

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

Speed limit of road (km/h)	<u>Give Way Sign</u>	<u>Triangular Warning Signs</u>			<u>Regulatory Signs</u>	
	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.

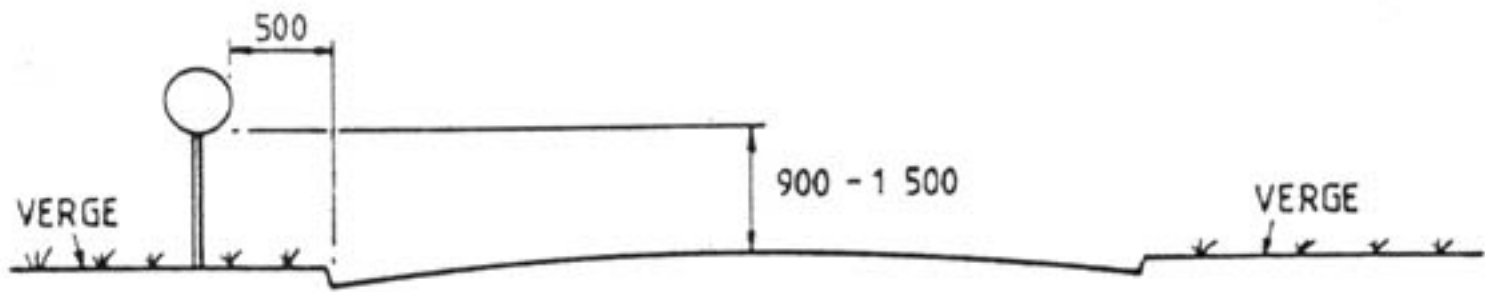
(iii) The figures in brackets represent smaller 'x-heights' that may be used where difficulties of locating a sign with the larger 'x-height' are encountered.

- 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

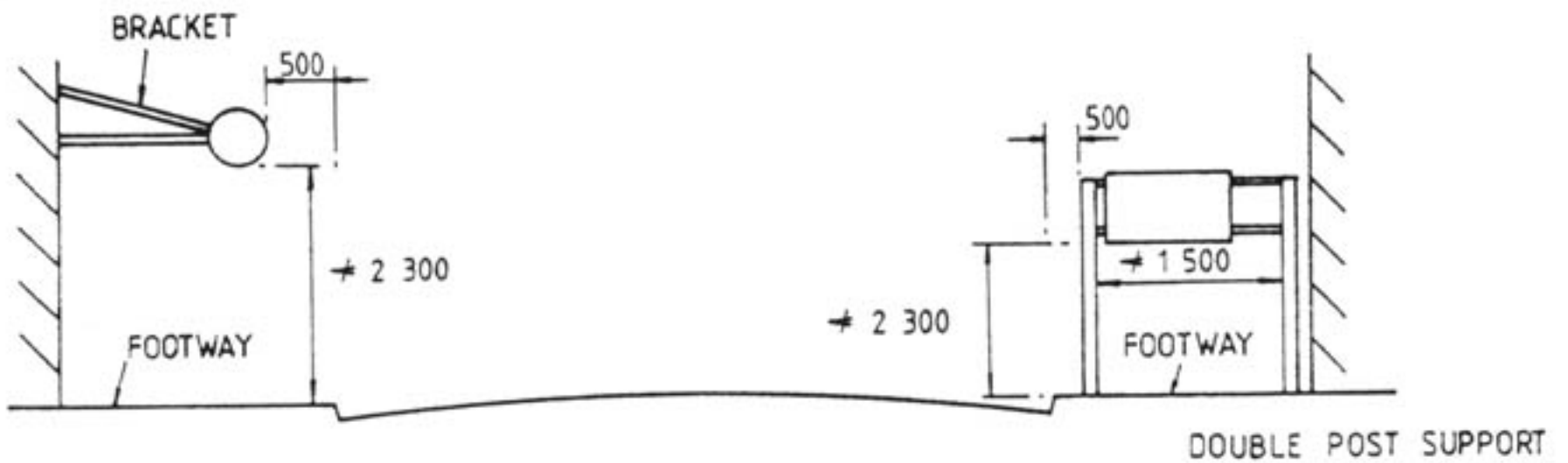


RURAL OR URBAN AREA

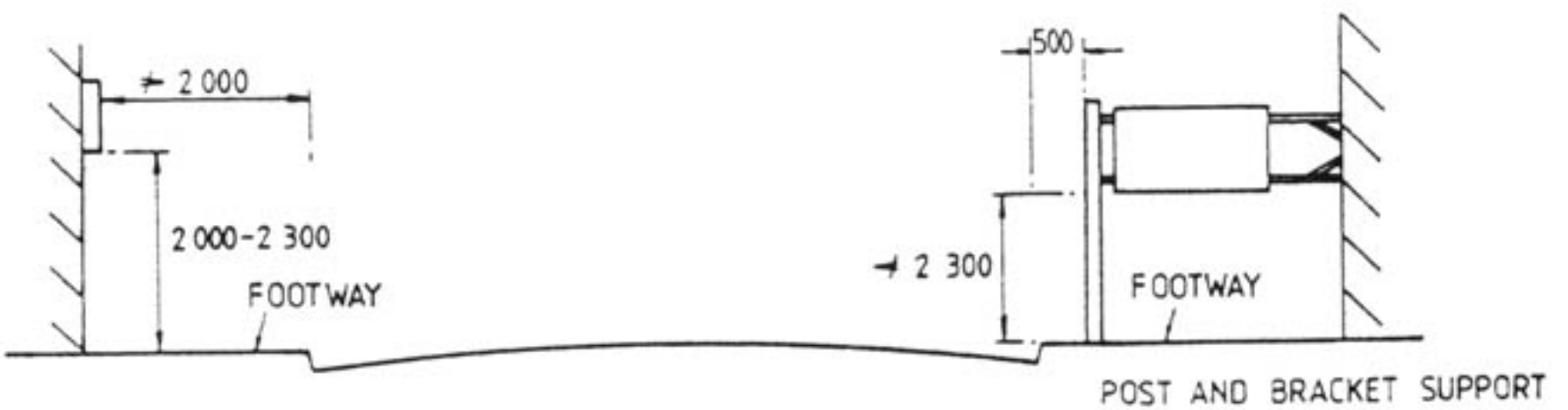
SIGN LOCATED ON FOOTWAY



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.

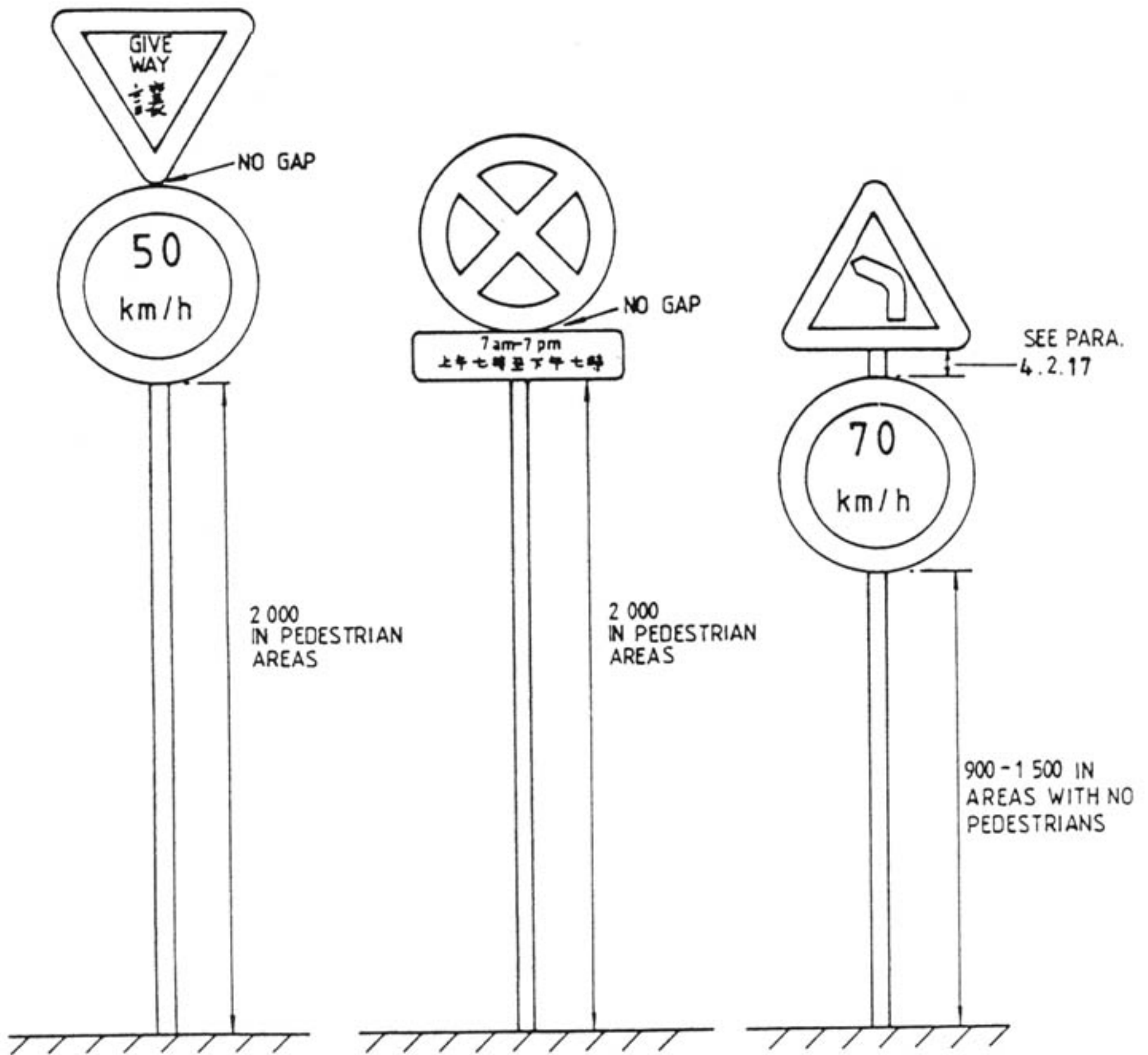
(ii) Speed Limit Signs. Again these may only be erected with the specific authorisation of the Commissioner for Transport or his representative.

(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.