include shades of silver or light grey, and for yellow a bright shade similar to No. 008E51 to British Standard 5252F should be used.
- 4.3.6 All road markings specified in this section should be laid in a reflectorised material.

4.4 Use of Permitted Regulatory Signs

4.4.1 It is stressed that although owners are permitted to erect the regulatory signs described in this Section without any further reference to the Transport Department, any offence committed in respect of these signs is an offence under the Road Traffic (Traffic Control) Regulations. Whilst owners or their authorised representatives, therefore may report any infringements of such signs to the police they are not authorised to take any direct action such as detaining a vehicle or driver.

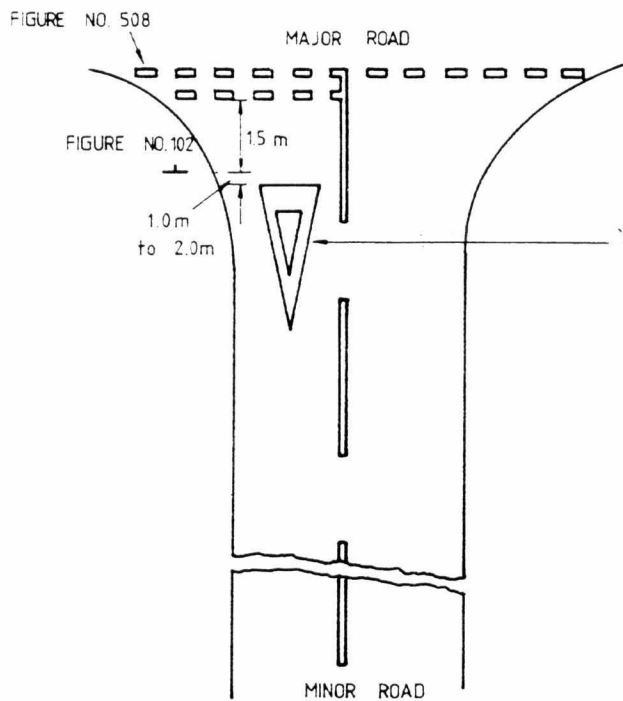
4.4.2 The "Give Way" sign, Figure No. 102, is used at junctions in conjunction with the "Give Way" markings to indicate to drivers on the minor road approaching that junction that they must give way to vehicles on the major road.



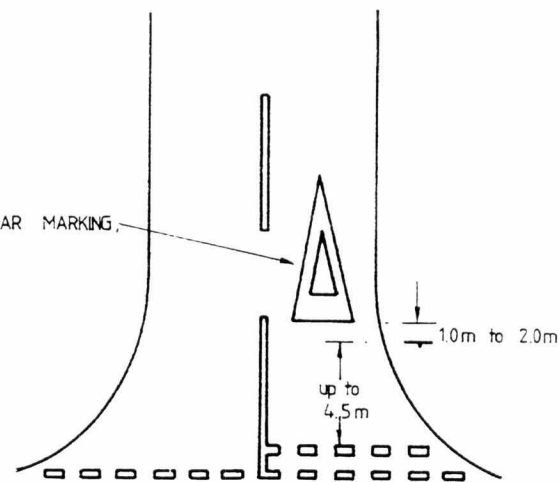
FIGURE No. 102

4.4.3 Generally the use of Figure No. 102, other than at roundabouts where it must be provided, will only be necessary at major junctions, which will normally be at the entrance to the estate, at the junction with a public road. However even at these locations, the use of the sign will only be required if the public road is a major route or has a speed limit in excess of 50 km/h. If these criteria are not met then the marking, as at other locations within an estate, should be used alone, and further information on the use of the "Give Way" road markings is given in Section 4.6. If the entrance to a development is formed by a run-in across the footway by means of a dropped kerb, then neither the sign to Figure No. 102, nor the give way road marking, to Figure No. 508, should be used.

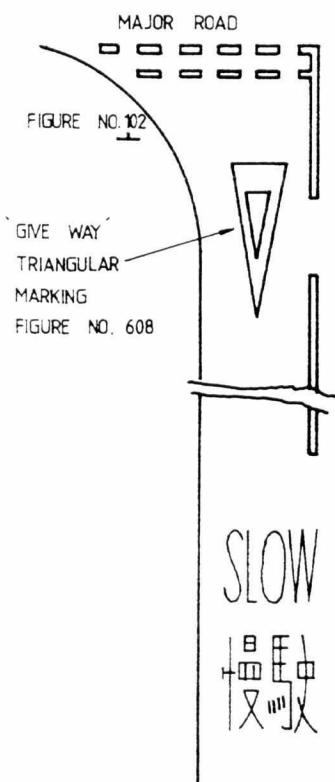
- 4.4.4 Where it is considered that the "Give Way" sign, Figure No. 102, is necessary, the sign should be sited normally about 1.5m in advance of the transverse "Give Way" lines, Figure No. 508, so as not impair the visibility of drivers at the junction, as shown in (i) in Diagram 4.4.1. Where the sign is used it must also always be accompanied by the road markings to Figure No. 508, and the "Give Way" warning symbol, Figure No. 608, as shown in the Diagram, though the latter as indicated in (iv) in Diagram 4.4.1 is not required at the junction with a roundabout.
- 4.4.5 At some junctions, particularly roundabouts, locating the Give Way sign 1.5m from the road markings, may result in pedestrians being obstructed, or sight lines obscured, and in these cases, as shown in (ii) in Diagram 4.4.1, the sign may be positioned further along the minor road up to a distance of 4.5m from the transverse lines. The "Give Way" symbol should also be adjusted accordingly.
- 4.4.6 Where approach speeds to a junction may be relatively high, and there is a steep gradient, or, a sharp bend occurs before the junction, so that the full visibility distance to the "Give Way" sign from along the minor road may be impaired, the "Slow" marking, Figure No. 615, may be used in advance of the junction, and further details on the use of this marking is given in Section 4.7. It is however important only to use this marking where a problem resulting from high approach speeds is occurring, as over use will devalue the marking, with drivers taking little or no notice of it.
- 4.4.7 Normally Figure No. 102, will be placed only on the left hand side of the road, however on one way streets it is advisable where the sign is to be erected at a junction that it is erected on both sides of the road.



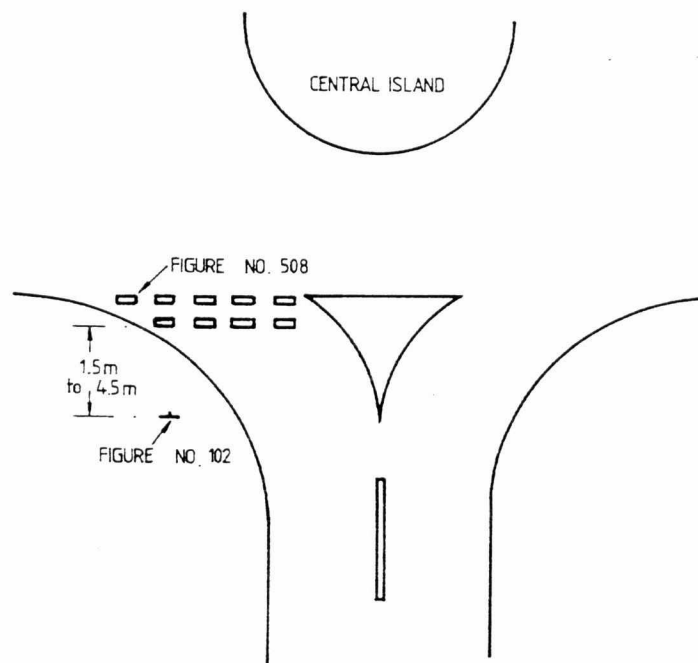
(i) NORMAL ARRANGEMENT



(ii) WHERE NORMAL ARRANGEMENT WOULD OBSTRUCT PEDESTRIANS OR VISIBILITY



(iii) USE OF "SLOW" MARKING WHERE APPROACH SPEEDS MAY BE RELATIVELY HIGH



(iv) AT ROUNDABOUTS FIGURE NO. 102 MAY BE USED WITHOUT FIGURE NO. 608, "GIVE WAY" TRIANGULAR MARKING

USE OF FIGURE NO. 102, "GIVE WAY" SIGN

DIAGRAM 4.4.1

- 4.4.8 Figure No. 106, "Ahead Only", is used at junctions to indicate the direction that vehicles must proceed in, across that junction, and when, as indicated in Diagram 4.4.2, vehicles may not turn to the left or the right. In the situation that vehicles are just prohibited from turning to the left, or turning to the right, it is preferable to use a "No Left Turn" sign or a "No Right Turn" sign as appropriate.

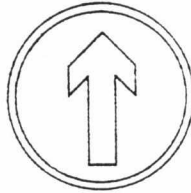
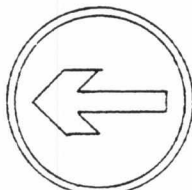


FIGURE No. 106

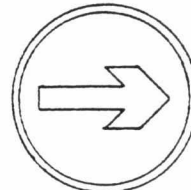
AHEAD ONLY

- 4.4.9 The use of Figure No. 106, on most private roads should be limited. Certainly in smaller developments the placing of the "Directional Arrows" carriageway markings, Figure No. 509, can better indicate the circulation route to be followed. It is also important that Figure No. 106, "Ahead Only", is not confused with Figure No. 139, "One Way Traffic". The former is to indicate the direction to be followed, and the road on which it is used does not necessarily have to be one way, whilst the latter is used to indicate that the road on which it is erected is one way. For this reason Figure No. 106 must only be used at junctions and not as a reminder at points along a road.

- 4.4.10 Figure No. 107, "Turn Left", or if reversed "Turn Right", is another junction sign, used to indicate the direction that vehicles must proceed in when entering the junction.

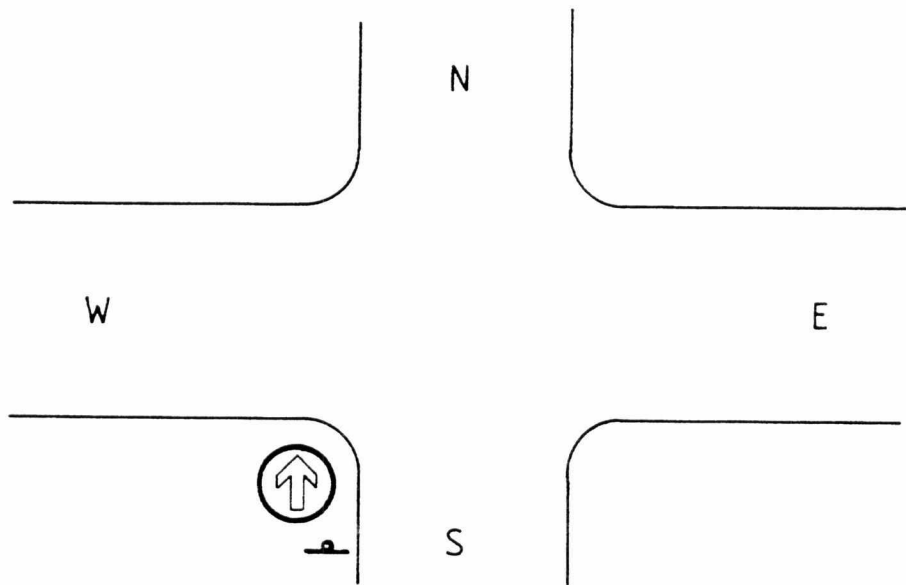


TURN LEFT



TURN RIGHT

FIGURE No. 107



NO RIGHT TURN / NO LEFT TURN FROM 'S' TO 'W' OR 'E'

USE OF FIGURE No. 106 , "STRAIGHT AHEAD"

- 4.4.11 Figure No. 107 may be used, as illustrated in (i) in Diagram 4.4.3, to direct traffic at a junction with a one way street where it is also accompanied by Figure No. 402, "One Way". It may also be used at a four way junction where only a left turn or right turn, as the case may be, is permitted to indicate that turn, however this type of arrangement is not very satisfactory and should generally be avoided. At 'T' junctions where only turns in one direction are permitted into a two way road, normally Figure No. 122 "No Left Turn" or "No Right Turn", as the case may be, should be used.
- 4.4.12 In small developments, or car parks, Figure No. 107, may be used at right angle turns to indicate the direction to be turned, if it is considered that the Directional Arrows, Figure No. 509, marked on the carriageway do not in themselves provide sufficient advance warning, and this use is illustrated in (iii) in Diagram 4.4.3.
- 4.4.13 Normally, as shown in (i) in Diagram 4.4.3, Figure No. 107, should be erected on the far side of the junction, so that vehicles turn in front of the sign, but this may not always be convenient, particularly at four way or wide junctions, and the sign may therefore be positioned on the nearside of the junction, as shown in (ii) in Diagram 4.4.3.
- 4.4.14 A further use of Figure No. 107, "Turn Left", is with Figure No. 210, on the central island of a roundabout to indicate the direction to be turned, and this is illustrated in Diagram 4.4.4. The sign arrangement should be erected directly opposite the entry road into the roundabout, see also Section 4.8.
- 4.4.15 Figure No. 109, "Turn Left Ahead", or "Turn Right Ahead", are used in advance of a junction to indicate the direction that a driver must turn at the junction.

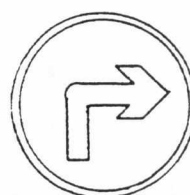
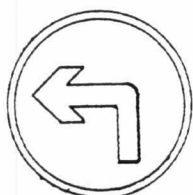
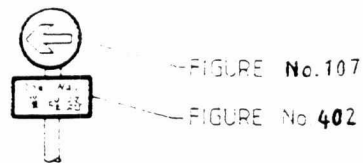


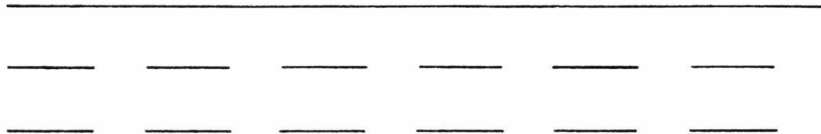
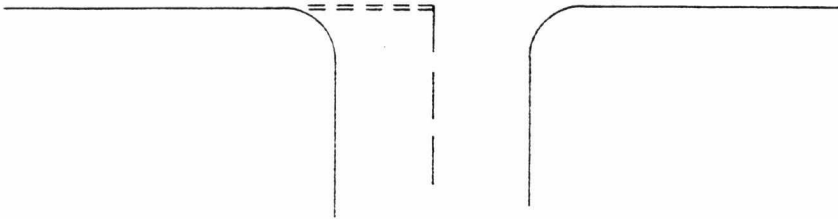
FIGURE No. 109

TURN LEFT AHEAD

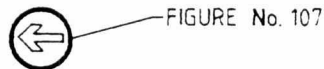
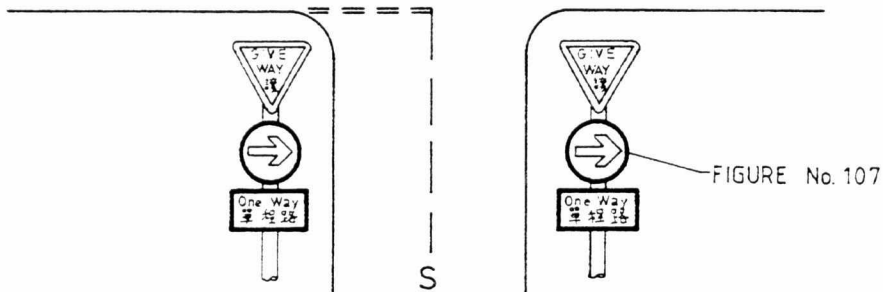
TURN RIGHT AHEAD



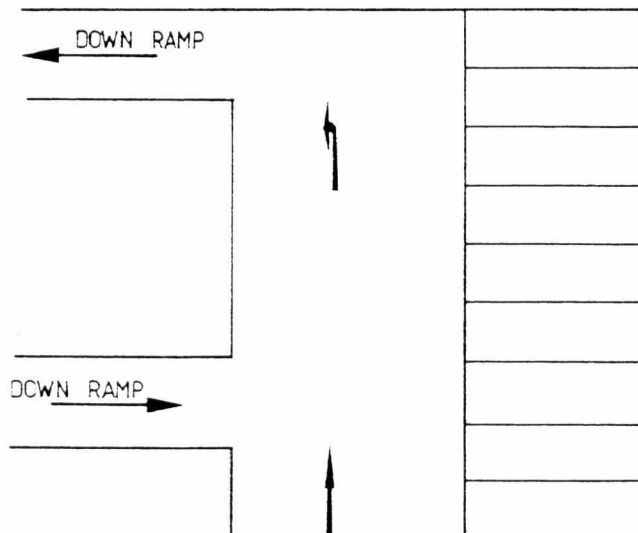
(i) NORMAL ARRANGEMENT,
SIGN ERECTED OPPOSITE
JUNCTION



(ii) ALTERNATIVE ARRANGEMENT,
UTILISING POSTS USED
FOR OTHER SIGNS ON
THE NEAR SIDE OF THE
JUNCTION

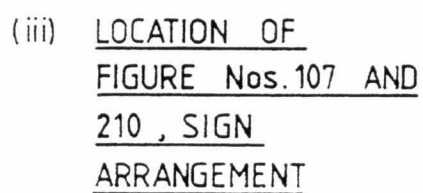


(iii) IN CARPARKS



USE OF FIGURE No.107, "TURN LEFT" OR "TURN RIGHT"

DIAGRAM 4.4.3



USE OF FIGURE No. 107 AT ROUNDABOUTS

DIAGRAM 4.4.4

4.4.16 Normally Figure No. 109 will be erected about 50m in advance of the junction but this may need to be adjusted to suit the particular circumstances, as for example there should not be any intervening junctions and therefore the sign may need to be placed closer to the junction. Where Figure No. 109 is used, Figure No. 107 should always be erected on the far side of the junction as shown in (i) in Diagram 4.4.3.

4.4.17 Figure No. 108, "Keep Left" and sometimes "Keep Right", is used to indicate to drivers that they must keep to the left, or right, of some permanent obstruction ahead.

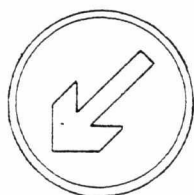
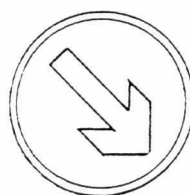


FIGURE No. 108

KEEP LEFT



KEEP RIGHT

4.4.18 Normally Figure No. 108, will be used in conjunction with an illuminated bollard, as shown in Diagram 4.4.5, to indicate a traffic island or pedestrian refuge, and that vehicles should pass to the left of the island. On one way streets, where there is a central island, Figure No. 108, would not be appropriate but Figure No. 302, pass either side should be used, and further information on the use of this sign is contained in Section 4.5.

4.4.19 Figure No. 112, "No Entry", indicates that the entry of all vehicles is prohibited.

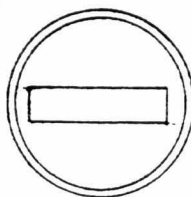


FIGURE No. 112

NO ENTRY

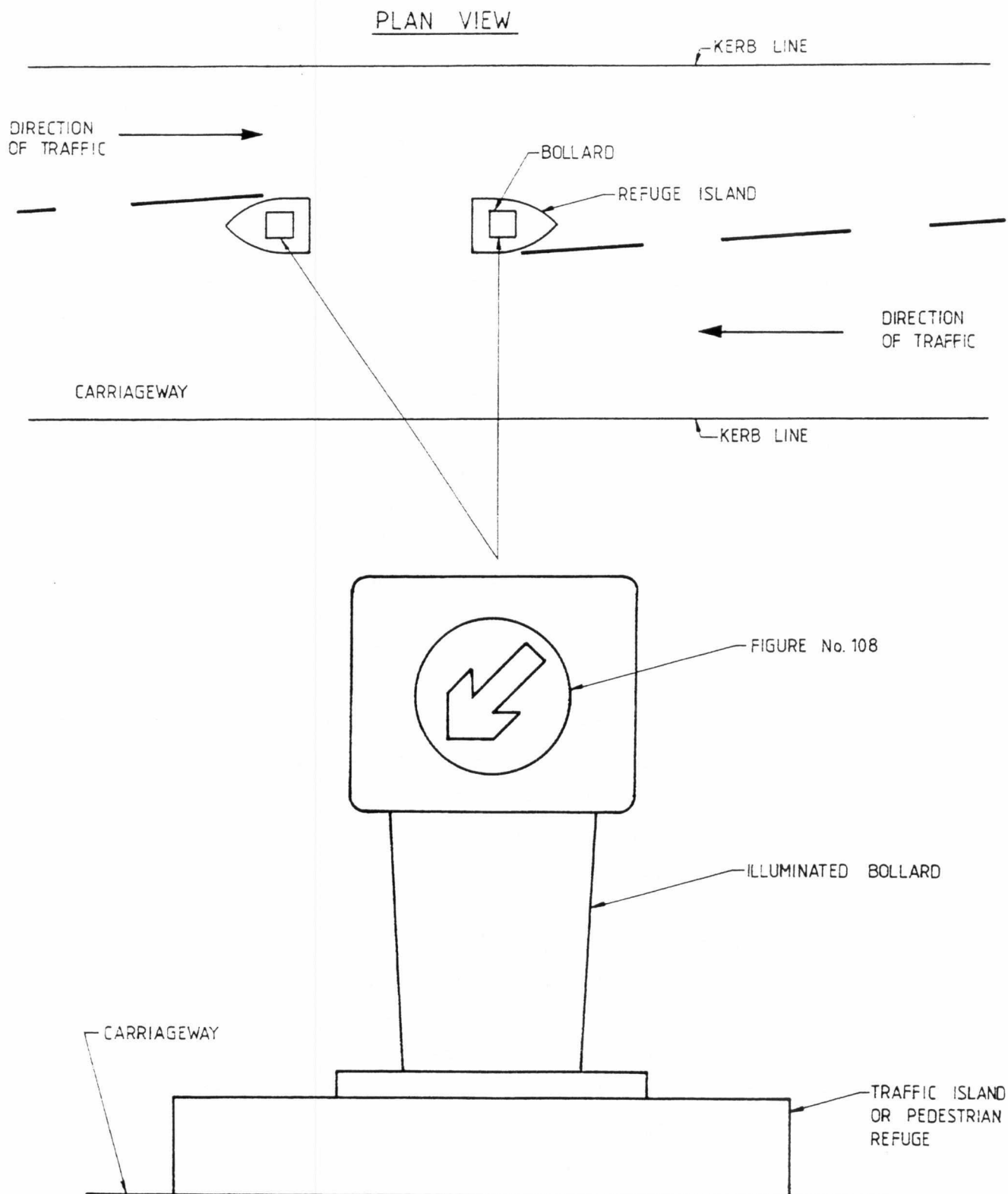
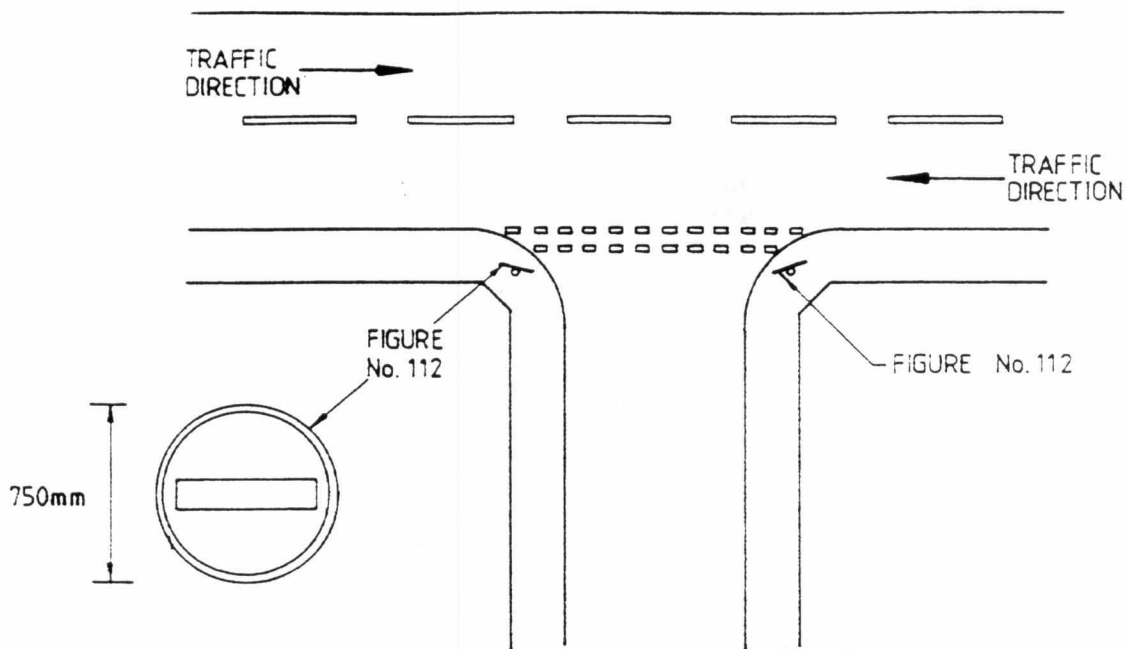


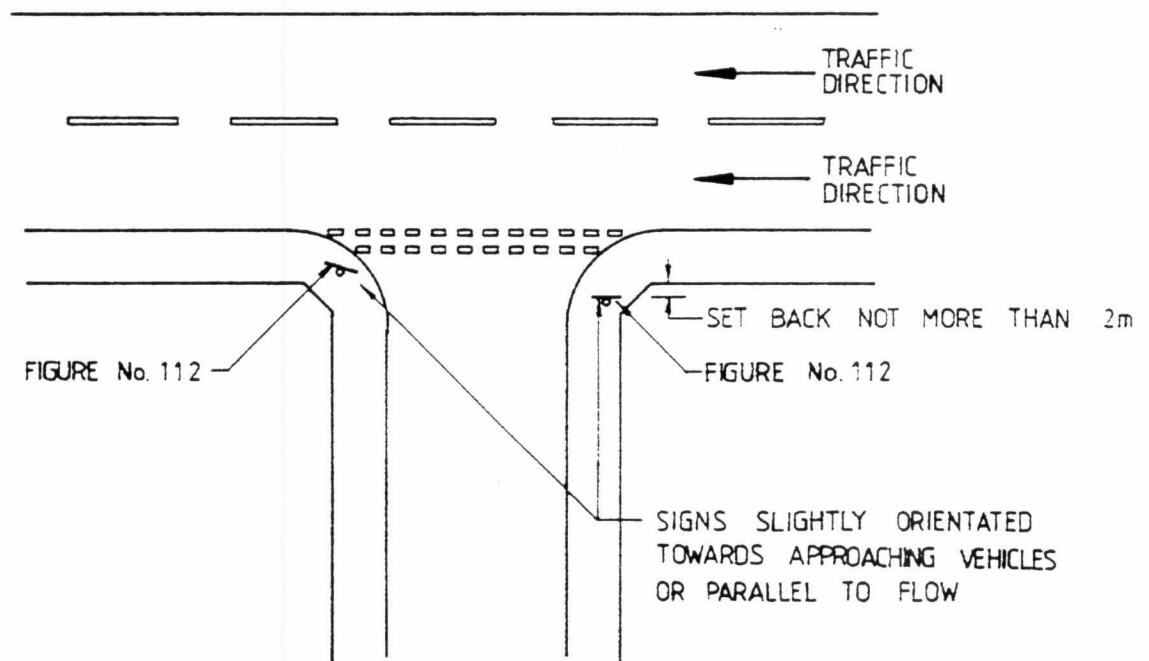
FIGURE No. 108, "KEEP LEFT"
INCORPORATED INTO A BOLLARD

DIAGRAM 4.4.5

- 4.4.20 Figure No. 112, is only appropriate for use with one way roads, where it is used to prohibit the entry of vehicles against the one way flows. It is not appropriate where exceptions are to be made for entry into the street, such as in contra-flow situations, or to indicate traffic cannot drive on one side of a road in a two way single carriageway. It may be used at the entrance/exit of a car park to indicate that vehicles may not enter via the exit.
- 4.4.21 Figure No. 112 should be erected on both sides of the road where entry is to be prohibited, in such a position that at least one sign can be seen by approaching traffic. In the situation where for example vehicles are to be prohibited entry into a side road from a two way road, one of the signs will need to be orientated slightly towards vehicles approaching from the left and one towards vehicles approaching from the right, however where the road is a one way street orientating the signs towards approaching traffic may not be necessary and the signs may be set parallel to the kerb of the approach road. In both situations it may also be necessary to set back the sign into the one way street to ensure that it is clear to which street the sign applies. The extent of the set back will depend on the particular circumstances of the location, but it should never be more than 2m from the building line or back of footway of the major road. The arrangements mentioned in this paragraph are illustrated in Diagram 4.4.6.
- 4.4.22 The standard size for Figure No. 112 is 750mm, and this should be used at all road junctions unless it is considered that a larger sized sign is required. However when installed at car park exits, or similar, the 600mm diameter size may be used, which may be fixed to convenient walls on both sides of the entrance, or in the case of a multi-storey car park, a single sign may be located centrally over the exit.



(i) ORIENTATION OF FIGURE No.112 FOR A TWO WAY APPROACH



(ii) ORIENTATION OF FIGURE No.112 FOR A ONE WAY APPROACH

USE OF FIGURE No.112, "NO ENTRY"

DIAGRAM 4.4.6

- 4.4.23 Figure No. 121, "Learner Drivers Prohibited", may be used to prohibit the entry of Learner Drivers into a private road.

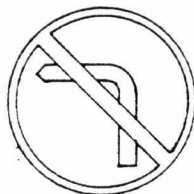


FIGURE No. 121
LEARNER DRIVERS PROHIBITED

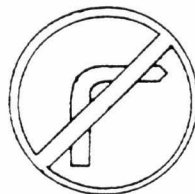
- 4.4.24 Although Figure No. 121 may be erected to prevent the entry of learner drivers into a private road, it is strongly recommended that unless a particular problem is being caused by the entry of such drivers the sign is not used. The reason for this is that the "private road" sign and possibly the "No Parking" sign with the "Except with permit" plate will need to be erected at the entrance and to have a further sign will result in a rather confusing array of signs. Additionally for the majority of private roads there will be little reason for learner drivers to enter and therefore it is unnecessary to prohibit them.

- 4.4.25 Where Figure No. 121 is required to be used, the 600mm diameter sign should be erected on both sides of the road to which it applies. Additionally as in the case of Figure No. 112, "No Entry", it may be necessary to orientate the sign so that a driver approaching from any direction can see at least one sign.

- 4.4.26 Figure No. 122, prohibits vehicles from turning left, or right, at a junction, as the case may be.



NO LEFT TURN



NO RIGHT TURN

FIGURE No. 122

- 4.4.27 Before prohibiting a turn, investigations should be carried out as to where traffic would in future have to turn in order to gain access to the road to which a turn was prohibited. It can sometimes be found that in banning a turn at one location the traffic situation at a following or preceding junction is worsened. It therefore has to be considered whether the effect of prohibiting a turn at one junction does improve traffic circulation overall, taking into account any detrimental effects at other junctions.
- 4.4.28 Where it is considered beneficial to prohibit a particular turn, then the appropriate sign to Figure No. 122, that is, "No Left Turn" or "No Right Turn", as the case may be, should be erected in the immediate vicinity of the junction to which the sign refers, and facing oncoming traffic.
- 4.4.29 As shown in Diagram 4.4.7, Figure No. 122 is appropriate for prohibiting a particular turn at a "T" junction, or a four-way junction. However where at a four-way junction both the left turn and the right turn are required to be prohibited, it is not correct to use Figure No. 122, but Figure No. 106, "Ahead Only" must be used.
- 4.4.30 Figure No. 122, whether it prohibits a left turn or a right turn, should always be erected on the left hand side of the road. In the situation where there is a central island or median and there is sufficient space to erect a sign, for the case of a right turn prohibition a further sign may be erected on this central island or median. However when mounting a sign on any central island care must be taken, if it is also a crossing point, that the sign does not obscure pedestrians or their sight lines.



FACING ONCOMING TRAFFIC

P

W

E

S

(A) NO RIGHT TURN FROM 'W' TO 'S'

N

W

E

S



P

(B) NO LEFT TURN FROM 'S' TO 'W'

USE OF FIGURE No.122 , "NO LEFT TURN",
"NO RIGHT TURN"

DIAGRAM 4.4.7

- 4.4.31 Figure No. 123, prohibits the making of 'U' turns in the immediate vicinity of that sign.



FIGURE No. 123

NO U-TURNS

- 4.4.32 Regulation 42(d) of the Road Traffic (Traffic Control) Regulations, prohibits the making of U-turns generally, where such a turn is likely to obstruct road users, therefore the use of Figure No. 123, particularly on private roads should seldom be necessary. Additionally if at a junction the right turn is prohibited by the erection of a sign to Figure No. 122, there is no need to erect a further sign to Figure No. 123, to prohibit 'U-turning'.

- 4.4.33 Figure No. 124, "Pedestrians Prohibited", prohibits not only the passage of pedestrians but also pedestrian operated or controlled vehicles.



FIGURE No. 124

PEDESTRIANS PROHIBITED

- 4.4.34 It is extremely unlikely, that use of Figure No. 124 would be warranted along a private road, but where it is used it should be erected on both side of the road to which it applies, and as pedestrians are prohibited, at a mounting height of 900mm to 1500mm above the immediate surface over which it is erected. Because it is directed at pedestrians, the smaller 450mm diameter sign should generally be used. However it is stressed that Figure No. 124 must only be used where there is a particular danger to pedestrians and therefore they need to be prohibited.

Use of the sign in situations where little or no danger exists and pedestrians continue to walk along that road will bring the sign into disrepute, and its use elsewhere, where there is a real danger will not have the necessary self-enforcement. It is not appropriate for example to use Figure No. 124, to prevent pedestrians walking over a grassed area, merely to ensure that the grass is not worn away. As has been pointed out previously incorrect use of any sign will result in the Commissioner directing that the sign be removed.

- 4.4.35 Figure No. 125, prohibits the passage of rickshaws, handcarts and other pedestrian operated vehicles, but not pedestrians.



FIGURE No. 125

RICKSHAWS AND PEDESTRIAN CONTROLLED VEHICLES PROHIBITED

- 4.4.36 Whilst Figure No. 125 may be used on private roads its use will seldom be justified, for unless it can be largely self-enforcing with control over the use of such vehicles being exercised to a large extent by the owner of the private road the sign will be of little value. Where the sign is used, the 450mm diameter size should be erected on both sides of the road to which it applies.

- 4.4.37 Figure No. 126, prohibits pedestrians, pedestrian controlled vehicles, and cyclists from passing the sign. Its use like Figure Nos. 124 and 125, will be limited, and should be erected only in situations where it is largely self-enforcing, that is where it appears fairly obvious by the character of the road or other features that pedestrians and cyclists should not proceed ahead. Where the sign is used, the 450mm diameter size should be erected facing oncoming traffic on both sides of the road to which it refers.



FIGURE No.126

NO PEDESTRIANS, NO CYCLISTS

- 4.4.38 Where cyclists are required to be prohibited from using a road, Figure No. 127, "No Cyclists", should be erected on both sides of the road concerned, facing oncoming traffic. The 450mm diameter sign is the most appropriate sign to use.



FIGURE No.127

NO CYCLISTS

- 4.4.39 It should be remembered that Figure No. 127, prohibits cycles whether ridden or pushed to pass the sign, so the sign would be inappropriate where for example the latter was acceptable whilst the former was not. Additionally it is of little value to use the sign merely to prohibit the entry of cyclists into a road or area, if entry to the road or area can be gained from another direction. The offence occurs in passing the sign, and once passed it would in these situations be impossible to prove which direction the cyclist came from.

- 4.4.40 Where there is an adjacent footway and cycleway, separated by a white line road marking or kerb, Figure No. 137 should be used to indicate the respective side of that line or kerb that pedestrians and cyclists must be. The sign also indicates that the footway is for use by pedestrians only and the cycleway by cyclists only, and not other vehicles.



CYCLISTS TO LEFT



CYCLISTS TO RIGHT

FIGURE No. 137

- 4.4.41 Figure No. 137 should be erected at the start of the footway/cycleway, preferably, if this is possible, without obstructing unduly pedestrians or cyclists, on the division separating cyclists from pedestrians. The sign should be mounted at least 2000mm above the adjacent surface, and whilst it would be more appropriate to use the 600mm diameter size, the 300mm diameter size may be used if it likely to cause less interference with pedestrians or cyclists. If the sign cannot be erected on the division between the cycleway and footway then it should be erected to one side, preferably adjacent to the cycle track, and in these locations the 600mm diameter sign should be used. Repeater signs, in the form of the 300mm diameter size, should be erected at regular intervals, as the circumstances indicate, but not more than 100m apart. Because the signs will need to face both directions the repeater signs will need to be double sided.

- 4.4.42 Where there is a cycle track entirely separated from a footway by a verge or similar, the sign to Figure No. 138 should be erected at the start of the track to indicate that it is for cyclists only.



FIGURE No. 138

CYCLES ONLY

- 4.4.43 Normally the 300mm or the 450mm diameter signs to Figure No. 138 will be appropriate, but if greater emphasis is required the 600mm diameter size may also be used. The sign should be erected at least to the left of the track and preferably also to the right, but having signs on both sides may not always be possible. Repeater signs will normally only be necessary at intersections with other routes or paths, but signs may be erected at other locations if this is considered necessary, and for repeater signs the 300mm diameter size should be used. Both the start signs and any repeater signs should be erected facing on-coming cyclists, at a mounting height of at least 2000mm, between the surrounding surface and the base of the sign.
- 4.4.44 For both Figure Nos. 137 and 138, at the start and along the cycle way or track the cycle road marking symbol may be used to further indicate that the track is for cyclists only, further information on this is contained in Section 4.7.
- 4.4.45 At the commencement of a one-way street, signs to Figure No. 139, "One Way Traffic", must be erected on both sides of the road facing oncoming traffic to indicate that that road operates in one direction only.

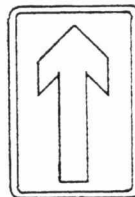
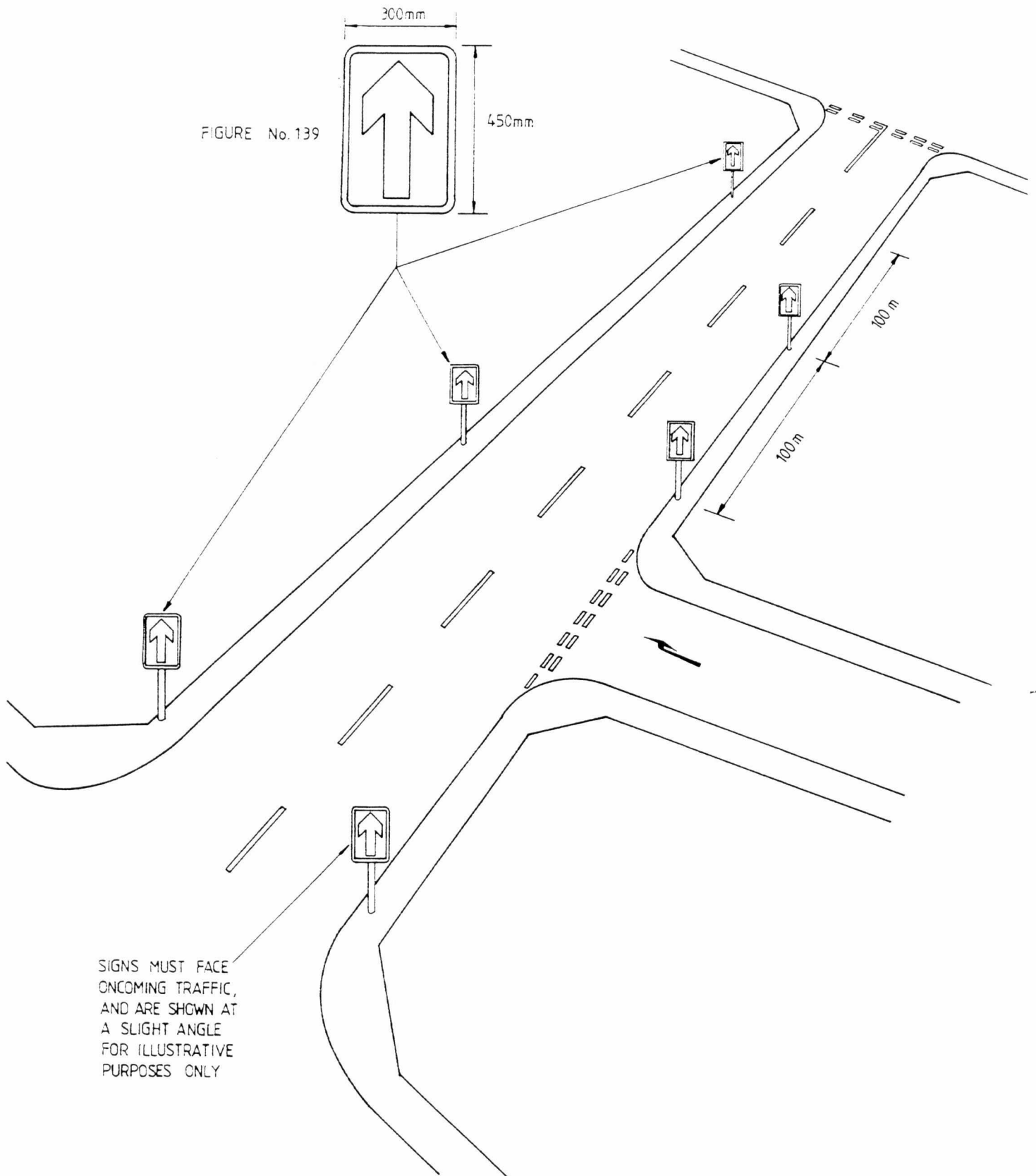


FIGURE No. 139
ONE WAY TRAFFIC

- 4.4.46 Along a one-way street, in addition to signs at the entry points, signs to Figure No. 139, should be erected following the junction with any side road, preferably on both sides of the road. In the case of a long one-way street repeater signs should also be erected on alternate sides of the street, such that there is at least one sign to Figure No. 139 every 100m. The 450mm x 300mm sized sign will be appropriate for use as both the start and repeater signs on a private road, as illustrated in Diagram 4.4.8.

FIGURE No. 139



USE OF FIGURE No. 139, "ONE WAY TRAFFIC"

DIAGRAM 4.4.8

4.4.47 It is stressed that Figure No. 139 is used to indicate a one-way street and must not be used as an alternative to Figure No. 107, "Turn Left" or "Turn Right". Figure No. 139 should therefore never be erected so that the arrow points to the left or right but must always be in a vertical position facing oncoming traffic on the one-way street.

4.4.48 Figure Nos. 150, 151, 152 and 153 are self explanatory and are for use at premises such as car parks and petrol filling stations, to regulate the movement of vehicles into and out of such premises.

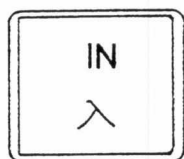


FIGURE No.150

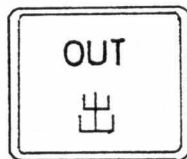


FIGURE No.151



FIGURE No.152



FIGURE No. 153

4.4.49 Only one size, 600mm by 650mm, is prescribed for Figure Nos. 150, 151, 152 and 153, and these signs should be erected on both sides of the entrance or exit, as appropriate, to which they refer.

4.5 Use of Warning and Informatory Signs and Supplementary Plates

4.5.1 Whilst the signs mentioned in this section have no direct regulatory effect, it is essential that they are only used where the situation warrants their use and in accordance with any requirements of this Code.

4.5.2 Figure No. 205, "Two Way Traffic" is to indicate that where previously it was one way, or where it may appear the road is one way, vehicles are permitted in both directions.

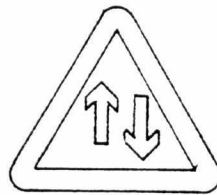


FIGURE No.205
TWO WAY TRAFFIC

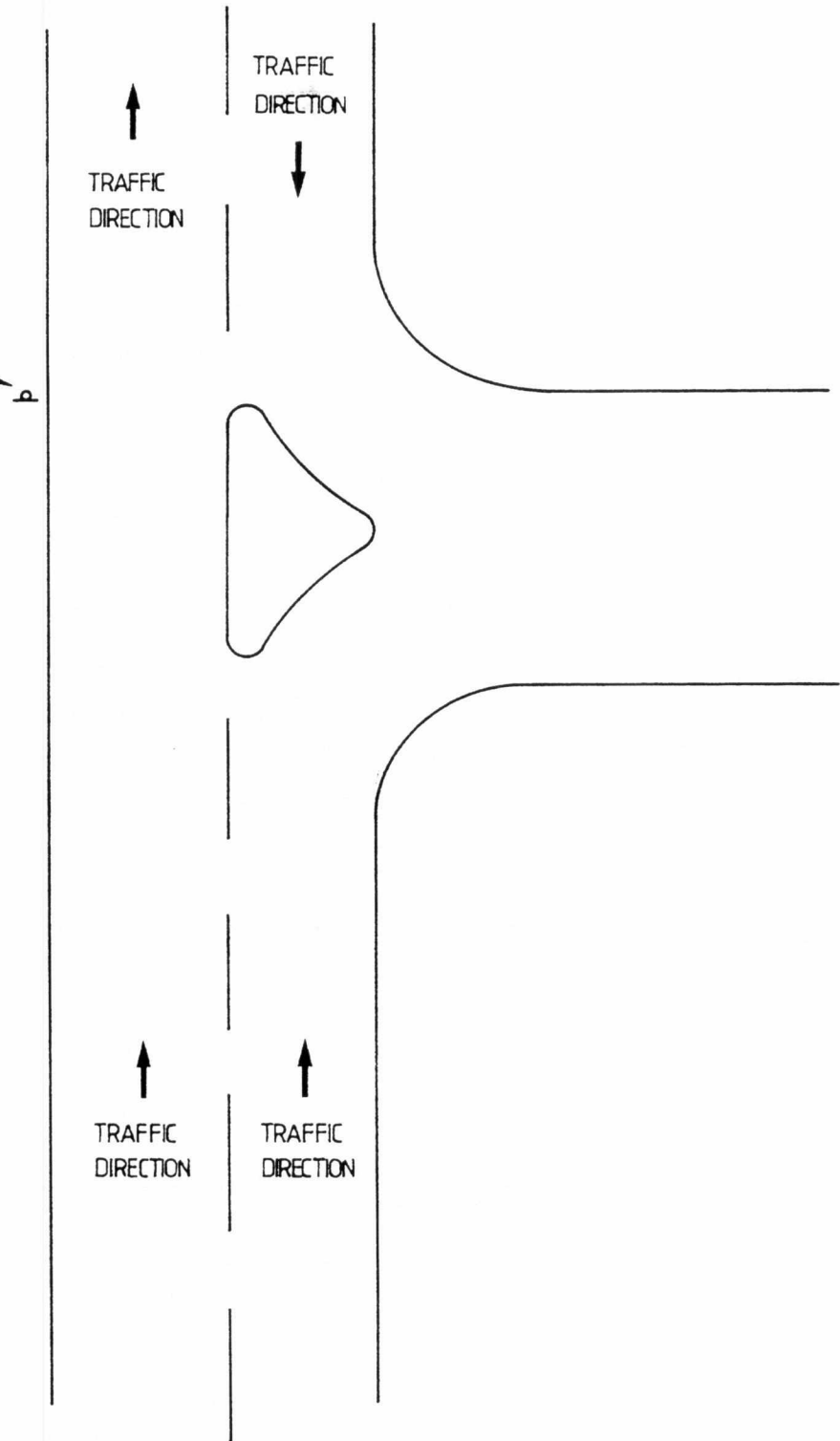
4.5.3 Figure No. 205, "Two Way Traffic", as mentioned above is normally associated with an approach from a one way street, to indicate that the road has in fact changed to two way movements, or, sometimes, that a side road which can be entered from the one way street operates in two directions. With regard to the latter situation, however, Figure No. 205 should not generally be necessary as other signs and road markings should make it clear that it is a two way road.

4.5.4 The sign to Figure No. 205, unlike most other warning signs must be erected at the point where the two way traffic starts, and not in advance of that point. The use of Figure No. 205, is illustrated in Diagram 4.5.1.

4.5.5 Where a dual carriageway road ends and then continues as a two-way road, other signs requiring the authority of the Commissioner will be necessary, in addition to Figure No. 205, therefore, signing for this situation is not described in this Code.



FIGURE No. 205



USE OF FIGURE No. 205 , "TWO WAY TRAFFIC"

DIAGRAM 4.5.1

4.5.6 Figure No. 207 warns of traffic signals in use ahead.

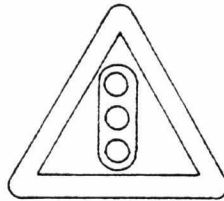


FIGURE No.207

TRAFFIC LIGHT SIGNALS AHEAD

4.5.7 As mentioned in paragraph 4.1.6 the erection of traffic light signals by or on behalf of an owner of a private road will be limited to those traffic light signals required for one way working, and further information on this is given in Sections 4.1 and 4.6, therefore the use of the sign to Figure No. 207 will be extremely limited. In fact the sign must only be used when the visibility of the traffic light signals is less than 45m. In the situation that visibility is less than this distance then the sign should be erected approximately 45m in advance of the traffic light signals.

4.5.8 Figure No. 208, is used to indicate that there is a sharp bend to the left or to the right ahead.

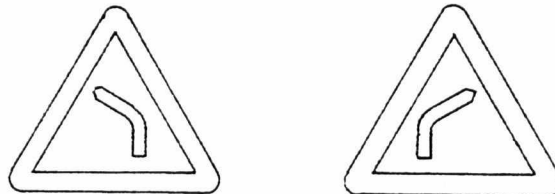


FIGURE No.208

BEND TO THE
LEFT AHEAD

BEND TO THE
RIGHT AHEAD

4.5.9 As with other signs, that to Figure No. 208 should only be used if the severity of the bend is not obvious to approaching drivers, and vehicles are likely to be travelling at or near 50 km/h. For example a number of small developments consisting of three or four residential blocks have access roads with relatively sharp bends, however these are usually short in length with low approach speeds, and the severity of the bend is generally apparent. In these situations therefore a bend sign is not normally required.

4.5.10 In situations where as mentioned above the approach speed is likely to be at or about 50 km/h, there is a straight section of road preceding the bend of at least 100m in length, and the radius of the bend is less than 44m, a bend sign to Figure No. 208, should be erected in advance of the bend.

4.5.11 Chevron signs, Figure No. 210, may be used in conjunction with Figure No. 208, to emphasise the curvature of the bend.



FIGURE No. 210

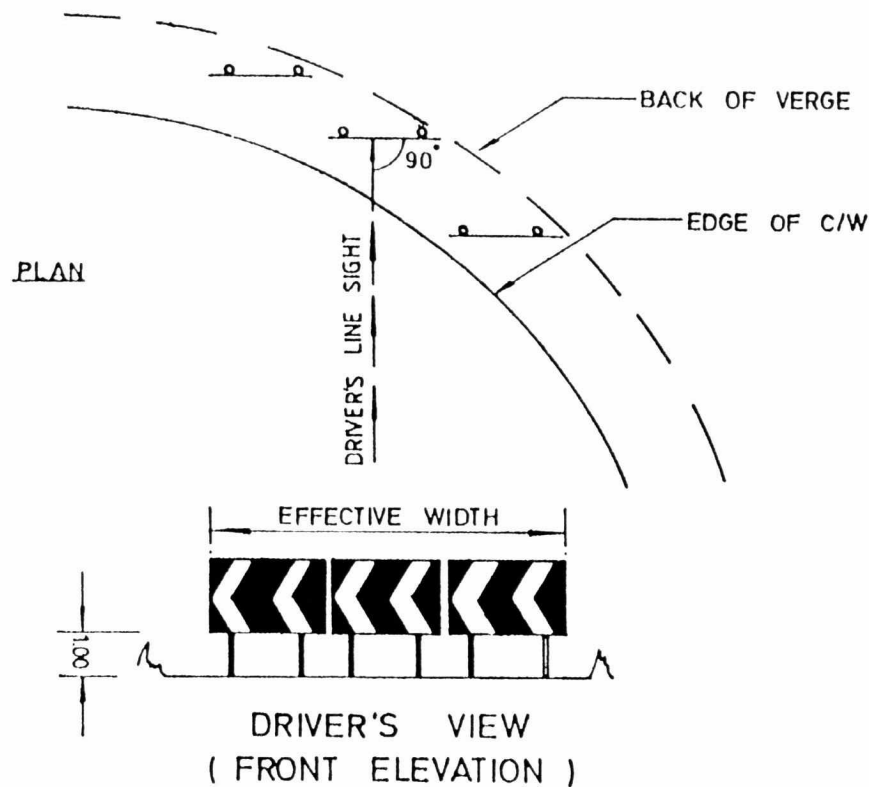
CHEVRON

TO THE LEFT

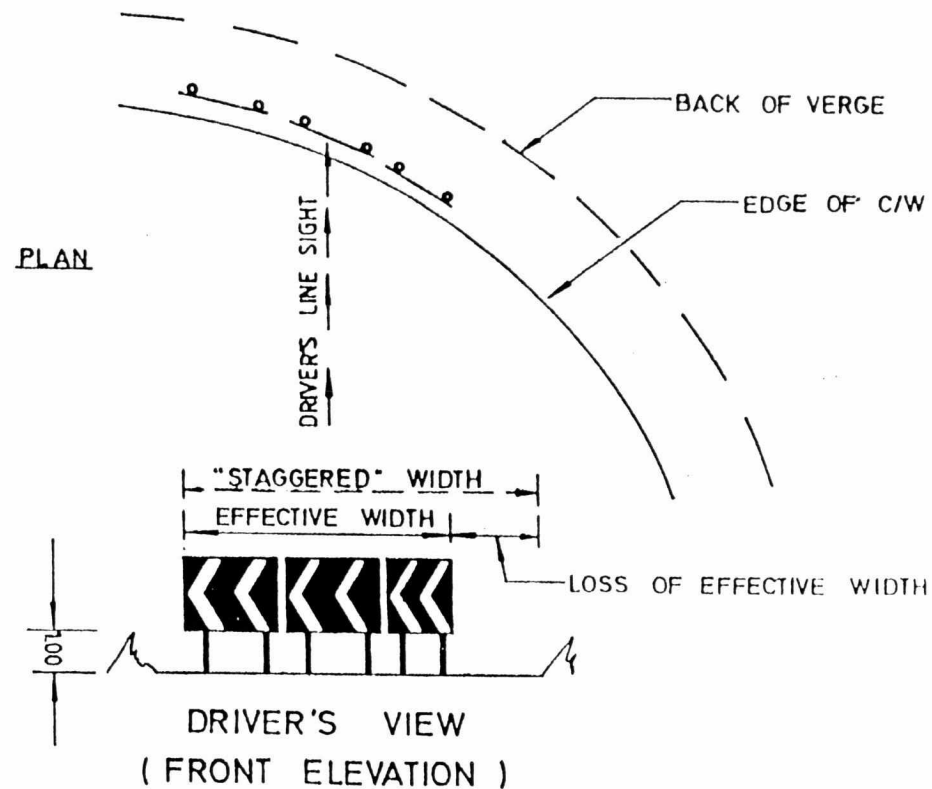
TO THE RIGHT

4.5.12 Two sizes of the sign may be used one having minimum dimensions of 400mm depth, by 1200mm length and the other 800mm depth, by 2400mm length. The minimum length dimension provides for two white chevrons to be visible, but if circumstances require the overall length can be increased by adding increments of two chevron lengths, that is 1200mm and 2400mm additional lengths for the smaller and larger signs respectively.

4.5.13 Chevron signs, to Figure No. 210, have often on private roads been erected around the circumference of the curve either as a continuous sign or a series of signs. Although this can be acceptable on private roads because the approach speeds are generally low, it should be noted, as shown in (ii) in Diagram 4.5.2, that this is not the correct method, and to a large extent the value of erecting the sign is lost if this method is employed. Therefore wherever possible and space permits signs to Figure No. 210 should be erected in accordance with (i) in Diagram 4.5.2, that is at right angles to the driver's line of sight. Normally, as shown in Diagram 4.5.2 at least three signs to Figure No. 210 should be used in a staggered arrangement so that when viewed by an approaching driver, the end of one sign coincides with the start of the adjacent one.



(i) CORRECT ARRANGEMENT



(ii) INCORRECT ARRANGEMENT

WHEN REQUIRED TO BE ERECTED, CHEVRON SIGNS SHOULD BE PLACED AT 90° (APPROX) TO THE DRIVERS LINE OF SIGHT AND STAGGERED TO AFFORD DRIVERS A VIEW OF THE GREATEST POSSIBLE AREA OF SIGN FACE. SIGNS ERECTED IN LINE AROUND THE CIRCUMFERENCE OF THE CURVE OF THE ROAD ARE NOT AS EFFECTIVE.

CHEVRON SIGNS ON CURVES

- 4.5.14 Figure No. 217, "Roundabout Ahead" should normally be used in advance of all roundabouts.

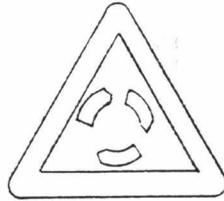


FIGURE No. 217
ROUNDAABOUT AHEAD

- 4.5.15 However where an Advance Direction Sign incorporating a roundabout symbolic layout is used, it should generally not be necessary to use Figure No. 217 in addition. But if it is considered necessary, as for example where approach speeds are at 50 km/h, or the visibility distance of the Advance Direction Sign is less than 45m because of a bend or similar, then Figure No. 217 should be erected 45m in advance of the Advance Direction Sign as shown in Diagram 4.5.3.

- 4.5.16 Figure No. 218 and 219 is used to give warning that there is a steep up or down gradient ahead.

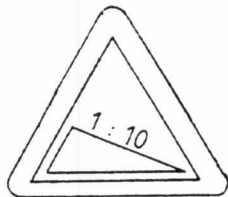


FIGURE No. 218
STEEP DOWNHILL GRADIENT AHEAD

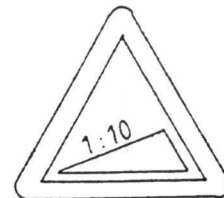
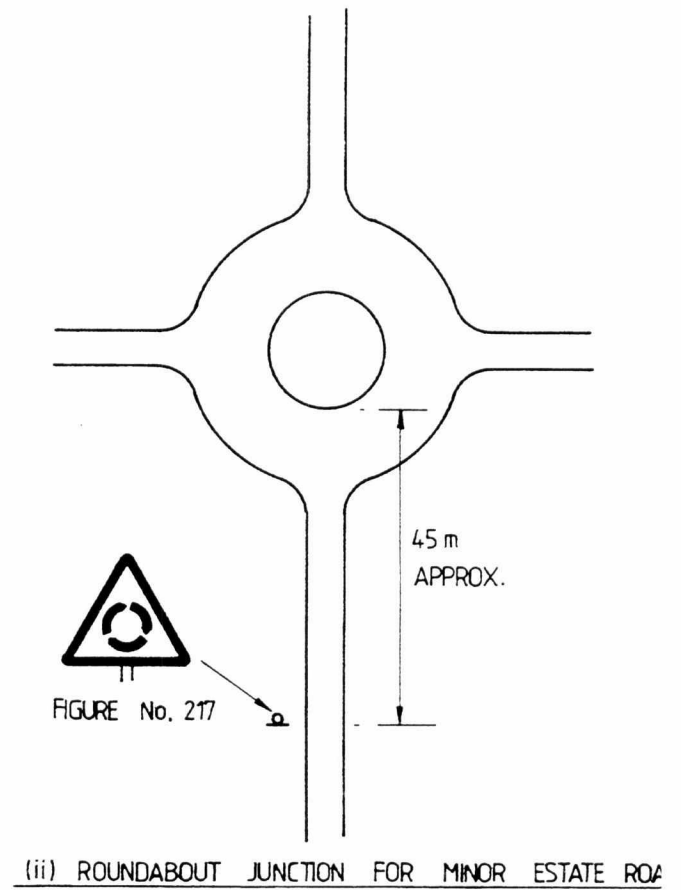
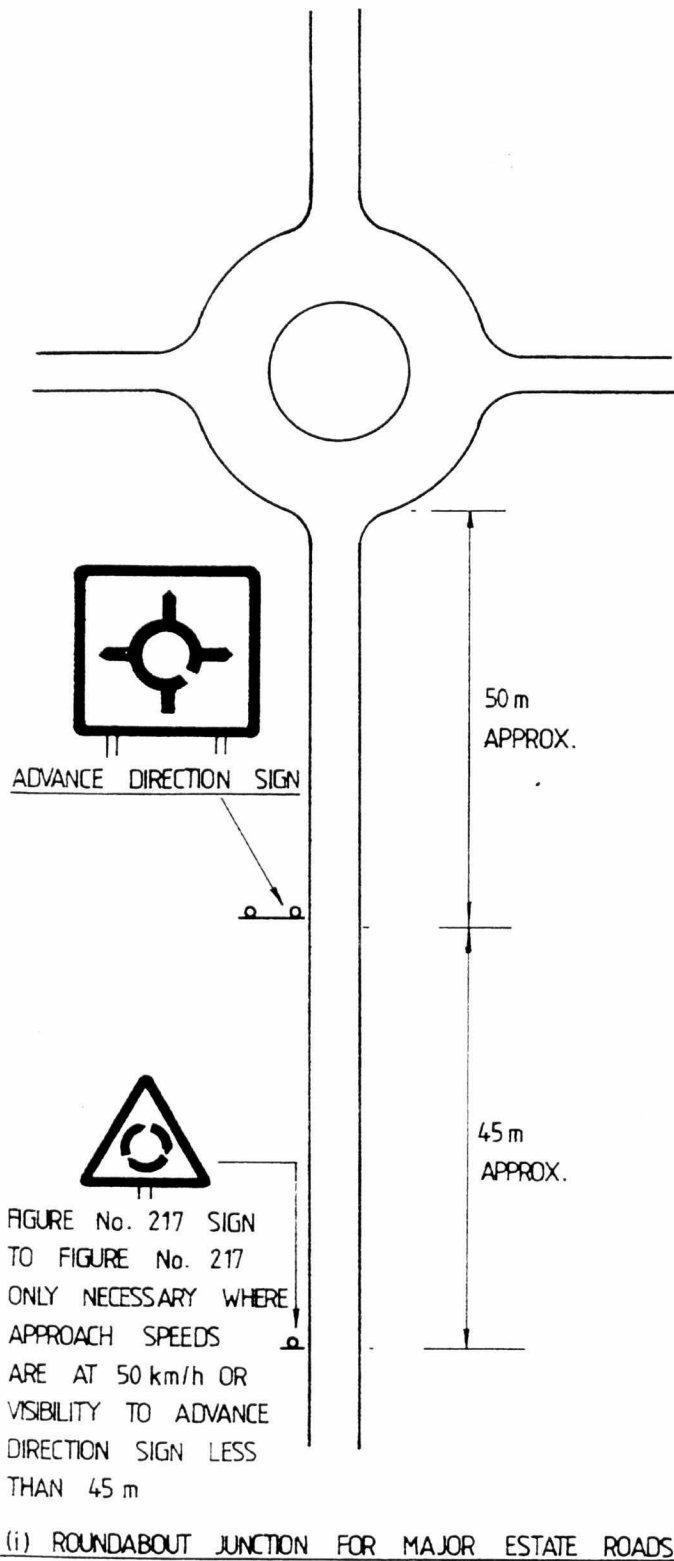


FIGURE No. 219
STEEP UPHILL GRADIENT AHEAD

- 4.5.17 Figure No. 218 and 219 should only be used when the gradient is 1 in 10 or steeper. Generally if steeper than 1 in 10 the figures shown on the sign, may be amended to 1 in 8 or 1 in 5, with the nearest value to the actual gradient being chosen.



USE OF FIGURE No. 217, "ROUNDAABOUT AHEAD"

DIAGRAM 4.5.3

- 4.5.18 For long down hill gradients additional supplementary plates to Figure No. 423, 424 and 425 may be used.

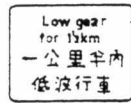


FIGURE No. 423

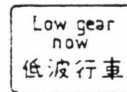


FIGURE No. 424



FIGURE No. 425

- 4.5.19 Figure No. 423, which indicates the length of the steep down hill gradient should be used on the first sign to Figure No. 218 erected 45m in advance of the start of the gradient. Figure No. 424, where used, will be erected in conjunction with a sign to Figure No. 218, where the steepest part of the gradient commences. Figure No. 425 is used in conjunction with Figure No. 218 to remind drivers that the steep gradient is continuing, and normally this sign arrangement would be located about half way down the hill, though additional signs may be necessary on down hill gradients of more than 1 km in length. Figure Nos. 423 and 424 will not normally be appropriate unless the gradient is longer than 800m, as illustrated in Diagram 4.5.4.

- 4.5.20 Figure No. 221, "Height Restriction Ahead", is used in advance of a location where a structure across that road reduces the available headroom below that normally required, and Figure No. 222, "Height Restriction", is used at the structure to indicate the actual headroom available.

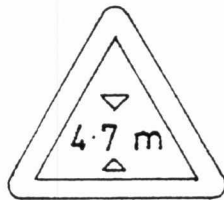


FIGURE No. 221

HEIGHT RESTRICTION AHEAD

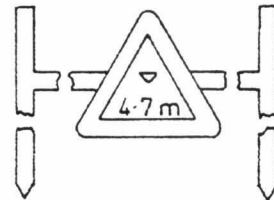
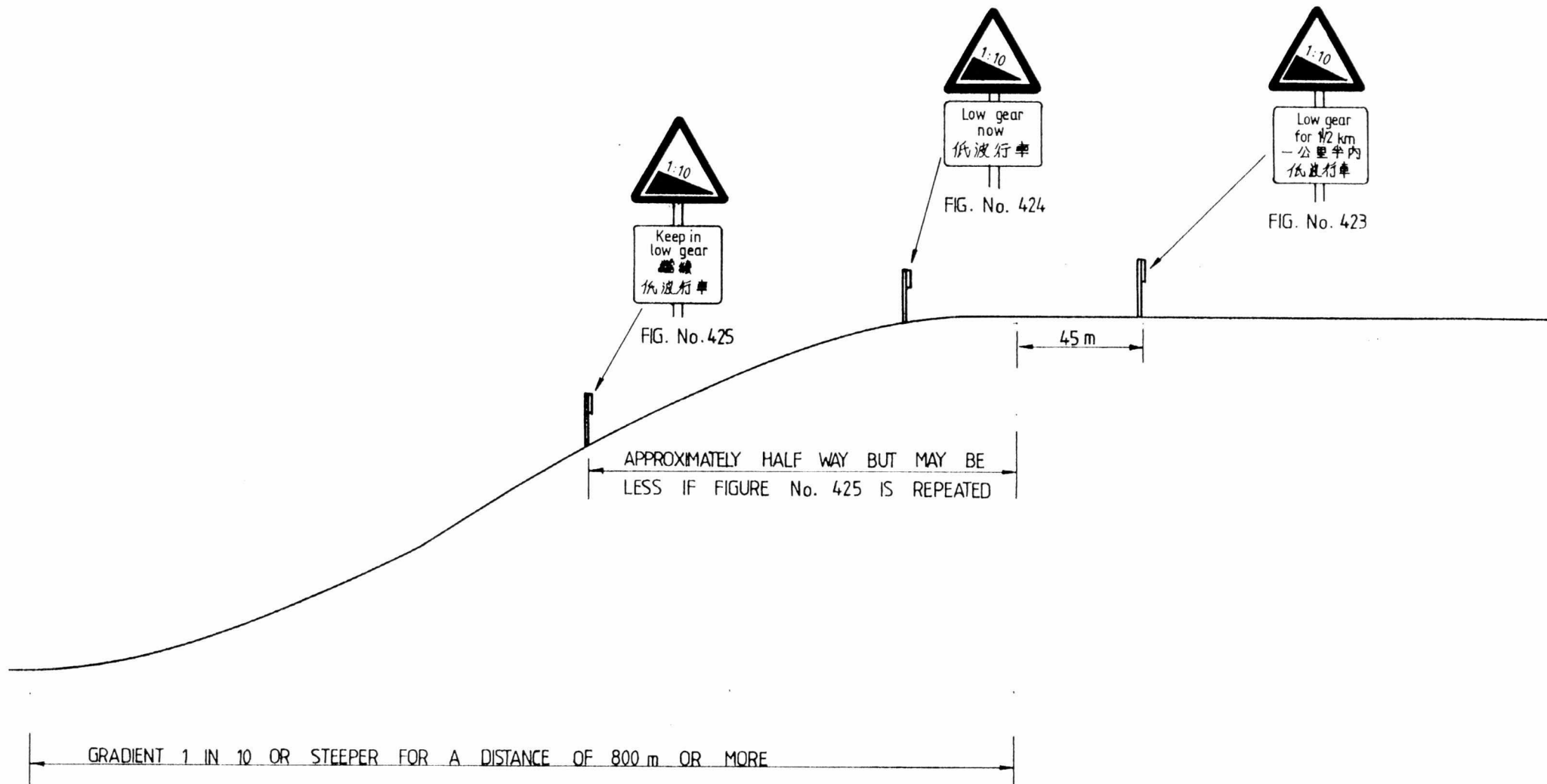


FIGURE No. 222

HEIGHT RESTRICTION

- 4.5.21 Vehicles in the Territory, such as goods vehicles and buses, are legally permitted to be 4.6m in height, therefore to allow for a margin of safety on public roads normal practice is to warn of any structure which has headroom less than 5m. However the use



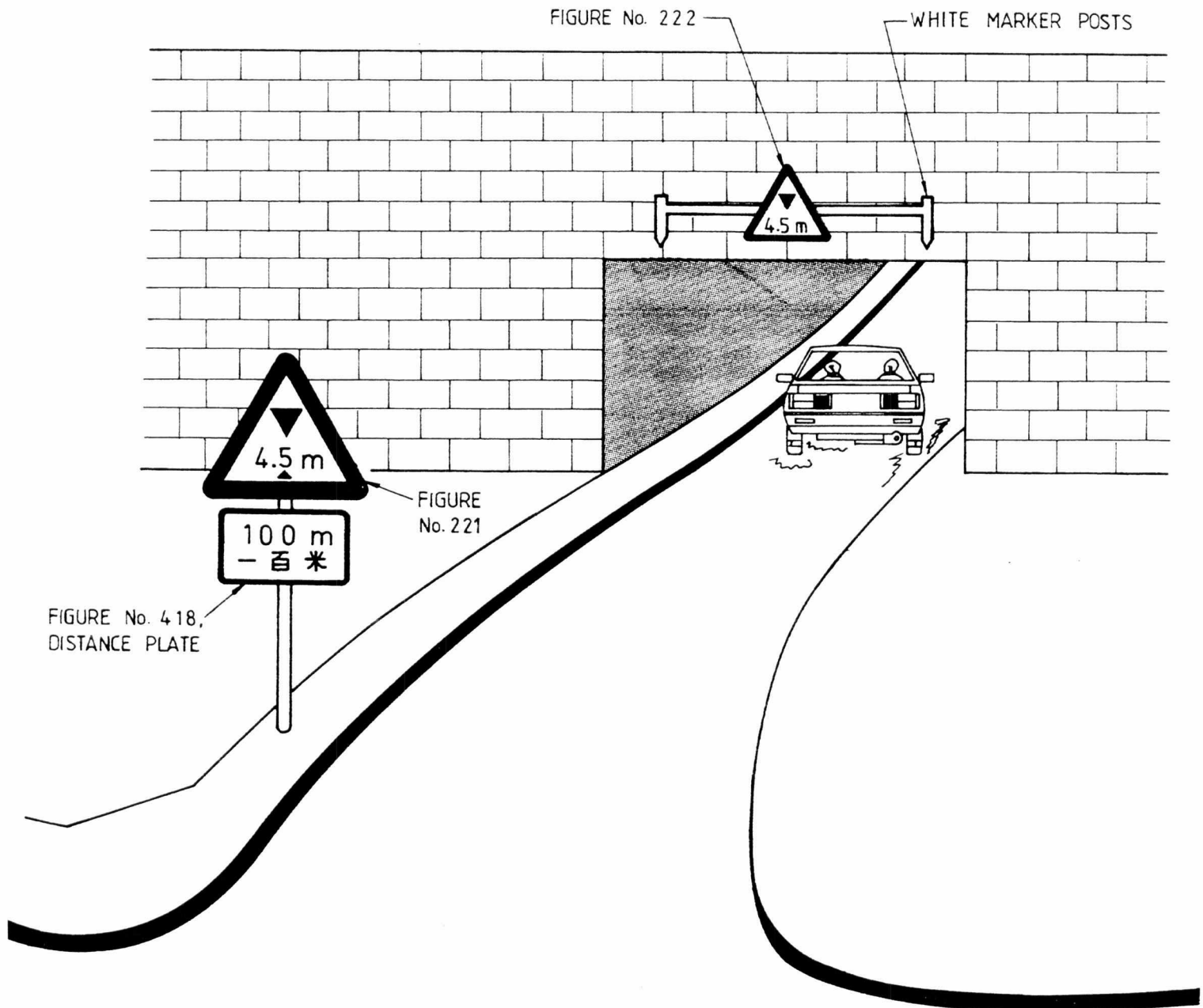
USE OF FIGURE Nos. 423, 424 AND 425

of private roads by larger vehicles will generally be infrequent and therefore it is not essential to warn of headrooms of over 4.7m and under 5m, but it is essential that any structure which has a headroom of 4.7m or less be signed using both Figure No. 221 and Figure No. 222.

- 4.5.22 The actual height shown on Figure Nos. 221 and 222 should, to allow a margin of safety, be 100mm less than the actual height available, that is for an actual measured height of 4.7m, 4.6m should be shown on the signs, similarly for a measured height of 4.5m, 4.4m should be shown on the sign and so on.
- 4.5.23 Figure No. 222 is to indicate that the height shown on the sign is available between the points of the gauge, as illustrated in Diagram 4.5.5, and is particularly important where the height of the structure across the road varies.
- 4.5.24 Whilst normally warning signs are erected at a standard distance in front of a hazard in the case of Figure No. 221, height restriction ahead, this is of little value to the driver of the vehicle whose height exceeds that restriction. Therefore it is recommended that Figure No. 221 is erected in the vicinity of the preceding junction to where the height restriction is, using a supplementary plate, to Figure No. 418, indicating the distance ahead to the restriction. In this way a driver can be aware of the restriction and if necessary not enter the road where the height is restricted.
- 4.5.25 Figure No. 224, "Disabled Persons Ahead", is used to warn drivers that they are likely to encounter disabled persons ahead whose ability to move quickly or hear or see traffic approaching is impaired. Generally its use should be confined to locations in advance of establishments providing facilities for the disabled such as schools, hospitals, or workshops.



FIGURE No. 224
DISABLED PERSONS AHEAD



USE OF FIGURE Nos. 221 AND 222
TO INDICATE HEIGHT RESTRICTIONS

DIAGRAM 4.5.5

- 4.5.26 Figure No. 225, "Children Ahead", is used to warn drivers that they could encounter children ahead, and may be further clarified by being used in conjunction with the supplementary plates, Figure No. 412, "School", and Figure No. 413, "Playground".



FIGURE No.225
CHILDREN AHEAD

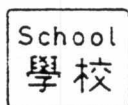


FIGURE No.412

MAY BE USED WITH
FIGURE No. 225

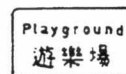


FIGURE No.413

MAY BE USED WITH
FIGURE No. 225

- 4.5.27 Figure No. 235, may be used where there is a steep down hill gradient to advise cyclists that for their own safety they should dismount and push their cycles down hill. However it should be noted that the sign is only advisory and it is not an offence for cyclists to ignore the sign.



FIGURE No. 235

- 4.5.28 On cycle tracks or similar it may be advisable to advise cyclists that they should keep to the left and Figure No. 236 may be used for this purpose.



FIGURE No.236

- 4.5.29 Figure No. 261 may be used to indicate a place ahead where pedestrians regularly cross the road, though it should not be used in advance of a zebra crossing or a signal controlled crossing. The sign may also be used where there is not an adjacent footway to indicate that pedestrians may be encountered walking along the carriageway ahead.



FIGURE No. 261

PEDESTRIANS IN OR CROSSING ROAD AHEAD

- 4.5.30 Where a cycle track or similar joins a road, it is sometimes advisable particularly if this is not obvious, to warn drivers of cyclists ahead, and this can be done by the use of Figure No. 260. It may also be used along a footpath to warn pedestrians of a cycle track crossing or joining the footpath ahead.



FIGURE No. 260

CYCLISTS AHEAD

- 4.5.31 In the situation that Figure No. 260 is used on a footpath system to warn pedestrians of cyclists crossing or joining the footpath ahead, the 300mm sized sign should be used, as larger signs are unnecessary.

- 4.5.32 Figure No. 302, "Pass Either Side", is normally used in conjunction with a bollard to indicate that drivers may pass either side of an obstruction in the road, but will then return to the same road after having passed the obstruction.

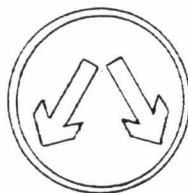


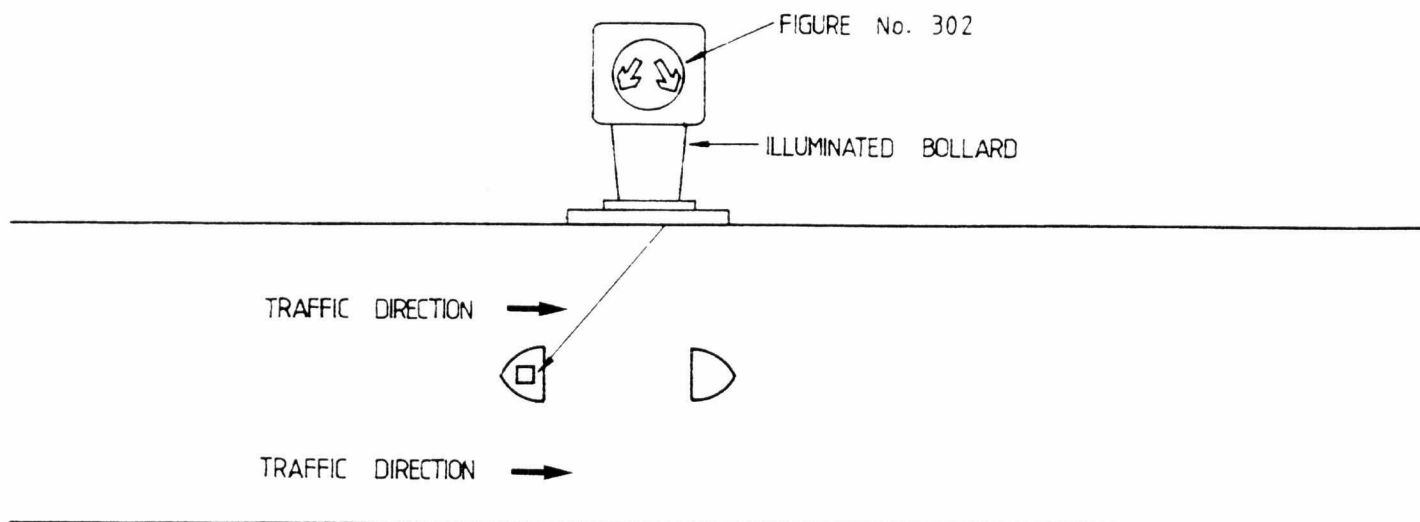
FIGURE No. 302
PASS EITHER SIDE

- 4.5.33 The most common use of Figure No. 302 will be in respect of a central refuge on a one way street, as illustrated in Diagram 4.5.6. However Figure No. 302 is not appropriate for example on a central island where roads diverge in different directions, and at these locations the bollards should have a blank face.

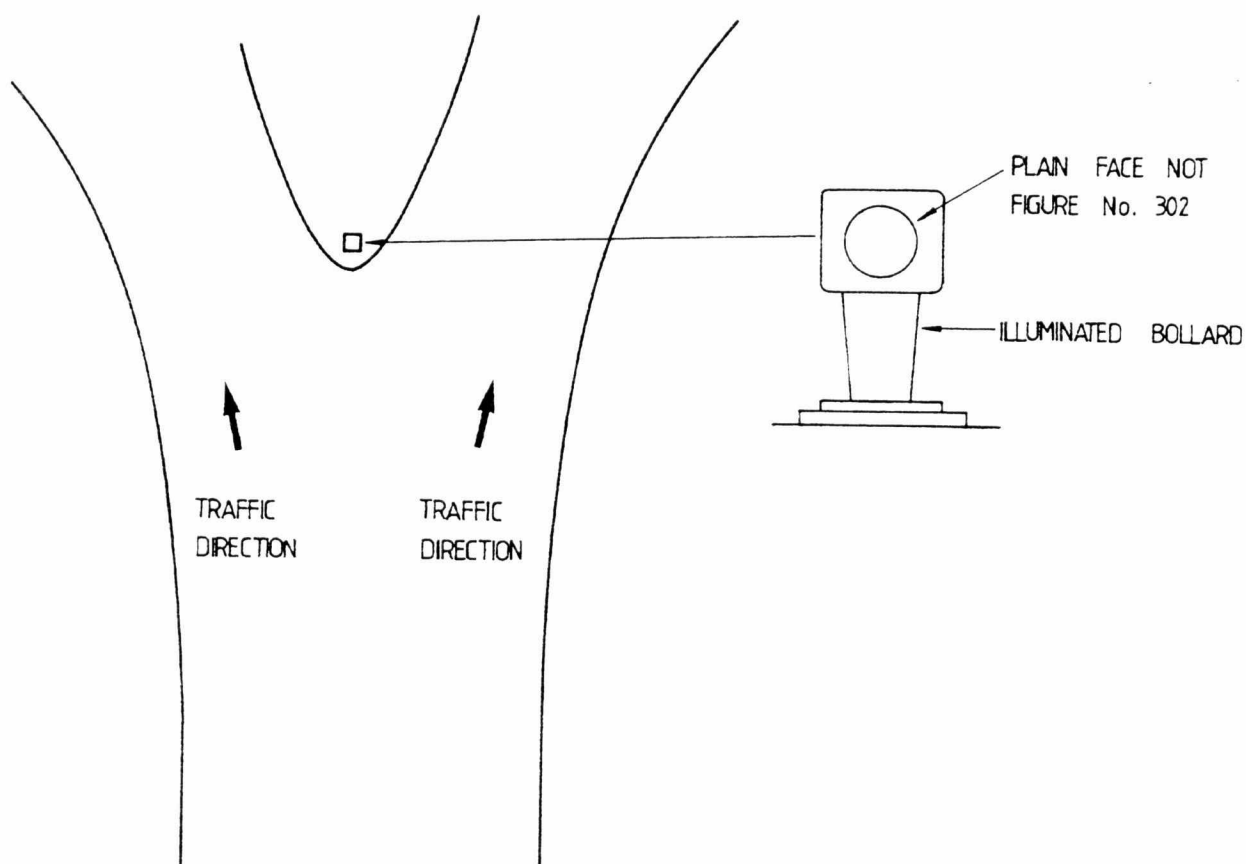
- 4.5.34 Although this should seldom be the case, if a private road is narrow, that is below 5m in width, but has passing places provided along the road for vehicles to pass, then Figure No. 304 should be erected at the entrance to that road.



FIGURE No. 304



(i) ONE WAY STREET WITH CENTRAL REFUGE FIGURE No. 302 APPROPRIATE



(ii) DIVERGE OF ONE WAY STREET TO TWO DIFFERENT ROADS FIGURE No. 302 NOT APPROPRIATE

USE OF FIGURE No. 302, "PASS EITHER SIDE"

- 4.5.35 At the passing place along a single track road, Figure No. 313 should be erected, to indicate that the place is for that purpose and not for parking.



FIGURE No. 313

- 4.5.36 At the entrance to a cul-de-sac, the sign to Figure No. 310 may be erected to indicate that the road is not a through road.

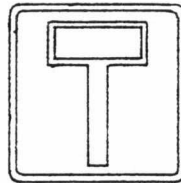
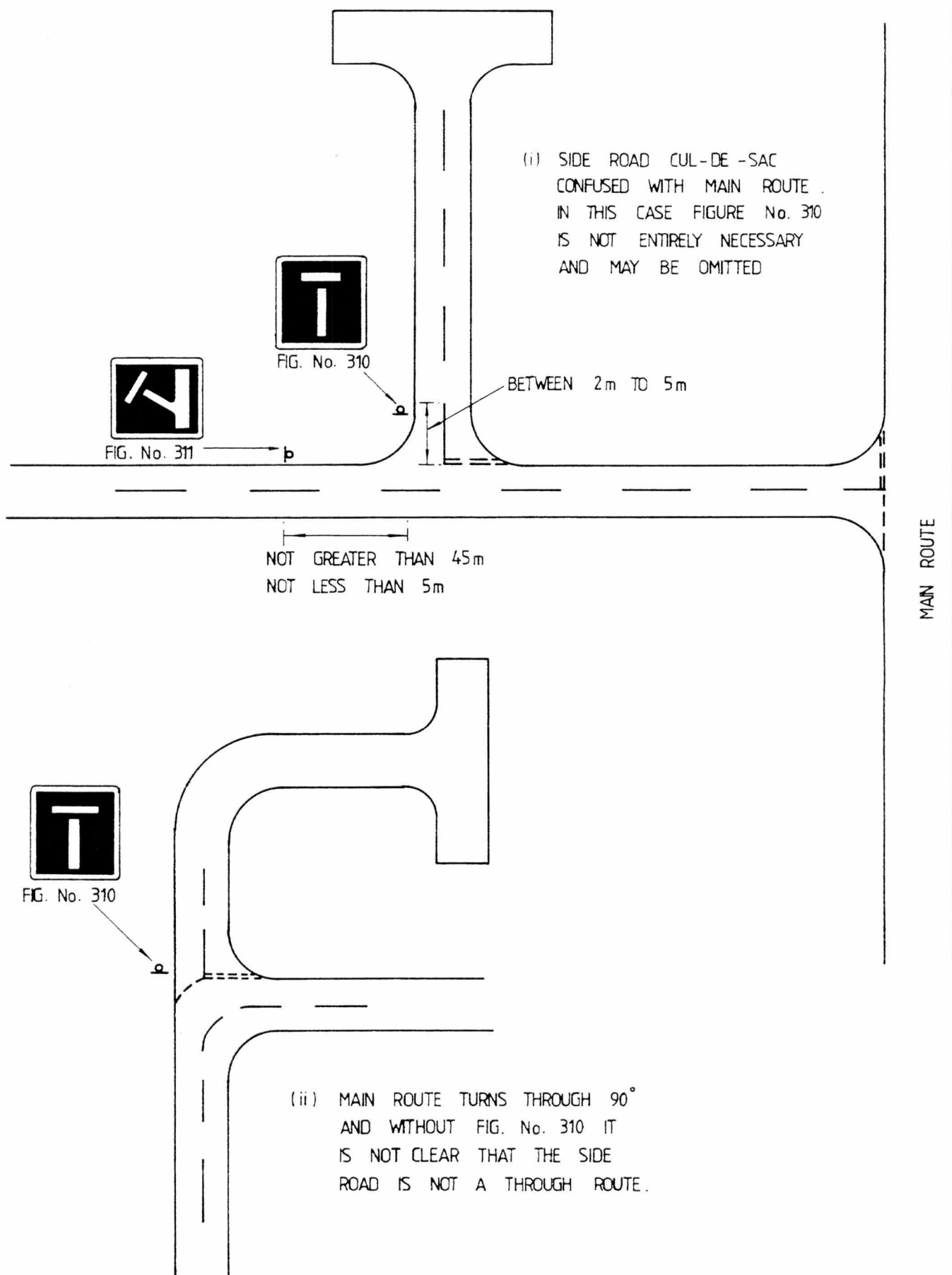


FIGURE No. 310

NO THROUGH ROAD

- 4.5.37 It is not necessary to erect Figure No. 310, "No Through Road", at every cul-de-sac, particularly as most private roads will be such, in one form or another. The use of Figure No. 310. should generally be confined to roads of at least 100m in length and even then only on those roads which it is considered the sign is absolutely necessary because otherwise the cul-de-sac may be confused with a through route or similar, as illustrated in Diagram 4.5.7.



USE OF FIGURE Nos. 310 AND 311

DIAGRAM 4.5.7

- 4.5.38 It is sometimes necessary, again when a cul-de-sac may be confused with a through route, to indicate along the main road that the next road is not a through route by the erection of the sign to Figure No. 311, as shown in Diagram 4.5.7.

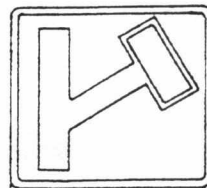
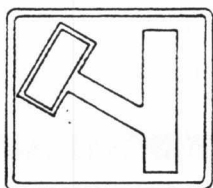


FIGURE No. 311

NO THROUGH ROAD ON LEFT

NO THROUGH ROAD ON RIGHT

- 4.5.39 Figure No. 311 should be erected in advance of the side road to which it applies. The exact distances will depend on the circumstances but it should generally be not more than 45m nor less than 5m in advance of the cul-de-sac.
- 4.5.40 Examples of the use of Figure No. 418, distance plate, have been given in respect of Figure No. 221, headroom restriction. However it may also be used with any of the warning signs, to Figure Nos. 207, "Traffic Lights Ahead", 208, "Bend Ahead", 217, "Roundabout Ahead", 218, "Steep Gradient Ahead", and Figure No. 225, "Children Ahead". Also with the warning signs, "Pedestrians in Road Ahead", and "Cycles Ahead".

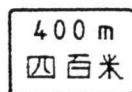


FIGURE No. 418

DISTANCE PLATE

- 4.5.41 Figure No. 418, may be amended to indicate any distance, but the sign will normally only be used when the visibility distance to the particular sign could not be achieved if it was located at the correct distance in front of the hazard in accordance with Table 4.2.1, the actual distance to the hazard then being indicated by Figure No. 418. However where any of the warning signs are correctly located in accordance with Table 4.2.1, the distance plate to Figure No. 418 should not be used.

4.6 Use of Regulatory Road Markings

- 4.6.1 Figure No. 506 is the transverse stop marking used at traffic light signals on private roads where alternate one way working is required. The line indicates the position where vehicles must stop in front of the traffic light when the red light is showing.

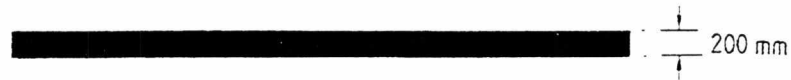


FIGURE No. 506

STOP LINE

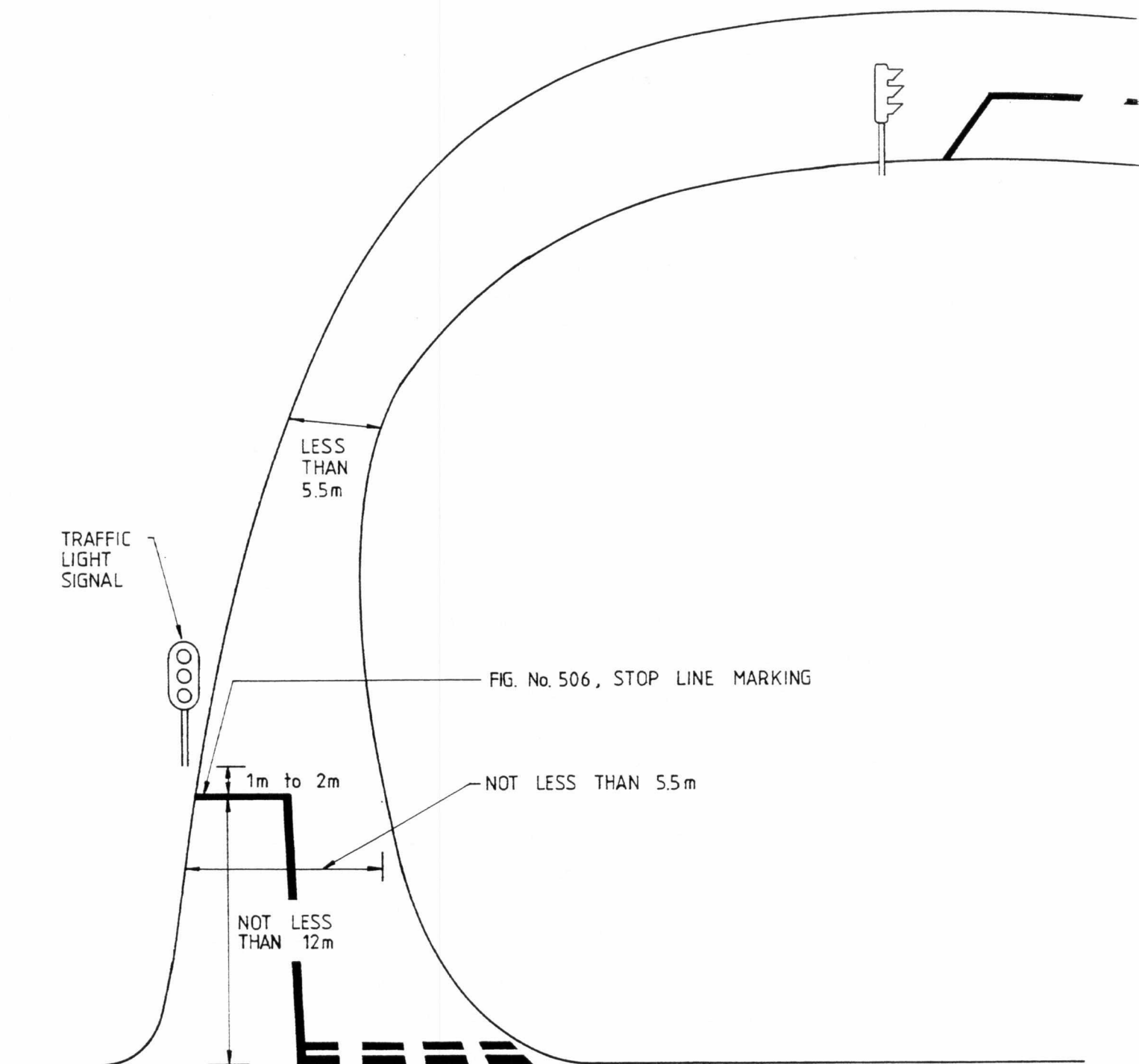
- 4.6.2 Figure No. 506, "Stop Line", as indicated in Diagram 4.6.1, must be positioned back from the junction of the private road with the public road by at least 12m in order to allow two cars to wait in the private road whilst the lights are red. The stop line to Figure No. 506, should be positioned in advance of the traffic light signals by approximately 2m but never less than 1m. As generally there will not be a secondary signal the 2m spacing is preferred.

- 4.6.3 Figure No. 508, "Give Way" marking, is the transverse line marking used at a junction to indicate that traffic on the road on which it is marked must give way to traffic on the other road. It also indicates the position which traffic should not proceed beyond when giving way.



FIGURE No. 508

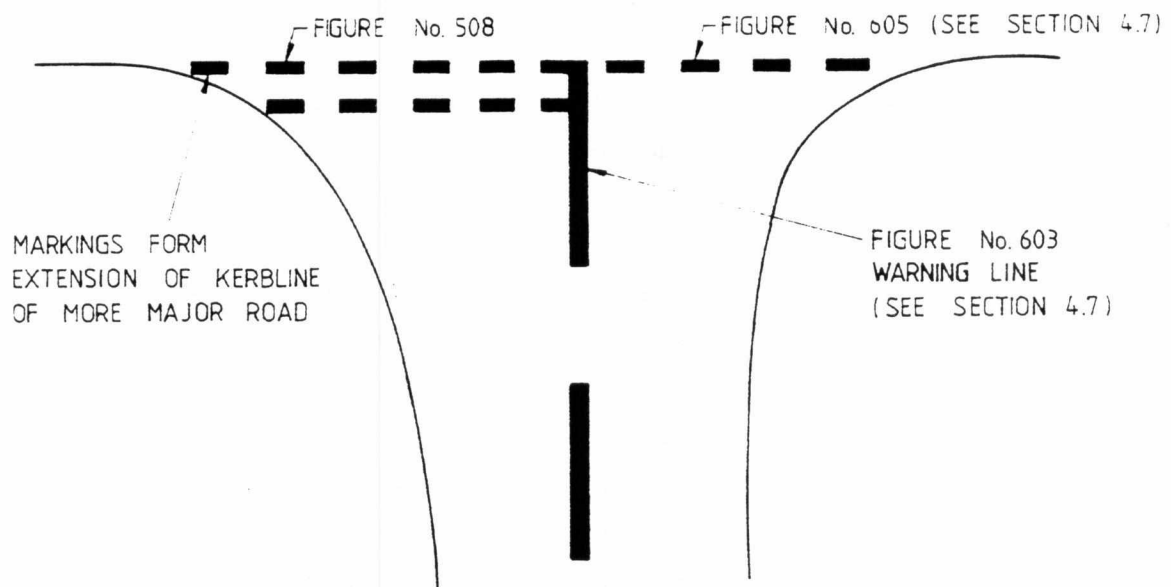
GIVE WAY TRANSVERSE MARKING



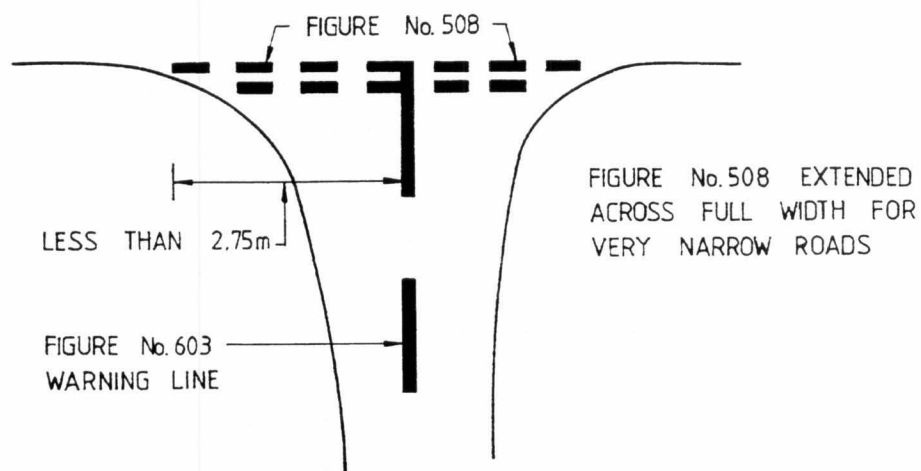
USE OF FIGURE No. 506, "STOP LINE"

DIAGRAM 4.6.1

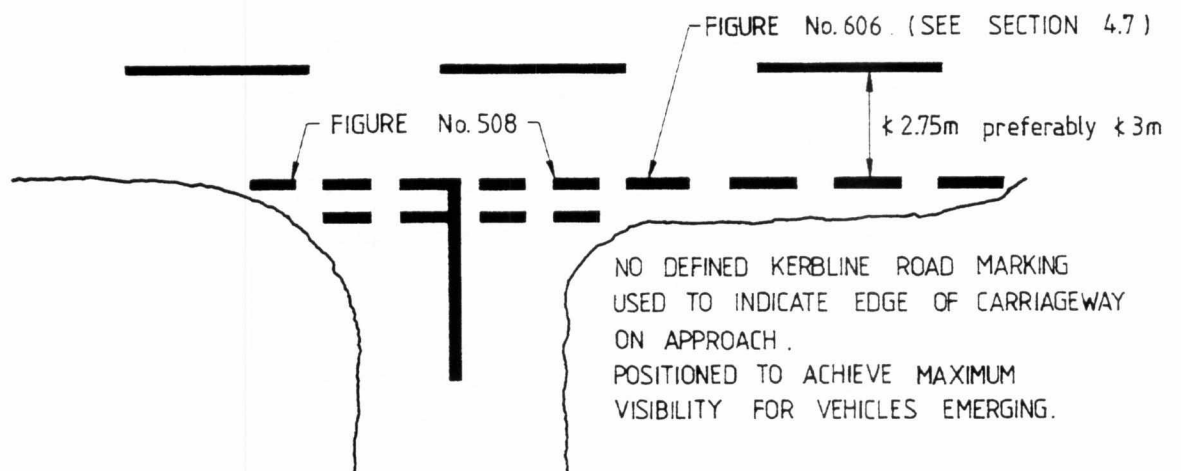
- 4.6.4 Figure No. 508, "Give Way", should be used at all junctions of private roads within an estate, where stop lines are not used. They are also appropriate to use at the junction with a public road providing this is not formed by a run-in across the footway or where there is traffic light signal control.
- 4.6.5 As indicated in (i) in Diagram 4.6.2, Figure No. 508 should extend half way across the width of the road to which it applies, and Figure No. 605, on which further details are given in section 4.7, should be marked across the other half. However on very narrow roads where only marking half the road would result in the length of the marking to Figure No. 508 being less than 2.75m, then as shown in (ii) in Diagram 4.6.2, the marking should be extended across the full width of the road.
- 4.6.6 As indicated in Diagram 4.6.2 the marking to Figure No. 508 should form an extension of the kerbline of the more major road. However in some cases there may not be a clearly defined kerbline and as indicated in (iii) in Diagram 4.6.2 in such cases the marking should be laid as near as possible to the inner wheel path along the more major road. The location of Figure No. 508 in these circumstances should not make the resultant lane width on the more major road, preferably, not less than 3m and never less than 2.75m, as indicated in (iii) in Diagram 4.6.2.
- 4.6.7 Where at a junction the kerbline is not defined, in addition to the use of Figure No. 508, as shown in (iii) in Diagram 4.6.2, Figure No. 606, for which further information is given in Section 4.7 of this Code, may be used to extend the line formed by Figure No. 508 to a convenient point in advance of the junction. This enables vehicles on the minor road to have maximum visibility to vehicles approaching on the more major road, and vehicles travelling along the latter have a clearly defined road edge to guide them through the junction.
- 4.6.8 On all approaches where Figure No. 508, "Give Way", is used across the road, Figure No. 603, "Warning Line", should be used to separate traffic moving in opposite directions. Normally



(i) BASIC GIVE WAY MARKINGS



(ii) NARROW MINOR ROAD APPROACH



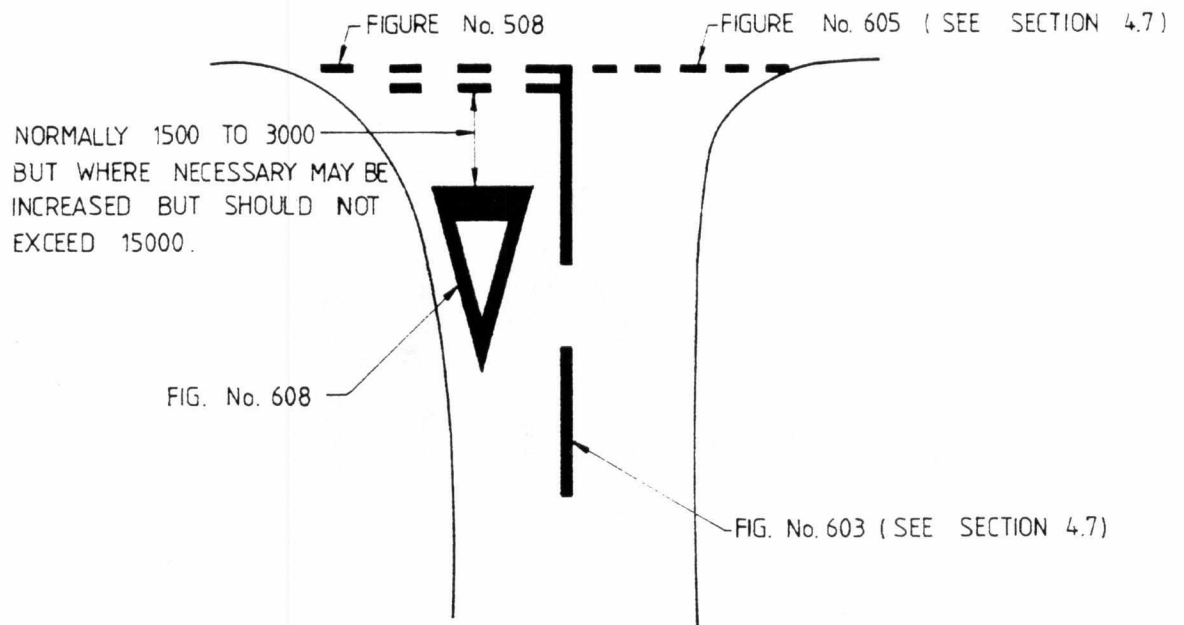
(iii) MINOR / MINOR ROAD JUNCTION WITH NO DEFINED KERBLINE

USE OF FIGURE No. 508 , "GIVE WAY"

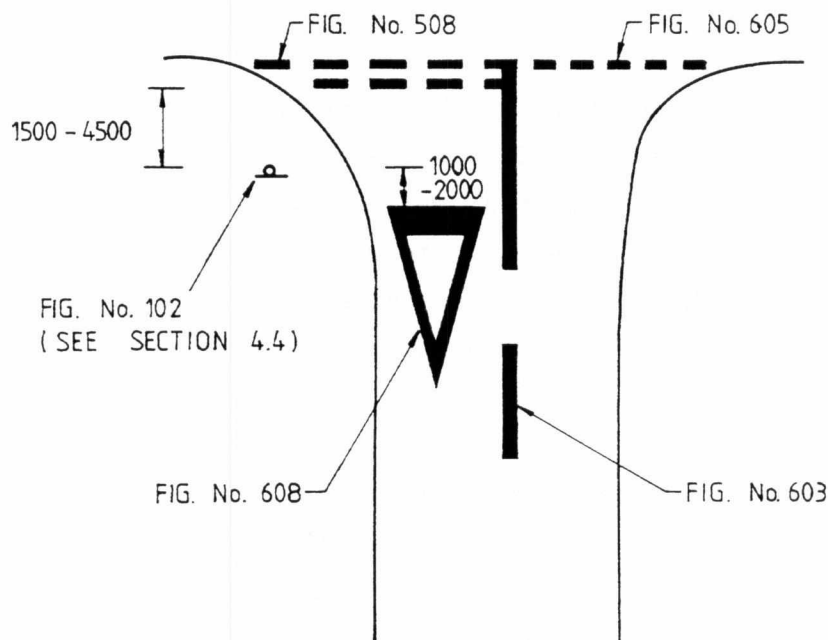
DIAGRAM 4.6.2

should be at least seven of the marks formed by Figure No. 603, but this may have to be adjusted to suit the circumstances of the road. Further details on the use of Figure No. 603 are given in Section 4.7.

- 4.6.9 Within larger private estates where traffic flows are relatively high or in situations where visibility at the give way line is restricted, it may be necessary to provide greater emphasis that drivers approaching the junction must give way. In these circumstances as indicated in (i) in Diagram 4.6.3, the give way triangular symbol, Figure No. 608 may be used in advance of Figure No. 508. The actual dimensions for Figure No. 608 are given in Section 4.7, but as indicated in (i) in Diagram 4.6.3. the symbol should normally be placed between 1.5m and 3m in advance of Figure No. 508. However this distance can be increased to suit the particular circumstances of the location but should never exceed 15m. It is also stressed that it is not appropriate to substitute the worded "slow", marking to Figure No. 615, for the triangular give way symbol or any other worded marking such as "Give Way", for the triangular symbol. As mentioned in Section 4.4, and as further detailed in Section 4.7, where approach speeds are likely to be at or exceed 50km/h the "Slow" marking to Figure No. 615 may be used well in advance of the junction, but its use is not appropriate at the junction.
- 4.6.10 Where two relatively major private roads intersect, or a major private road intersects with a major public road, then in addition to the "Give Way" triangular symbol to Figure No. 608, the "Give Way" sign to Figure No. 102 should be used. This is illustrated in (ii) in Diagram 4.6.3, and further details in respect of the use of the sign are given in Section 4.4, and therefore are not repeated here.
- 4.6.11 As explained in Section 4.4, at roundabout approaches, the give way marking, to Figure No. 508, should be used in conjunction with the "Give Way" sign to Figure No. 102, but it is not necessary to use the triangular symbol to Figure No. 608.



- (i) JUNCTION OF A MINOR PRIVATE ROAD WITH A MAJOR PRIVATE ROAD
WHERE GREATER EMPHASIS OF THE NEED TO GIVE WAY IS REQUIRED



- (ii) INTERSECTION OF TWO MAJOR PRIVATE ROADS OR A MAJOR
PRIVATE ROAD WITH A MAJOR PUBLIC ROAD

USE OF FIGURE No. 508 "GIVE WAY",
AND OTHER MARKINGS AT JUNCTIONS WITH
MAJOR PRIVATE ROADS

(ALL DIMENSIONS IN mm)

DIAGRAM 4.6.3

- 4.6.12 To indicate the direction ahead that vehicles must follow after having passed through a junction, or elsewhere, the directional arrows to Figure No. 509 may be used on private roads.

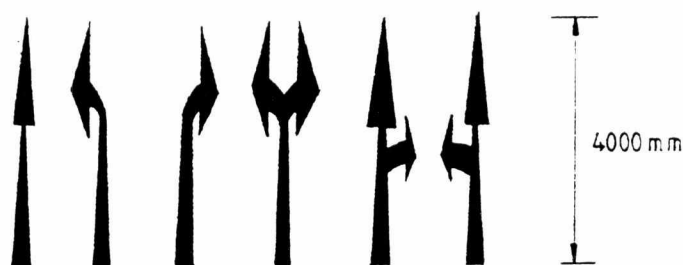
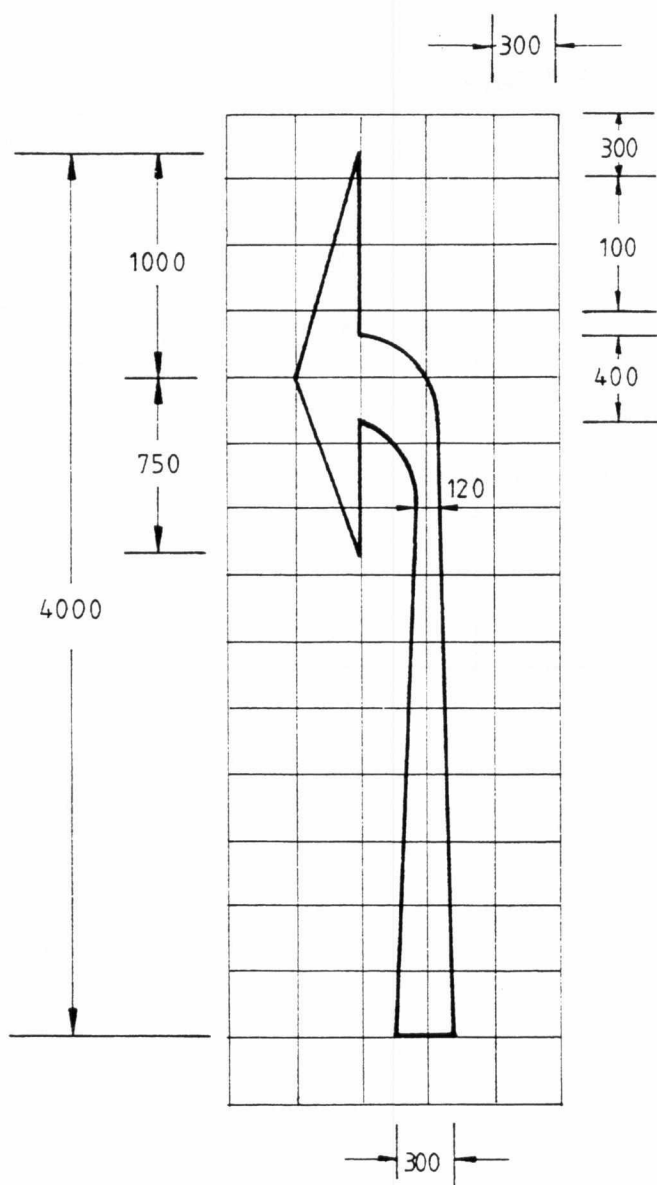
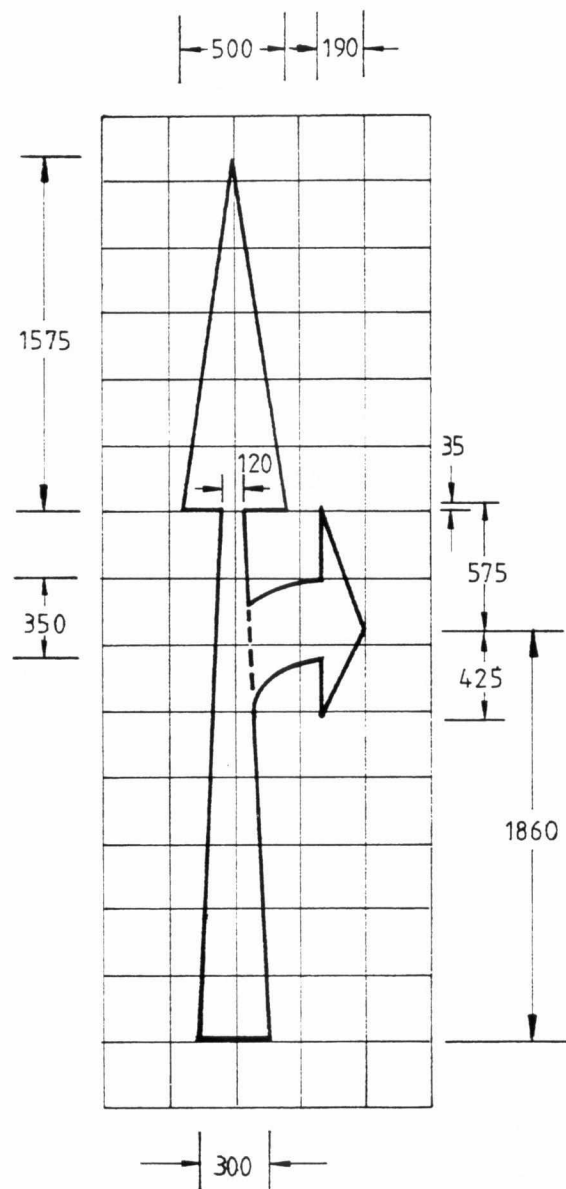


FIGURE No. 509
DIRECTIONAL ARROWS

- 4.6.13 Although two different arrow sizes are specified in the schedules to the Road Traffic (Traffic Control) Regulations, the larger size is for roads having speed limits of 70km/h or more and is therefore normally not appropriate for use on private roads. The construction details of the 4000mm size arrows which are appropriate for use on private roads are shown in Diagram 4.6.4.
- 4.6.14 Directional arrows when used in conjunction with the give way markings to Figure No. 508, indicate the direction a vehicle must follow after having passed over the give way line. Before the give way line, if there is more than one lane and lanes are marked with different arrows drivers may change lanes so that their vehicles are in the correct lane at the give way line to Figure No. 508.
- 4.6.15 On private roads the situation should seldom arise where it is necessary to have to mark individual lanes with different directional arrows at junctions, and if at a junction vehicles can turn from a lane in any direction the use of arrows indicating this are not necessary. However if it is decided that it is necessary to designate particular lanes for particular movements, as shown in Diagram 4.6.5, two sets of arrows should be used, at the spacing indicated on this Diagram. Where a minor side road joins a one way road, generally two sets of arrows as shown in Diagram 4.6.5 along the minor road should be laid, but this can be reduced to one arrow located 15m from the junction if necessary.



TURN LEFT ARROW
(REVERSED TO GIVE TURN
RIGHT ARROW)



STRAIGHT AHEAD AND COMBINED
STRAIGHT AHEAD AND TURN
RIGHT ARROW.
(REVERSED TO GIVE STRAIGHT
AHEAD AND TURN LEFT
ARROW)

CONSTRUCTION DETAILS FOR FIGURE No. 509, DIRECTIONAL ARROWS

DIAGRAM 4.6.4

(ALL DIMENSION IN mm)

Diagram illustrating a vertical rectangular structure with a semi-circular top, showing various arrows and dimensions.

Dimensions and Labels:

- Top section: NOT LESS THAN 1000
- Left side: 1000 TO 5000
- Right side: 5000 TO 10000
- Height of main body: 4000
- Bottom left: 5000 TO 10000
- Bottom right: 1000 TO 5000

Arrows indicate directions:

- Top: A large arrow pointing right.
- Left: A curved arrow pointing up.
- Left: A straight arrow pointing up.
- Left: An optional arrow pointing up.
- Bottom: A curved arrow pointing right.
- Right: A straight arrow pointing down.
- Right: A curved arrow pointing down.

OPTIONAL ARROW TO INDICATE GENERAL DIRECTION TO BE FOLLOWED

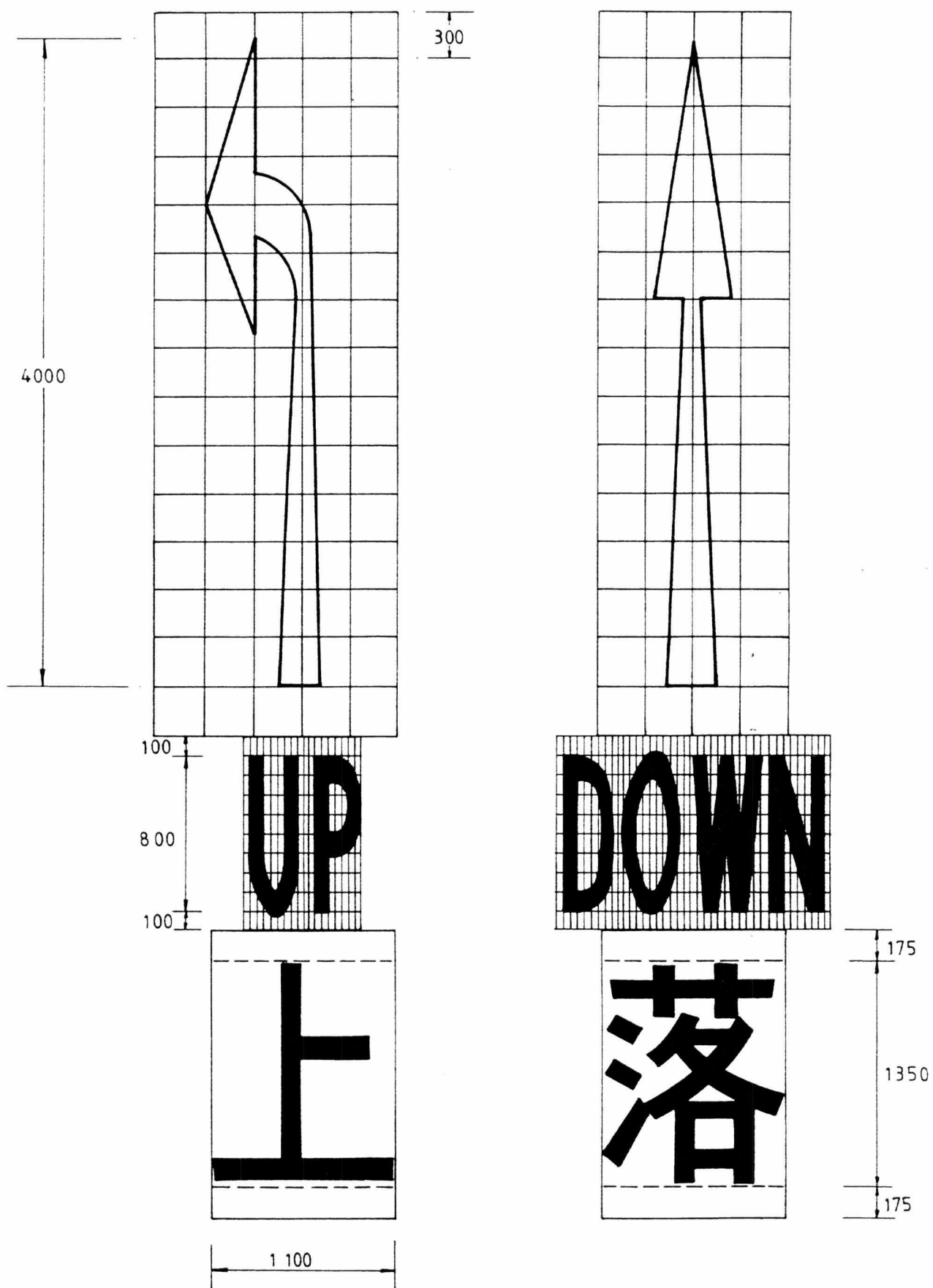
ALL DIMENSIONS IN MILLIMETRES

DIAGRAM 4.6.6

- 4.6.16 Possibly the most common use of directional arrows on private roads will occur along, circulation aisles within car parks, and service roads around developments. In these situations the location of the arrows will depend upon the particular circumstances, but Diagram 4.6.6 provides some general guidance on this.
- 4.6.17 In car parks, directional arrows to Figure No. 509 may be accompanied by short written messages such as "Down", "Up", or "Exit", in both English and Chinese, and the letters and characters used in these circumstances should be elongated as shown in Diagram 4.6.7.
- 4.6.18 It is often the case in car parks, and particularly in multi-storey car parks, that there are adjacent to each other, circulation aisles that will take drivers either to the exit or to further parking spaces. Diagram 4.6.8 indicates suitable marking arrangements for this type of situation, although the letters and characters used in the Diagram are only indicative and will need to be changed to suit the particular circumstances.
- 4.6.19 In the situation that a private estate is served on a regular basis by a non-franchised bus service, and not a franchised service, a bus stop marking to Figure No. 517 may be used to indicate the position where the non-franchised bus may stop to pick up and/or set down passengers. If however a franchised bus service operates along a private road, Figure No. 517 must not be used to indicate a bus stop for a non-franchised bus operating in that estate.



FIGURE No. 517
BUS STOP



TYPICAL CAR PARK WORDED MESSAGE MARKINGS

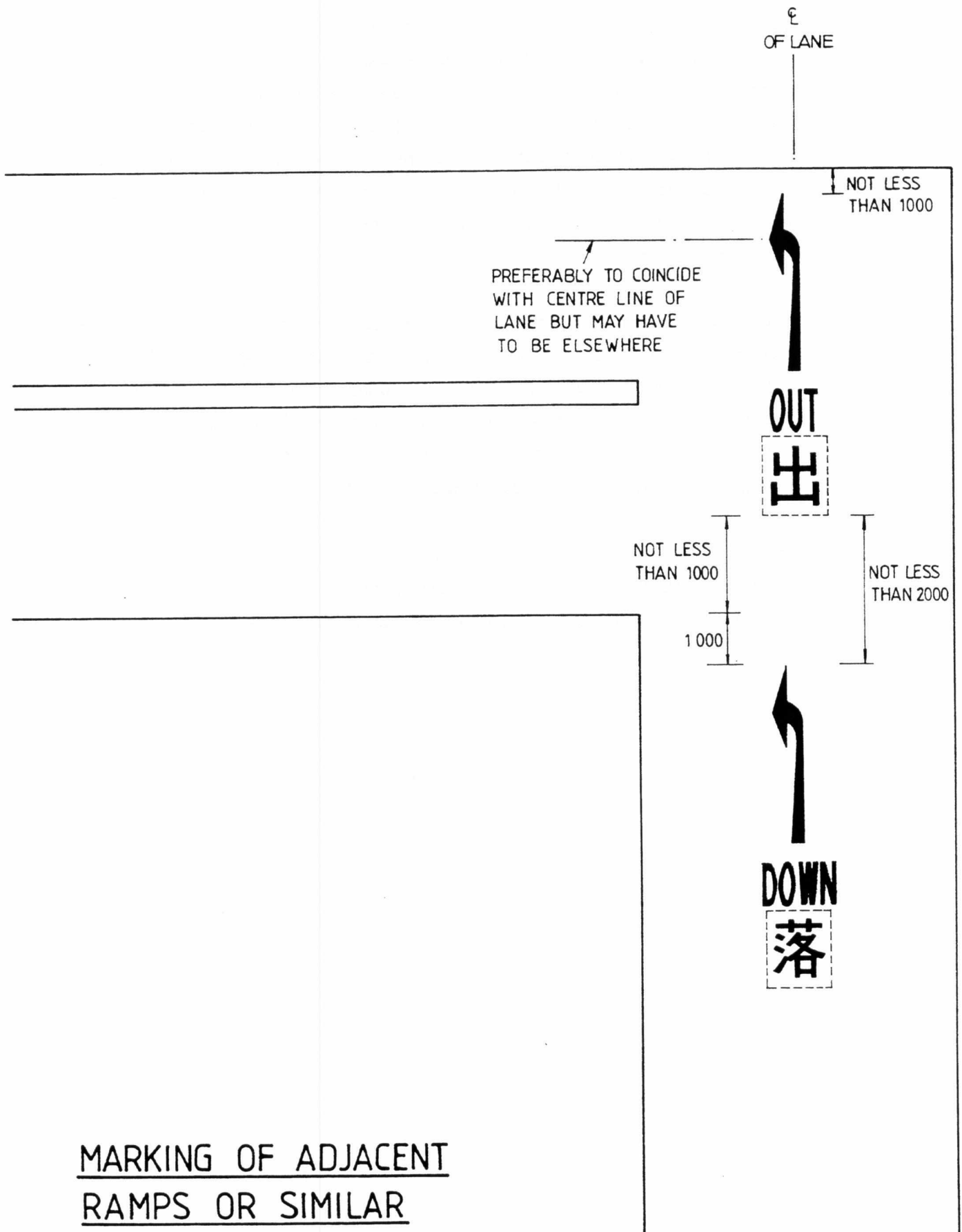
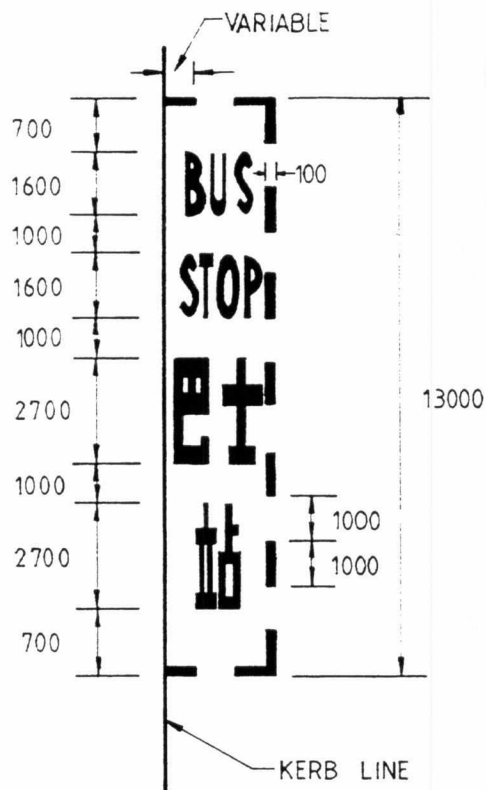
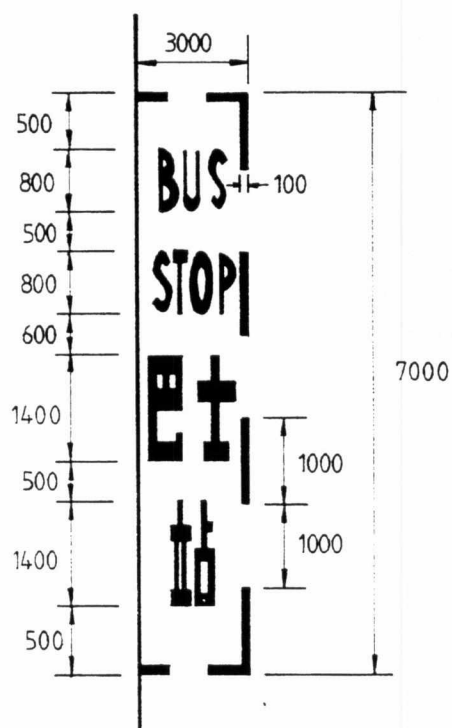


DIAGRAM 4.6.8

- 4.6.20 Diagram 4.6.9 illustrates the standard dimensions for bus stops for both, coaches and double deck buses, and light buses. The dimensions shown on the Diagram may be adjusted to suit the particular circumstances, with the proviso that the length of the bus stop for coaches and double deck buses should never be less than 10m and the width never less than 2.5m, similarly for light buses the length should never less than 6m and the width never less than 2.5m.
- 4.6.21 Elongated letters and characters are used to form "Bus Stop" and the dimensions for these are indicated in Diagrams 4.6.10 and 4.6.11, for the standard coach and double deck bus stop. For the light bus standard bus stop, the dimensions shown in Diagrams 4.6.10 and 4.6.11 in respect of the length should be halved, but the width dimensions should remain the same.
- 4.6.22 It is stressed that the bus stop marking to Figure No. 517 must only be used to indicate a bus stop, and it is not appropriate to use it to indicate a location where buses may park.

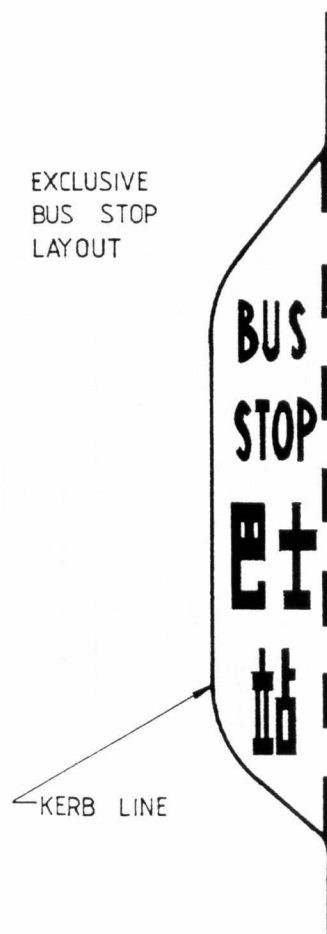


(i) STANDARD BUS STOP DIMENSIONS
FOR USE BY COACHES AND
DOUBLE DECK BUSES



(ii) STANDARD BUS STOP
DIMENSIONS FOR LIGHT
BUS USE

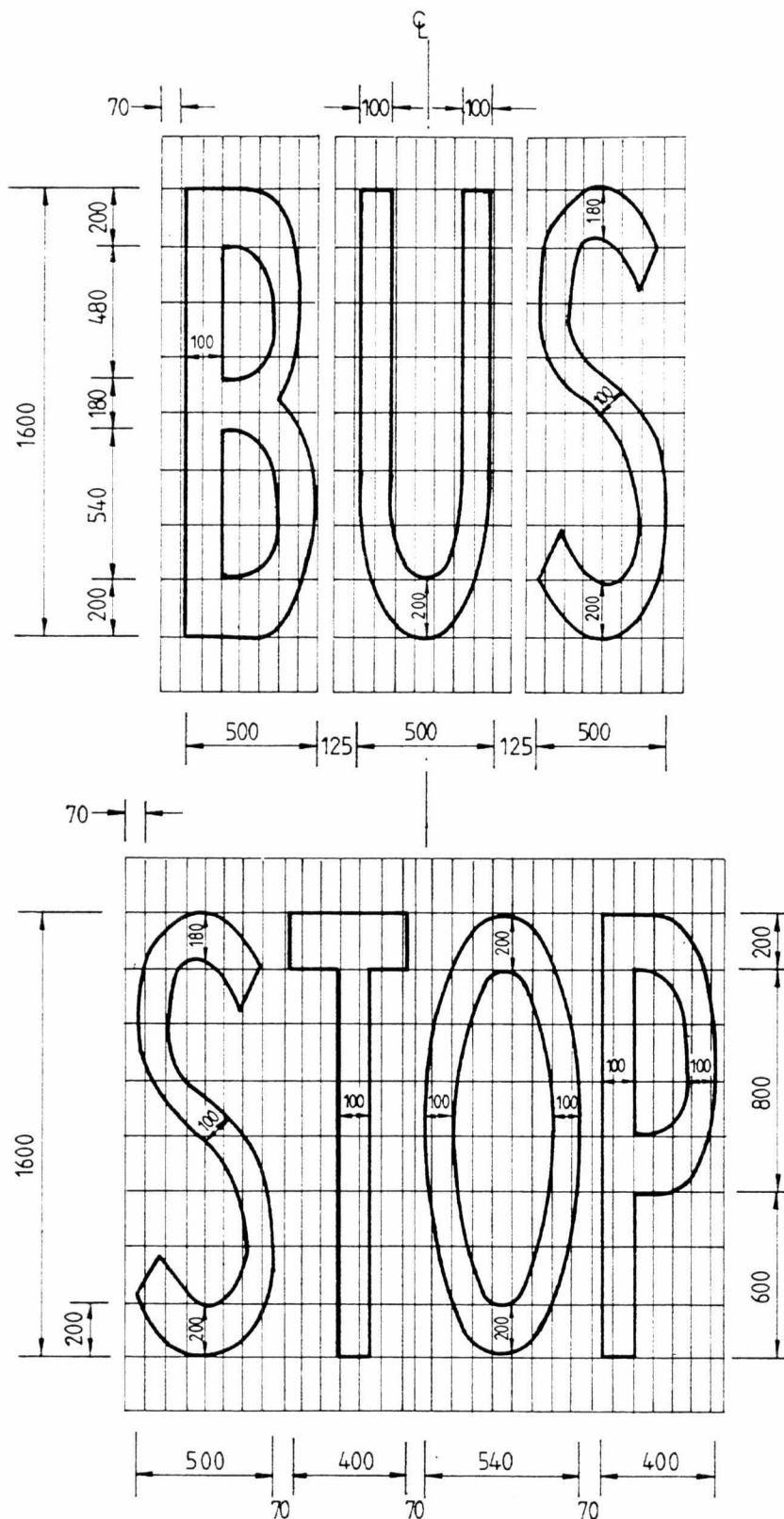
EXCLUSIVE
BUS STOP
LAYOUT



(iii) BUS LAY - BY
ARRANGEMENT

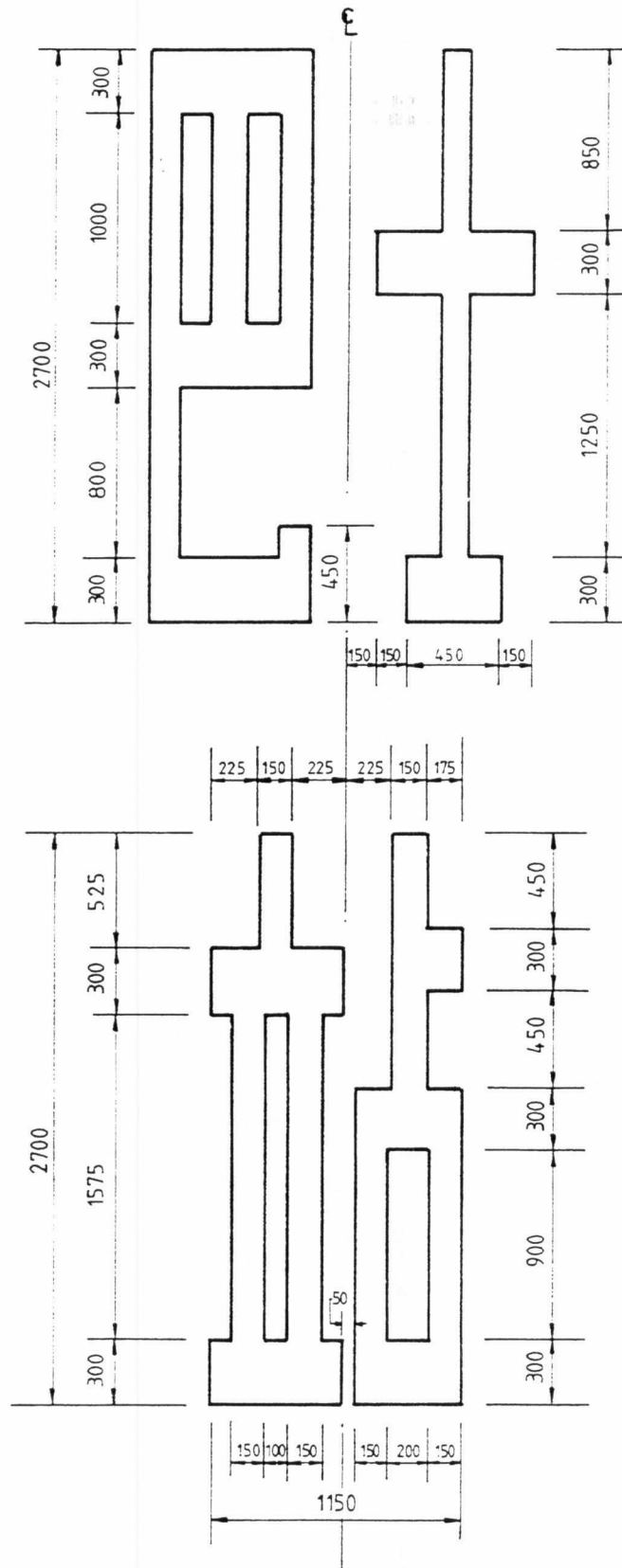
STANDARD BUS STOP DIMENSIONS AND ARRANGEMENTS

DIAGRAM 4.6.9



"BUS STOP" LETTER DIMENSIONS
FOR COACH AND DOUBLE DECK BUS,
BUS STOP

NOTE: FOR LIGHT BUS STOP, LENGTH DIMENSIONS SHOULD BE HALVED, BUT WIDTH DIMENSIONS REMAIN THE SAME.



"BUS STOP" CHARACTER DIMENSIONS FOR COACH AND DOUBLE DECK BUS, BUS STOP

NOTE : FOR LIGHT BUS STOP, LENGTH DIMENSIONS SHOULD BE HALVED, BUT WIDTH DIMENSIONS REMAIN THE SAME.

DIAGRAM 4.6.11

4.7 Use of Informatory Road Markings

- 4.7.1 Figure No. 602, centre line marking, is used to separate traffic moving in opposite directions at locations away from junctions or other hazards. The use of Figure No. 602 is further illustrated in (i) in Diagram 4.7.1.

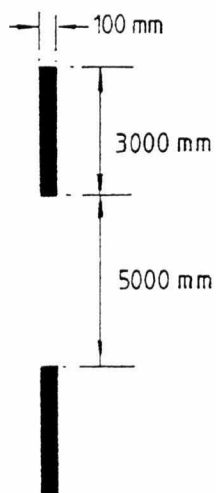


FIGURE No. 602
CENTRE LINE

- 4.7.2 Where in a private road there is more than one lane which can be used by traffic in the same direction then the individual lanes, at locations away from junctions and other hazards, should be separated by the lane line marking to Figure No. 601, as indicated in (ii) and (iii) in Diagram 4.7.1.

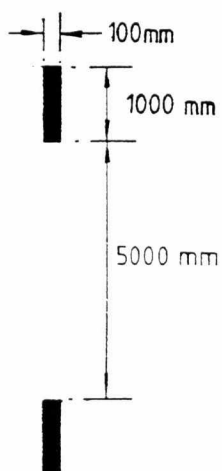
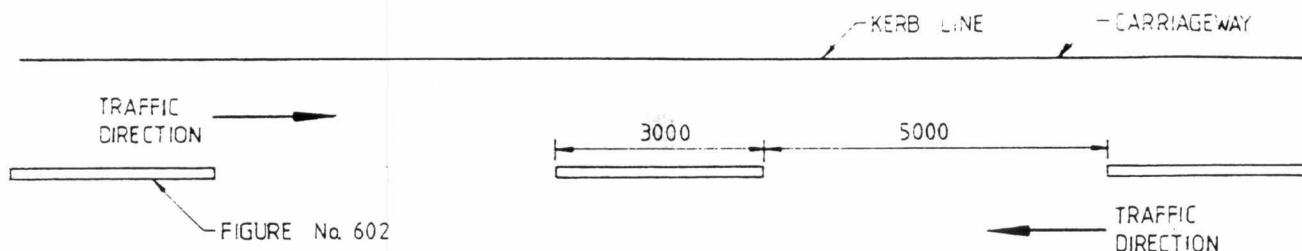
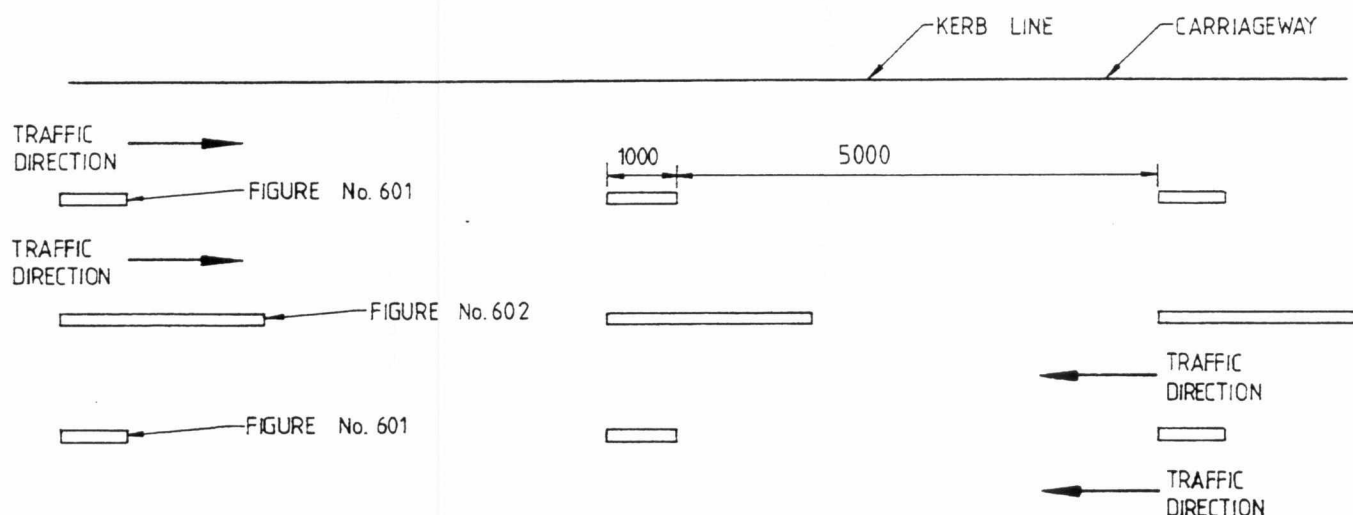


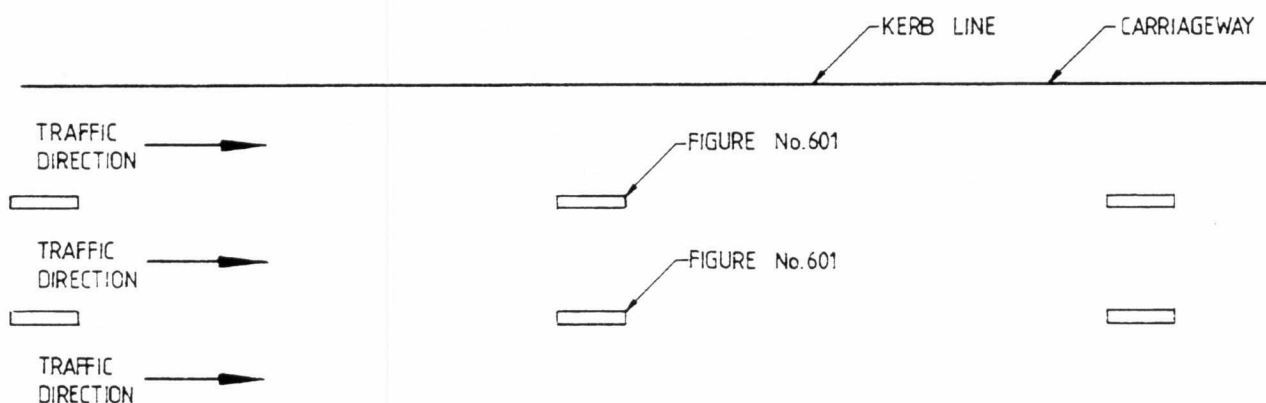
FIGURE No. 601
LANE LINE



(i) CENTRE LINE MARKING FOR 2-LANE TWO WAY ROAD



(ii) LANE & CENTRE LINE MARKINGS FOR 4 OR MORE LANE TWO WAY ROAD



(iii) LANE LINE MARKINGS FOR 2 OR MORE LANE ONE WAY ROAD

USE OF FIGURE No. 601 , LANE LINE ,
AND FIGURE No. 602 , CENTRE LINE

- 4.7.3 Two sizes of marking are prescribed for the warning line marking to Figure No. 603, but the larger size, that is 6000mm mark and 3000mm gap, is only applicable on private roads to warn of road humps, and Section 3 and Diagram 3.1.3 should be referred to in respect of this.

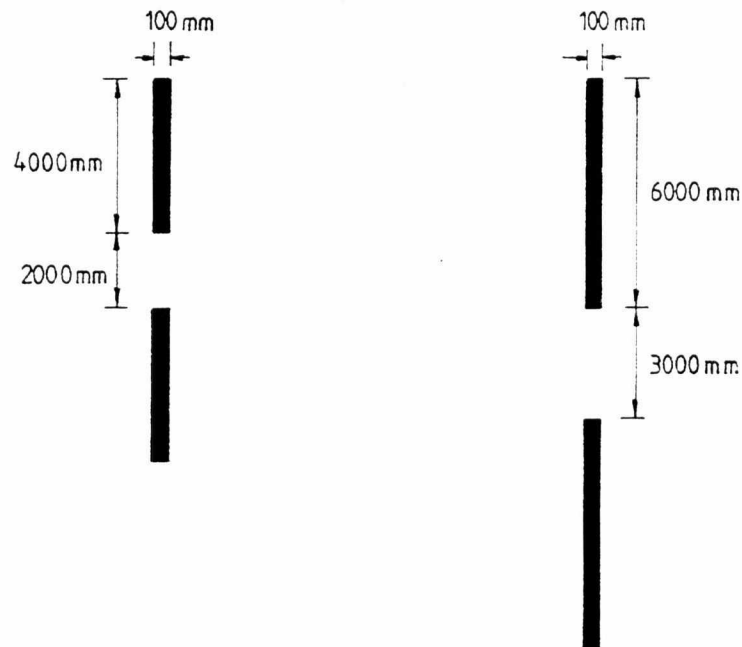
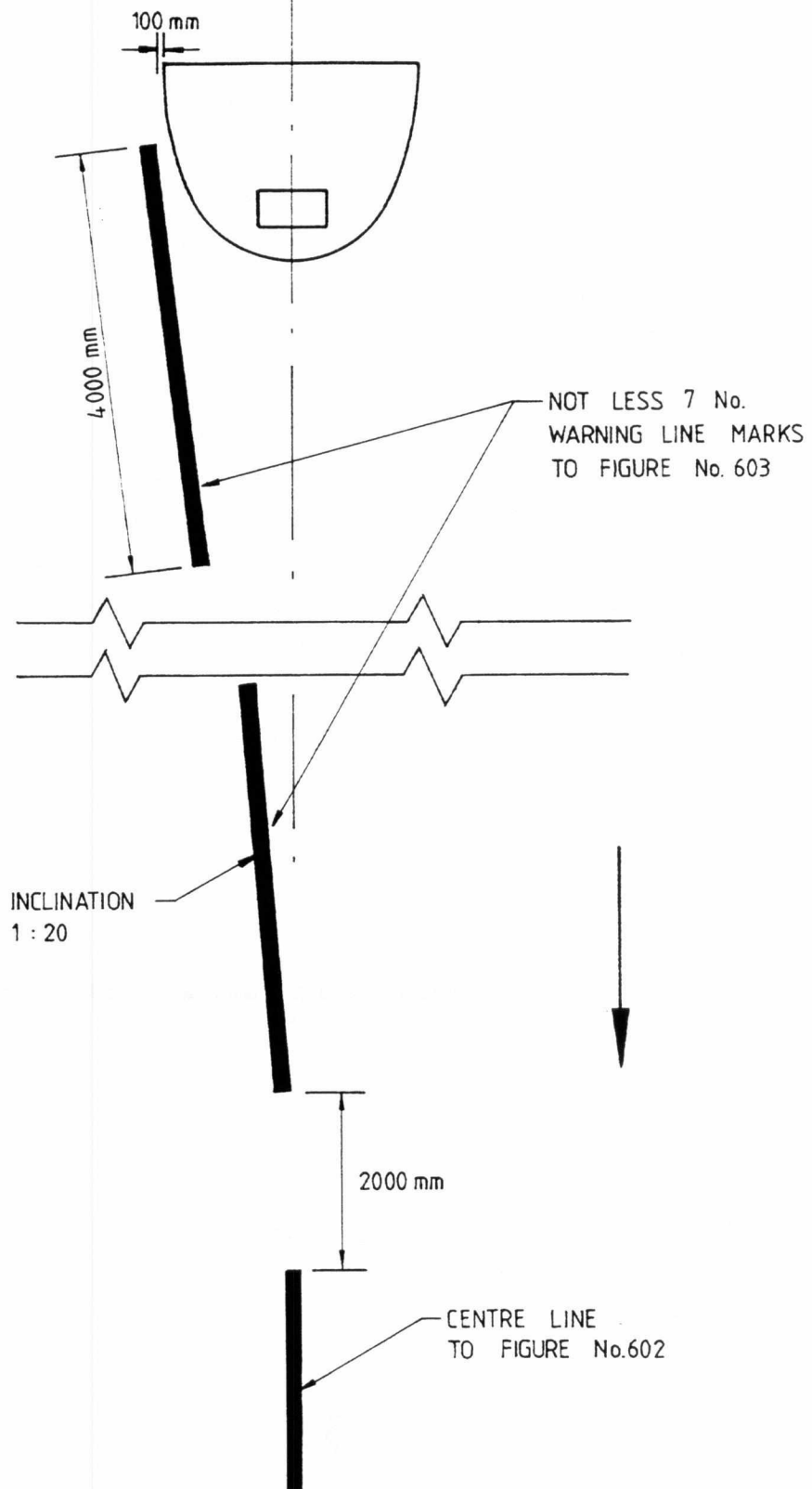


FIGURE No. 603

WARNING LINE

- 4.7.4 The warning line marking should be used as indicated in Section 4.6, on the approaches to all junctions, replacing any centre line marking to Figure No. 602, and any lane line markings to Figure No. 601. Normally at least seven marks should be used in advance of the give way line, but for very minor roads this may be reduced, but on other roads it may be necessary to use more marks.
- 4.7.5 On the approach to a central refuge island Figure No. 603, may be used, as shown in Diagram 4.7.2, inclined to direct traffic around the island. Again a minimum of seven marks should be used in front of the island, and the line should be inclined not greater than 1 in 20.



INCLINED WARNING LINE TO FIGURE No. 603,
AT REFUGES

DIAGRAM 4.7.2

4.7.6 In the situation that on a private road there is a relatively sharp bend, but it is not considered necessary to erect a warning bend sign to Figure No. 208, warning lines to Figure No. 603 may be used on the approach to and through the bend, as indicated in (i) in Diagram 4.7.3, to clearly indicate to drivers the division of the carriageway. In this latter situation Figure No. 603, should be laid so that there are at least seven marks before the bend, and these are then continued through the bend to the tangent point, where a further seven marks will be required for traffic in the opposite direction. If the road is one way the marking to Figure No. 603 can be terminated at the tangent point. If the severity of the bend justifies a bend warning sign, then as shown in (ii) of Diagram 4.7.3 the warning line should commence where the sign is erected.

4.7.7 Figure No. 605 is the transverse line used in conjunction with Figure No. 508, give way line, across the entry part of a "Give Way" junction. Its use is illustrated in Diagram 4.6.3 of Section 4.6.



FIGURE No. 605

4.7.8 Figure No. 606, is a longitudinal line used to indicate the edge of the carriageway at lay-bys or similar as illustrated in Diagram 4.7.4.

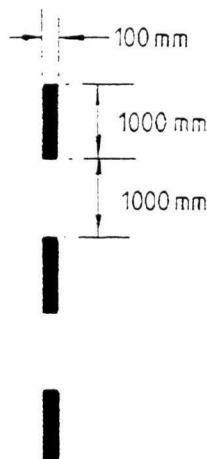
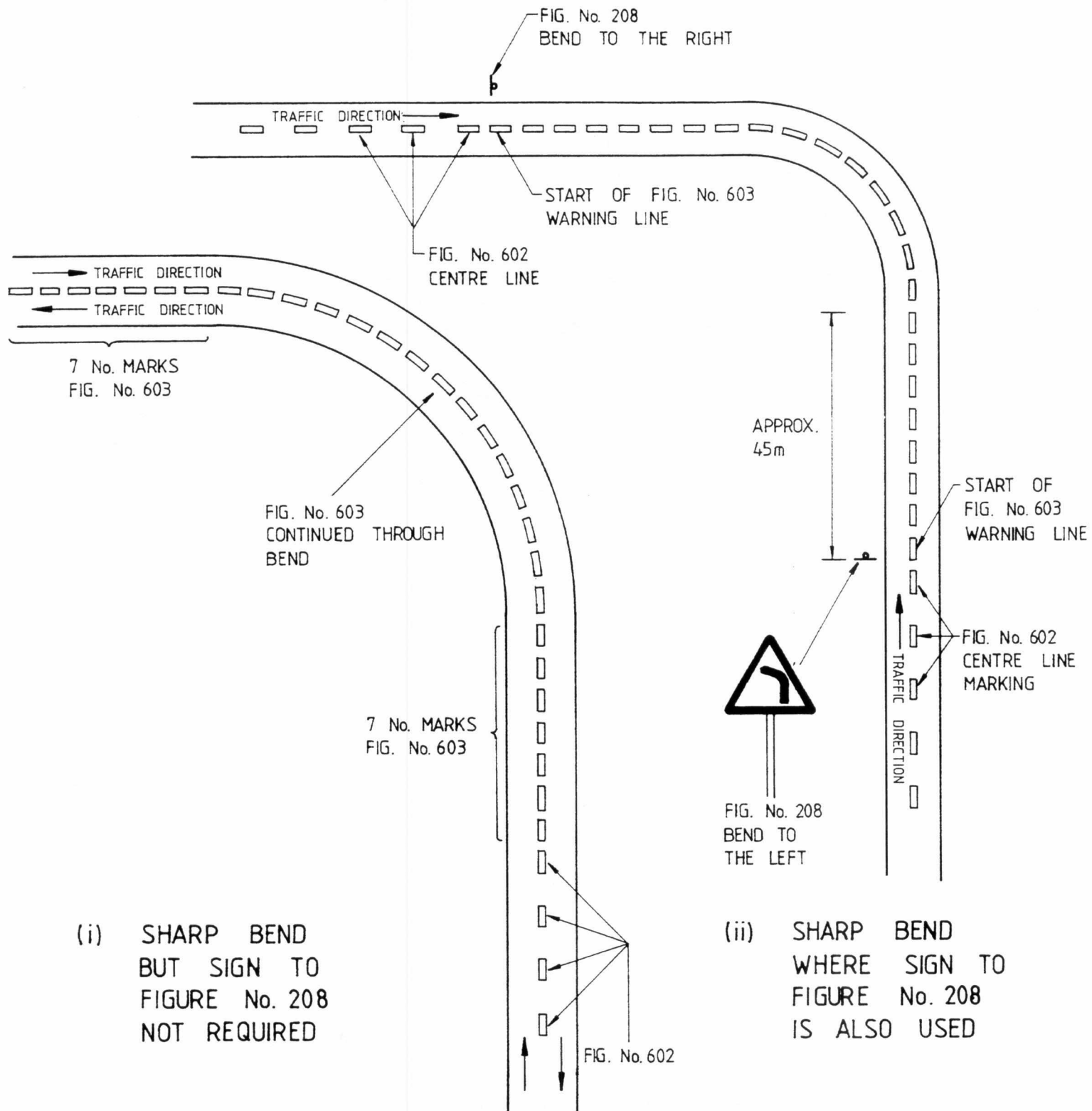
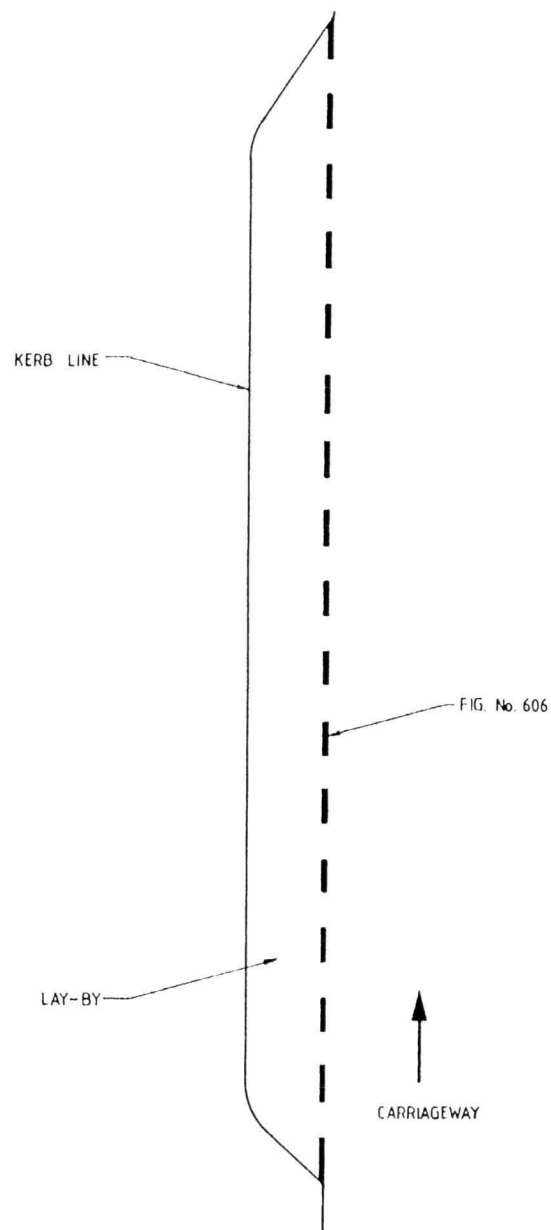


FIGURE No. 606



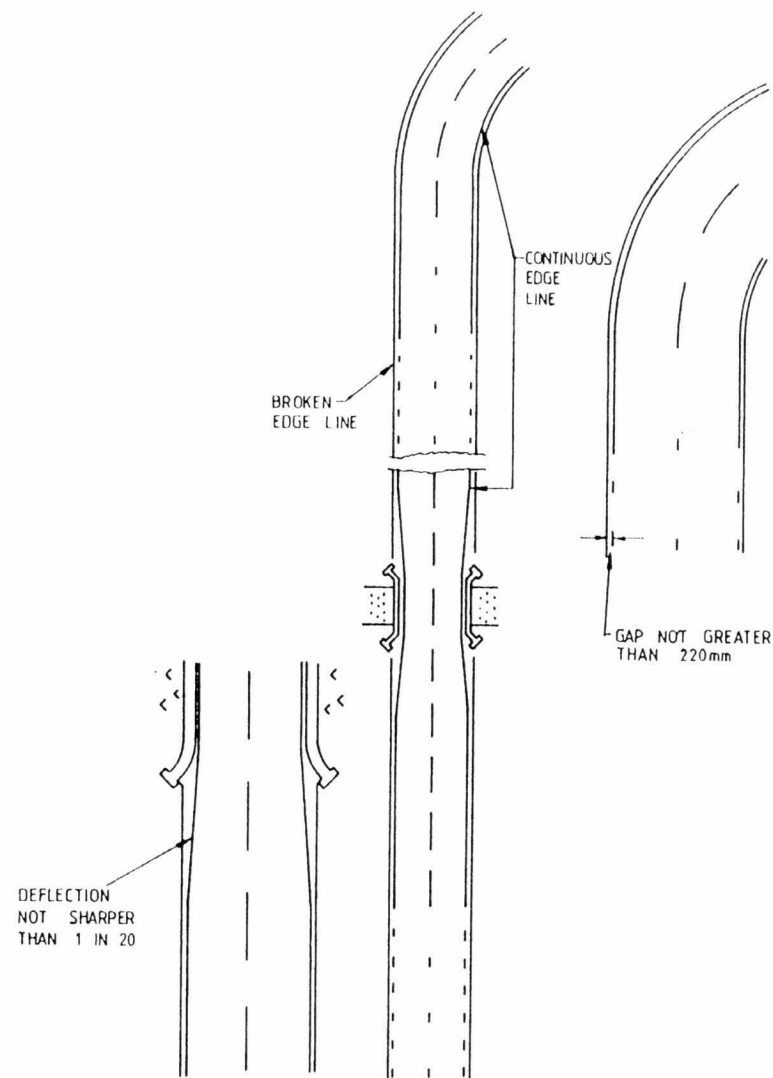
USE OF FIGURE No. 603 , WARNING LINE ON BENDS

DIAGRAM 4.7.3



USE OF FIGURE No. 606, EDGE LINE
AT A LAY-BY

DIAGRAM 4.7.4



USE OF FIGURE No. 607,
EDGE OF CARRIAGEWAY MARKINGS

DIAGRAM 4.7.5

- 4.7.9 The Figure No. 607 markings, are edge line markings used to the delineate the edges of a carriageway in the situation where there is no clearly defined kerbline.

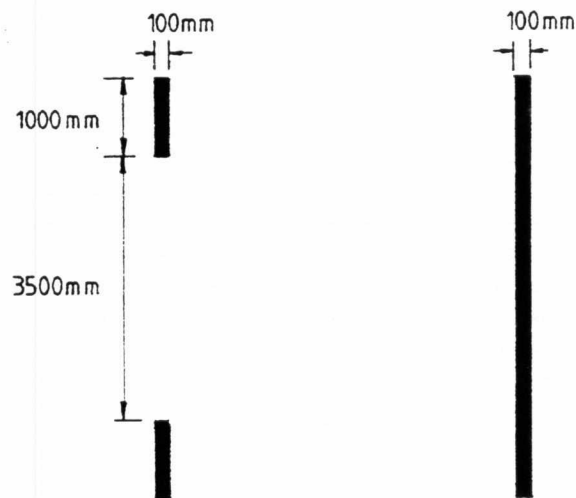


FIGURE No. 607
EDGE OF CARRIAGEWAY MARKINGS

- 4.7.10 Although Figure No. 607 may be used in the form of either a broken line or a continuous line, it is preferable that the continuous line form is generally used as it gives a better indication of the edge of the carriageway. Certainly in the situation, as indicated in Diagram 4.7.5, where a road narrows the continuous line should be used over the section of the narrowing, even if the broken line is used on the approaches.

- 4.7.11 Figure No. 608 is the "Give Way" triangular road marking whose use is described in Section 4.6. Diagram 4.7.6 provides dimension details.



FIGURE No. 608
GIVE WAY SYMBOL

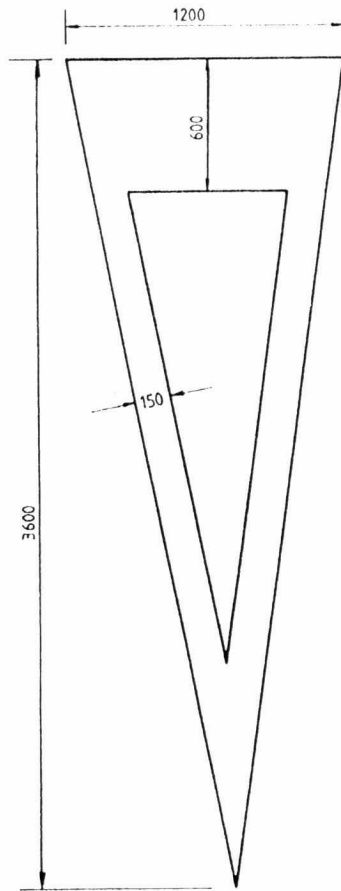
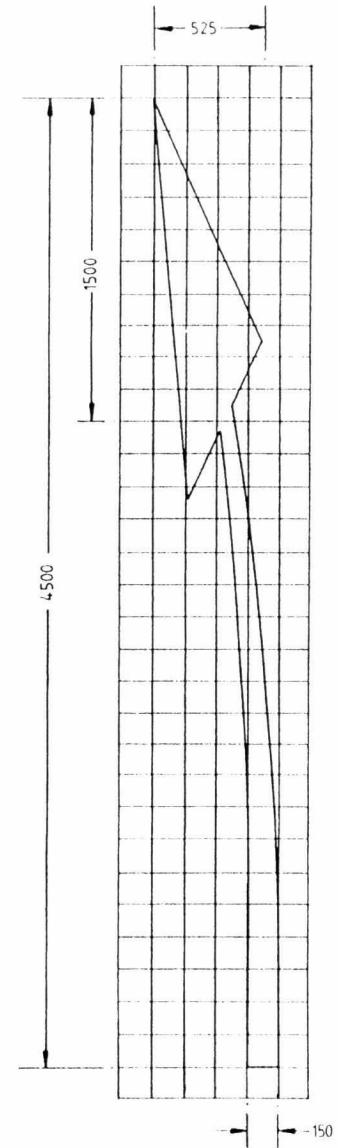


FIGURE No. 608
"GIVE WAY" SYMBOL

ALL DIMENSIONS IN MILLIMETRES

DIAGRAM 4.7.6



CONSTRUCTION DETAILS
FOR FIGURE No. 609,
WARNING ARROW

(ARROW MAY BE OPPOSITE HANDED TO
INDICATE MOVEMENT TO THE RIGHT)

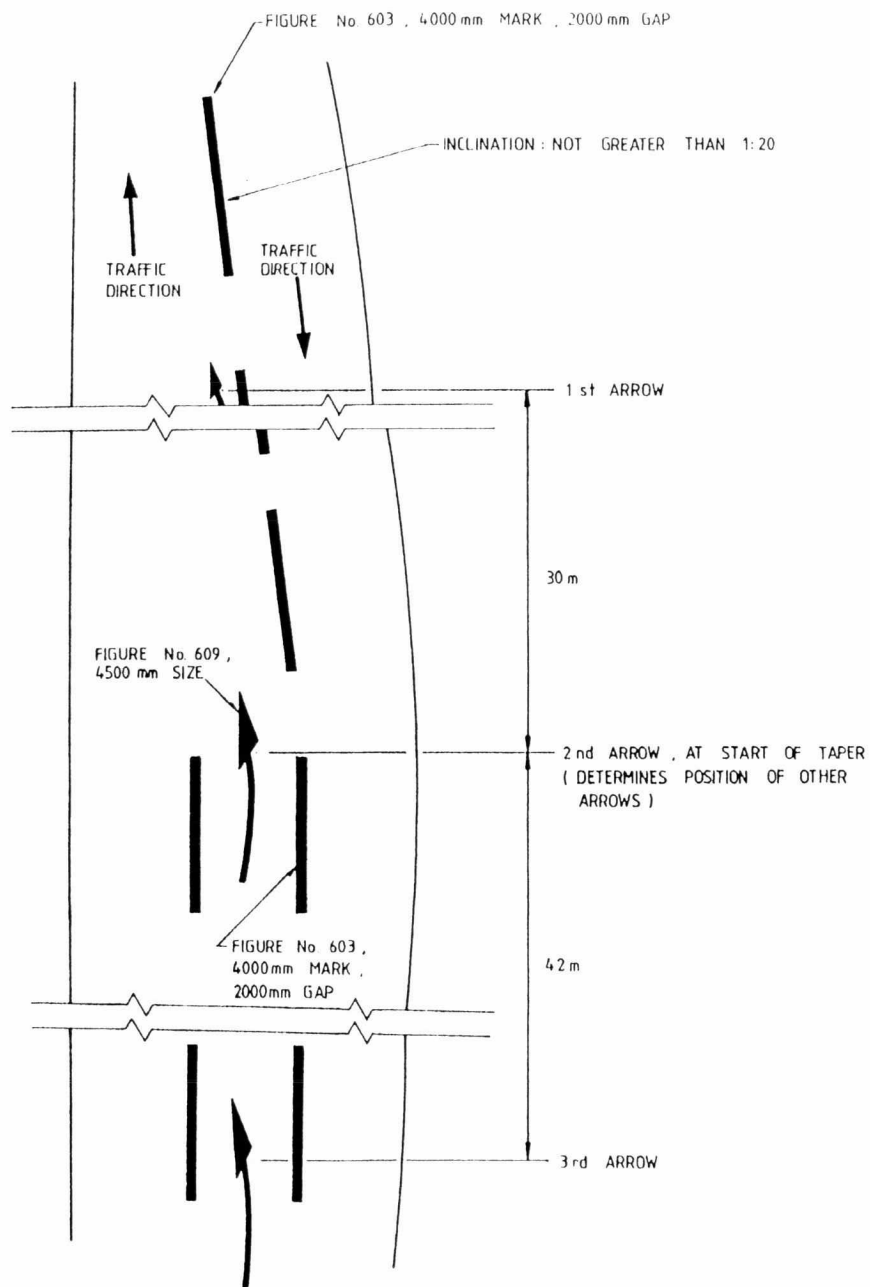
DIAGRAM 4.7.7

- 4.7.12 Figure No. 609 is a warning arrow used to indicate to drivers that they should move over to the left, or, if reversed, to the right.



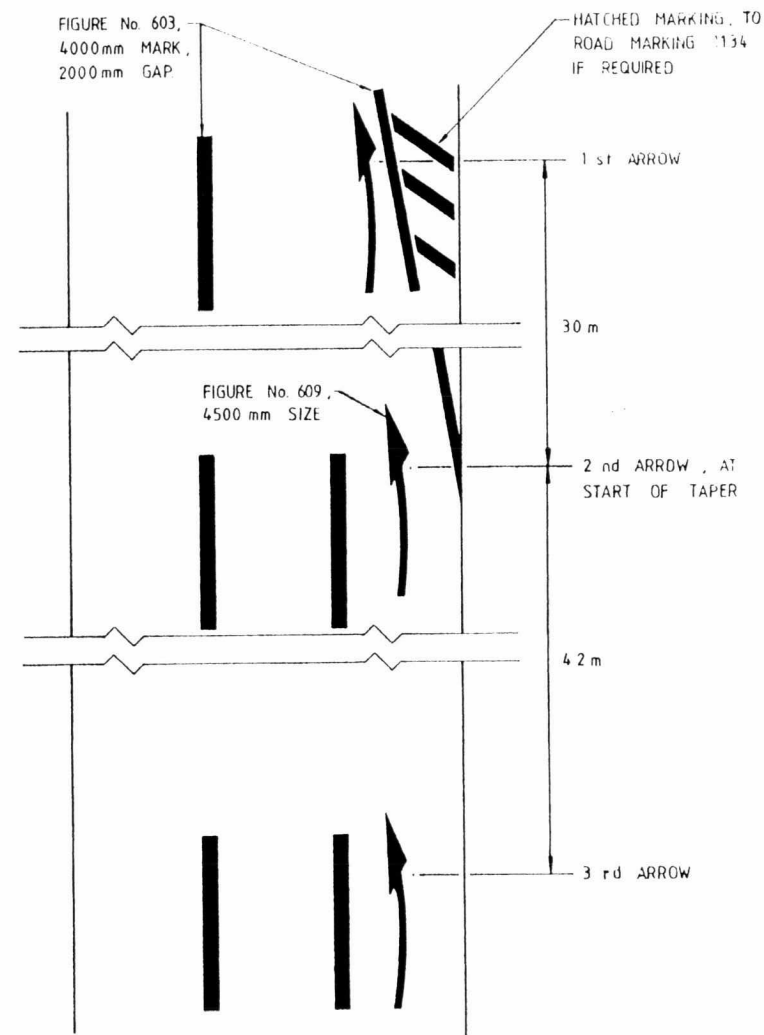
FIGURE No. 609
WARNING ARROW

- 4.7.13 Figure No. 609, warning arrow, should not be confused with the "Turn Left" or "Turn Right" directional arrows to Figure No. 509. The former is normally used to indicate the narrowing of a carriageway, whilst the latter indicates the directions to be turned at a junction. It follows therefore that Figure No. 609 is not appropriate for use at junctions, and must not be used at these locations.
- 4.7.14 Diagram 4.7.7 indicates the construction details for Figure No. 609 in respect of the 4500mm arrow, which is appropriate for private roads.
- 4.7.15 As mentioned in paragraph 4.7.13, the most general use of Figure No. 609, on private roads will be in advance of locations where there is a reduction in the number of lanes along the carriageway. As indicated in Diagrams 4.7.8 and 4.7.9, two situations exist where lanes may be reduced, that is along a two way road and along a one way road. For both situations, three arrows to Figure No. 609 are used, with the second arrow, as defined on the Diagrams, determining the position of the other arrows and being located at the start of the taper, as also shown in the Diagrams. Both Diagrams 4.7.8 and 4.7.9 illustrate the situation when the off-side lane is "dropped", but the same location of the arrows is appropriate if the nearside lane is "dropped", though for the latter the arrow will point to the right rather than the left.



USE OF FIGURE No. 609 , WARNING ARROW
ON TWO WAY ROADS

DIAGRAM 4.7.8



USE OF FIGURE No. 609 , WARNING ARROW
ON A ONE WAY ROAD

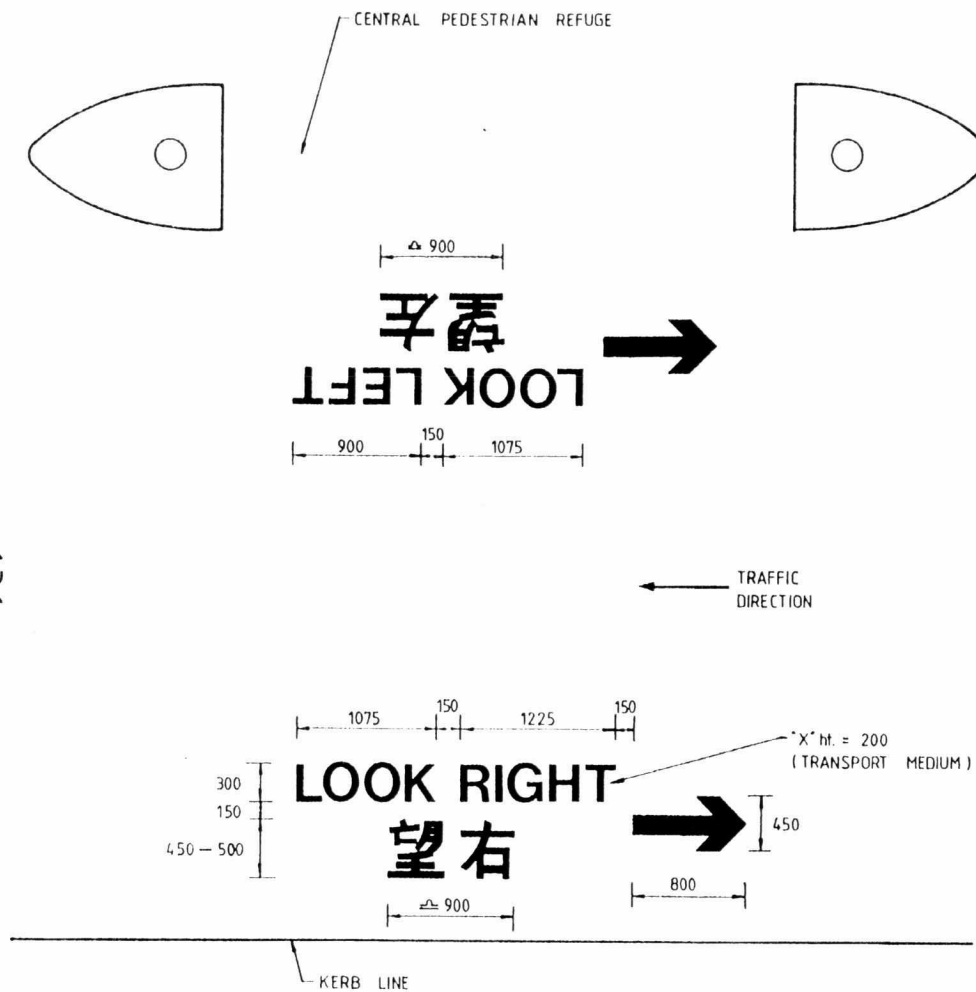
DIAGRAM 4.7.9

- 4.7.16 Figure No. 604, Look Right, Look Left, are the markings that may be used at cautionary crossings, that is those crossings which are neither a light controlled crossing nor a zebra crossing, to indicate to pedestrians in which direction they should look before crossing a road.



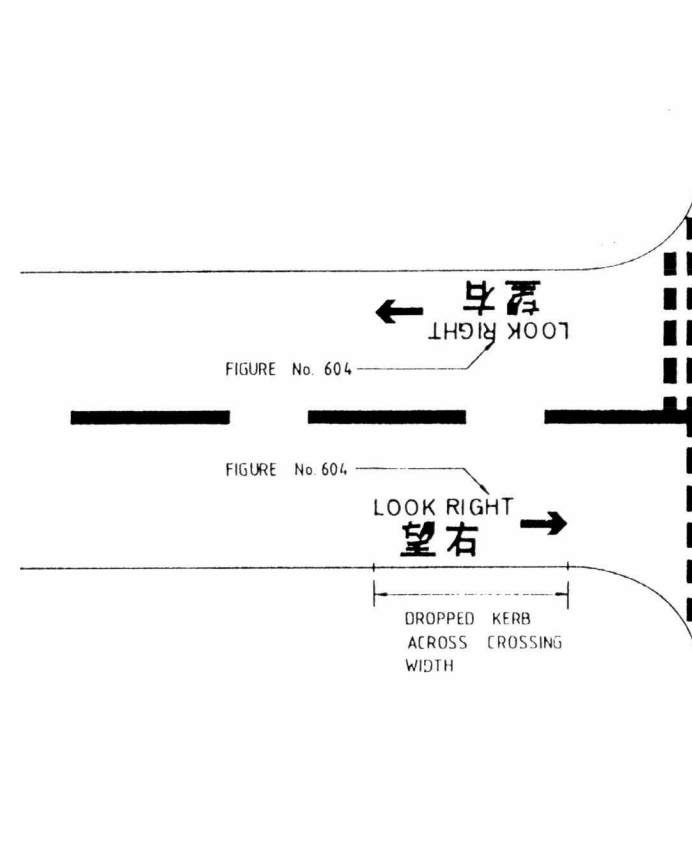
FIGURE No. 604

- 4.7.17 Diagram 4.7.10 indicates the location and appropriate size of the markings to Figure No. 604. The Diagram only illustrates the markings for one half of a two way road and the marking would of course be repeated for the opposite direction. Where there is no central pedestrian refuge, the markings would be as shown in Diagram 4.7.11. For one way streets the markings should be positioned such that the arrows are pointing towards approaching vehicles. It is stressed that not every cautionary crossing needs to have markings to Figure No. 604, and generally in fact they will not be necessary. However they can be helpful where vehicles approach from what might be regarded as an unexpected direction as in a one way street, or at a junction where pedestrians may need to be reminded that vehicles may approach from behind their normal field of vision.



USE OF FIGURE No. 604 , "LOOK LEFT",
"LOOK RIGHT" MARKINGS

DIAGRAM 4.7.10



USE OF FIGURE No. 604
AT A JUNCTION

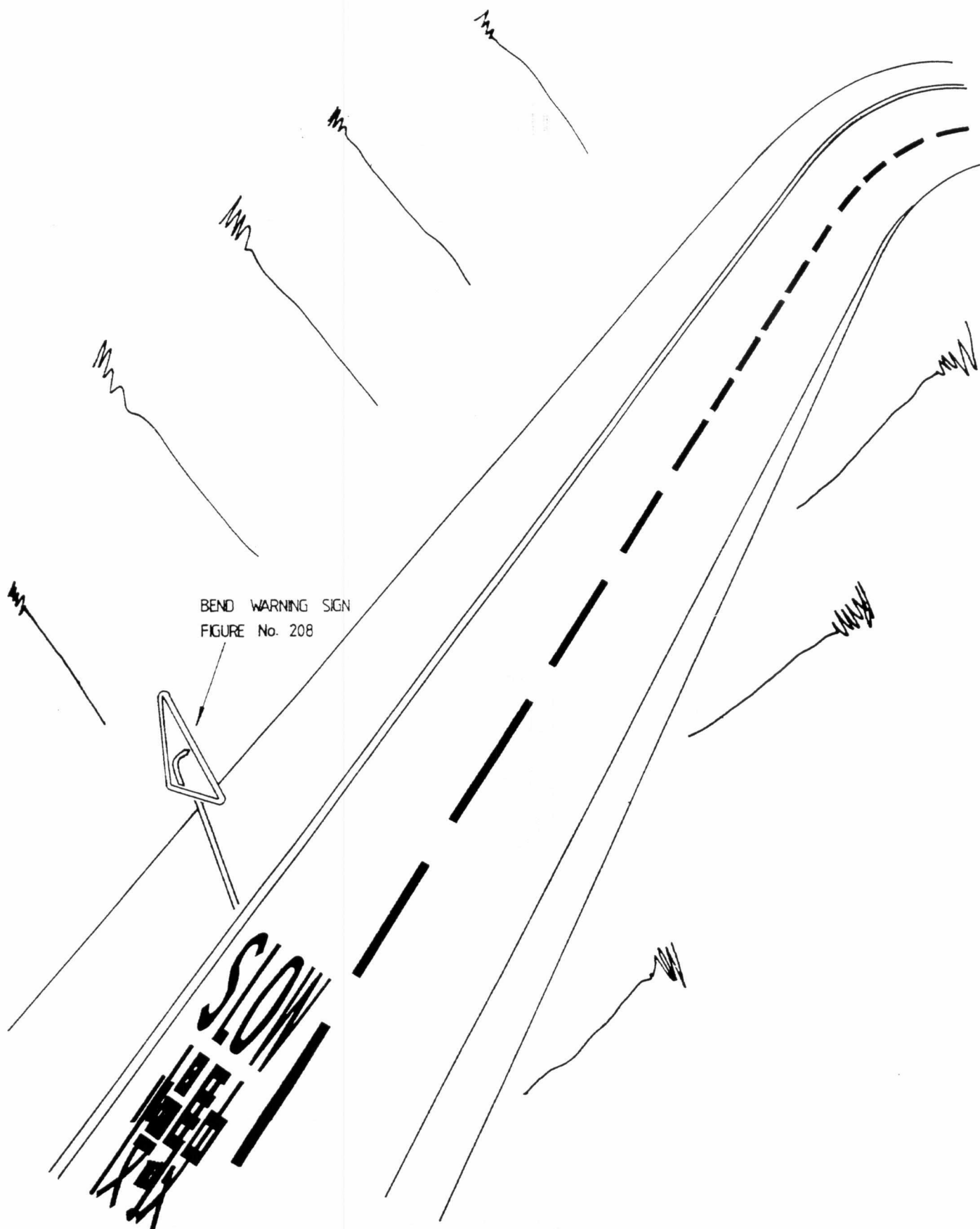
DIAGRAM 4.7.11

- 4.7.18 Figure No. 615, "Slow" is used, to indicate to drivers that they should slow down because of a hazard ahead. The marking will normally be used in association with a warning traffic sign explaining the nature of the hazard. The markings however must not be used on the approach to a give way marking to Figure No 508 as a substitute for the give way symbol to Figure No. 608.



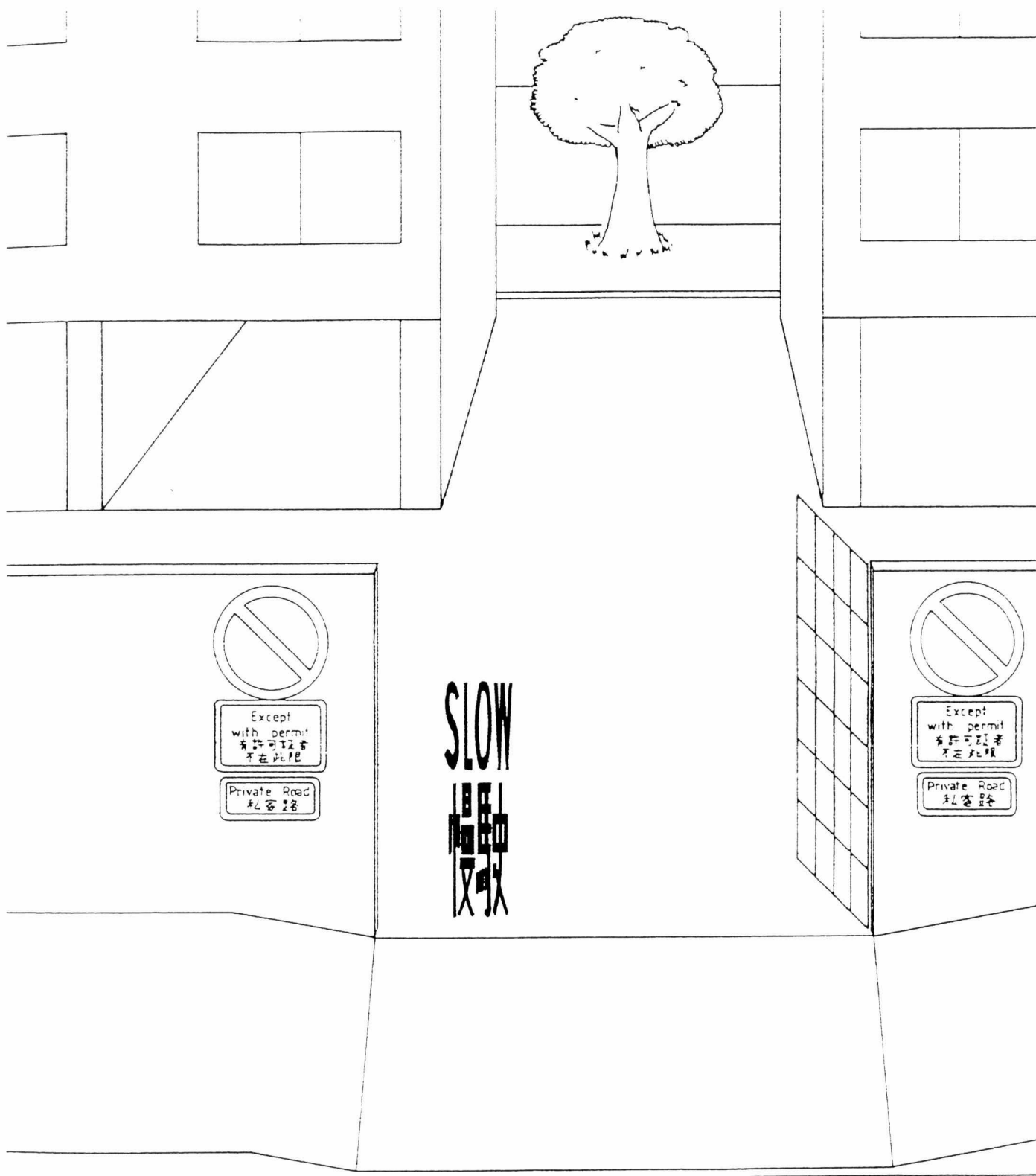
FIGURE No. 615

- 4.7.19 Figure No. 615 is formed from elongated letters and characters, and Diagram 4.7.12 provides details of how the letters and characters should be formed.
- 4.7.20 As indicated in Diagram 4.7.13, Figure No. 615 should be located so that the upper most part of the marking coincides with the warning sign indicating the nature of the hazard. It is not necessary to use Figure No. 615 at every location where a hazard warning sign is erected, and in fact it should only be used where additional emphasis is required, as for example on a steep downhill approach to a sharp bend, where the degree of the bend or the steepness of the hill may not be readily apparent.
- 4.7.21 On private roads, as public roads, the general speed limit of 50km/h will apply, and as mentioned in Section 5.1 the application of speed limits lower than 50km/h will seldom be permitted. Therefore as a general warning to drivers on private roads to keep their vehicle speeds low the "Slow" marking to Figure No. 615, may be used at the entrance to a private road as illustrated in Diagrams 4.7.14 and 4.7.15, providing this does not conflict with any other road markings.



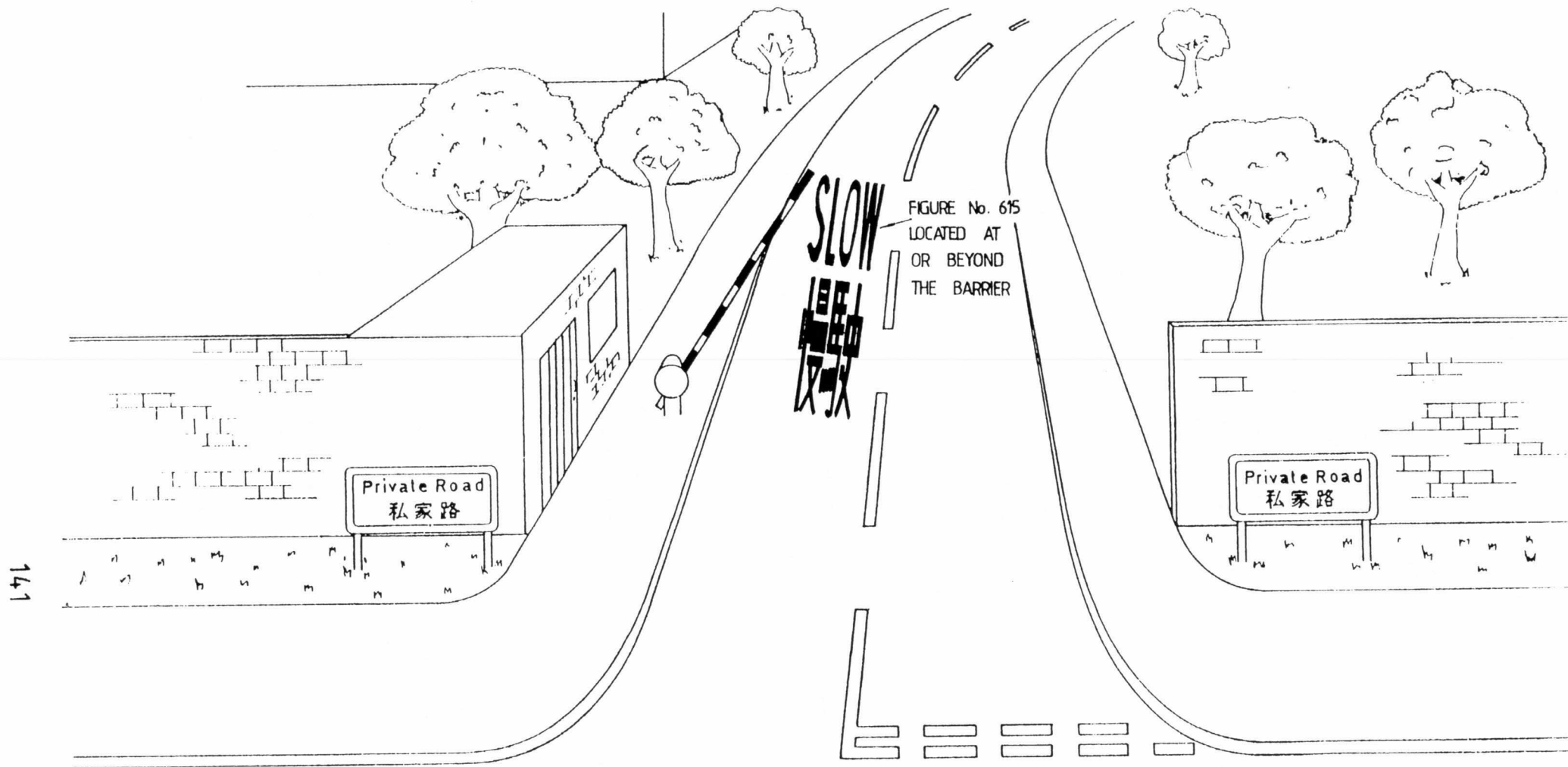
USE OF FIGURE No. 615, "SLOW" WITH WARNING SIGN
ON A DOWNHILL APPROACH TO A BEND

DIAGRAM 4.7.13



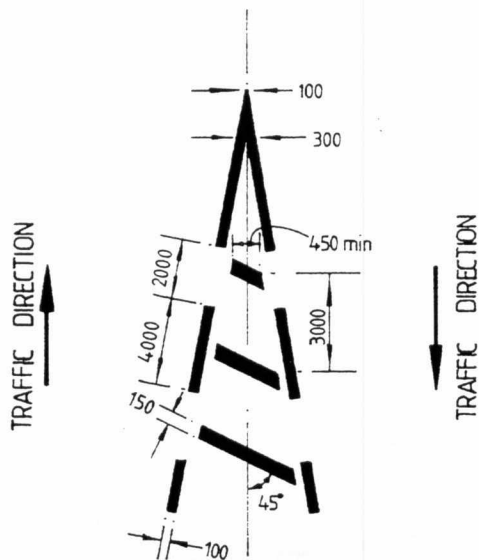
USE OF FIGURE No. 615, "SLOW," AT THE ENTRANCE
TO A SMALL DEVELOPMENT

DIAGRAM 4.7.14

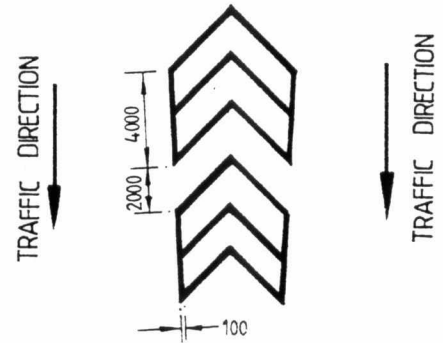


USE OF FIGURE No. 615, "SLOW" AT ENTRANCE TO A PRIVATE ROAD

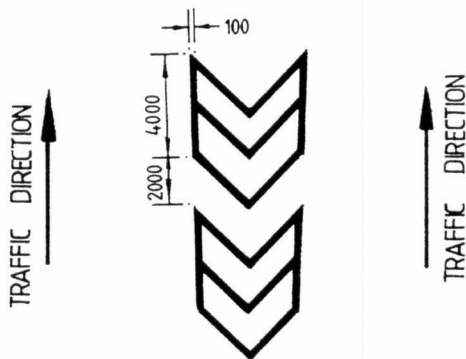
- 4.7.22 Diagram 4.7.16 illustrates markings generally associated with traffic islands and junctions, which although not prescribed in the Road Traffic (Traffic Control) Regulations may be used on private roads, as advisory markings.
- 4.7.23 Road marking 1127, warning hatched marking, is used on the approach to a traffic island on a two way road to provide a warning to drivers of the traffic island, as illustrated in Diagram 4.7.17. Normally, it will not be necessary to use this marking, as the warning line to Figure No. 603, as illustrated in Diagram 4.7.2, will be sufficient. However, on busy streets or where there are wide refuges road marking 1127 may be more appropriate in order to provide a clearer direction to drivers.
- 4.7.24 Where road marking 1127 is used, for clarity it is preferable to have at least seven boundary marks. However, often, particularly on the more minor roads, this is not possible and therefore the actual number of boundary marks that can be used will be dictated by the circumstances of the location.
- 4.7.25 Where carriageway merge and diverge, chevron markings to road markings 1129 and 1131 are used to direct vehicles through the merge and diverge points, as illustrated in Diagram 4.7.18.
- 4.7.26 As far as possible at least seven marks of the chevron markings in road markings 1129 and 1131 should be laid, but as with the warning hatched marking this sometimes is not possible to achieve and therefore the number of marks may be reduced to suit the particular circumstances.
- 4.7.27 The semi-hatched marking, road marking 1134, is most commonly used where vehicles are required to be channeled onto a particular path, and the carriageway is therefore marked to direct vehicles into that path. Diagram 4.7.19 indicates a typical arrangement of this marking around a traffic island, and it should be noted as in all markings that employ hatching, that the hatch mark is inclined to face oncoming vehicles. Road marking 1134, is also used in situations where a lane is 'dropped', as illustrated in Diagram 4.7.9.



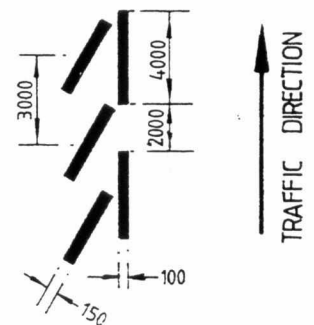
ROAD MARKING 1127
HATCHED MARKING



ROAD MARKING 1129
CHEVRON MARKING



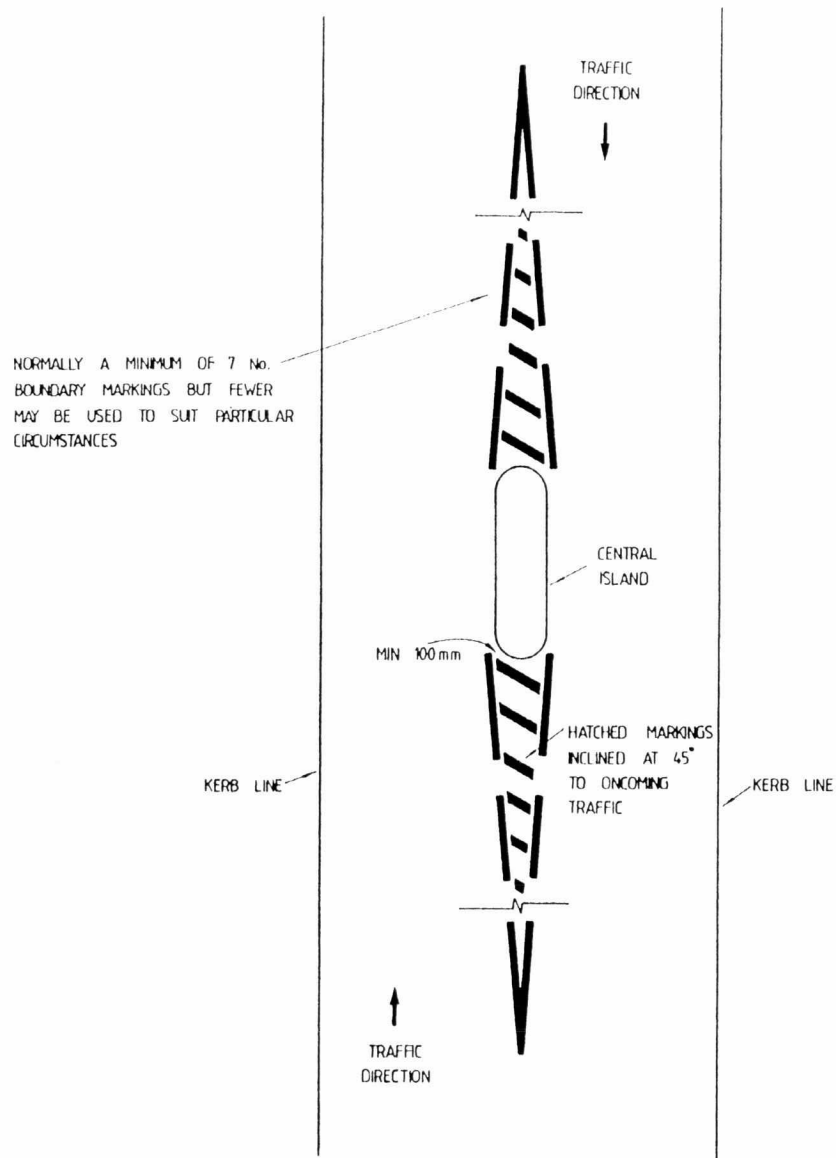
ROAD MARKING 1131
CHEVRON MARKING



ROAD MARKING 1134
SEMI HATCHED MARKING

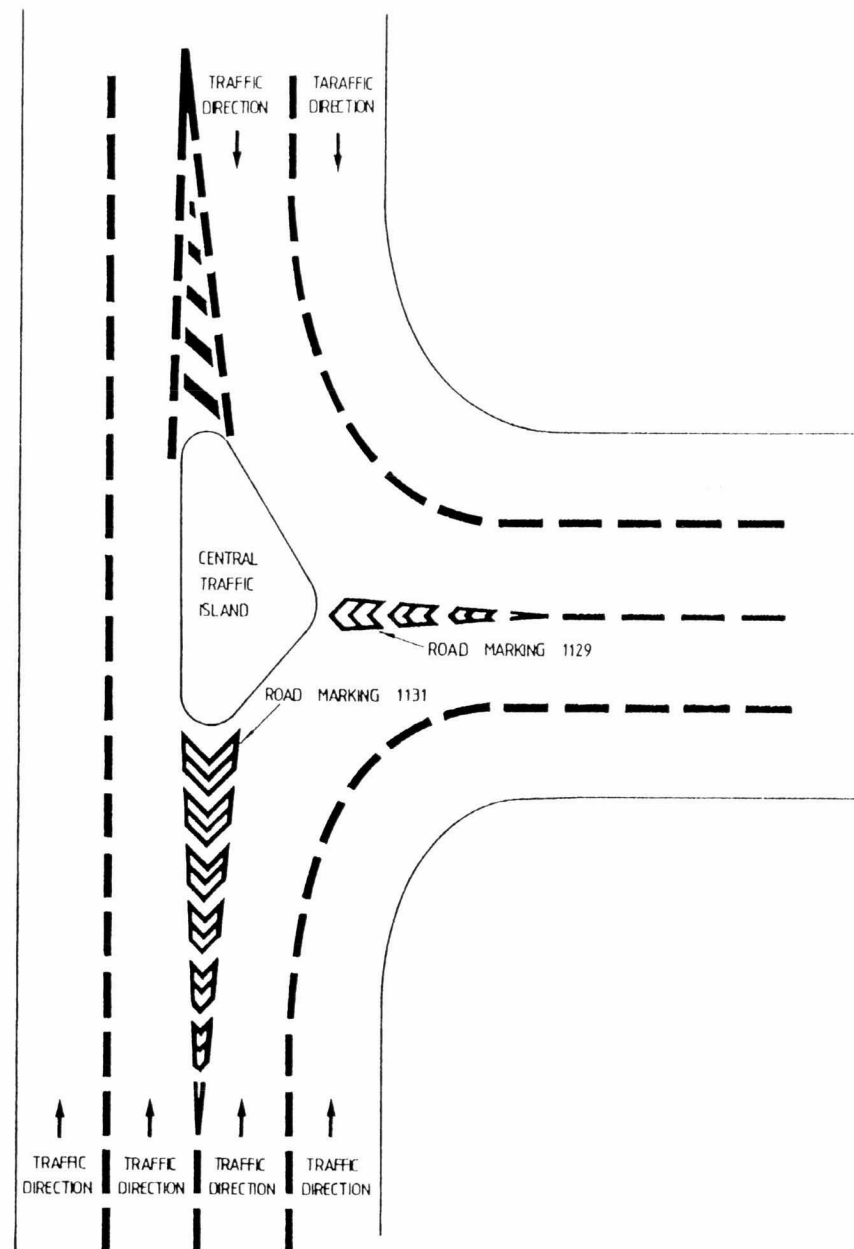
NON - PRESCRIBED MARKINGS THAT MAY BE USED ON PRIVATE ROADS

DIAGRAM 4.7.16



USE OF ROAD MARKING 1127

DIAGRAM 4.7.17



USE OF ADVISORY CHEVRON MARKINGS,

ROAD MARKINGS 1129 AND 1131

DIAGRAM 4.7.18

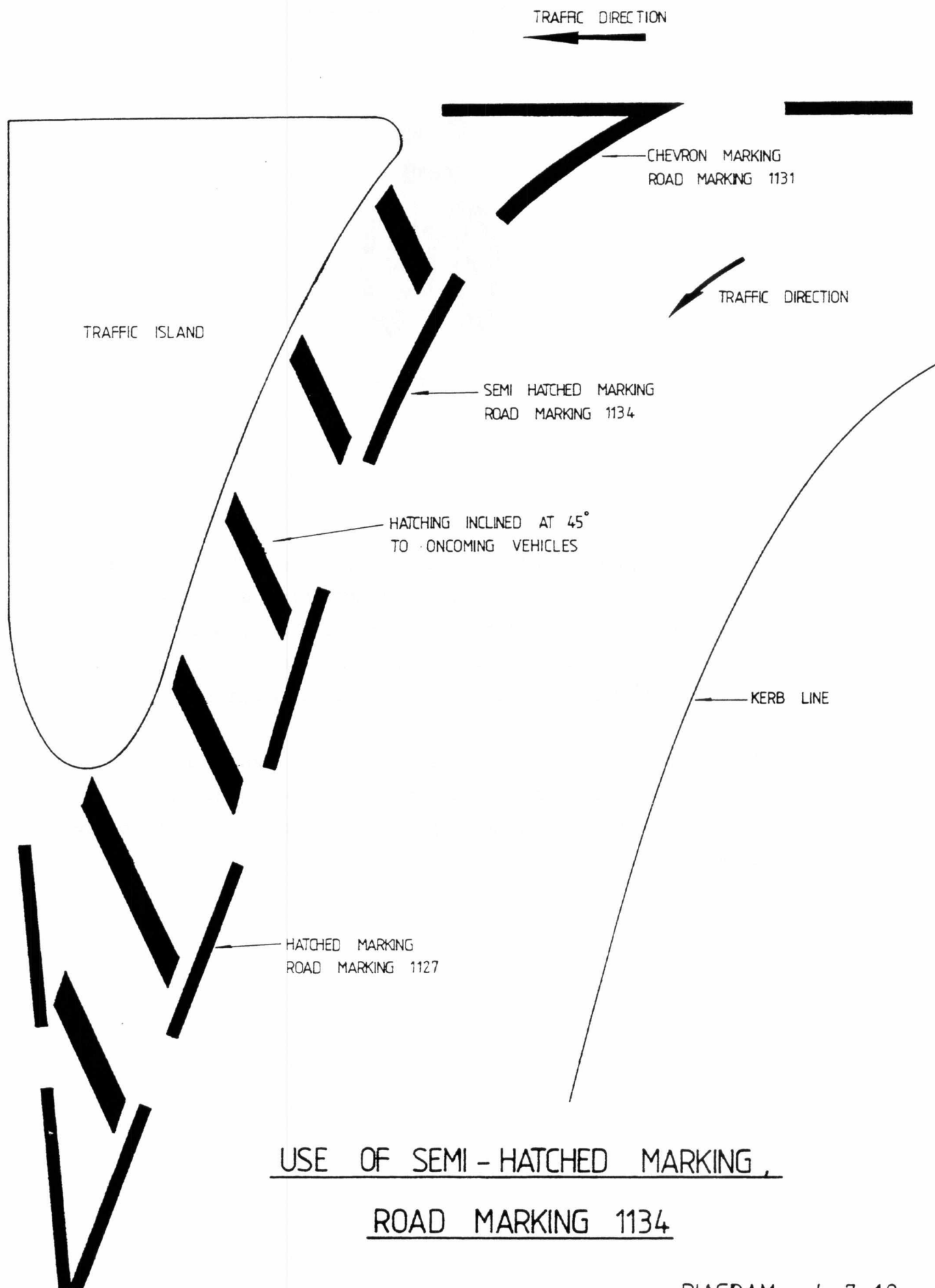


DIAGRAM 4.7.19

- 4.7.28 Where considered necessary, Figure No. 619 may be laid along a cycle track or similar to indicate that the route is used by cyclists.



FIGURE No. 619

- 4.7.29 The cycle symbol, Figure No. 619, may be used in three different sizes to suit the particular circumstance, and Diagram 4.7.20 indicates the dimensions for the 2750mm length size. The dimensions for the 1780mm length and 1200mm length sizes, as indicated on this Diagram, are proportionally smaller.
- 4.7.30 The cycle symbol should always be laid transversely across a cycle track and such that the wheels of the cycle on the symbol are nearest to an approaching cyclist on that side of the cycle track.



4.8 Directional and Informatory Signs

- 4.8.1 Directional signs are those signs which provide information as to the route to be followed to reach a particular destination. Informatory signs, in the context of this section, are signs which provide information as to places of interest to road users, such as car parks.
- 4.8.2 Generally only in the larger private estates will directional or informatory signs be necessary, however providing such signs do not obscure other traffic signs, whether regulatory or warning, owners of private roads may erect directional or informatory signs as they think fit. The only stipulation is that such signs should be designed in accordance with the requirements of this section.
- 4.8.3 All directional and informatory signs described by this section, must unless otherwise stated in this section accord with the following :-
- (i) Colour of border - blue
 - (ii) Colour of background - white
 - (iii) Colour of symbols, letters, numerals, and characters - black
 - (iv) All letters and numerals to be in the Transport Heavy Alphabet
 - (v) All Chinese characters to be in the Gothic Style
- 4.8.4 The basic design parameters for directional and informatory signs is the "x height", which is equal to the height of the lower case "x", and the stroke width (s/w) which is one-quarter of the "x height" value.
- 4.8.5 The "x heights" to be used for directional and informatory signs on private roads should be in accordance with Table 4.8.1

Table 4.8.1

Appropriate x heights for
Directional and Informatory Signs

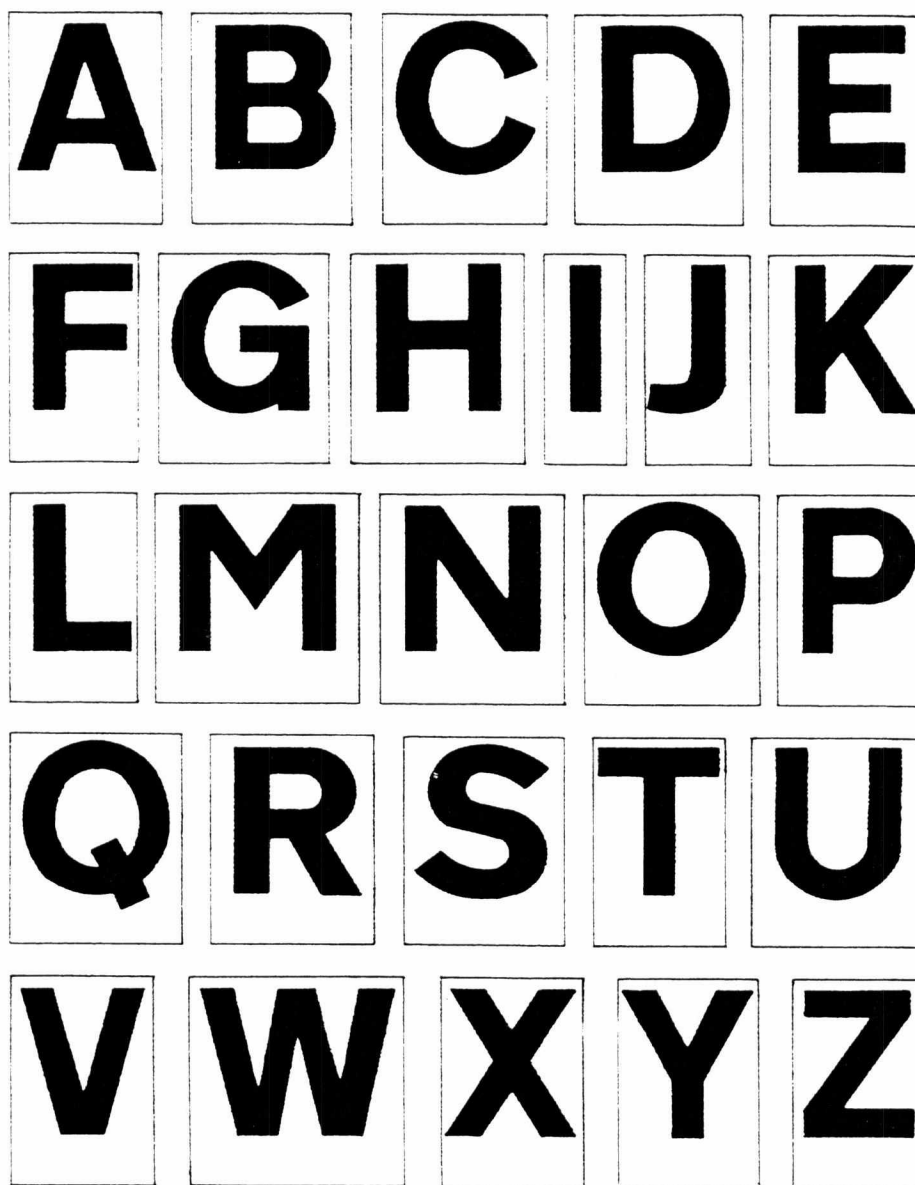
	x ht. <u>mm</u>	Appropriate <u>Use</u>
i)	20)
ii)	25) For pedestrian signs
iii)	37.5)
iv)	50)
v)	62.5) For signs providing
vi)	75) information for drivers

4.8.6 For both pedestrian and vehicular signs it is always preferable for the larger of the 'x heights' shown in Table 4.8.1 to be used, but where this would result in the overall sign size being too large to be able to erect in the appropriate location a smaller 'x height' may be utilised.

4.8.7 Diagrams 4.8.1 to 4.8.5 illustrate, letters, numerals, punctuation marks, and tile proportions, for the Transport Heavy Alphabet.

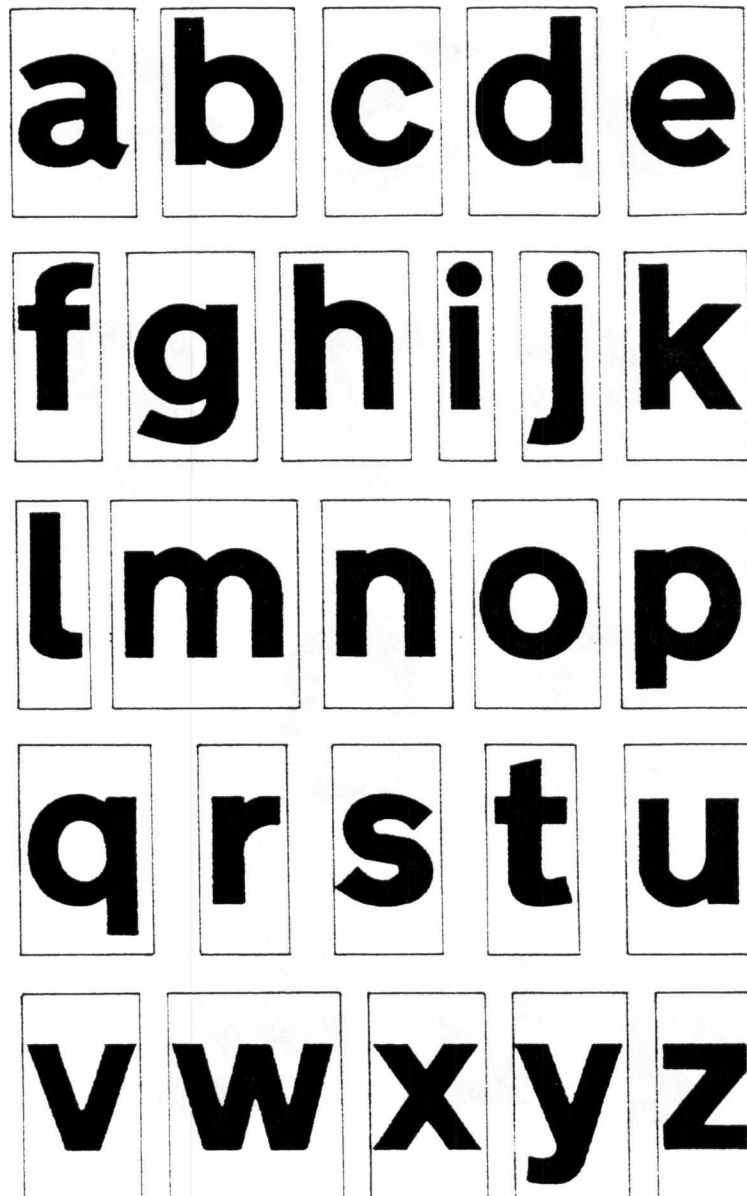
4.8.8 Letters and numerals are arranged in tile form which when butted together to form words automatically provide the correct spacing required. Tile heights are twice the 'x height', that is using an x height of 25mm would mean the height of all tiles for that sign would be 50mm. Tile widths are found by multiplying the x height by the percentage for each letter or numeral as given in Table 4.8.2. For example the width of the tile for the upper case letter A at a x height of 75mm would be 75 times 1.42, that is 106.5mm.

4.8.9 When 'T' 'U' or 'Y' are followed by 'a', 'e', 'g', 'o', 'r', 's', 'u', 'w' or 'y', narrower tile widths are required, and to obtain the correct widths the smaller percentages indicated in brackets in Table 4.8.2 must be used. When the upper case 'W' is followed by another upper case letter the larger percentage shown in brackets in Table 4.8.2 must be used to determine the tile width.



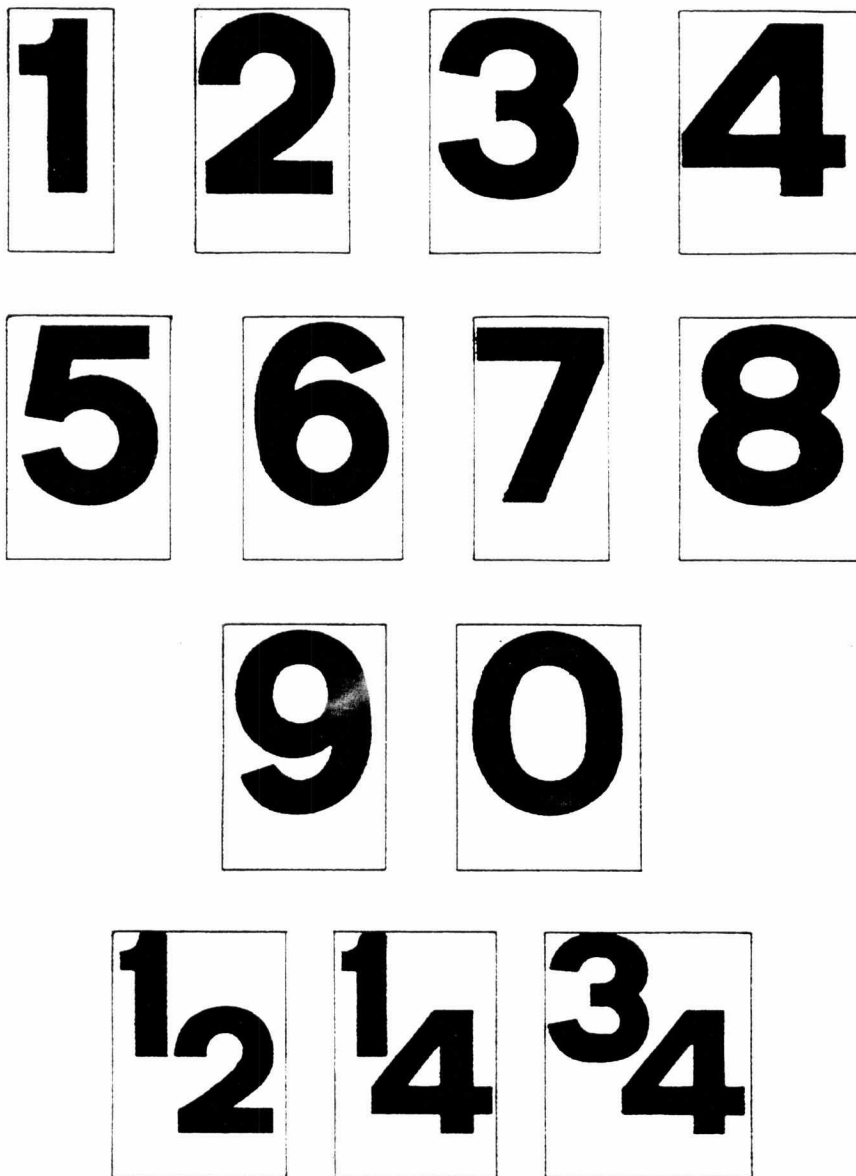
TRANSPORT HEAVY UPPER CASE ALPHABET

DIAGRAM 4.8.1



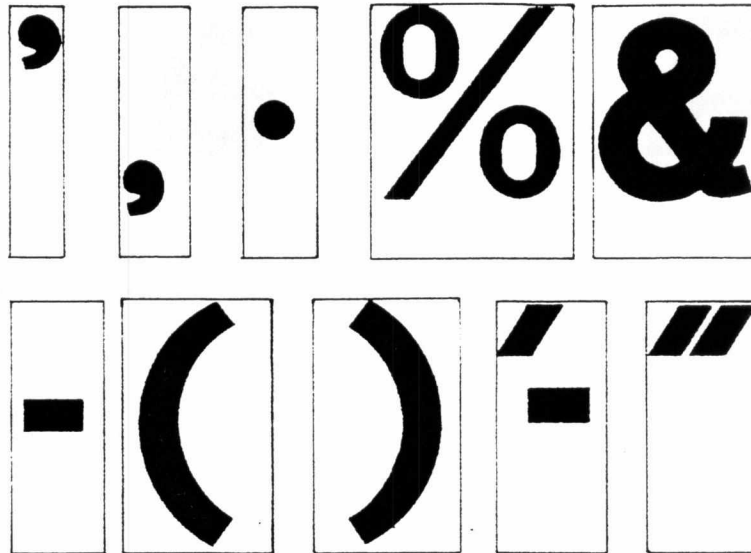
TRANSPORT HEAVY LOWER CASE ALPHABET

DIAGRAM 4.8.2



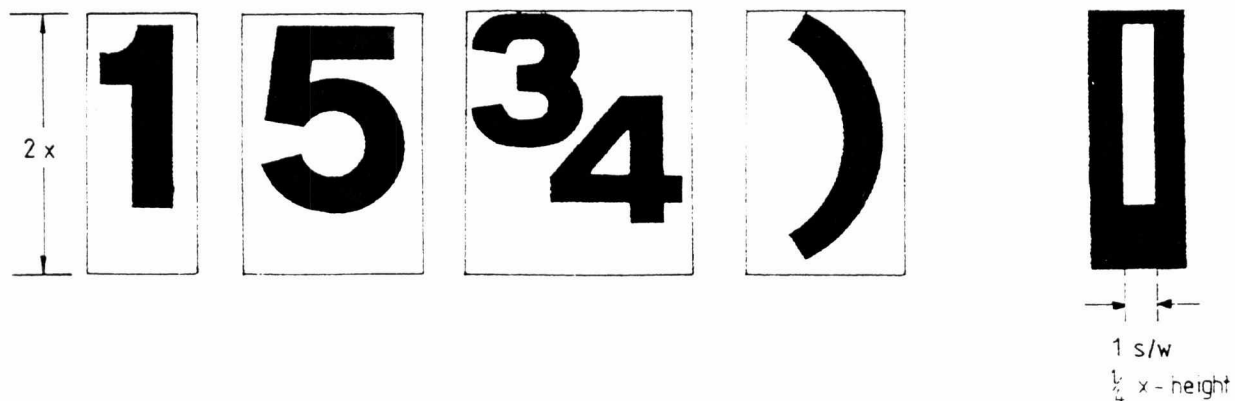
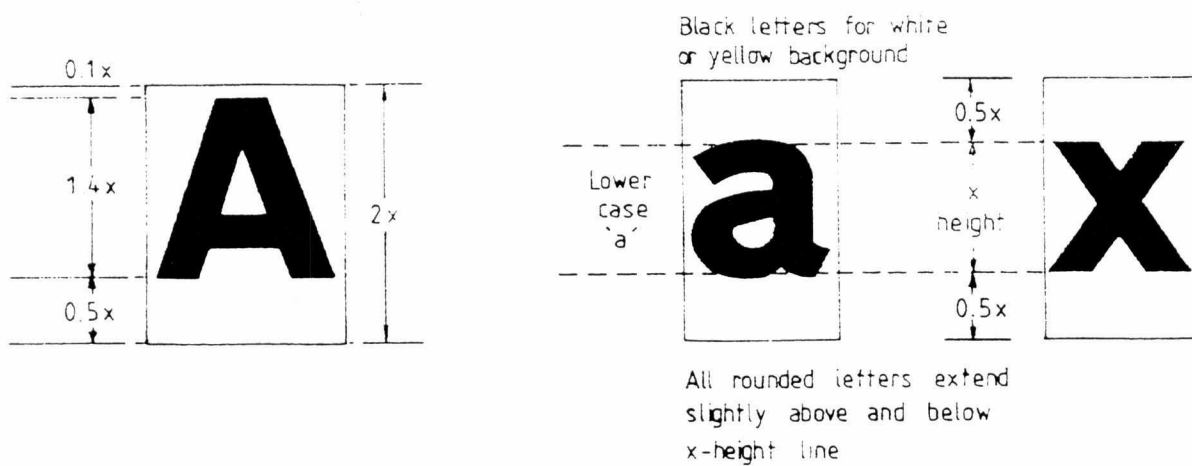
TRANSPORT HEAVY NUMERALS

DIAGRAM 4.8.3



TRANSPORT HEAVY PUNCTUATION MARKS

DIAGRAM 4.8.4



TILE PROPORTIONS

DIAGRAM 4.8.5

Table 4.8.2

TILE WIDTHS FOR TRANSPORT HEAVY ALPHABET

<u>Upper Case</u>		<u>Lower Case</u>		<u>Numerals and Fractions</u>		<u>Punctuation Marks etc.</u>	
<u>Letter</u>	<u>% of height</u>	<u>Letter</u>	<u>% of height</u>	<u>Numeral</u>	<u>% of height</u>	<u>Mark</u>	<u>% of height</u>
A	142	a	111(104)	1	84	-	71
B	146	b	107	2	125	.	56
C	151	c	107	3	136	,	41
D	150	d	119	4	138	(115
E	136	e	110(103)	5	130)	115
F	121	f	79	6	129	,	56
G	156	g	117(110)	7	107	/	88
H	159	h	119	8	138	"	92
I	73	i	55	9	129	%	160
J	95	j	71	0	145	&	126
K	138	k	114				
L	118	l	63				
M	186	m	173	1/4	130		
N	168	n	119	1/3	136		
O	158	o	115(107)	1/2	136		
P	134	p	120	2/3	172		
Q	161	q	120	3/4	162		
R	148	r	80(67)				
S	146	s	100(98)				
T	118(113)	t	84				
U	157	u	120(107)				
V	133(127)	v	107				
W	193(196)	w	160(154)				
X	130	x	110				
Y	128(125)	y	106(104)				
Z	119	z	93				

Note : see paragraph 4.8.9 regarding figures in brackets

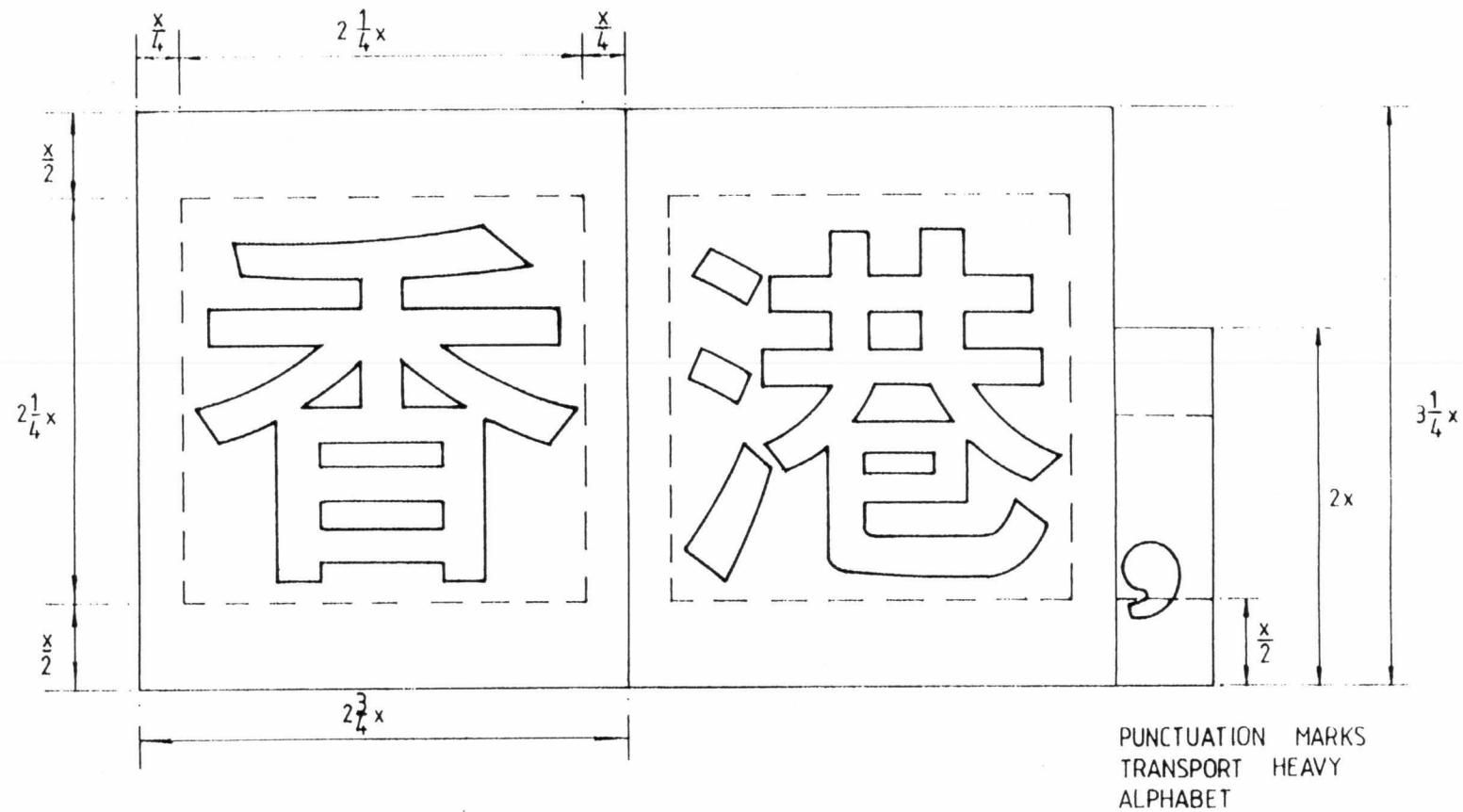
- 4.8.10 Chinese characters are also related to "x height" and as indicated in Diagram 4.8.6, the height of each character is 2.25 times the "x height". Tile widths and heights are also related to "x height" values but for convenience Table 4.8.3 provides the appropriate dimensions according to the 'x height' being used.

Table 4.8.3

Tile heights and widths for Characters

<u>"x height"</u> <u>(mm)</u>	<u>Tile Height</u> <u>(mm)</u>	<u>Tile Width</u> <u>(mm)</u>
20	65	55
25	81	69
37.5	122	103
50	163	138
62.5	203	172
75	244	203

- 4.8.11 Words are formed by butting up individual tiles to each other. The equivalent Chinese, which must read from left to right, is formed from tiles butted together, and up to the appropriate English tiles which should be positioned immediately above the characters as illustrated in Diagram 4.8.7.
- 4.8.12 Spaces between individual words on the same line; the position of that line in relation to the sign as a whole; and, border widths and radii; are all determined according to appropriate stroke width values. Table 4.8.4 gives the actual dimensions for particular stroke widths according to the 'x height' being used.
- 4.8.13 Basic stroke width dimensions for the width the and radii of sign borders are given in Table 4.8.5, and are further illustrated in Diagram 4.8.8.



X DENOTES X-HEIGHT

EXAMPLES OF GOTHIC CHARACTERS AND TILE DIMENSIONS

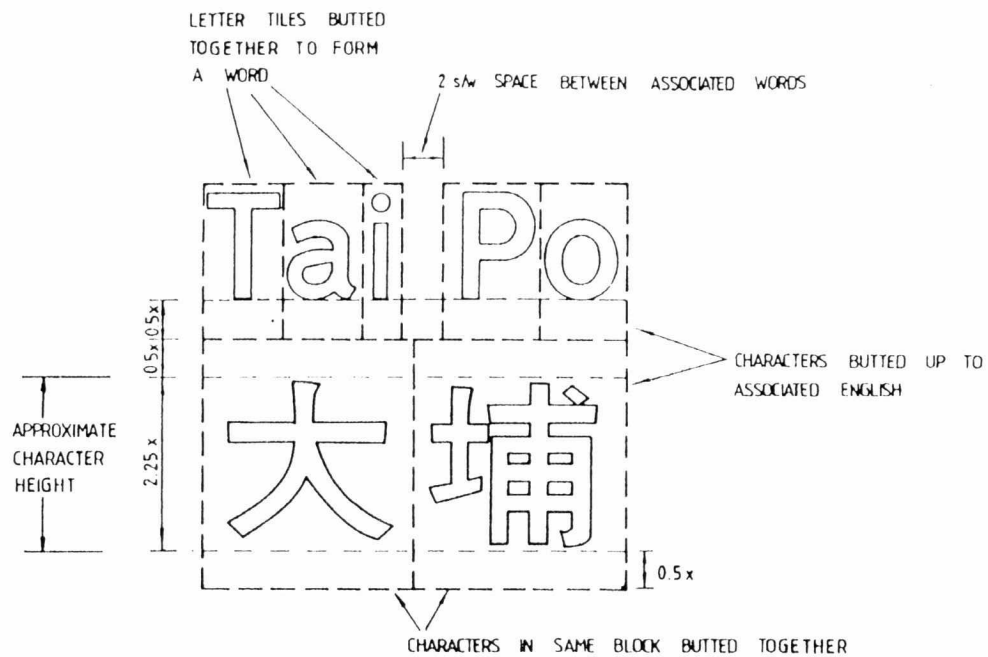
BLOCK ASSEMBLY

DIAGRAM 4.8.7

DIMENSIONS IN STROKE WIDTHS

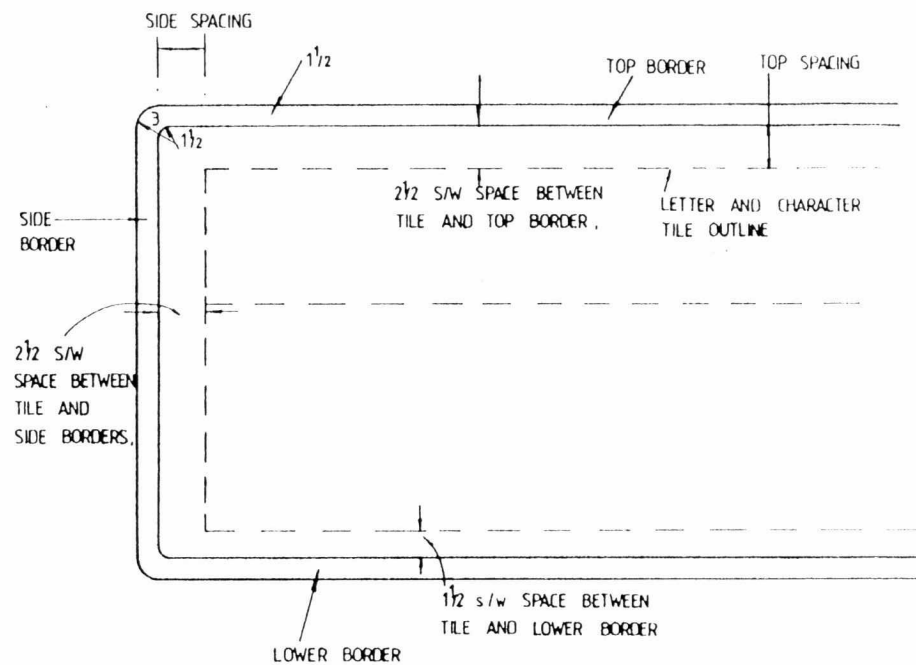
TILE AND BORDER SPACINGS

DIAGRAM 4.8.8

DIMENSIONS IN STROKE WIDTHS

Table 4.8.4

STROKE WIDTH DIMENSIONS ACCORDING TO 'x' - HEIGHT'x' - height

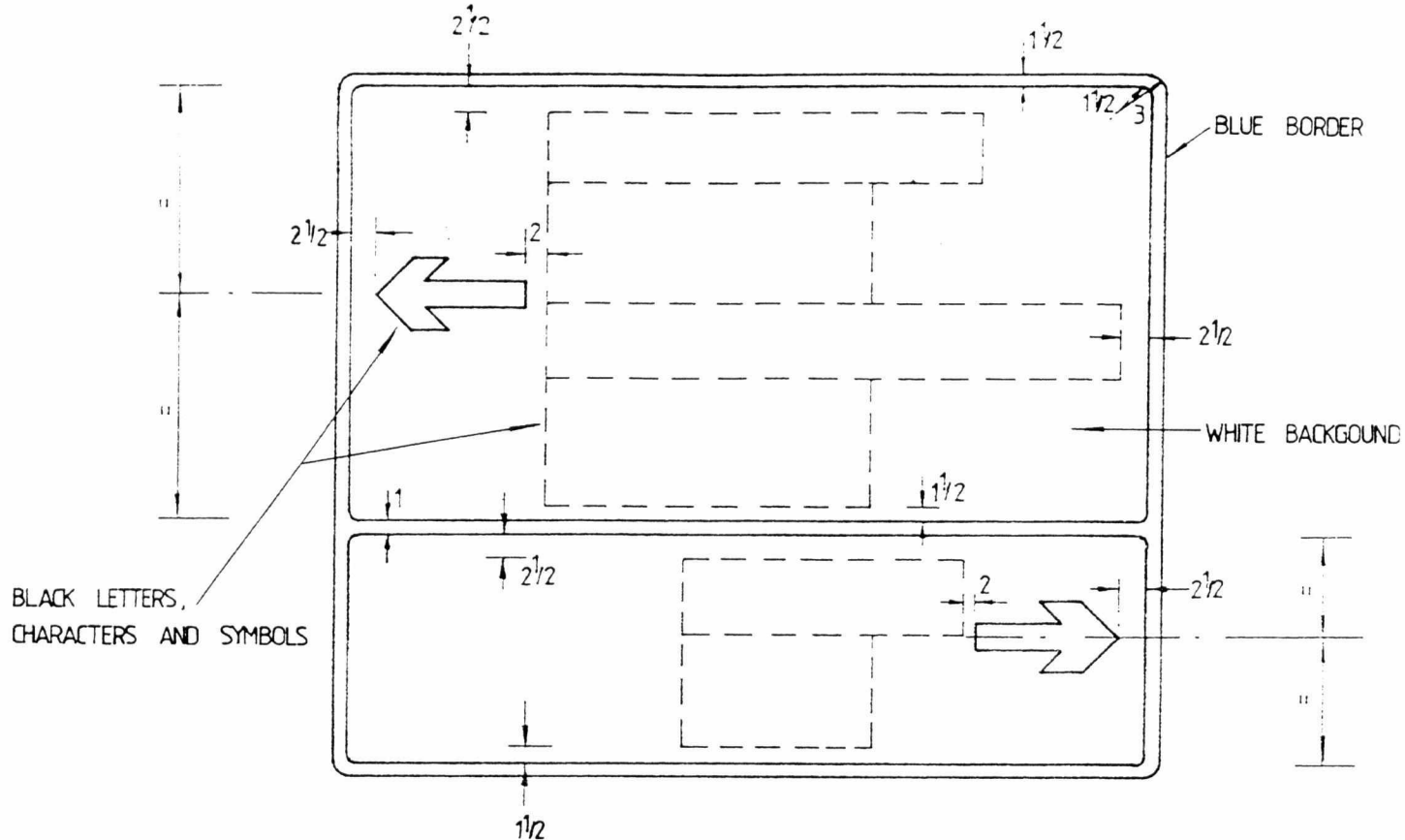
	<u>20</u>	<u>25</u>	<u>35.7</u>	<u>50</u>	<u>62.5</u>	<u>75</u>
<u>s/w</u>	<u>s/w dimensions (mm)</u>					
1/4	1	2	2	3	4	5
1/2	3	3	5	6	8	9
3/4	4	5	7	9	12	14
1	5	6	9	13	16	19
1 1/2	8	9	14	19	23	28
2	10	13	19	25	31	38
2 1/2	13	16	23	31	39	47
3	15	19	28	38	47	56
4	20	25	38	50	63	75
5	25	31	47	63	78	94
6	30	38	56	75	94	113
7	35	44	66	88	111	131
8	40	50	75	100	125	150
9	45	56	84	113	141	169
10	50	63	94	125	156	188
12	60	75	113	150	188	225
14	70	88	131	175	223	263
16	80	100	150	200	250	300
18	90	113	169	225	281	338
20	100	125	188	250	313	375
30	150	188	281	375	469	563

Table 4.8.5

Border Widths and Corner Radii

- (i) Border width 1 1/2 s/w
- (ii) Internal corner radii 1 1/2 s/w
- (iii) External corner radii 3 s/w

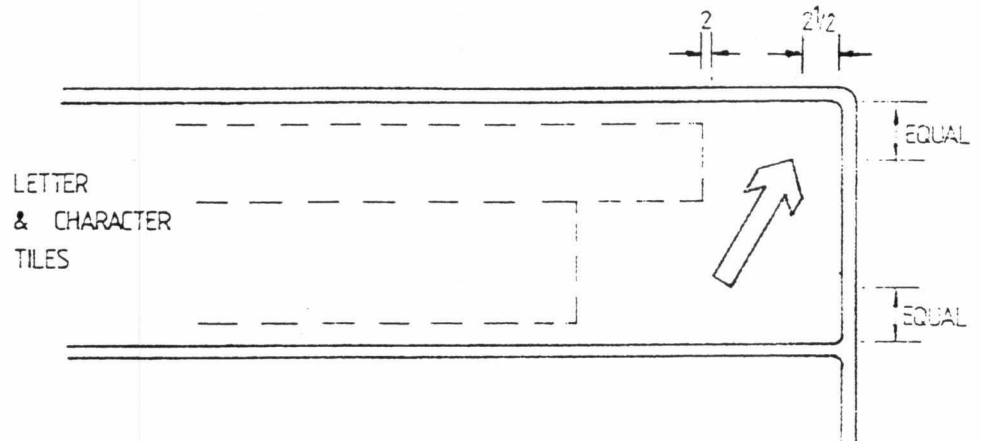
- 4.8.14 Letters and Chinese characters are normally positioned centrally one above the other to form a complete block. There should be a space, between any block, or symbol, whichever is the closest to the border of $2 \frac{1}{2}$ s/w for the top border, $2 \frac{1}{2}$ s/w for the side borders, and $1 \frac{1}{2}$ s/w for the lower border, as indicated in Diagram 4.8.8.
- 4.8.15 Where two words are on the same line they should be separated by a space of 2 s/w as indicated in Diagram 4.8.7, and where a numeral has an associated letter there should be a space of 1 s/w as also indicated on this Diagram. These particular rules in this paragraph only apply to letters and numerals and not characters.
- 4.8.16 When forming words on the same line, generally the first letter of the first word should be in upper case, with the remaining letters, including the first letter of other words being lower case, e.g. "Shopping centre". The exception to this is in proper names where the first letter of each word will be in upper case letters.
- 4.8.17 The actual design of any sign will depend on the information required to be put on that sign, however Diagrams 4.8.9 to 4.8.27 provide common design details for particular sign types, which will also be appropriate for other signs that might be required along private roads.
- 4.8.18 It should be noted that for the Parking Direction Signs there is an exception in respect of paragraph 4.8.3 (iii) which states that all symbols should be black, in that the parking symbol is a white 'P' on a blue background, see Diagrams 4.8.15 to 4.8.19. Similarly, for directional signs for the disabled, Diagrams 4.8.22 and 4.8.23, a white symbol on a blue background is used, and for the hospital directional signs a red cross on a blue background should be used, Diagrams 4.8.20 and 4.8.21.



STACK TYPE ADVANCE DIRECTION AND DIRECTION SIGN

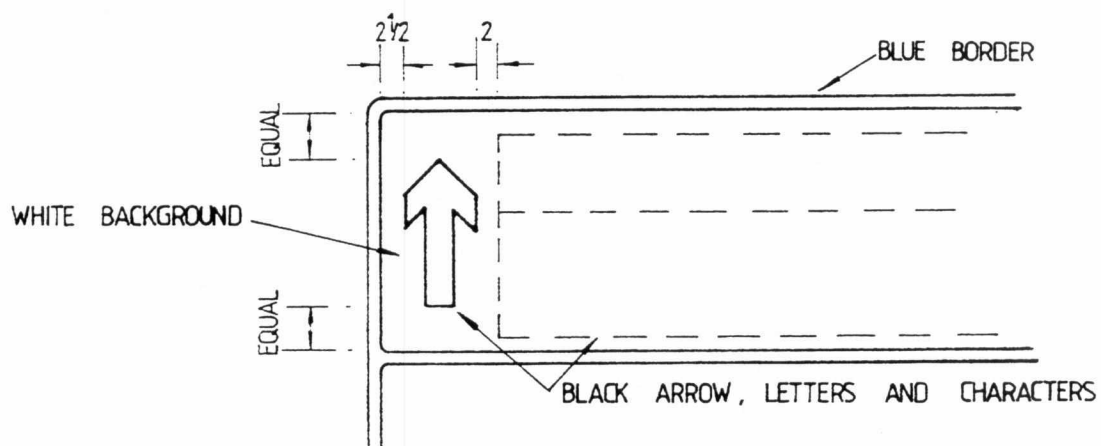
DIMENSIONS IN STROKE WIDTHS

DIAGRAM 4.8.11



BOTH $22\frac{1}{2}^\circ$ AND 45° ARROWS MAY BE USED.

DIRECTION TO RIGHT



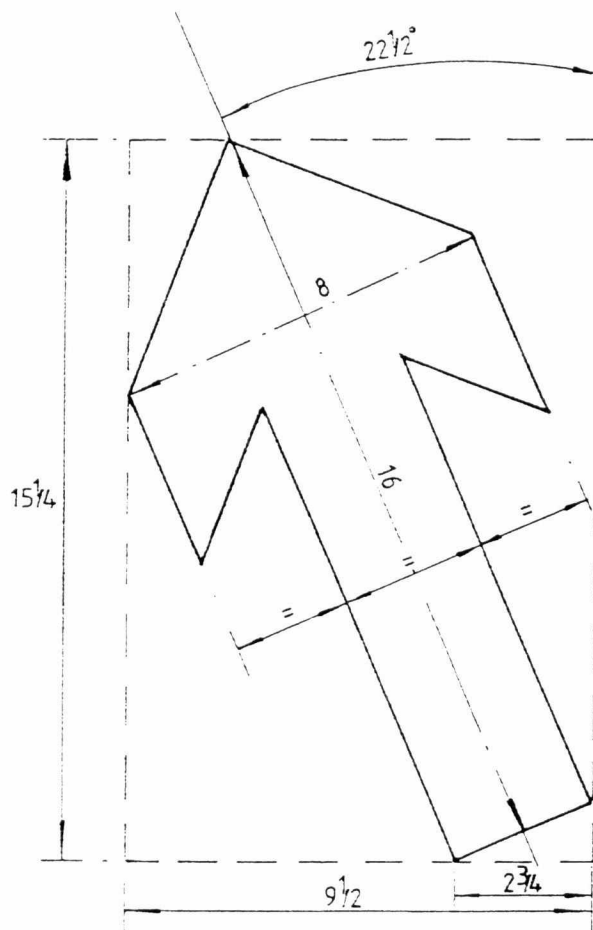
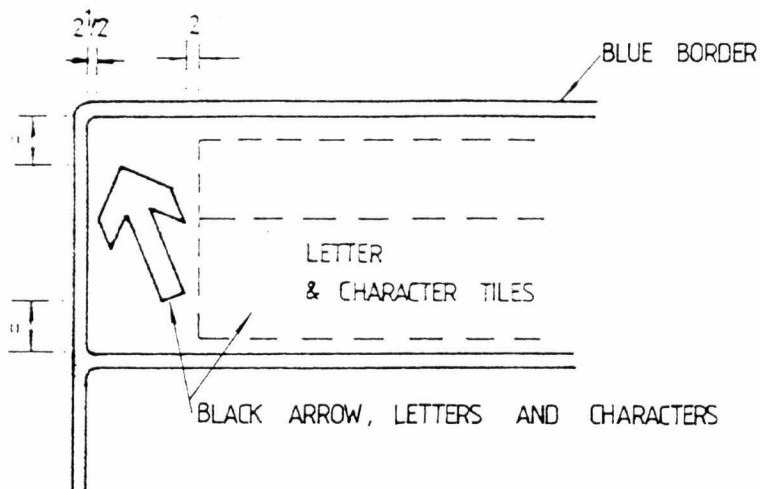
WHEN THE DIRECTION IS STRAIGHT AHEAD THE ARROW IS ALWAYS PLACED TO THE LEFT OF THE SIGN. ARROW DIMENSIONS ARE AS SHOWN IN DIAGRAM 4.8.13

DIRECTION STRAIGHT AHEAD

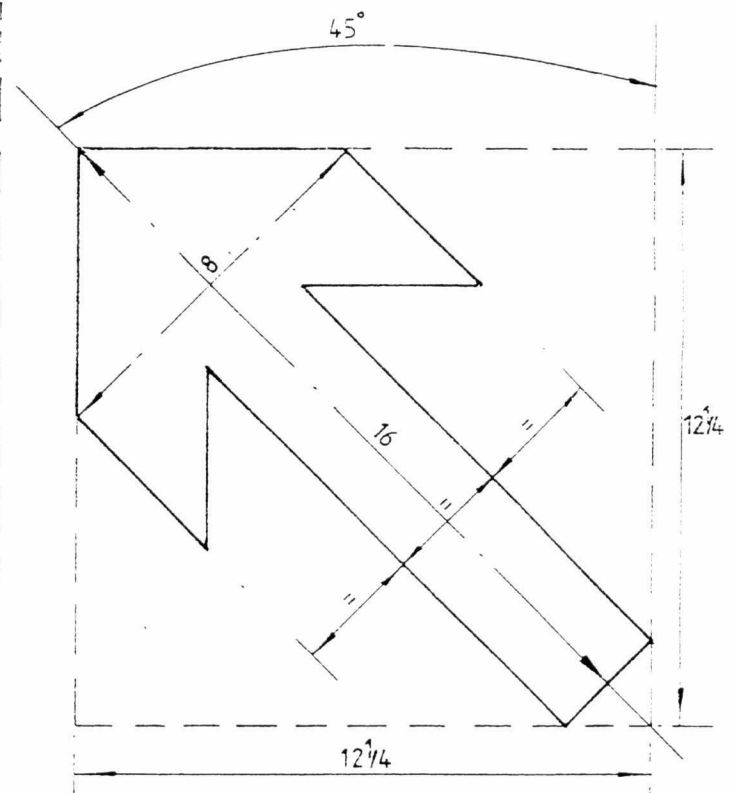
STRAIGHT AHEAD AND INCLINED RIGHT ARROWS FOR STACK TYPE RECTANGULAR SIGNS

DIMENSIONS IN STROKE WIDTHS

DIAGRAM 4.8.12



$22\frac{1}{2}^\circ$ ARROW

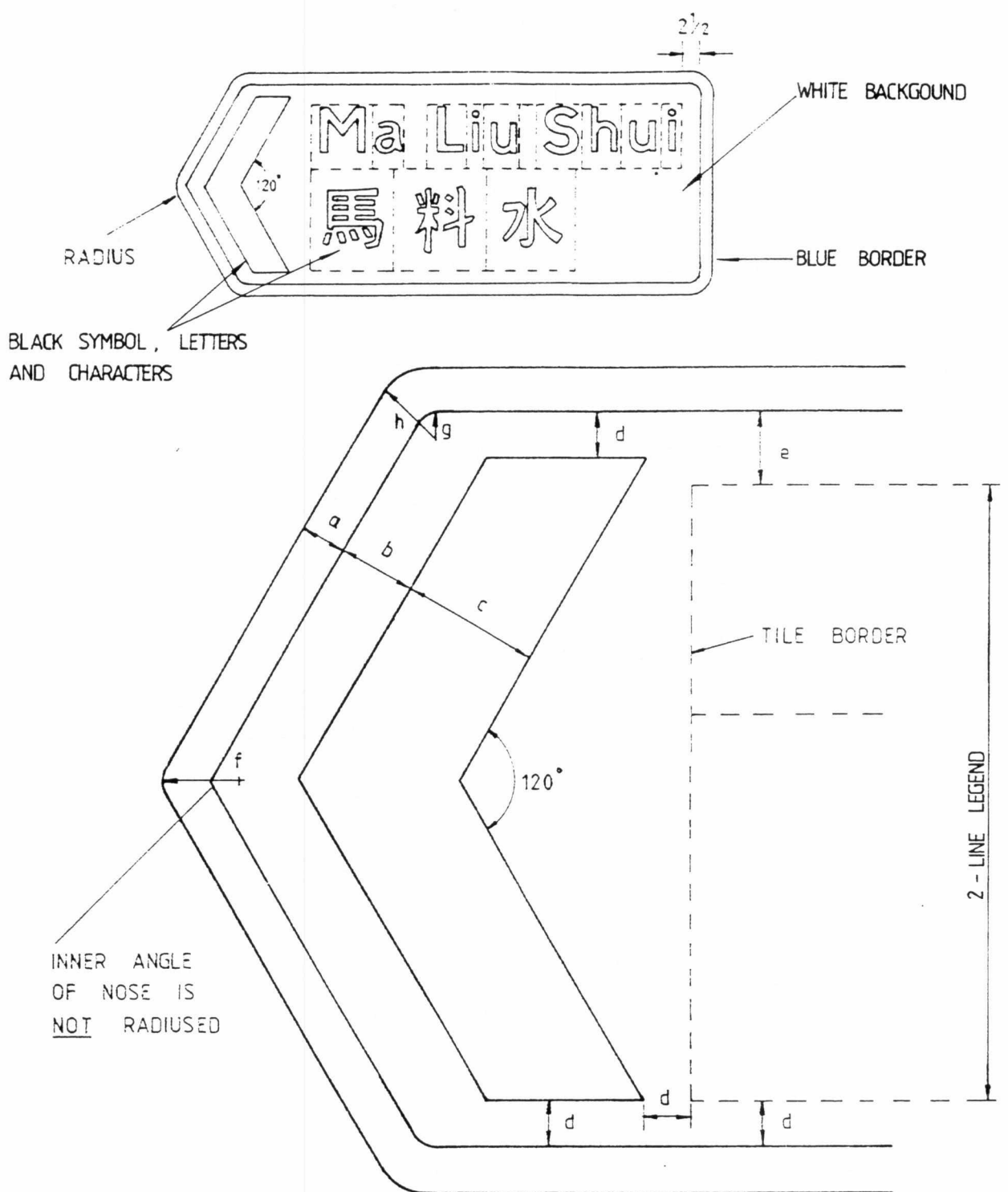


45° ARROW

INCLINED ARROW FOR STACK TYPE RECTANGULAR SIGNS

DIMENSIONS IN STROKE WIDTHS

DIAGRAM 4.8.13



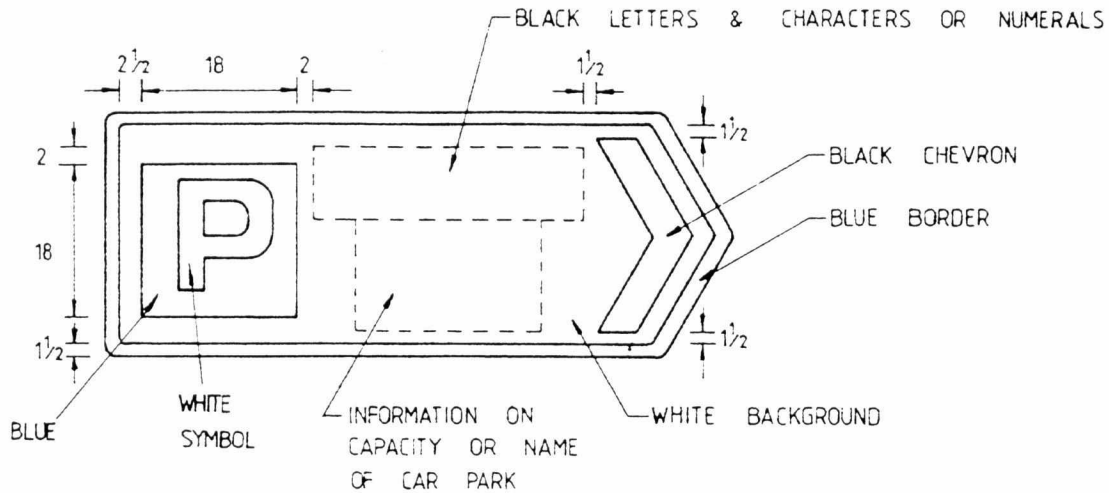
STROKE WIDTHS FOR CHEVRON DETAIL

2 LINE LEGEND		4 OR MORE LINE LEGEND	
a	1½	a	1½
b	2½	b	3½
c	4½	c	6
d	1½	d	1½
e	2½	e	2½
f	1½	f	1½
g	1½	g	1½
h	3	h	3

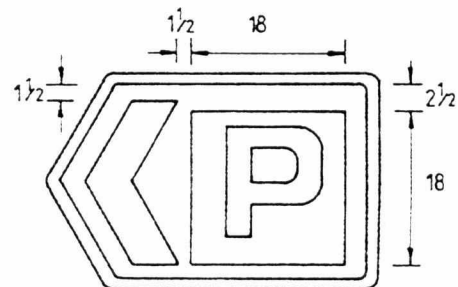
FLAG TYPE DIRECTION SIGN

DIAGRAM 4.8.14

(i) DIRECTION SIGN WITH INFORMATION AS TO CAPACITY OR SIMILAR

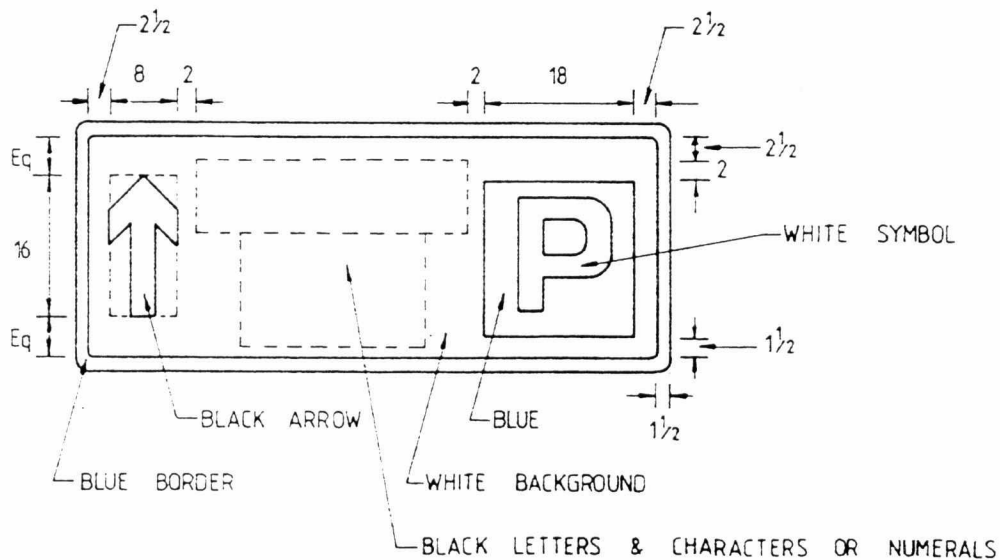


(ii) LOCAL DIRECTION SIGN



(iii) RECTANGULAR DIRECTION SIGN

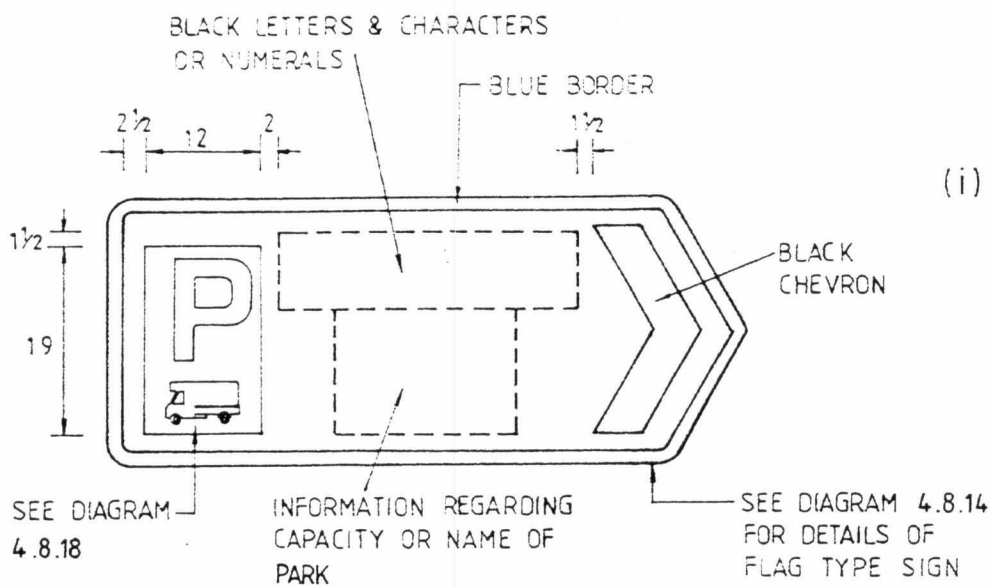
MAY ALSO BE USED WITHOUT WRITTEN INFORMATION AS A LOCAL DIRECTION SIGN



CAR PARK DIRECTIONAL SIGNS

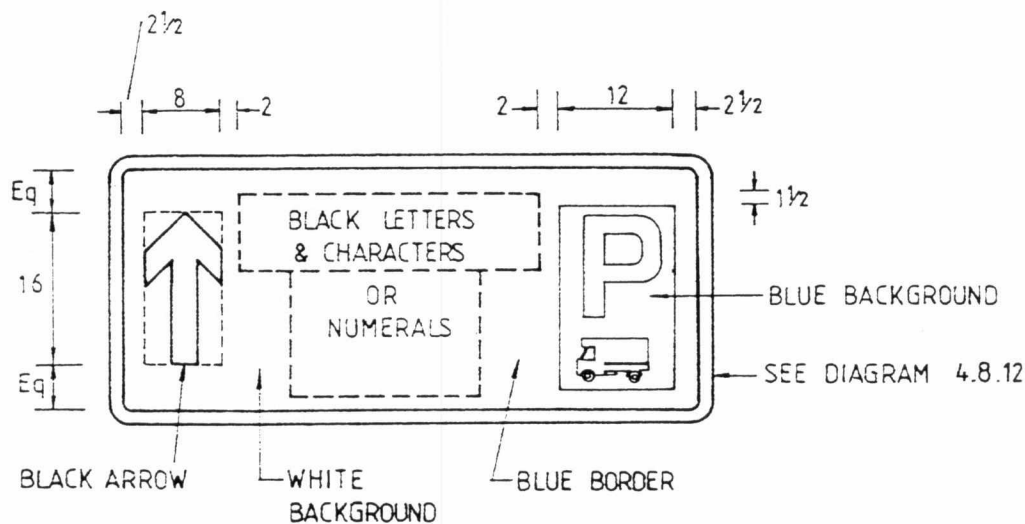
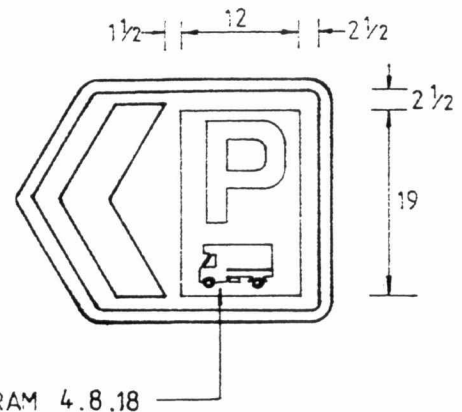
(DIMENSIONS IN STROKE WIDTHS)

DIAGRAM 4.8.15



(i) DIRECTION SIGN WITH INFORMATION AS TO CAPACITY OR SIMILAR

(ii) LOCAL DIRECTION SIGN



(iii) RECTANGULAR DIRECTION SIGN

MAY ALSO BE USED WITHOUT WRITTEN INFORMATION AS A LOCAL DIRECTION SIGN

(DIMENSIONS IN STROKE WIDTHS)

GOODS VEHICLE PARK
DIRECTION SIGN

DIAGRAM 4.8.16

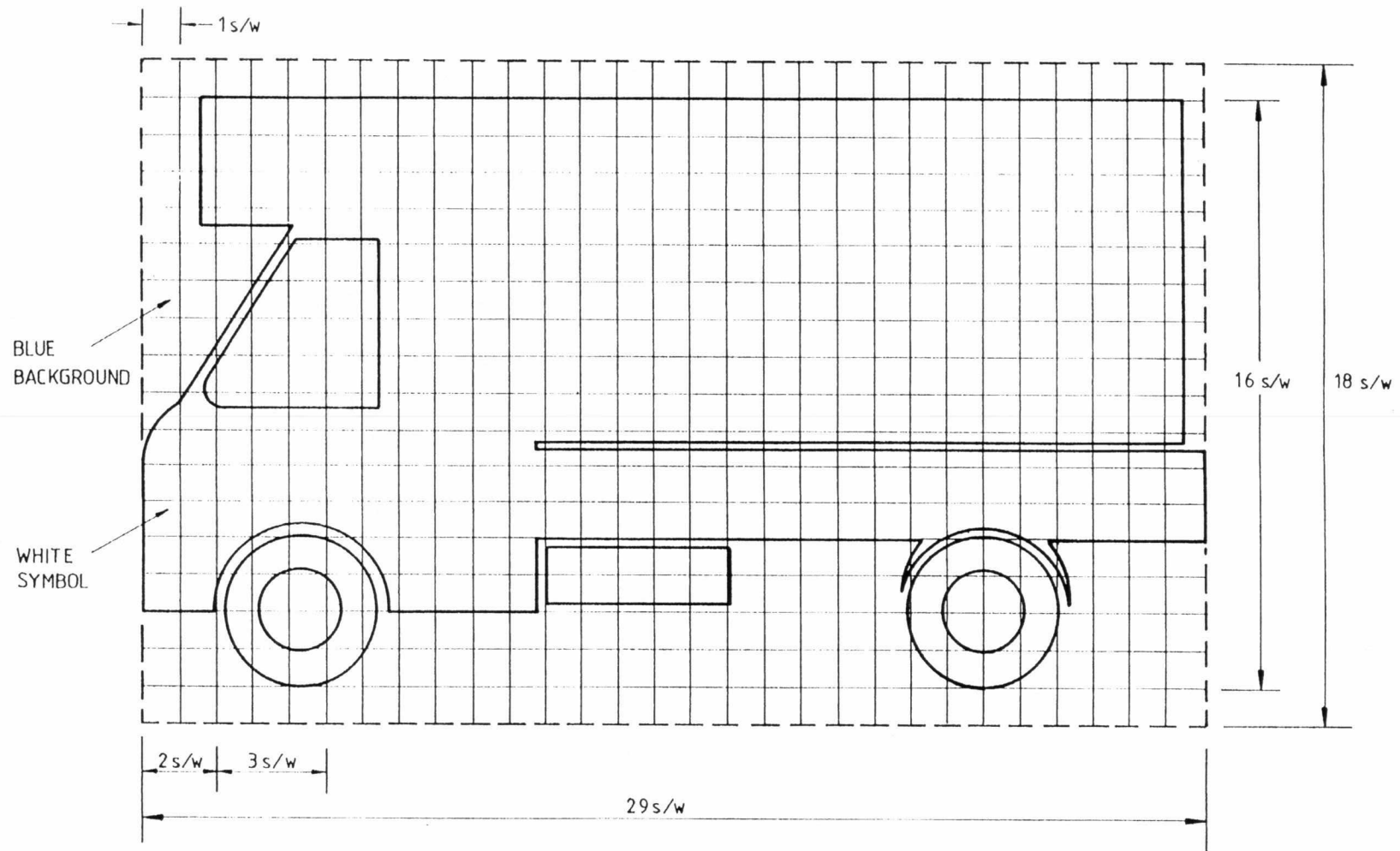
DIAGRAM 4.8.17

Diagram 4.8.19 shows the dimensions and details of the goods vehicle symbol. The symbol is a white 'P' on a blue background, with a white vehicle icon below it. The overall dimensions are 12 feet wide and 9 3/4 feet high. The 'P' has a vertical stem of 1 1/4 feet, a top horizontal bar of 1 3/4 feet, and a bottom horizontal bar of 1 3/4 feet. The right side of the 'P' is a semi-circle with a radius of 2 feet. The vehicle icon is 3 1/2 feet high and 5 1/4 feet wide. The distance between the 'P' and the vehicle icon is 2 min. feet. The distance from the left edge of the sign to the left edge of the 'P' is 3 feet. The distance from the right edge of the 'P' to the right edge of the sign is 5 1/4 feet. The distance from the left edge of the sign to the left edge of the vehicle icon is 2 feet. The distance from the right edge of the vehicle icon to the right edge of the sign is 2 feet. The vehicle icon is enclosed in a dashed rectangle. Labels indicate 'BLUE BACKGROUND' and 'WHITE SYMBOL'.

SEE DIAGRAM 4.8.19
FOR DETAILS OF GOODS VEHICLE SYMBOL

DIAGRAM 4.8.18

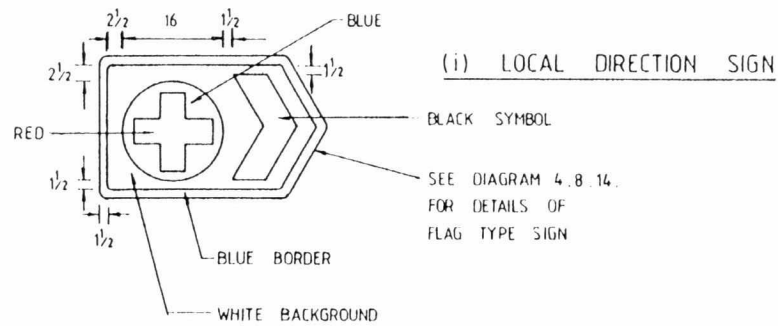
(DIMENSIONS IN STROKE WIDTHS)



GOODS VEHICLE SYMBOL FOR USE WITH DIAGRAM 4.8.18.

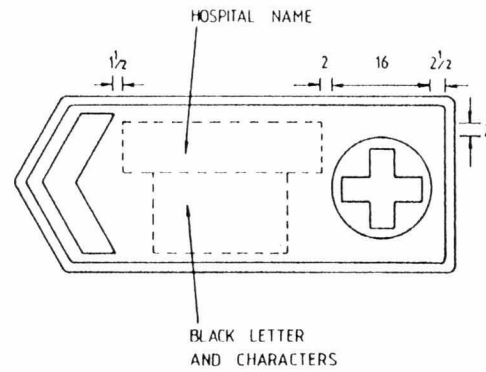
NOTE : IN RESPECT OF DIAGRAM 4.8.18, THE APPROPRIATE X-HT. FOR THE GOODS VEHICLE SYMBOL SHOULD BE CHOSEN IN ACCORDANCE WITH THE FOLLOWING :-

X-HT. OF MAIN SIGN	50 mm, or 62.5 mm	75 mm
APPROPRIATE X-HT. FOR GOODS VEHICLE SYMBOL	20 mm	25 mm

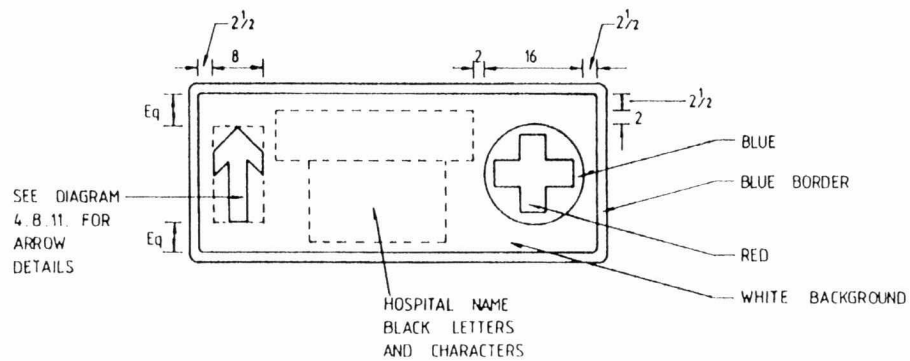


(ii) DIRECTION SIGN

WHERE NAME OF HOSPITAL
NEEDS TO BE PROVIDED.



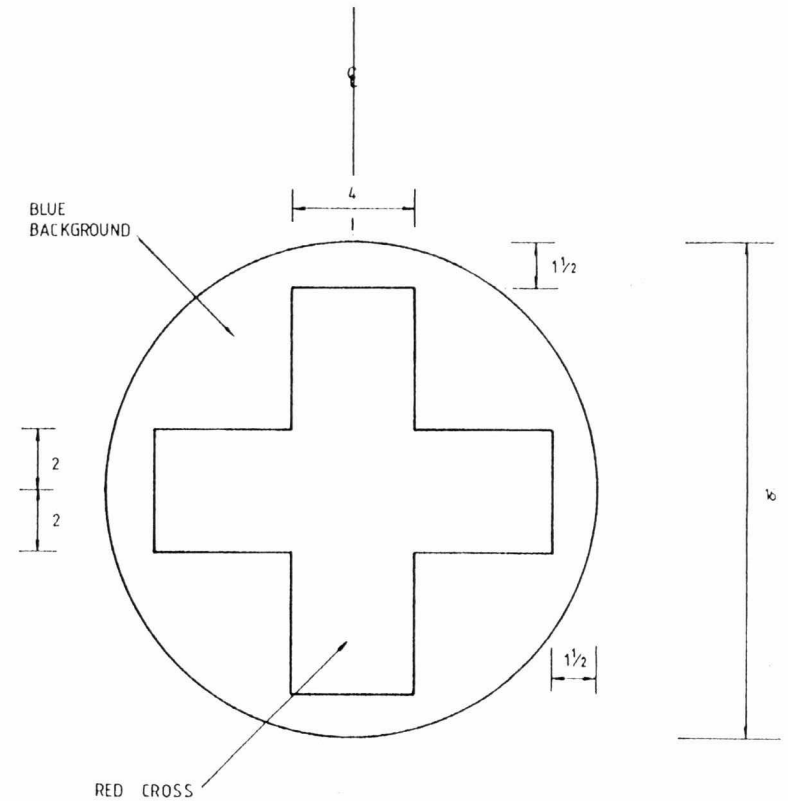
(iii) RECTANGULAR DIRECTION SIGN



HOSPITAL DIRECTION SIGNS

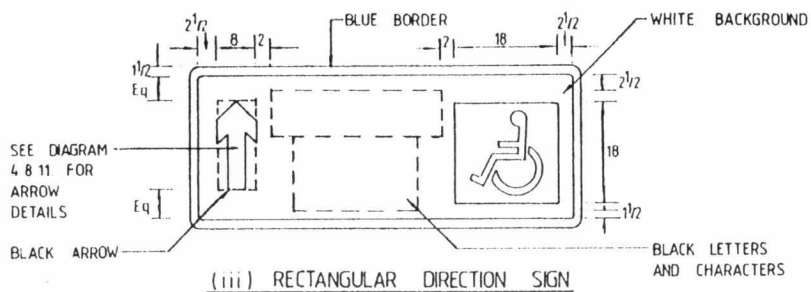
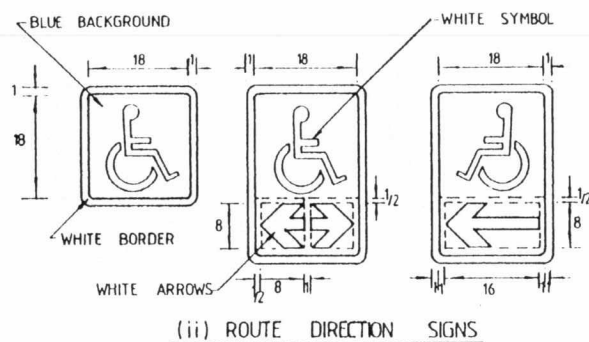
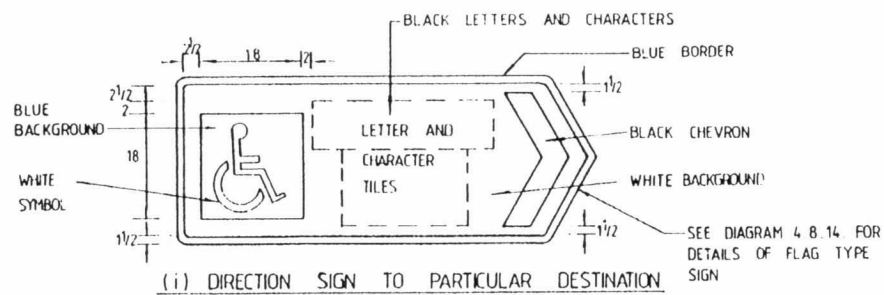
(DIMENSIONS IN STROKE WIDTHS)

DIAGRAM 4.8.20



HOSPITAL SYMBOL
FOR USE WITH DIAGRAM 4.8.20

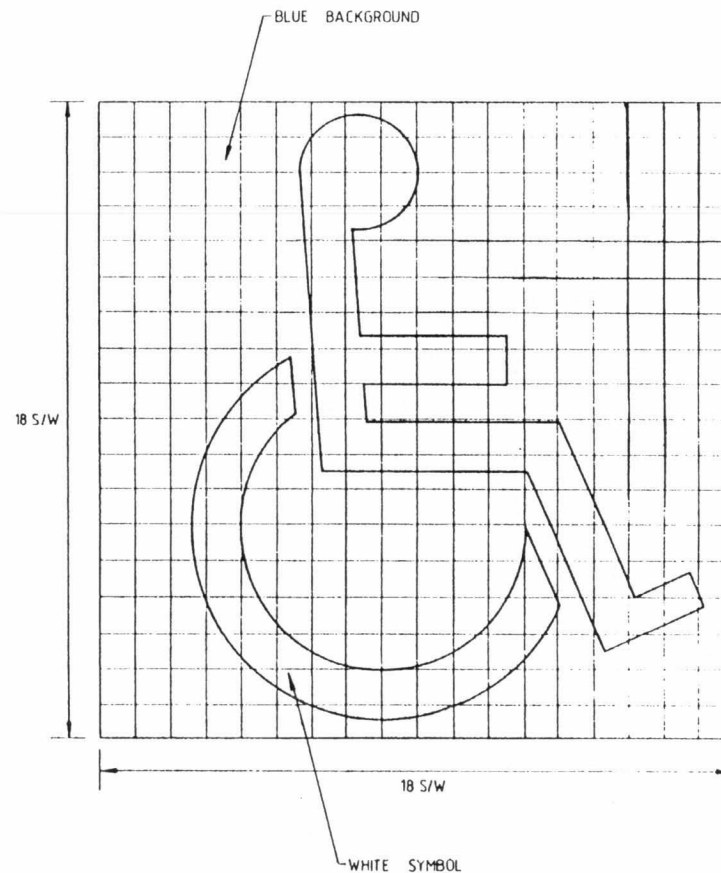
DIAGRAM 4.8.21



DIRECTION SIGNS FOR DISABLED PERSONS

DIMENSIONS IN STROKE WIDTHS

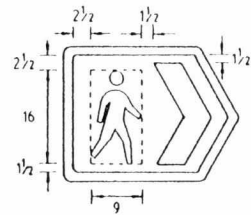
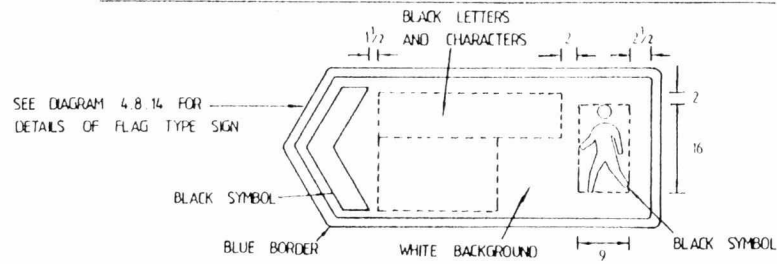
DIAGRAM 4.8.22



DISABLED PERSON SYMBOL
FOR USE WITH DIAGRAM 4.8.22

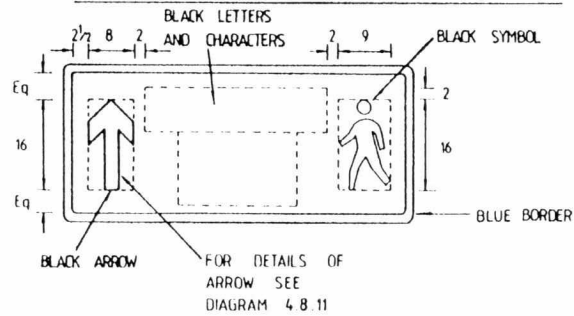
DIAGRAM 4.8.23

(i) PEDESTRIAN DIRECTION SIGN TO PARTICULAR DESTINATION



(ii) PEDESTRIAN ROUTE DIRECTION SIGN

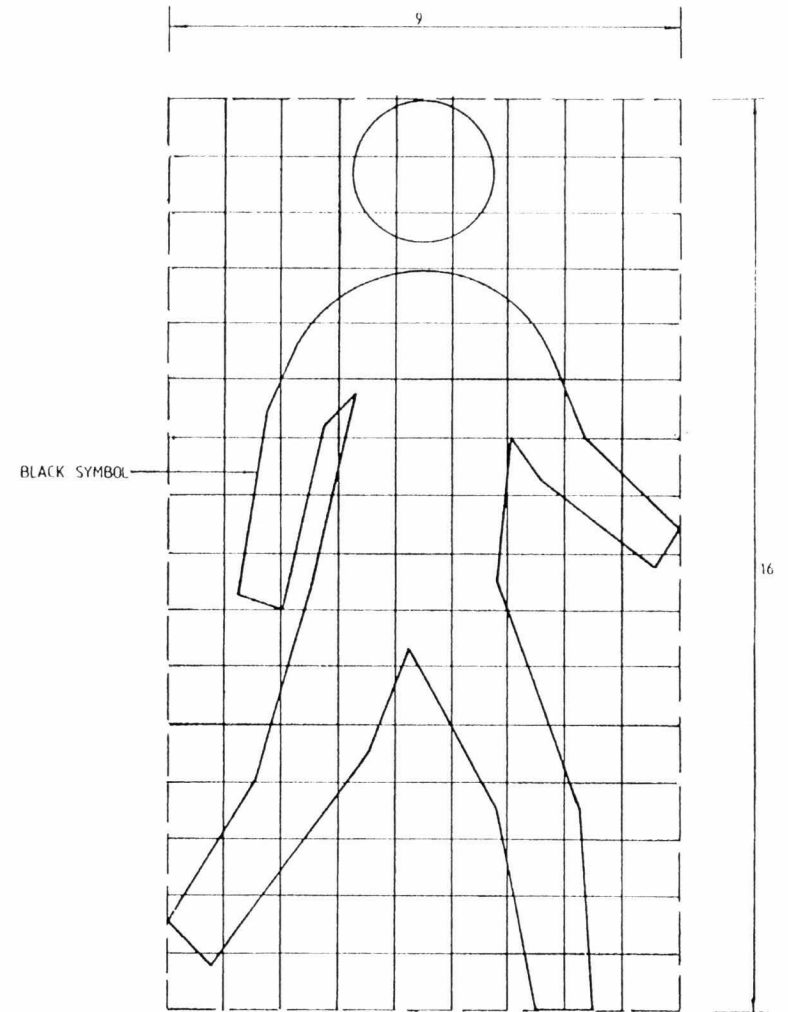
(iii) RECTANGULAR PEDESTRIAN DIRECTION SIGN



PEDESTRIAN DIRECTIONAL SIGNS

(DIMENSIONS IN STROKE WIDTHS)

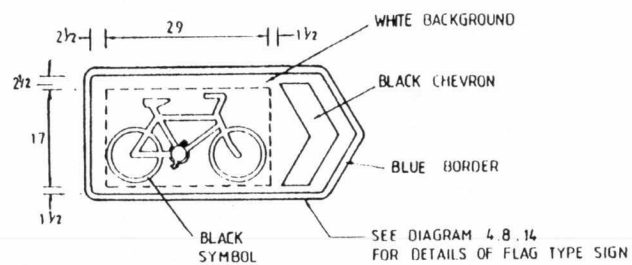
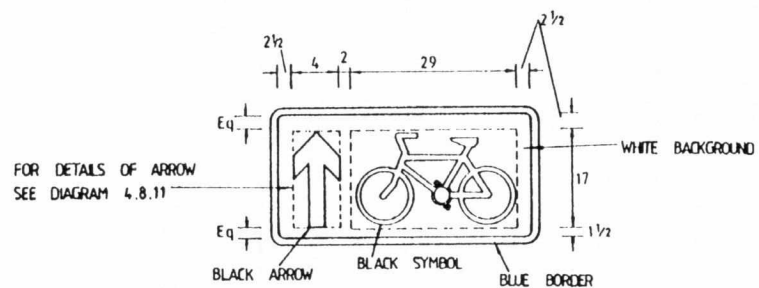
DIAGRAM 4.8.24



PEDESTRIAN SYMBOL FOR USE WITH DIAGRAM 4.8.24

(DIMENSIONS IN STROKE WIDTHS)

DIAGRAM 4.8.25

(i) LOCAL DIRECTION SIGN(ii) RECTANGULAR DIRECTION SIGNCYCLIST DIRECTION SIGNS

(DIMENSIONS IN STROKE WIDTHS)

DIAGRAM 4.8.26

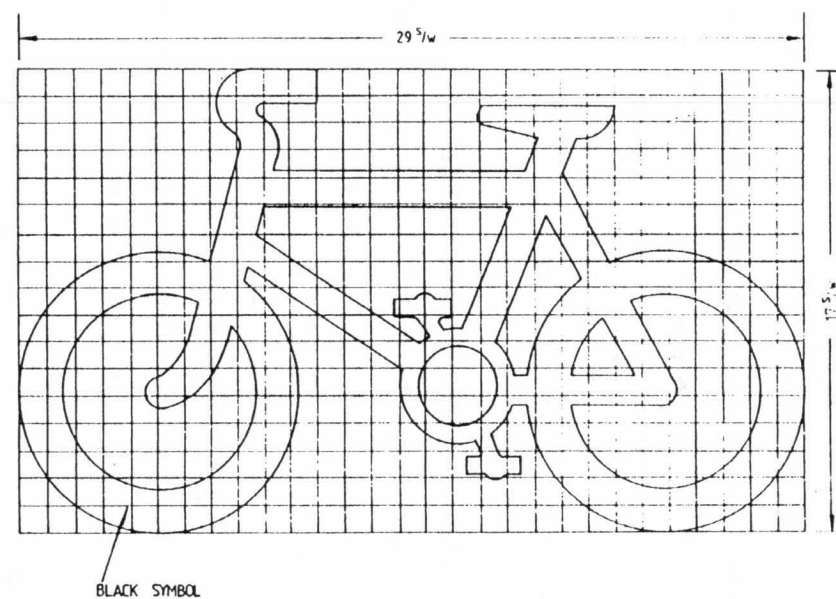
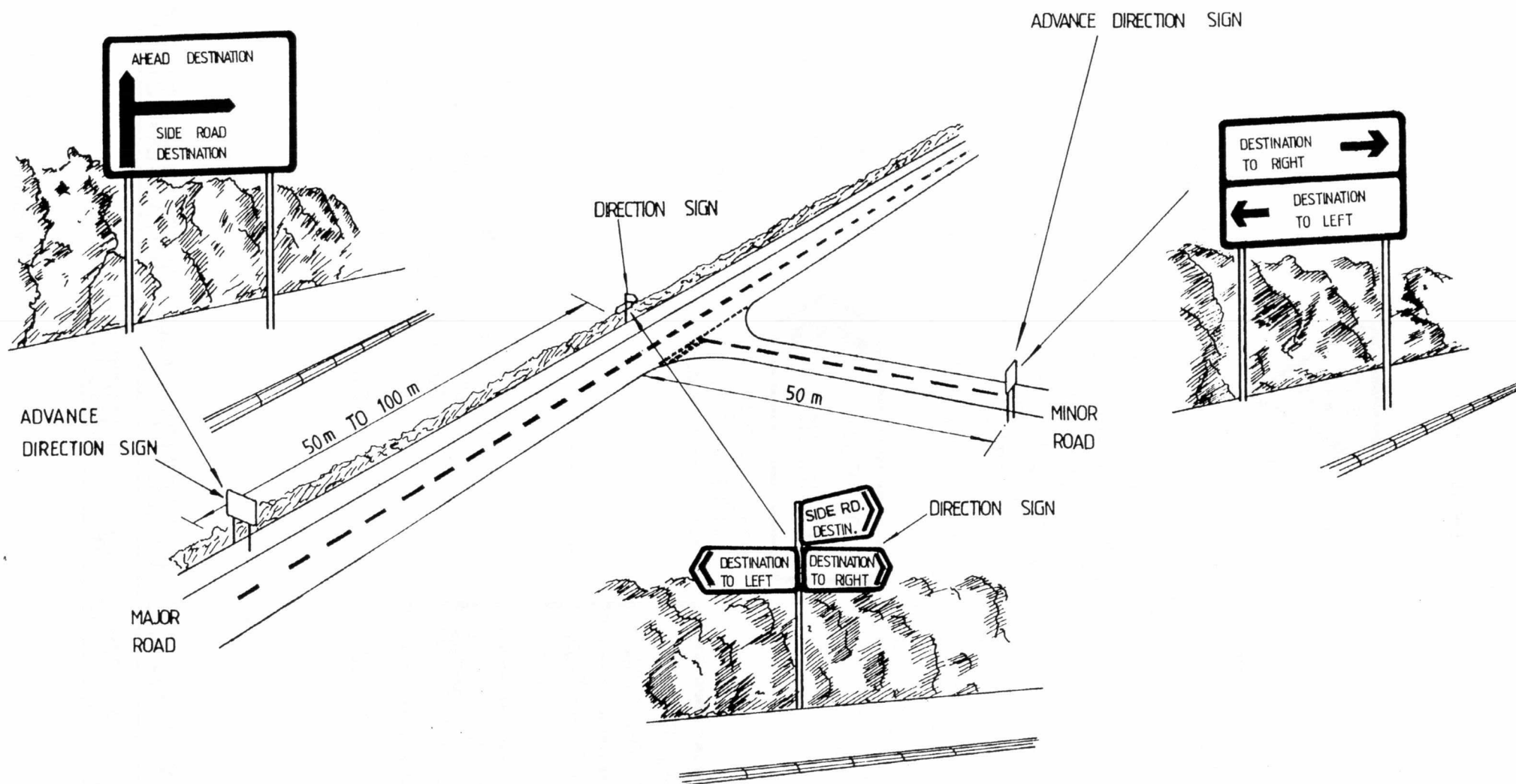
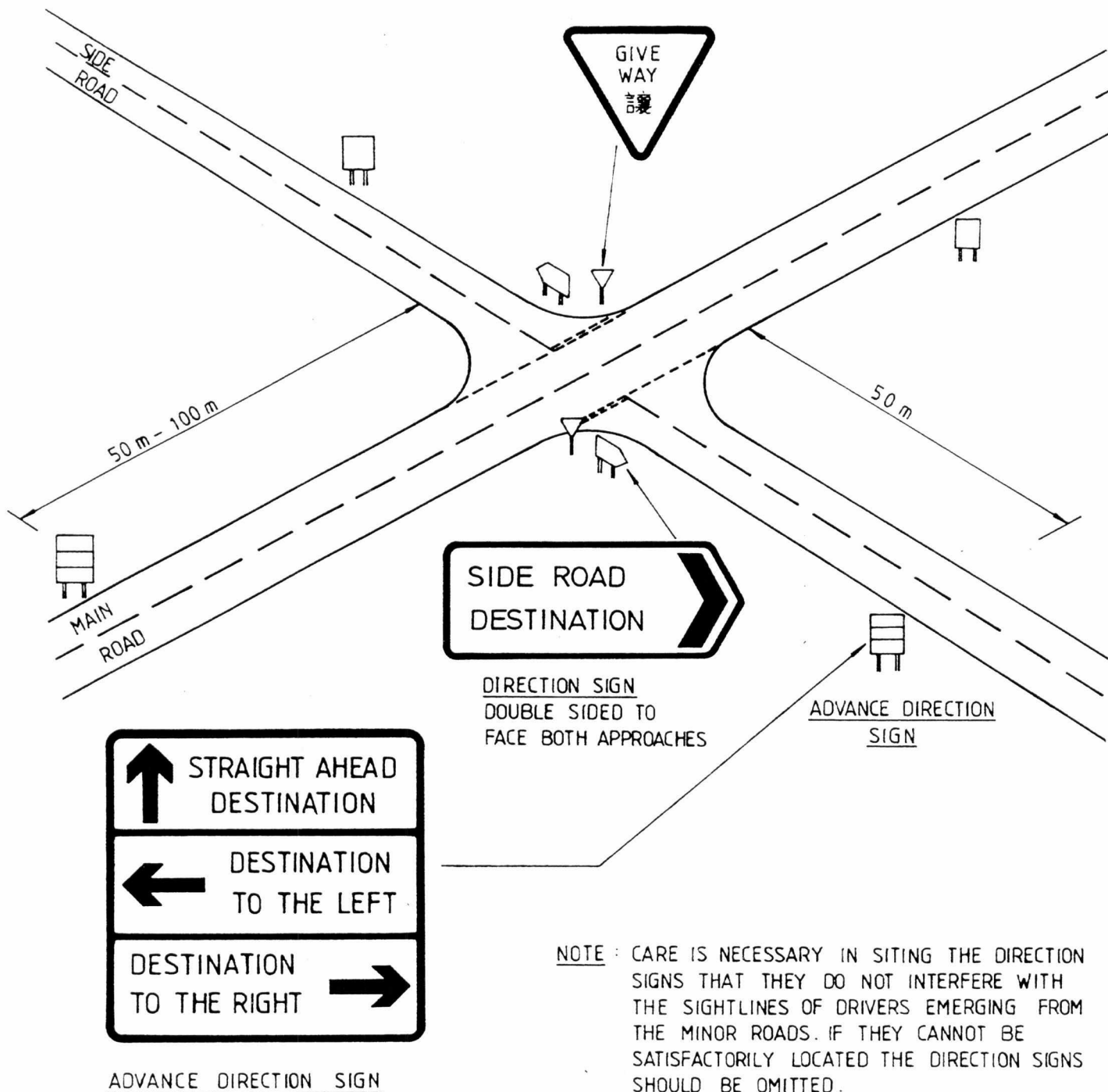
CYCLE SYMBOL FOR USE WITH DIAGRAM 4.8.26

DIAGRAM 4.8.27

- 4.8.19 Along private roads, the use of Advance Direction Signs in addition to Direction Signs will seldom be necessary but where they are used, the Advance Direction sign should be located on the main road some 50 metres to 100 metres in advance of the junction and on any minor roads approximately 50 metres in advance of the junction. Illustrations of signing arrangements in this respect are shown in Diagrams 4.8.28 to 4.8.30.
- 4.8.20 As noted on Diagram 4.8.29, care needs to be taken when siting any Directional Sign that it does not interfere with the visibility of drivers emerging from the side road, and if there is any doubt in respect of this it is better to omit the sign and just rely on the Advance Direction Sign. Or conversely if in the situation that only a Directional Sign were intended to be used, but this would obscure the driver's visibility, then it is better to use an Advance Direction Sign instead.
- 4.8.21 It is not always necessary, as mentioned above, to have Advance Direction Signs as the approach speeds of vehicles along private roads will not be very high and in a number of cases a Direction Sign alone will be sufficient, which should be located in the positions for such signs shown on Diagrams 4.8.28 to 4.8.30. Additionally Diagram 4.8.31 illustrates a Direction Sign used solely to direct traffic from the minor road to destinations along the major road. This situation could occur where the minor road although serving developments in the vicinity has no main destination and therefore no destination to indicate, however for traffic on the minor road approaching the junction with the major road it is considered necessary to indicate the particular destinations along the major road.
- 4.8.22 At a roundabout junction formed from two or more minor roads, Advance Direction or even Direction Signs will not normally be necessary. However warning of the roundabout should be given by the use of Figure No. 217, roundabout ahead illustrated in Diagram 4.8.32, and as also referred to in paragraphs 4.5.14 and 4.5.15 of Section 4.5.

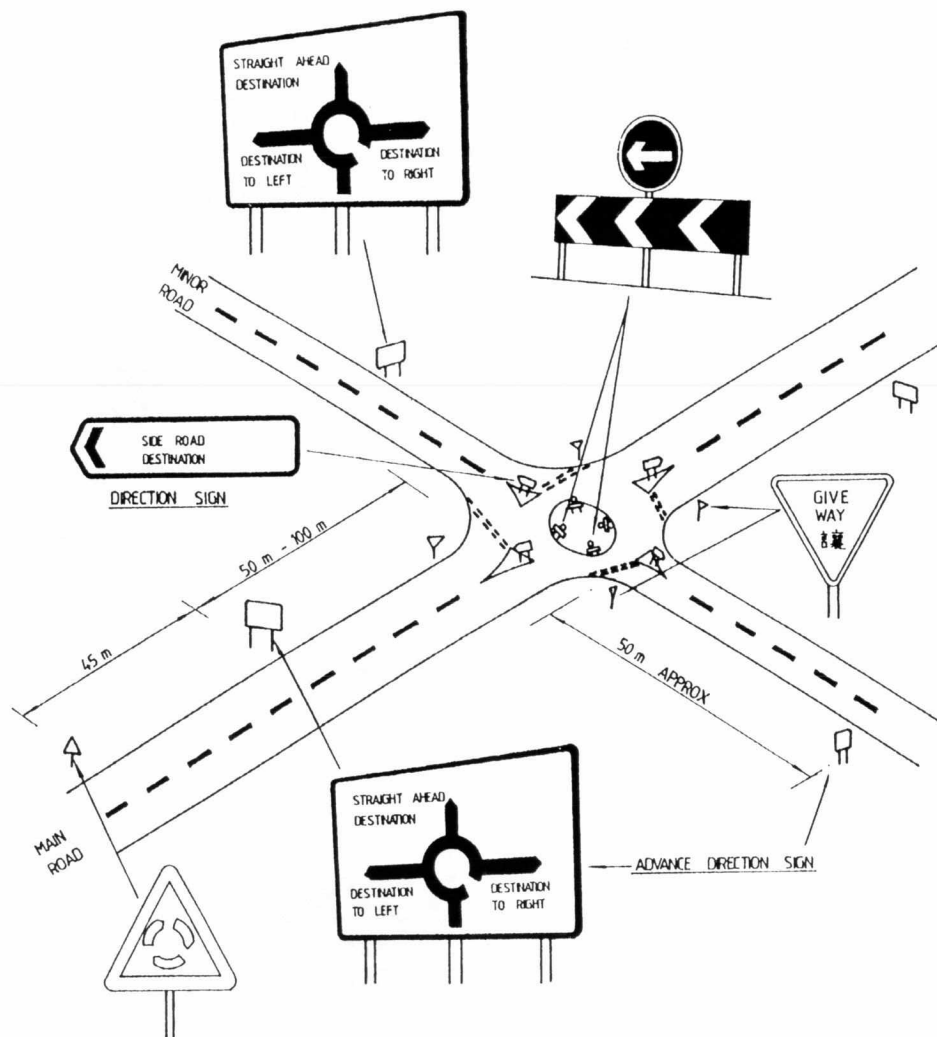


USE OF ADVANCE DIRECTION AND DIRECTION SIGNS ON PRIVATE ROADS



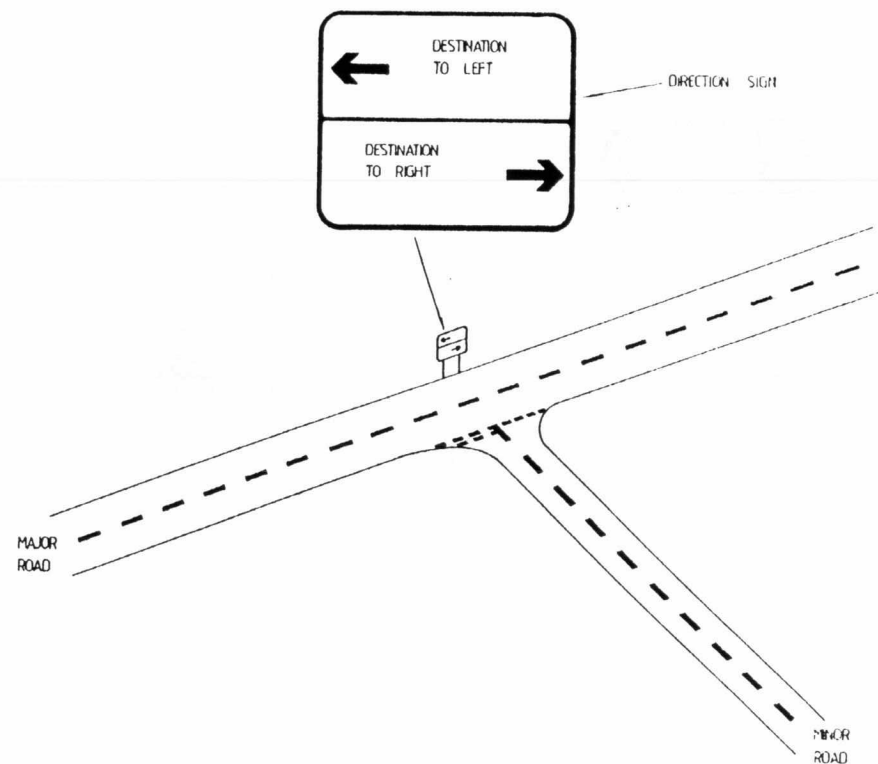
USE OF ADVANCE DIRECTION AND DIRECTION SIGNS AT A FOUR-WAY JUNCTION

DIAGRAM 4.8.29



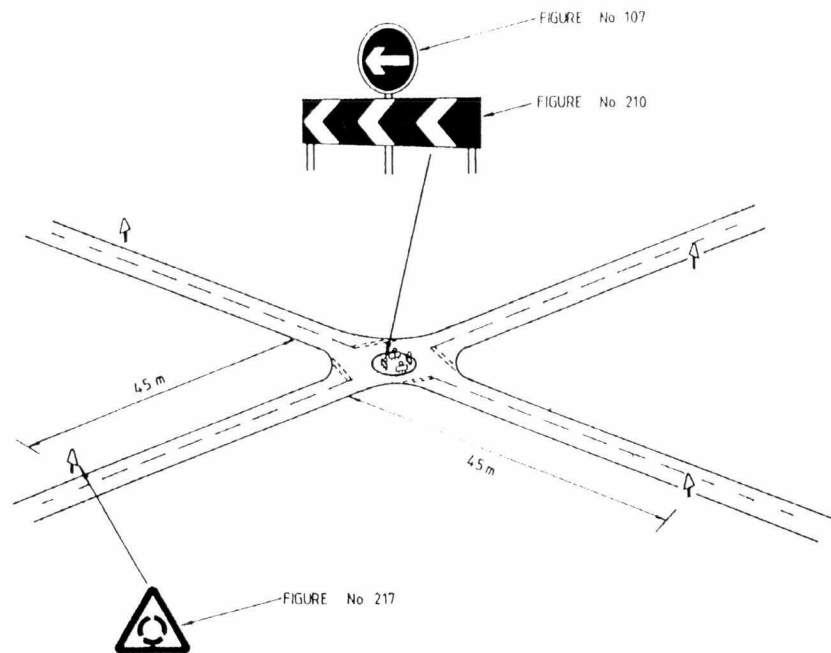
USE OF ADVANCE DIRECTION AND
DIRECTION SIGNS AT ROUNDABOUTS

DIAGRAM 4.8.30



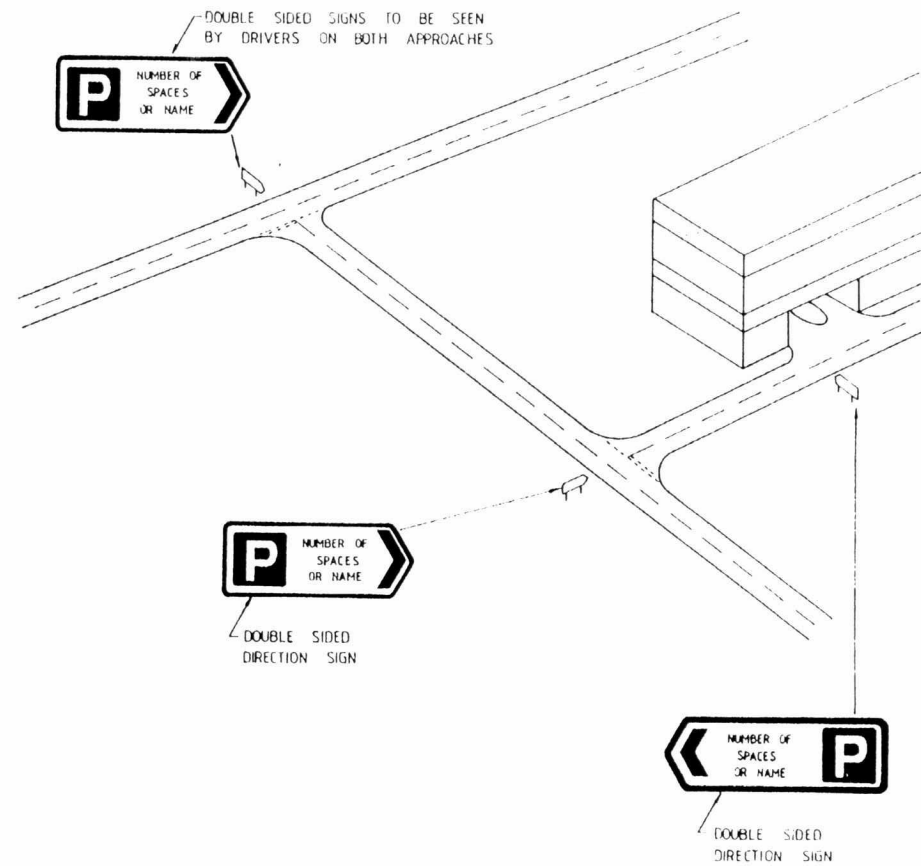
DIRECTION SIGN FOR MINOR ROAD ONLY

DIAGRAM 4.8.31



SIGNING FOR ROUNDABOUT
WHERE DIRECTIONAL SIGNS
ARE NOT REQUIRED

DIAGRAM 4.8.32



SIGNING OF CAR PARKS
OR OTHER SIMILAR DESTINATIONS

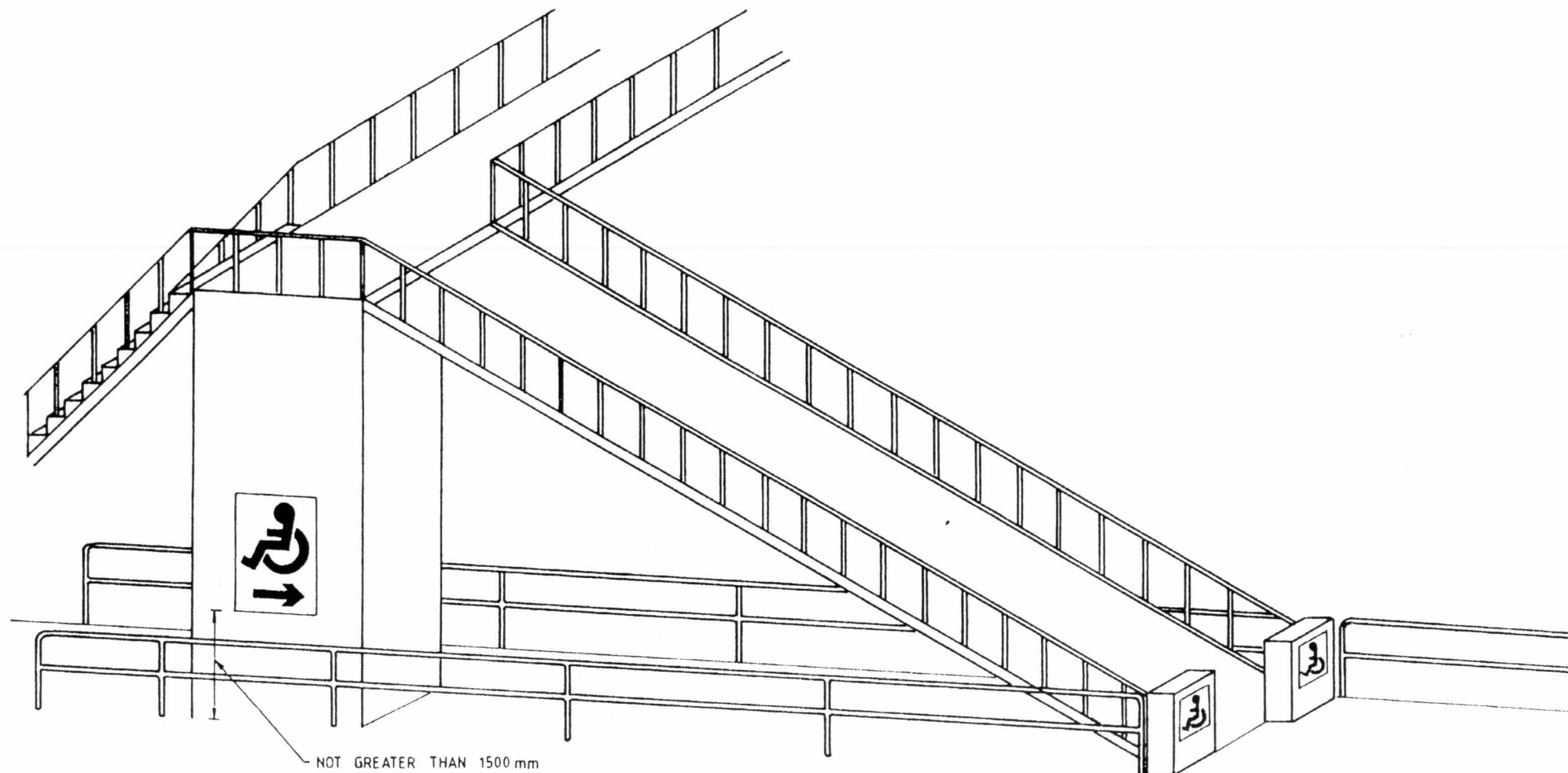
DIAGRAM 4.8.33

- 4.8.23 Where it is considered appropriate to direct drivers to a particular destination, such as a car park, this may be achieved by the use of direction signs erected at junctions along the route to the car park, as shown in Diagram 4.8.33. The distance away that the signing to the car park, or other destination, should be commenced will depend upon the particular circumstances, but obviously if it is, for example, the main car park for that area, the signing will need to start at least from the junction where to continue in another direction would result in the car park being missed. Once started the signing for the car park, or other destination, must continue until that car park, or other destination, has been reached.
- 4.8.24 Pedestrian direction signs will normally be located in the immediate vicinity of the facility e.g. a sign to a subway, or toilet. However, on some occasions it may be appropriate to direct pedestrians well in advance, to a particular facility. If the latter type of signing is adopted, then apart from routes such as walking trails, it is pointless to erect signs which are not within reasonable walking distance of the facility, generally therefore such signs should not be erected more than 400m in advance of the facility being indicated.
- 4.8.25 Pedestrian direction signs will normally be of the flag type, as illustrated in (i) in Diagram 4.8.24, and should incorporate a pedestrian symbol to indicate that it is for pedestrians. On some occasions particularly where a destination is straight ahead a rectangular direction sign as shown in (iii) in Diagram 4.8.24 would be appropriate, and may be used. The arrows used on rectangular signs may be positioned on the left or right of the legend depending on what is considered most descriptive for the particular location.
- 4.8.26 Over use of pedestrian direction signs should be avoided. In most areas pedestrians will either know the direction to a particular destination, or can use vehicle direction signs to find the facility. Also it is quite unnecessary to use a

pedestrian direction sign to indicate a footbridge for example, when that footbridge can be seen quite clearly from a distance. On the other hand a sign indicating a destination which is via that footbridge may be very helpful.

4.8.27 Physically handicapped people can experience considerable difficulty in negotiating what for able bodied persons might be considered as only a slight inconvenience. Therefore if routes are available which can be used by the disabled, and the criteria for this is generally taken as being accessible to a wheel chair, then these can be usefully signed using the small route direction signs shown in (ii) in Diagram 4.8.22 and illustrated in Diagram 4.8.34. Further advice on highway facilities for the disabled is given in Chapter 8, Facilities for the Disabled, Volume 6, of the Transport Planning and Design Manual, and copies of this Chapter can be obtained from the Road Safety and Standards Division of the Transport Department.

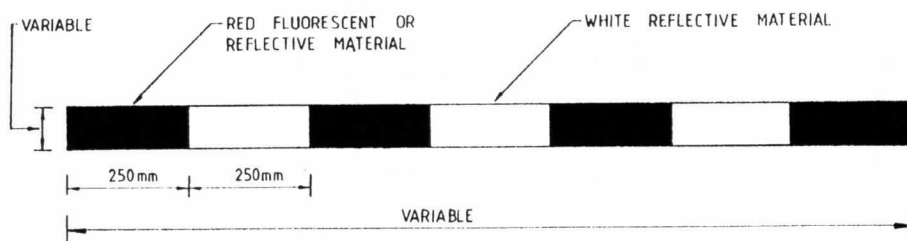
4.8.28 The cyclist direction signs shown in Diagram 4.8.26 are to indicate routes that may be used by cyclists. Usually these take the form of a cycle track system separated from the general carriageway used by other vehicles. The sign may also incorporate place names to destinations along the track but generally this will only be appropriate if the cycle track is remote from the general carriageway, for if parallel to this, the vehicle direction signs will normally provide the same information and it is not necessary to duplicate this.



SIGNING OF FACILITIES SUITABLE FOR THE DISABLED
(NOT TO SCALE)

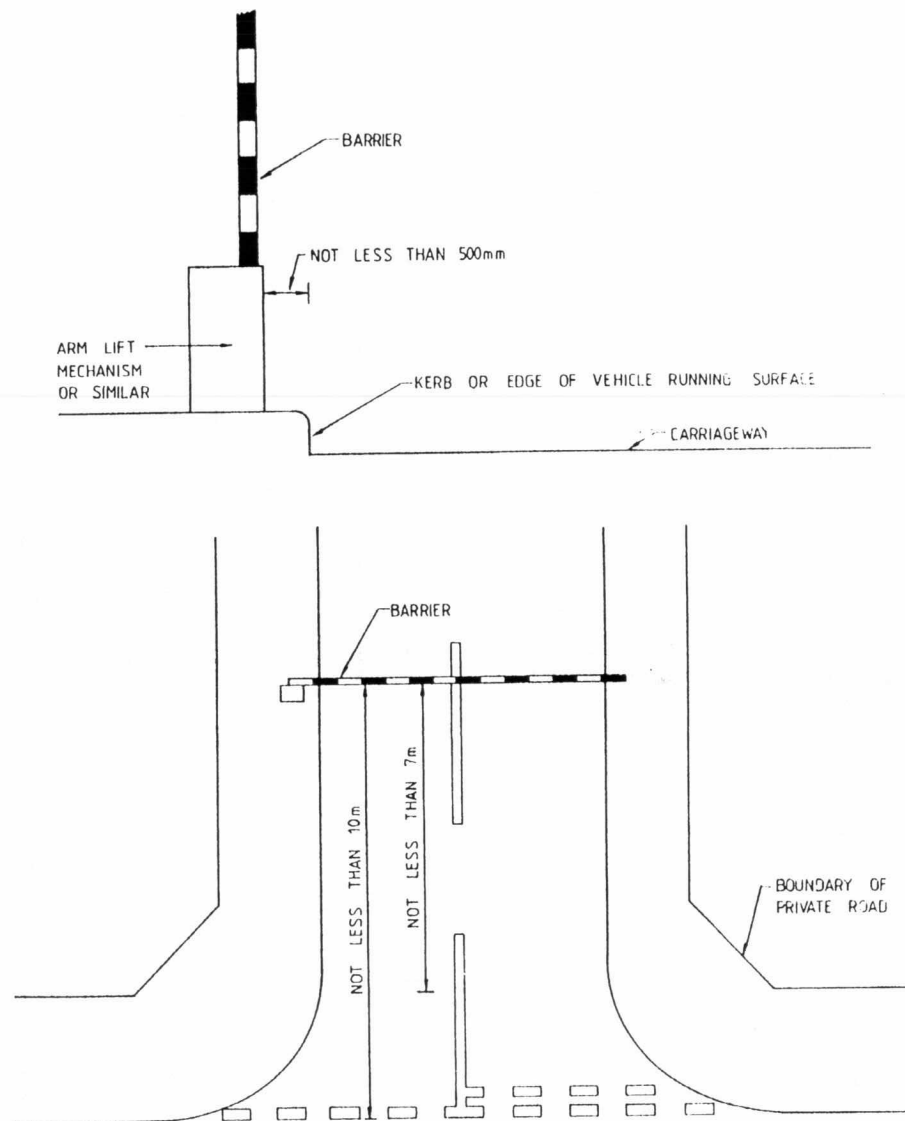
4.9 Barriers

- 4.9.1 Barriers are permitted to be erected across the entrances to private roads, and as far as possible should accord with requirements of this section.
- 4.9.2 The arm of any barrier which will extend across the road should be distinctive in colour, and preferably have reflective material in the form of alternate red and white horizontal stripes as indicated in Diagram 4.9.1.
- 4.9.3 It is important that traffic stopped at the barrier causes minimal interference with traffic on any adjacent public road. For this reason, as indicated in Diagram 4.9.2, the barrier should not be erected closer than seven metres to the boundary of the private roads in order that there is sufficient space between the boundary of the public road and the barrier to permit a car to stop without encroaching on to any part of the public road. Additionally in order to prevent the majority of larger vehicles encroaching onto the through carriageway of the public roads, the barrier should not be closer than 10m to the extension of the kerb line of the carriageway of the public road.
- 4.9.4 To avoid the barrier or any lifting equipment causing a danger or obstruction to passing vehicles, when in the raised position no part of the barrier or lifting equipment should be within 500mm of the kerb edge, or the edge of the vehicle running surface if there is not a kerb, as indicated in Diagram 4.9.2.
- 4.9.5 The above paragraphs do not apply to any gates or doors, which are fitted across the entrances to private residences or similar.
- 4.9.6 In the event that a vehicle is refused entry to a private road there should be a facility to enable that vehicle to be turned around without having to reverse back into the public road. Whether this facility is provided before the barrier, or the vehicle is allowed to briefly enter the private road to perform this manoeuvre is for the owner of the private road to determine.



BARRIER FACE DETAILS

DIAGRAM 4.9.1



BARRIER LOCATION

DIAGRAM 4.9.2

5. Traffic Signs and Road Markings Requiring the Commissioner's Authorisation
- 5.1 Speed Limits
- 5.1.1 Private roads as for other roads will be subject to a speed limit of 50 km/h in accordance with Section 40 of the Road Traffic Ordinance.
- 5.1.2 The Commissioner may by notice in the Gazette, in accordance with Section 40 of the Road Traffic Ordinance, specify a road to have a speed limit other than 50 km/h, if he considers this appropriate. However it should be noted that speed limits other than 50 km/h will not normally be permitted unless there are extenuating circumstances to indicate that a lower or higher speed limit should be imposed.
- 5.1.3 Where speed limits lower than 50 km/h are considered appropriate, only speed limits of 30 km/h or 20 km/h will be permitted to be imposed.
- 5.1.4 The length of a road or series of roads where a speed limit other than 50 km/h is required to be imposed must generally be at least 500 metres in length.
- 5.1.5 In any application for a lower speed limit it must be clearly demonstrated why a speed limit of 50 km/h is not appropriate, and why vehicle running speeds cannot be reduced by the use of traffic aids such as, road humps or "slow" road markings to Figure No. 615.
- 5.1.6 Where an owner of a private road or his representative, requires a speed limit other than 50 km/h, he must first make an application to the appropriate Regional Office of the Transport Department. This application must include the following :-

- (i) A full explanation as to why a speed limit of 50 km/h is not appropriate, for example, why other means cannot be used to reduce the speed of vehicles on those roads.
- (ii) The speed limit required to be imposed i.e. 30 km/h or 20 km/h, or in the case of a higher speed limit 70 km/h.
- (iii) Five copies of a scale plan indicating the road or roads where the speed limits are to be imposed, together with the proposed positions of the limit signs, including any repeater signs. [Note repeater signs will normally be required at approximately 200 metre intervals on both sides of a road, and as for the main signs, will face oncoming vehicles and therefore will need to be double sided on two-way road. At the ends of the section where the different speed limit is imposed, on the reverse side of the lower (or higher) speed limit sign, a 50 km/h sign will need to be erected. For the main signs the diameter should be 600mm, for the repeater signs the diameter should be 300mm.]
- (iv) Evidence that the person making the application is either :-
 - (a) The owner of the whole of that road and not just part, or
 - (b) A representative of the owner, duly authorised to act on behalf of the owner.

5.1.7 Following consideration of the application the Regional Office of the Transport Department will write to the applicant within six weeks of the application being received informing the applicant that :-

- (i) the application is not approved, or
- (ii) the application is considered reasonable, or
- (iii) the application is considered reasonable subject to certain modifications.

- 5.1.8 If the application is considered reasonable, or reasonable subject to certain modifications, in the reply to the applicant the Regional Office of the Transport Department will request that further copies of the plan, or revised plan, and application be sent to the Transport Department for circulation to other interested Government Departments in order to obtain their views.
- 5.1.9 On receiving the views of other Government Departments on the proposal the Regional Office of the Transport Department after consideration of these views will write to the applicant informing him whether the application is approved or not.
- 5.1.10 If the application is approved then the applicant must within twelve weeks arrange for the appropriate signs to be erected in the approved positions, which must immediately upon erection be covered.
- 5.1.11 Once the speed limit signs have been erected the applicant must inform the appropriate Regional Office of the Transport Department, which on being satisfied that the speed limit signs have been properly erected, will arrange for a gazette notice to be published, and advise the applicant of the date of the notice and the date that the speed limit will come into force, and hence when the signs may be uncovered.
- 5.1.12 On receiving notice of when the speed limits will come into force the applicant must arrange for a notice to be published in at least one Chinese Newspaper and one English Newspaper circulating in the Territory, stating, the road or roads affected by the new speed limit, what that speed limit will be, and the effective date. A copy of each of the newspapers in which the notice appeared must be sent to the appropriate Regional Office of the Transport Department.

5.1.13 Where on any private road a speed limit other than 50 km/h has been approved, the owner of that private road or his representative must keep available for inspection a plan to a suitable scale indicating the following :-

- (i) The location of any signs.
- (ii) The speed limit shown on each of the signs.
- (iii) The size of the signs.
- (iv) The date the signs were erected and, in the case where a sign has been damaged or similar, replaced.
- (v) The date that the speed limit came into effect, and the reference number of the appropriate gazette notice.

5.1.14 It is stressed with regard to the above, that notwithstanding the fact that a speed limit different to 50 km/h has been imposed on a private road, the Commissioner of Transport may if it is considered necessary re-impose a 50 km/h speed limit on that private road or impose such other speed limit as is considered appropriate.

5.1.15 It is also pointed out that speed limit signs erected in accordance with this Section must be properly maintained throughout the period that the speed limit is in force.

5.2 Regulatory Traffic Signs and Road Markings

5.2.1 Where regulatory traffic signs and road markings, other than those erected or placed in accordance with Section 4 of this Code are required by the owner of a private road or his appointed representative for that private road, the owner or representative may apply to the appropriate Regional Office of the Transport Department to erect such signs or place such markings.

5.2.2 Any application made in respect of paragraph 5.2.1 shall include the following :-

(i) Five copies of a plan to a suitable scale showing:-

(a) the traffic signs, and/or road markings required,

(b) the exact location of where the traffic signs and/or road markings proposed, are to be erected or placed, respectively,

(c) the location of existing traffic signs and road markings in the vicinity of where the proposed traffic signs or road markings are required, together with a means of identifying these existing traffic signs and road markings.

(ii) A statement as to the reasons for requiring the proposed traffic signs and road markings, together with any supporting evidence.

(iii) Supporting documentation that the applicant is the owner of the private road and not just part of the private road, or is the accredited representative of the owner and may act on the owners behalf.

5.2.3 Following consideration of the application the appropriate Regional Office of the Transport Department will within six weeks of having received the application inform the owner or his representative :-

- (i) that the application is not approved, or
- (ii) that the application is considered reasonable,
or
- (iii) that the application is considered reasonable
subject to certain modifications.

5.2.4 In respect of any application which is considered reasonable, or reasonable subject to modifications, in the reply to the applicant the Regional office will request that further plans showing the proposal or the amended proposal be sent so that these can be circulated to interested Government Departments or others for comment, and the exact number of copies required will be specified in the reply.

5.2.5 Subject to receiving favourable comments from other Government Departments, the appropriate Regional Office of the Transport Department may approve the application and inform the applicant accordingly.

5.2.6 On receiving the approval the applicant must within 12 weeks of the date of the approval arrange for the necessary traffic signs or road markings to be erected or placed as the case may be and must inform the Regional Office of the Transport Office of the date when the traffic signs or road markings are to be erected or placed prior to their erection or placement. In the case of any traffic sign or signs requiring a gazette notice to be published, the sign or signs must be immediately covered, and remain covered until such time as the Regional Office of the Transport Department informs the applicant that they may be uncovered.

- 5.2.7 With regard to traffic signs requiring gazette notices, once the traffic signs have been erected and covered, the applicant should inform the appropriate Regional office of the Transport Department of this, which will then arrange for the traffic signs to be inspected to ensure they are properly erected.
- 5.2.8 On being satisfied that the traffic signs requiring gazette notices are properly erected the Regional Office of the Transport Department will arrange for an appropriate gazette notice to be published and will inform the applicant of this, and the date that the traffic signs will be effective, and hence when they may be uncovered.
- 5.2.9 Unless the appropriate Regional office of the Transport Department informs the applicant otherwise, for any traffic signs or road markings erected or placed in accordance with this Section the applicant must arrange, prior to the erection or placement of any traffic signs or road markings, or prior to the date that a traffic sign becomes effective, for the publication of a notice stating when the traffic signs or road markings will be effective, in at least one Chinese Newspaper and one English Newspaper circulating in the Territory. The applicant must also send to the appropriate Regional Office of the Transport Department a copy of the newspapers in which the notices are published.
- 5.2.10 The owner of a private road or his representative must keep records in the form of a plan to a suitable scale showing where any traffic signs or road markings have been erected or placed in accordance with this Section, and a copy of any gazette notice, which must be available for inspection on reasonable request.
- 5.2.11 The record plan must include the following :-
- (i) The precise location of any traffic sign or road marking;
 - (ii) proper identification of a traffic sign or road marking;

- (iii) the size of the traffic sign;
- (iv) the date that the traffic signs or road markings were erected or placed, or replaced;
- (v) the effective date of the traffic signs or road markings.

5.2.12 It should be noted that in the case of any traffic sign that requires to be illuminated by either internal or external means, it may be a condition of any approval that the applicant should produce evidence that such signs can be suitably maintained. Additionally the owner must ensure that an electricity supply can be made available before the date that the traffic signs are to become effective.

5.3 Traffic Signals

5.3.1 This section refers to those traffic signals which are required other than for alternate one way working in accordance with paragraph 4.1.6.

5.3.2 Any application must be made in accordance with the procedures of Section 5.2.

5.3.3 In the situation that the application for the erection of traffic signals is approved and the Transport Department does not agree to maintain such equipment any approval will be subject to :-

- (i) all equipment being of an approved type;
- (ii) all equipment being installed by an approved contractor;
- (iii) that the applicant has a suitable maintenance agreement with an approved contractor for the maintenance of all the equipment required for the traffic signals;
- (iv) that the appropriate power company will provide and maintain an electricity supply.

5.3.4 In the event that Government agree to be responsible for the maintenance of the traffic signals once they have been installed, any equipment must be of a type approved by the Transport Department, and must be supplied and installed at the owner of the private road's expense, including any electricity supply connections, and to the satisfaction of the Commissioner for Transport.

5.3.5 The commissioning of any traffic light signals may also be subject to other conditions of which the applicant will be informed at the time the installation of the signals is agreed by the Transport Department.

