

#### 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.

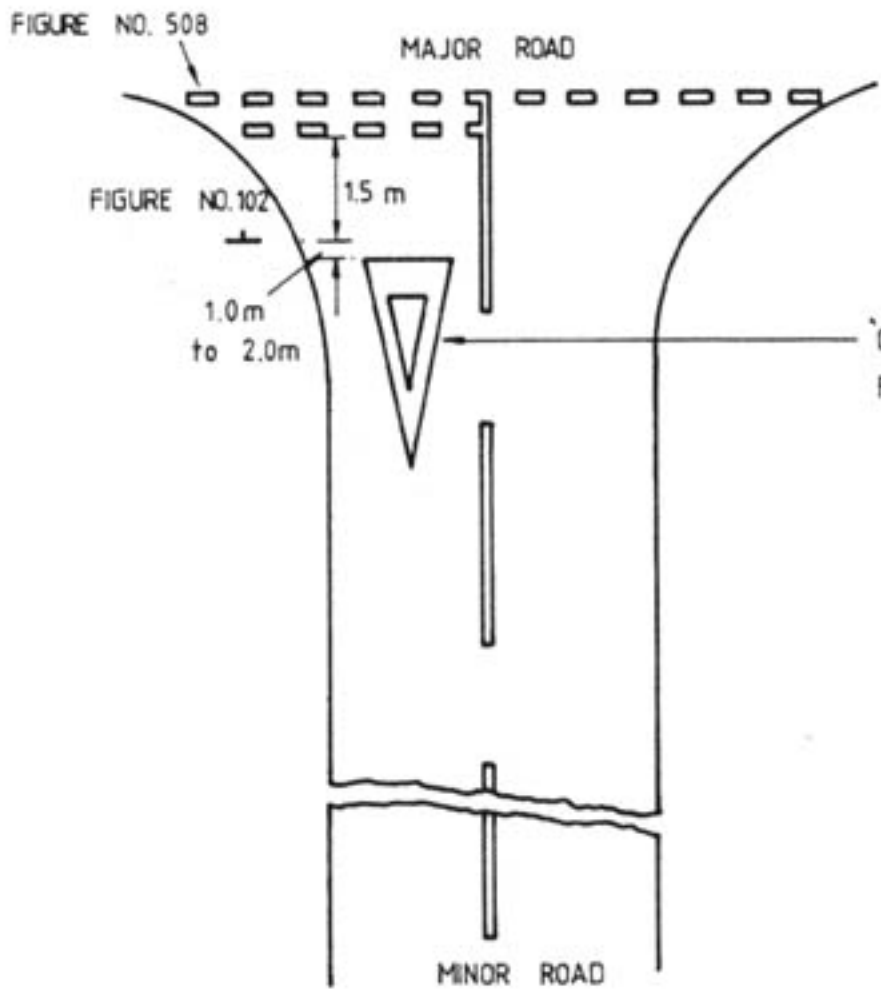
4.4.2 The "Give Way" sign, Figure No. 102, is used at junctions in conjunction with the "Give Way" markings to indicate to drivers on the minor road approaching that junction that they must give way to vehicles on the major road.



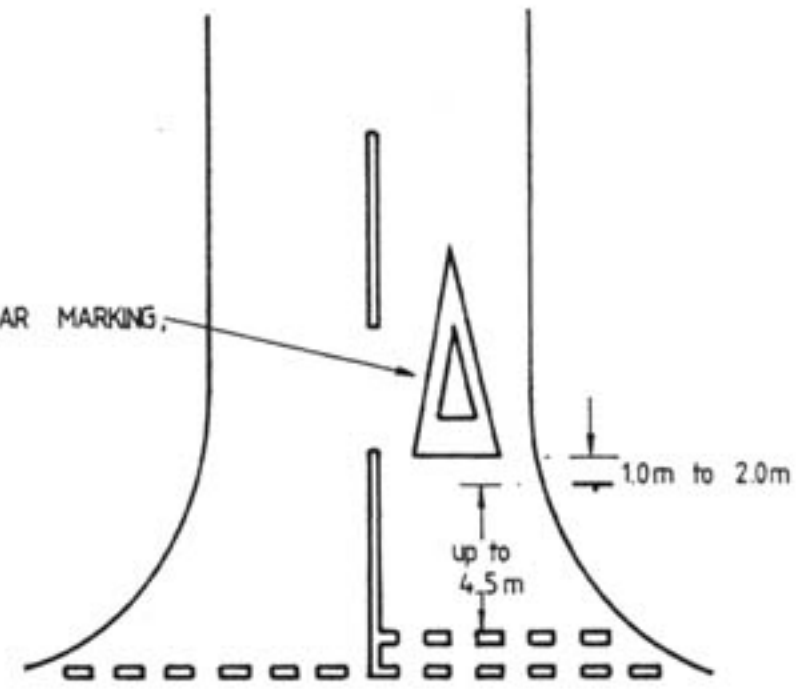
FIGURE No. 102

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.

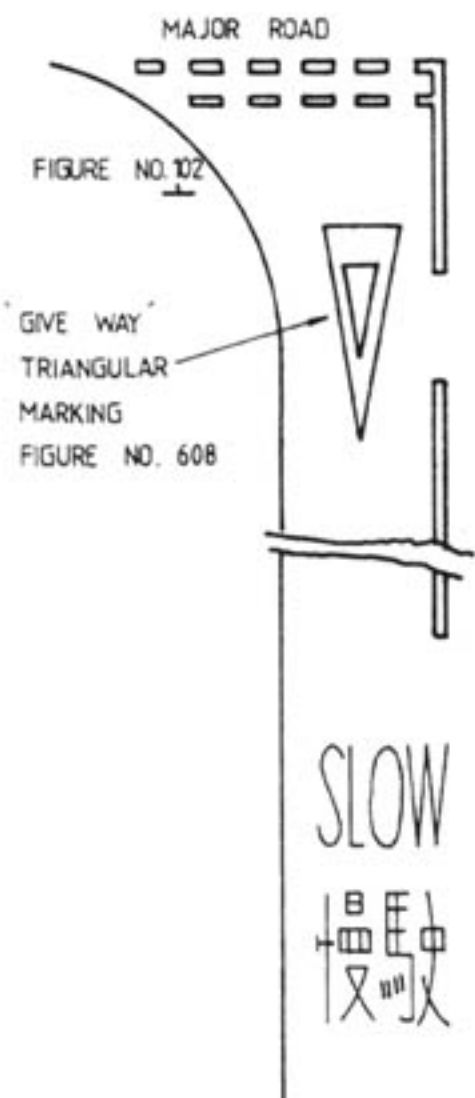
- 4.4.4 Where it is considered that the "Give Way" sign, Figure No. 102, is necessary, the sign should be sited normally about 1.5m in advance of the transverse "Give Way" lines, Figure No. 508, so as not to impair the visibility of drivers at the junction, as shown in (i) in Diagram 4.4.1. Where the 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.



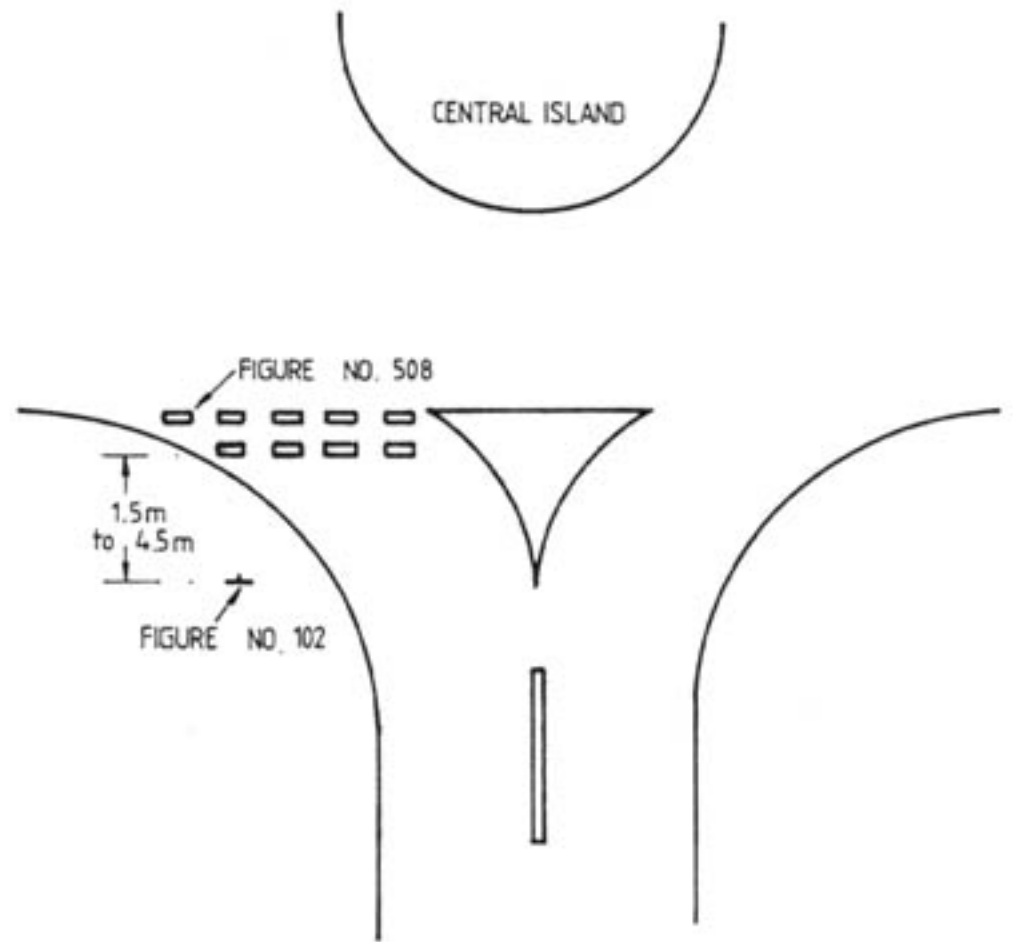
(i) NORMAL ARRANGEMENT



(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.

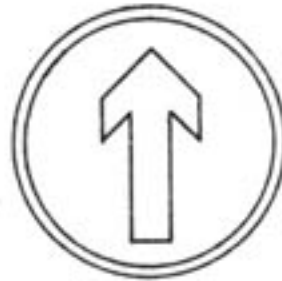


FIGURE No. 106

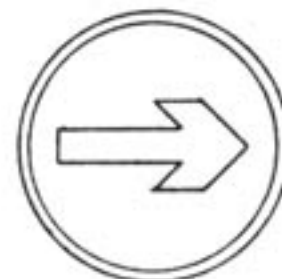
AHEAD ONLY

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.

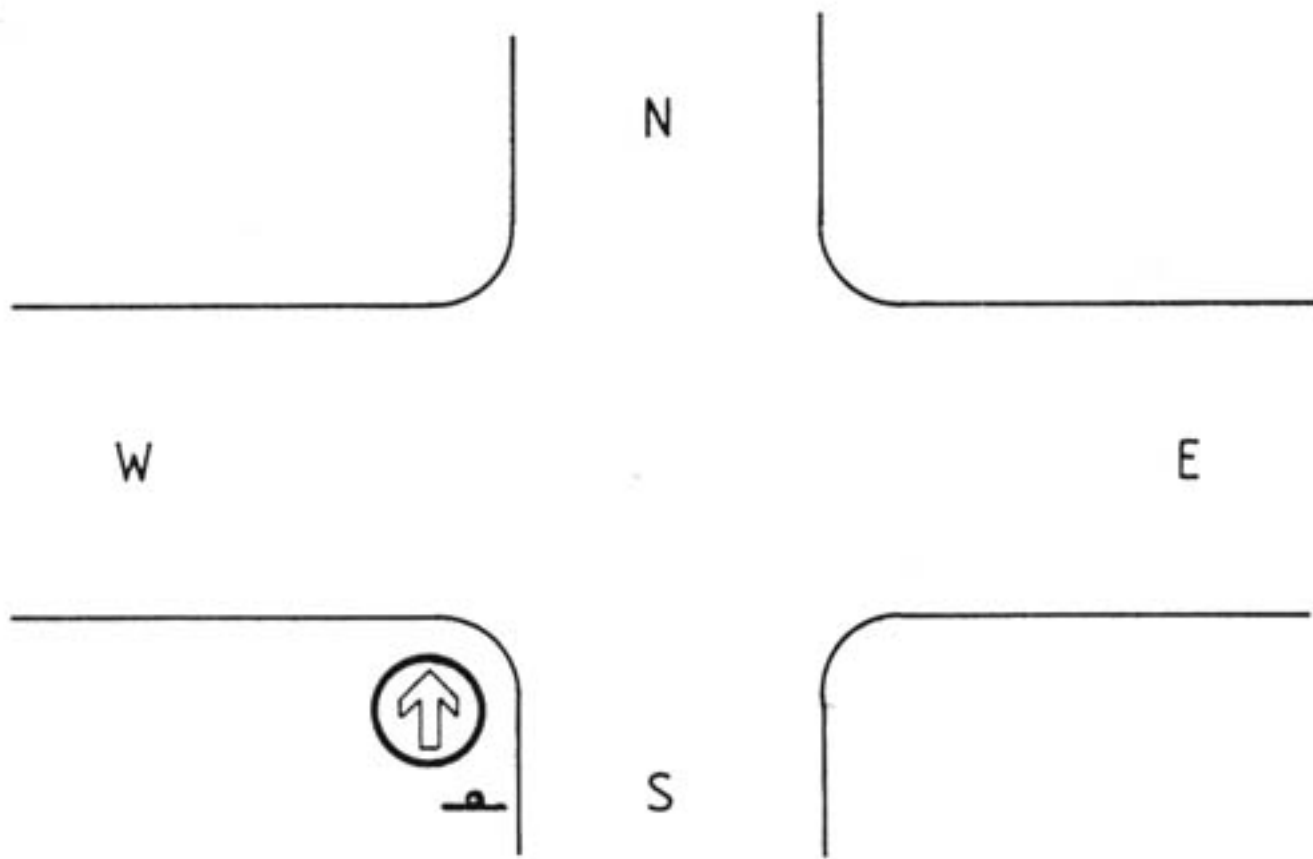


TURN LEFT



TURN RIGHT

FIGURE No. 107



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

USE OF FIGURE No. 106 , "STRAIGHT AHEAD"

DIAGRAM 4.4.2

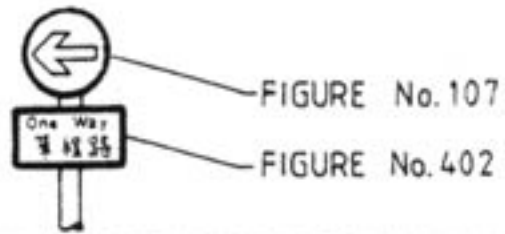
- 4.4.11 Figure No. 107 may be used, as illustrated in (i) in Diagram 4.4.3, to direct traffic at a junction with a one way street where it is also accompanied by Figure No. 402, "One Way". It may also be used at a four way junction where only a left turn or right turn, as the case may be, is permitted 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.



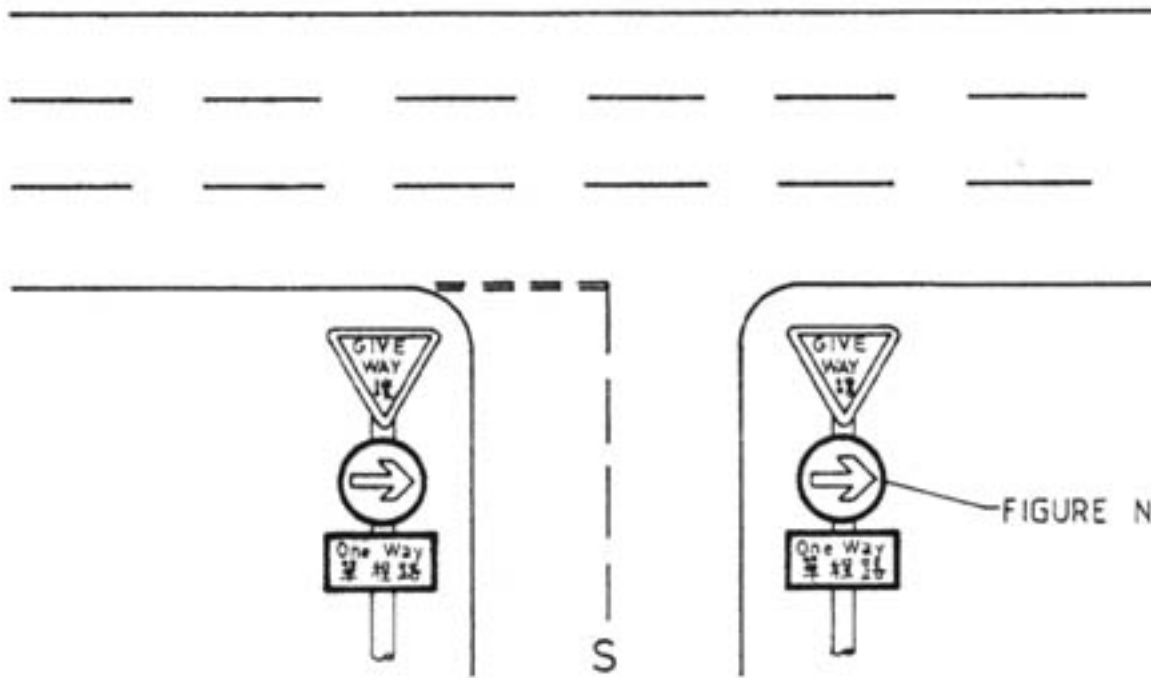
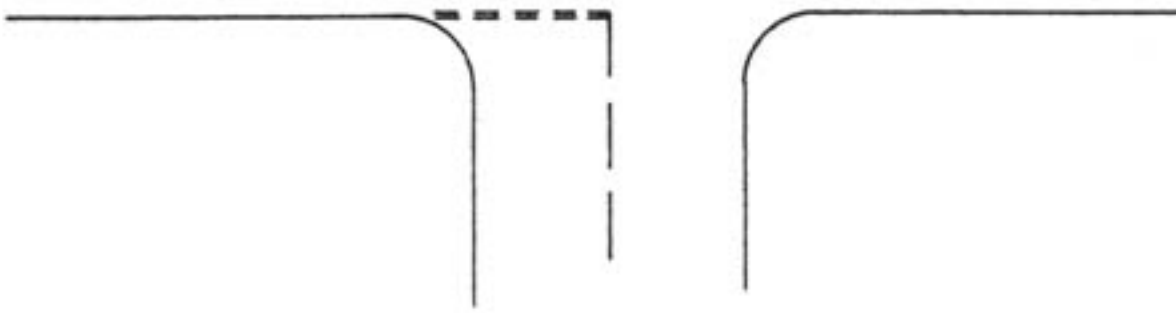
FIGURE No. 109

TURN LEFT AHEAD

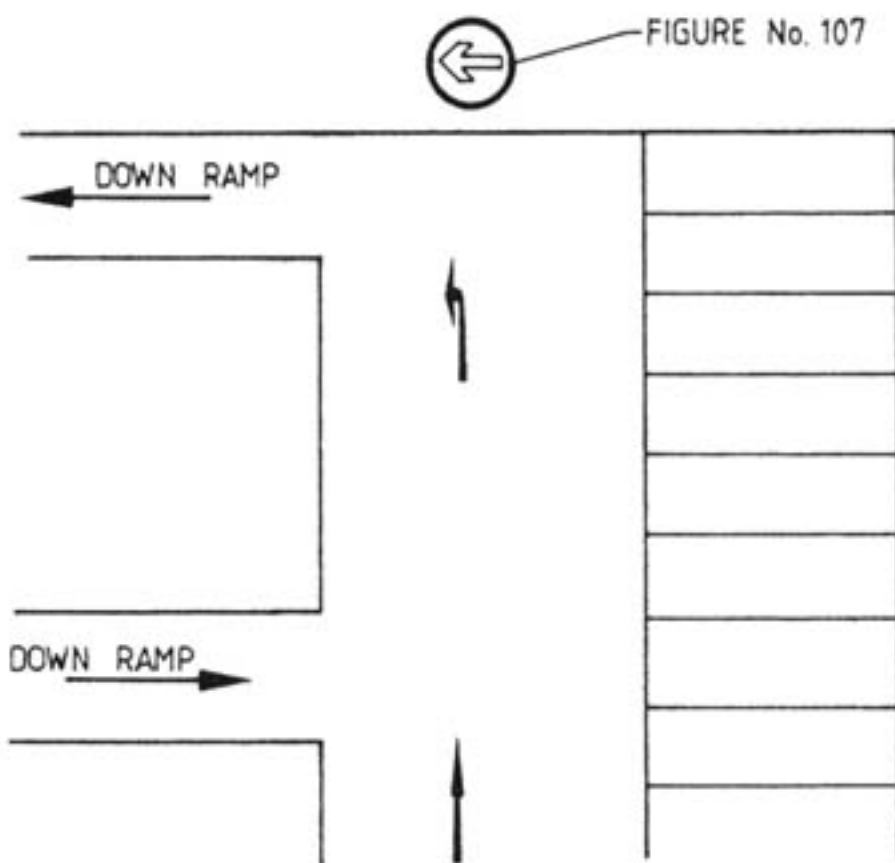
TURN RIGHT AHEAD



(i) NORMAL ARRANGEMENT,  
SIGN ERECTED OPPOSITE  
JUNCTION



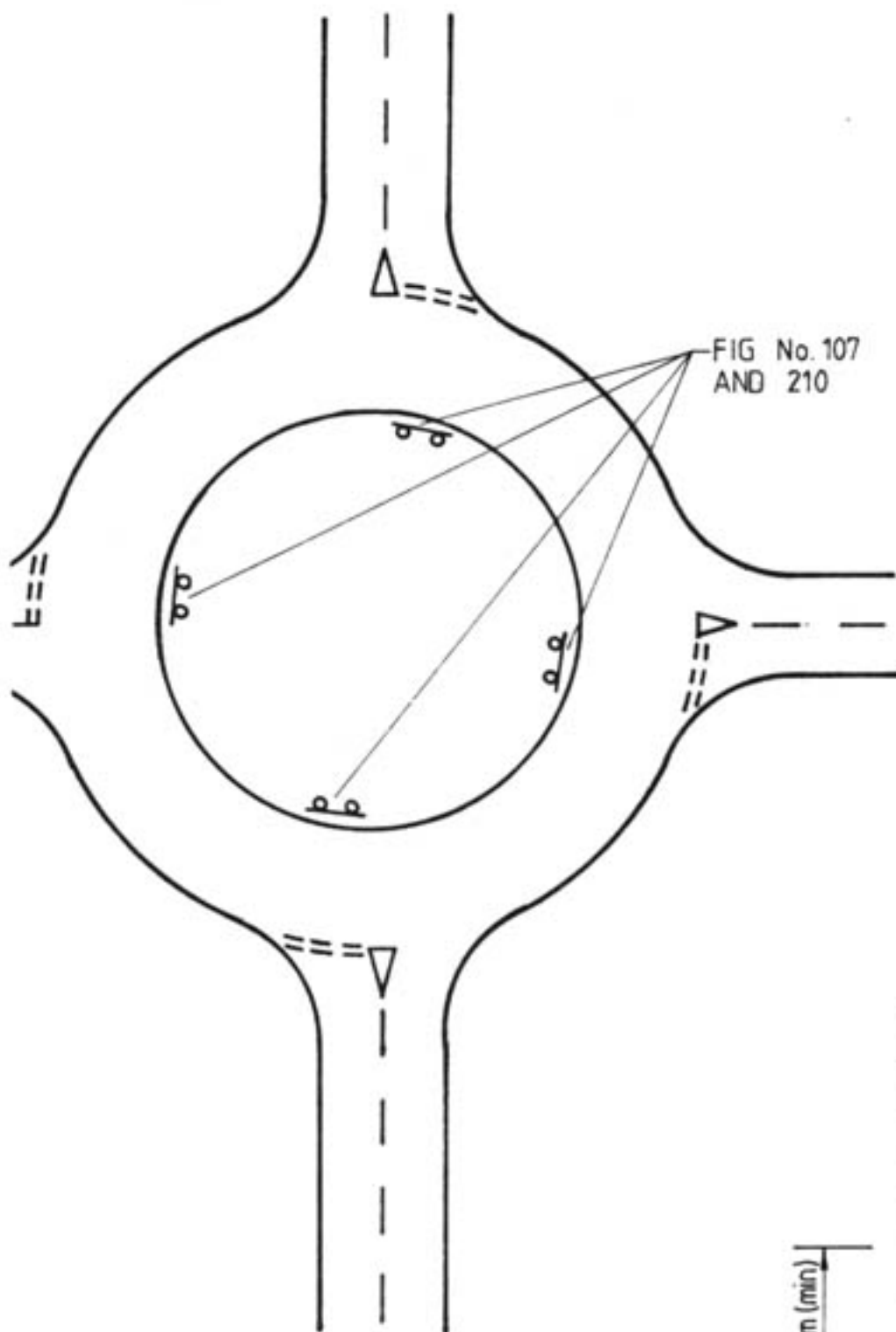
(ii) ALTERNATIVE ARRANGEMENT,  
UTILISING POSTS USED  
FOR OTHER SIGNS ON  
THE NEARSIDE OF THE  
JUNCTION



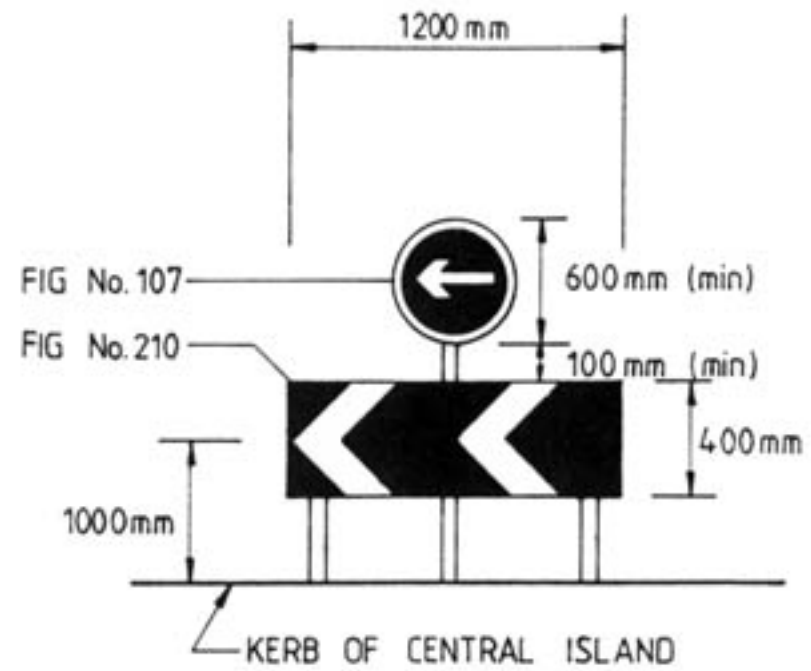
(iii) IN CARPARKS

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

DIAGRAM 4.4.3



(iii) LOCATION OF  
FIGURE Nos. 107 AND  
210 , SIGN  
ARRANGEMENT



(i) PREFERRED ARRANGEMENT



(ii) ALTERNATIVE ARRANGEMENT

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.

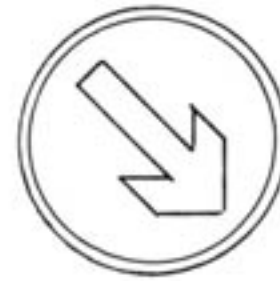


FIGURE No. 108

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.

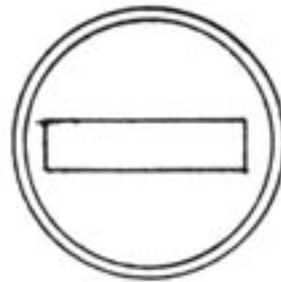


FIGURE No. 112

NO ENTRY

PLAN VIEW

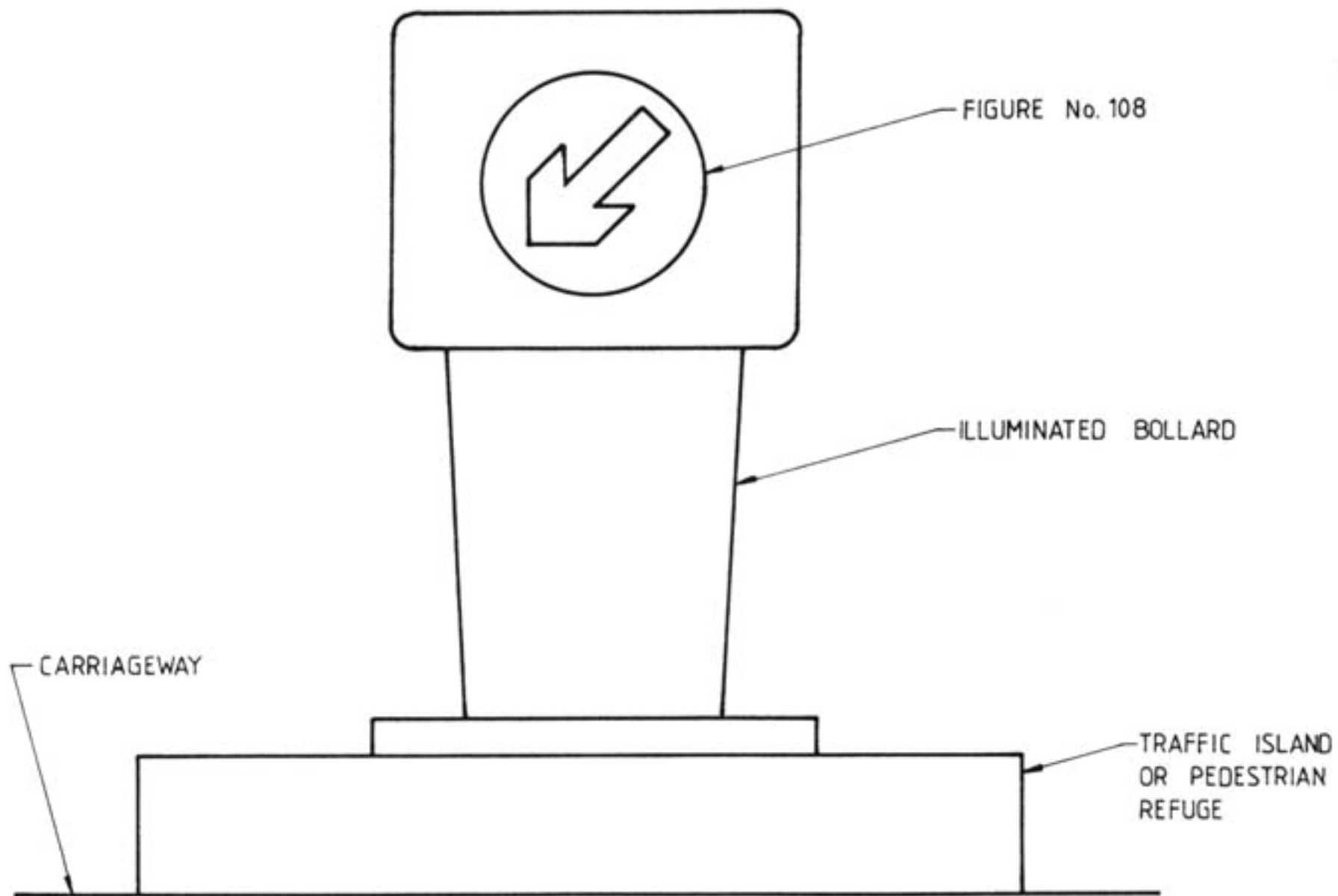
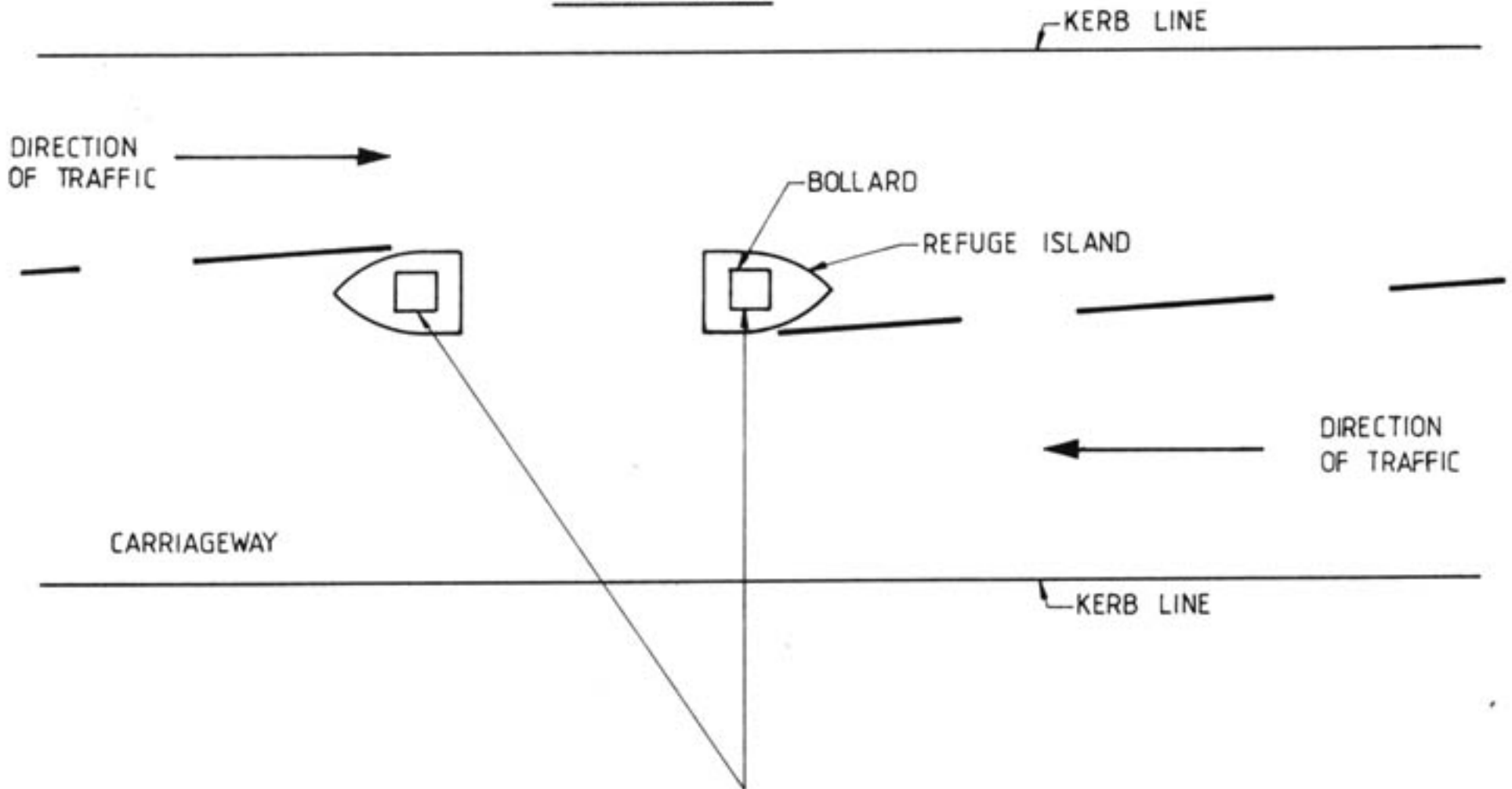
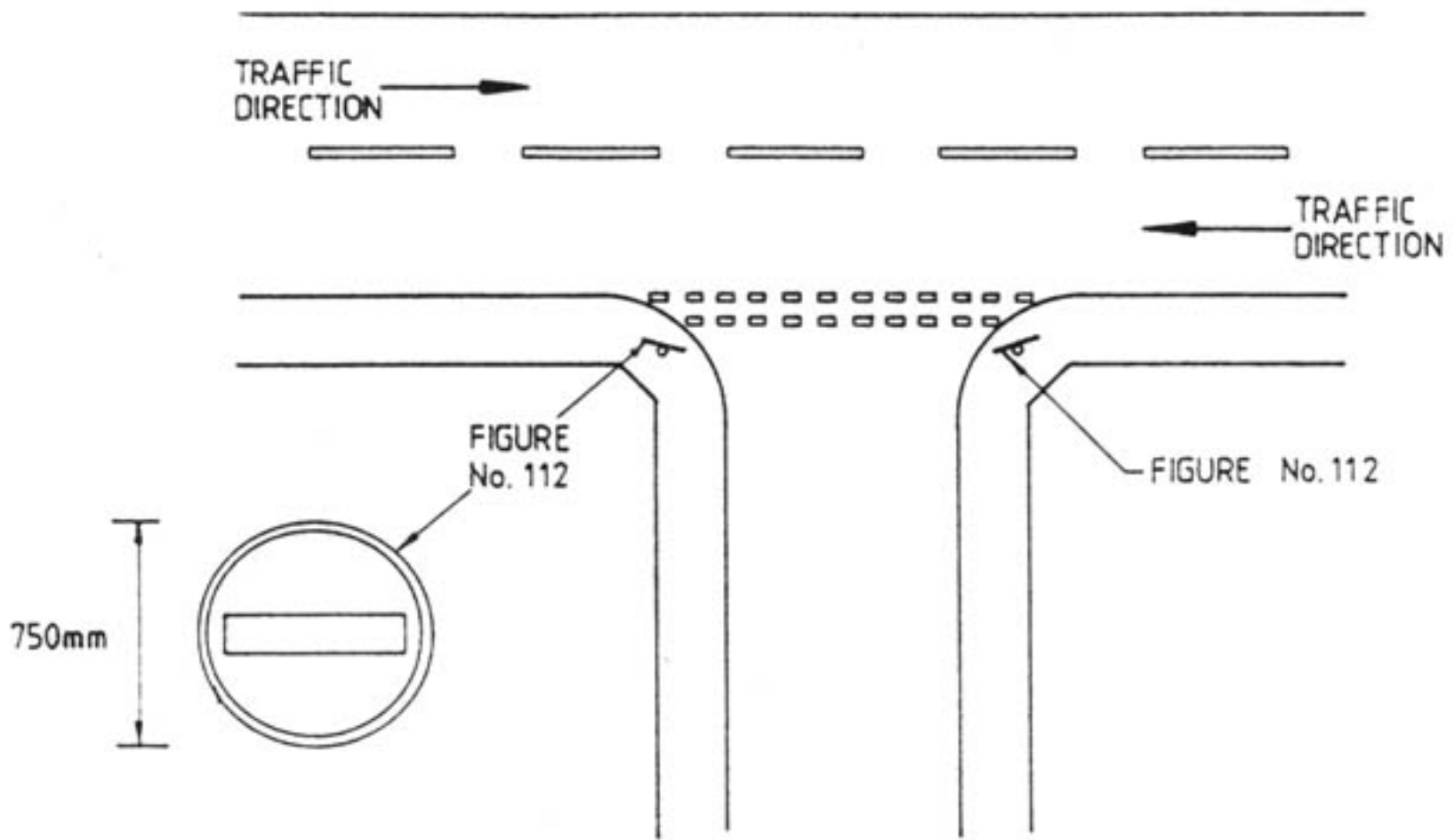


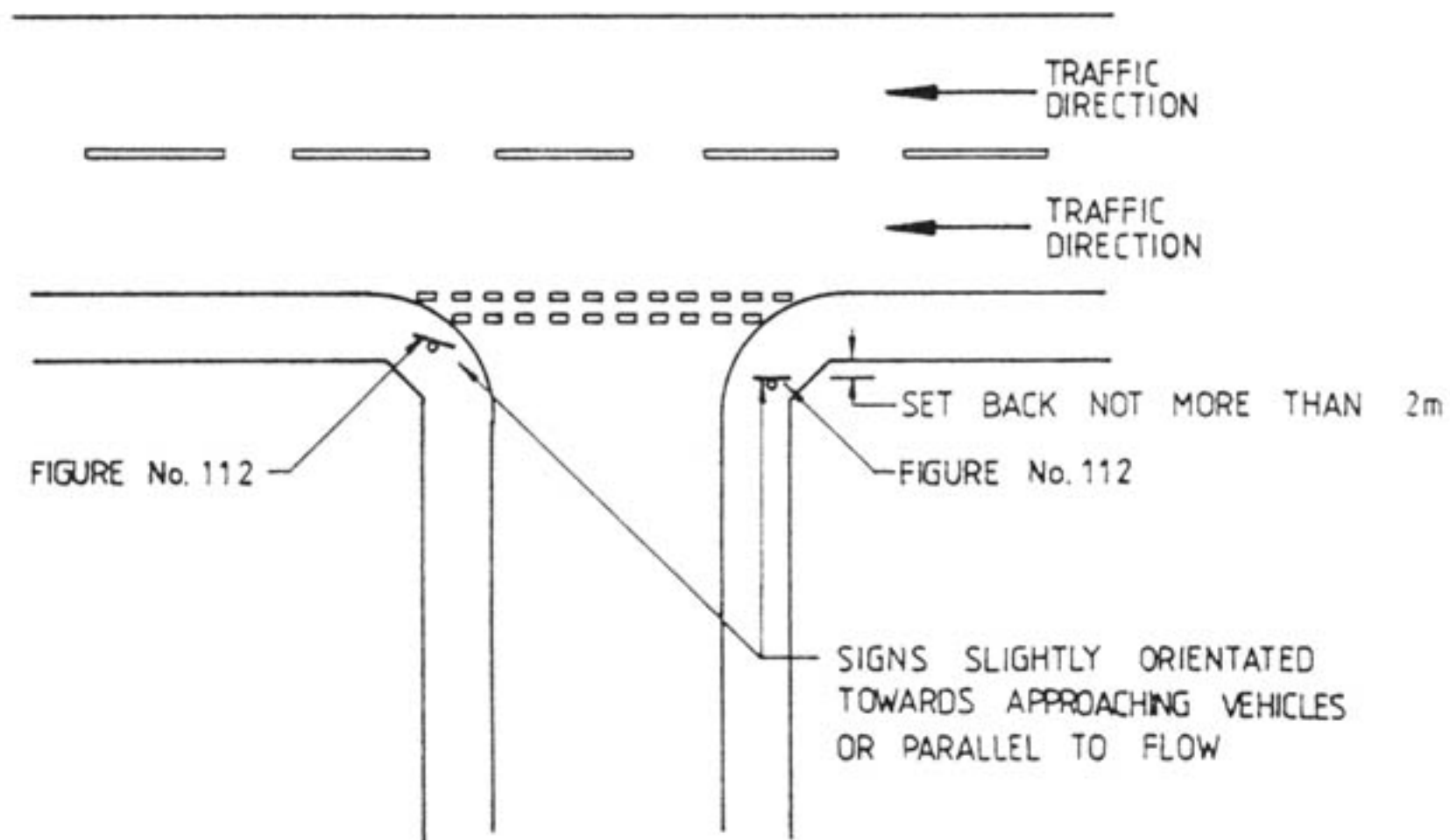
FIGURE No. 108, "KEEP LEFT"  
INCORPORATED INTO A BOLLARD

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.



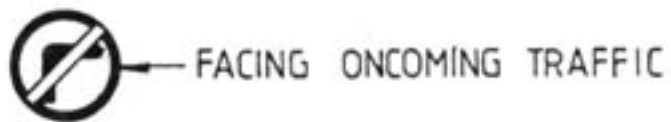
NO LEFT TURN



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.

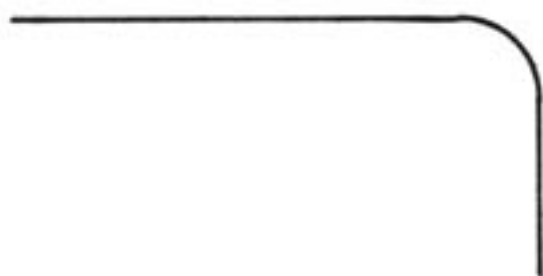


P

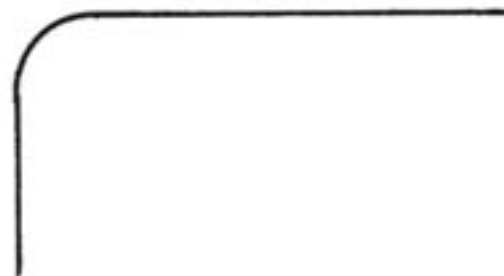


W

E



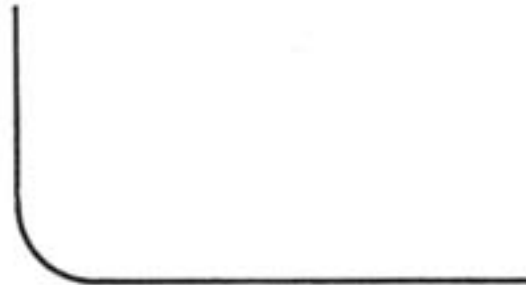
S



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

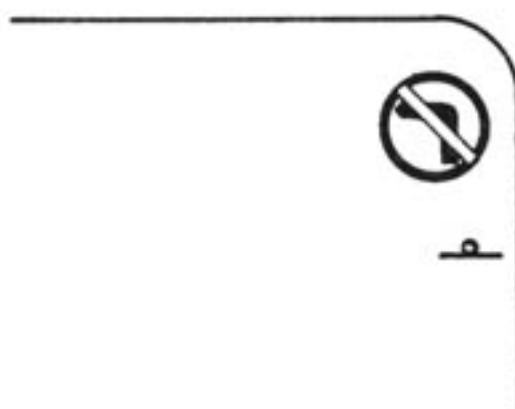


N

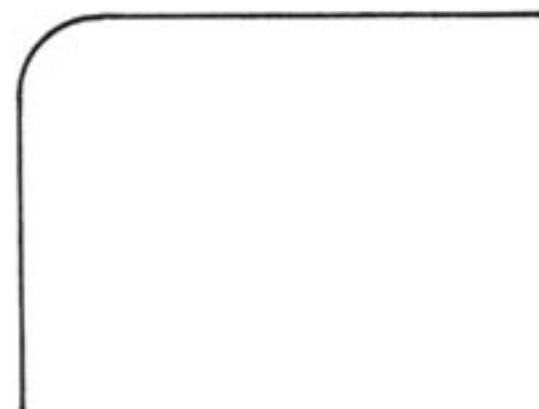


W

E



S



(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.



FIGURE No. 137

CYCLISTS TO LEFT



CYCLISTS TO RIGHT

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.

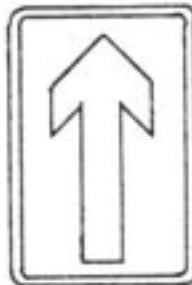
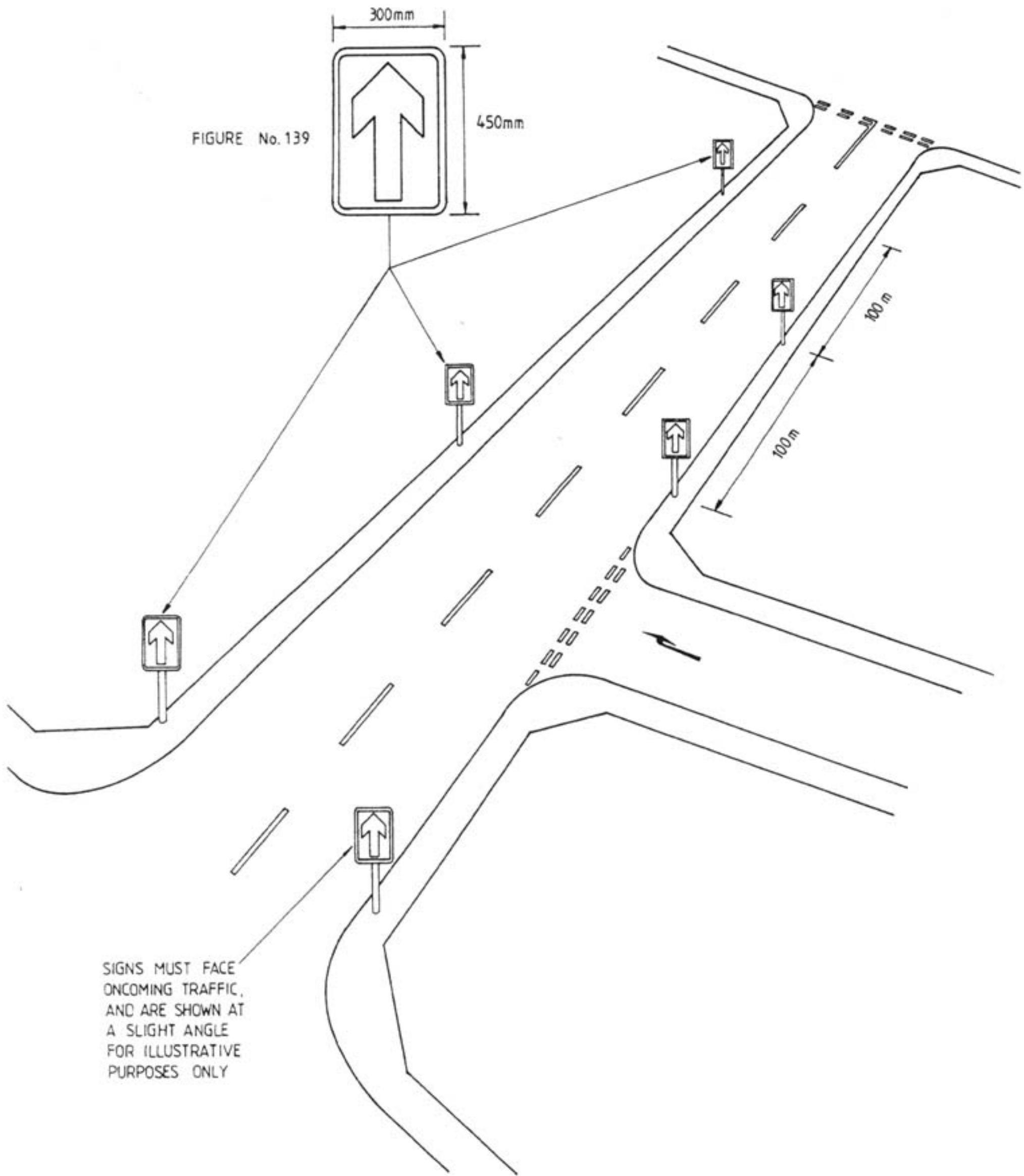


FIGURE No. 139  
ONE WAY TRAFFIC

- 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.



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

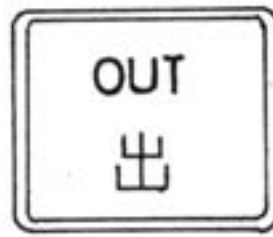


FIGURE No.151



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.