

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

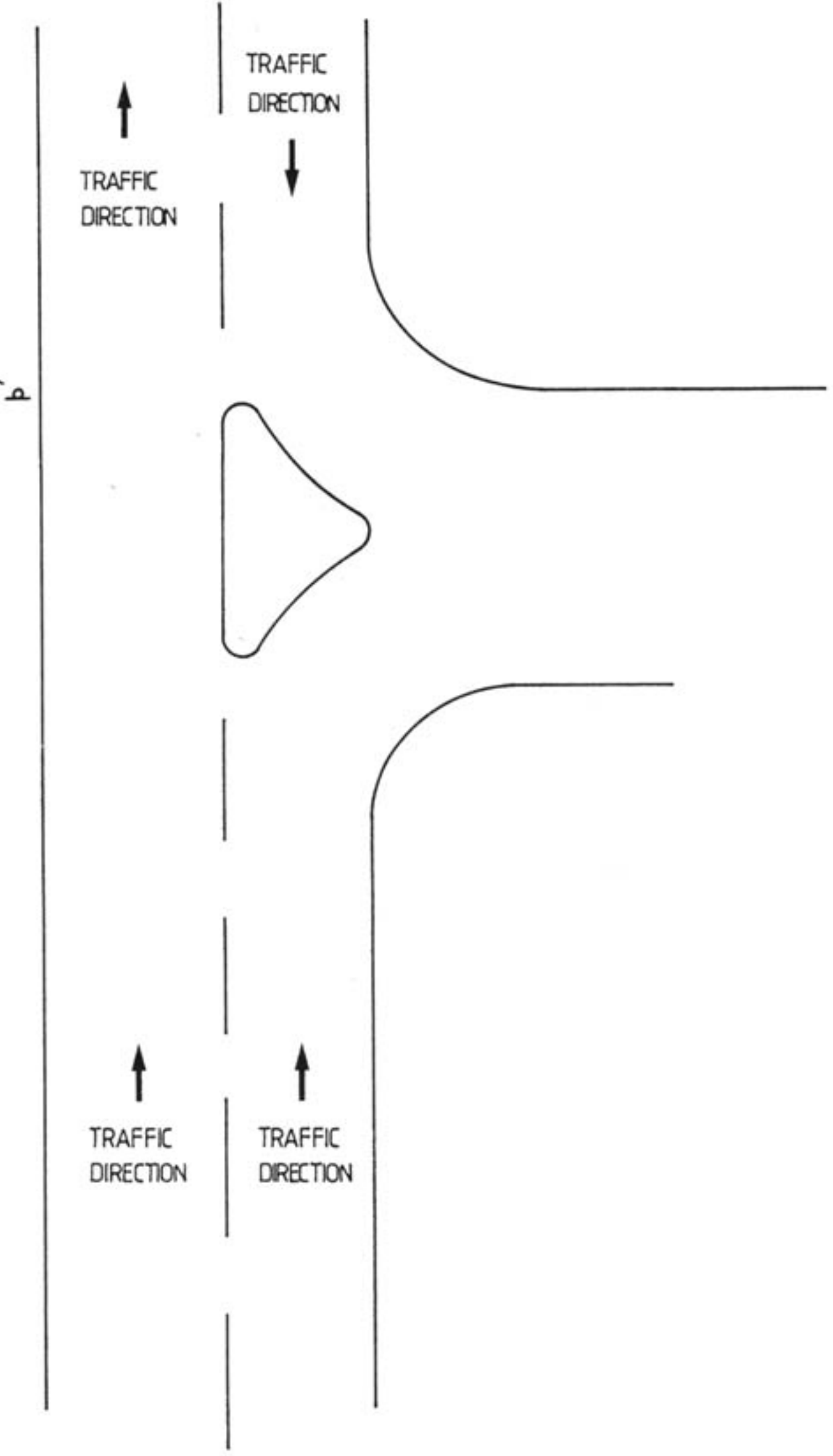
4.5.3 Figure No. 205, "Two Way Traffic", as mentioned above is normally associated with an approach from a one way street, to indicate that the road has in fact changed to two way movements, or, sometimes, that a side road which can be entered from the one way street operates in two directions. With 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.

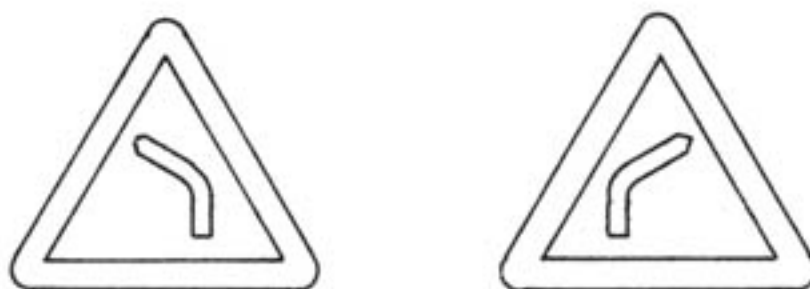


FIGURE No.208

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.

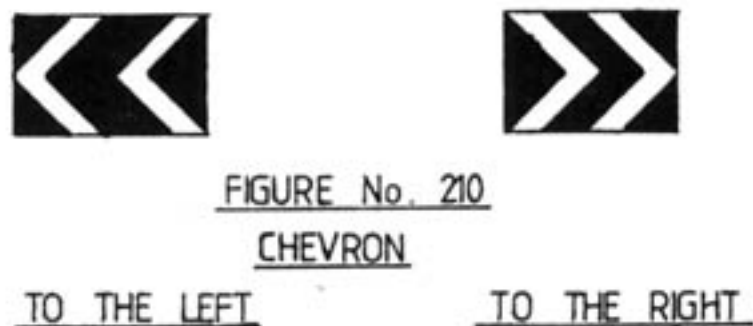


FIGURE No. 210

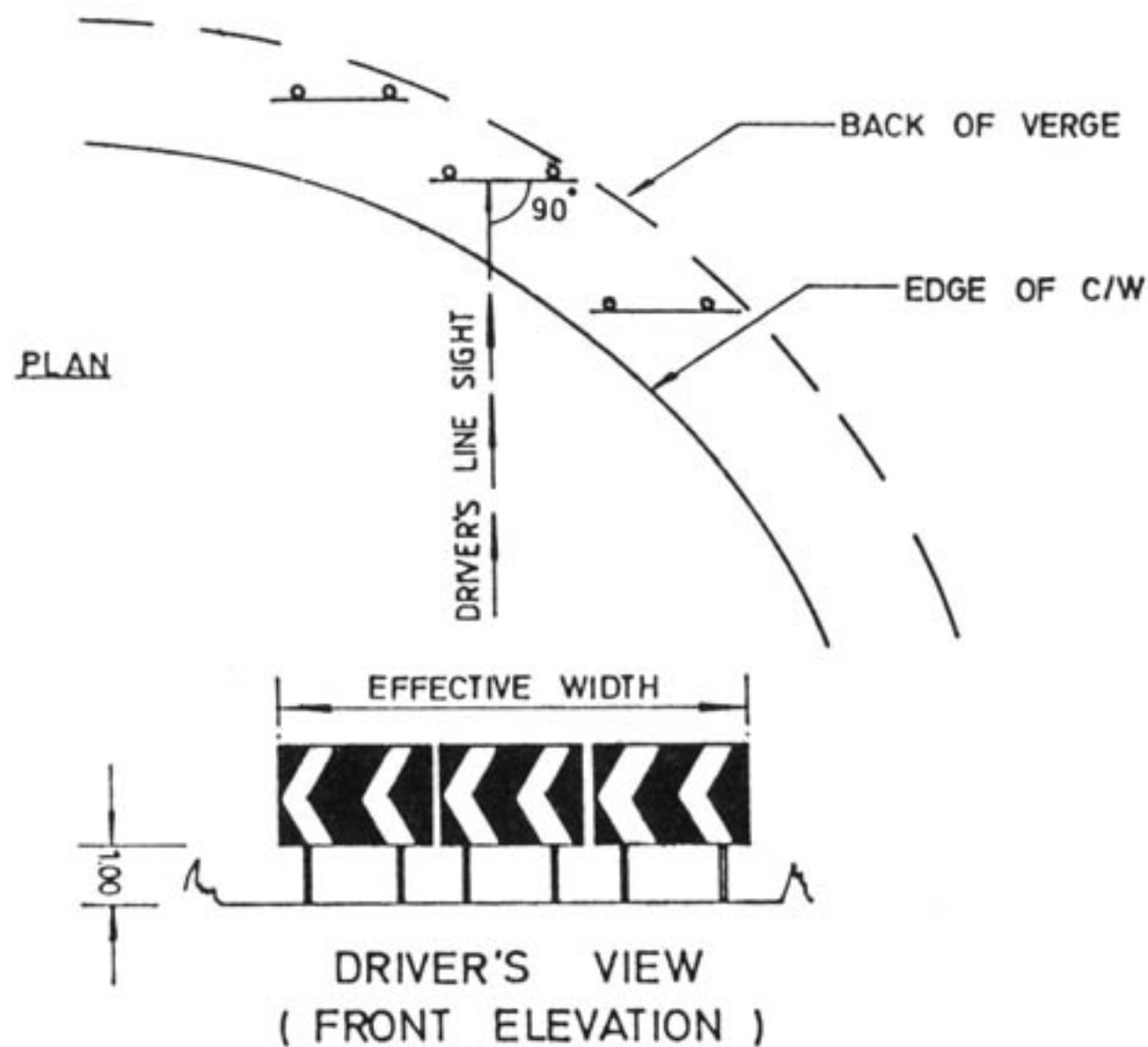
CHEVRON

TO THE LEFT

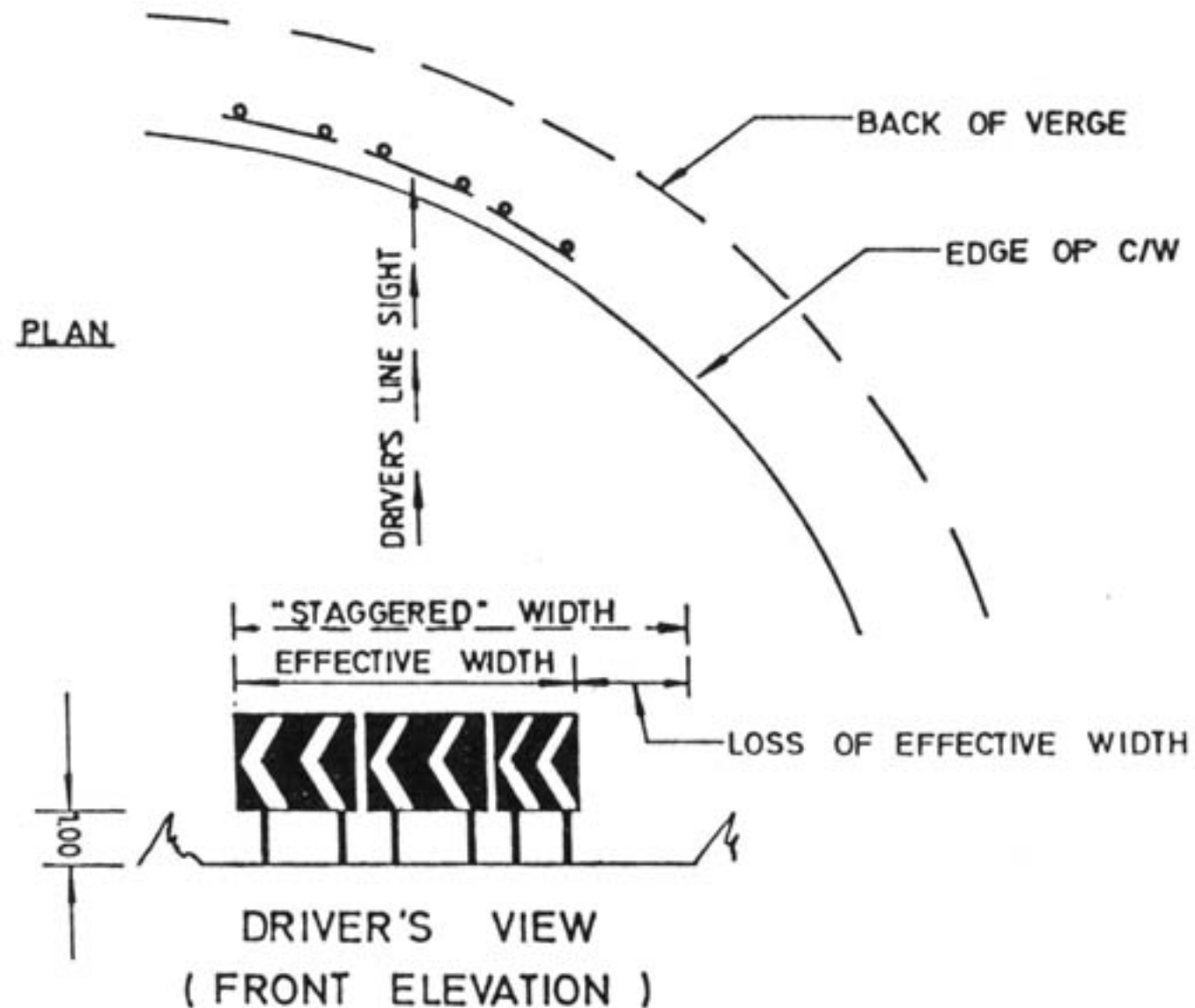
TO THE RIGHT

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  
ROUNDABOUT 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.

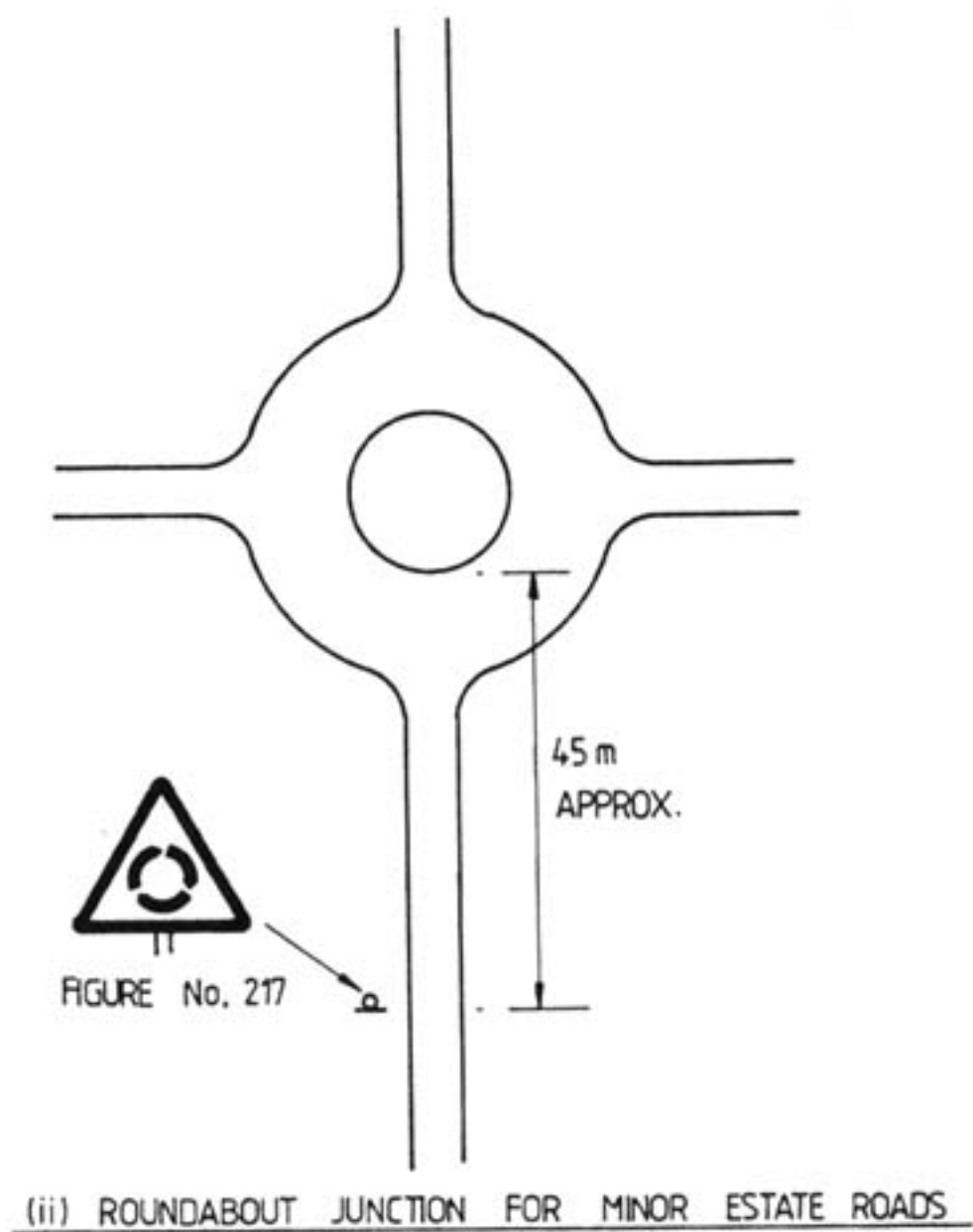
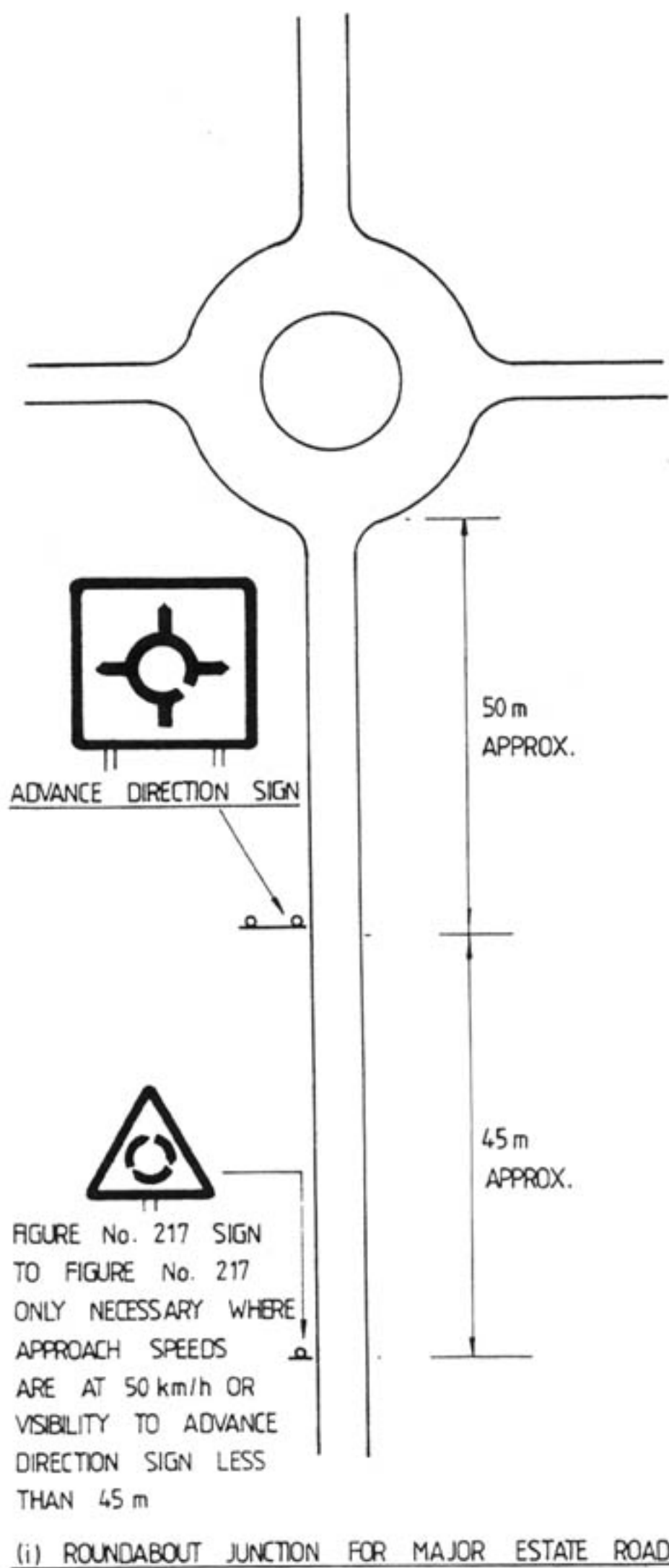


FIGURE No. 218  
STEEP DOWNHILL GRADIENT AHEAD



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, "ROUNDABOUT AHEAD"

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

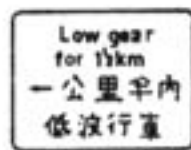


FIGURE No.423



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

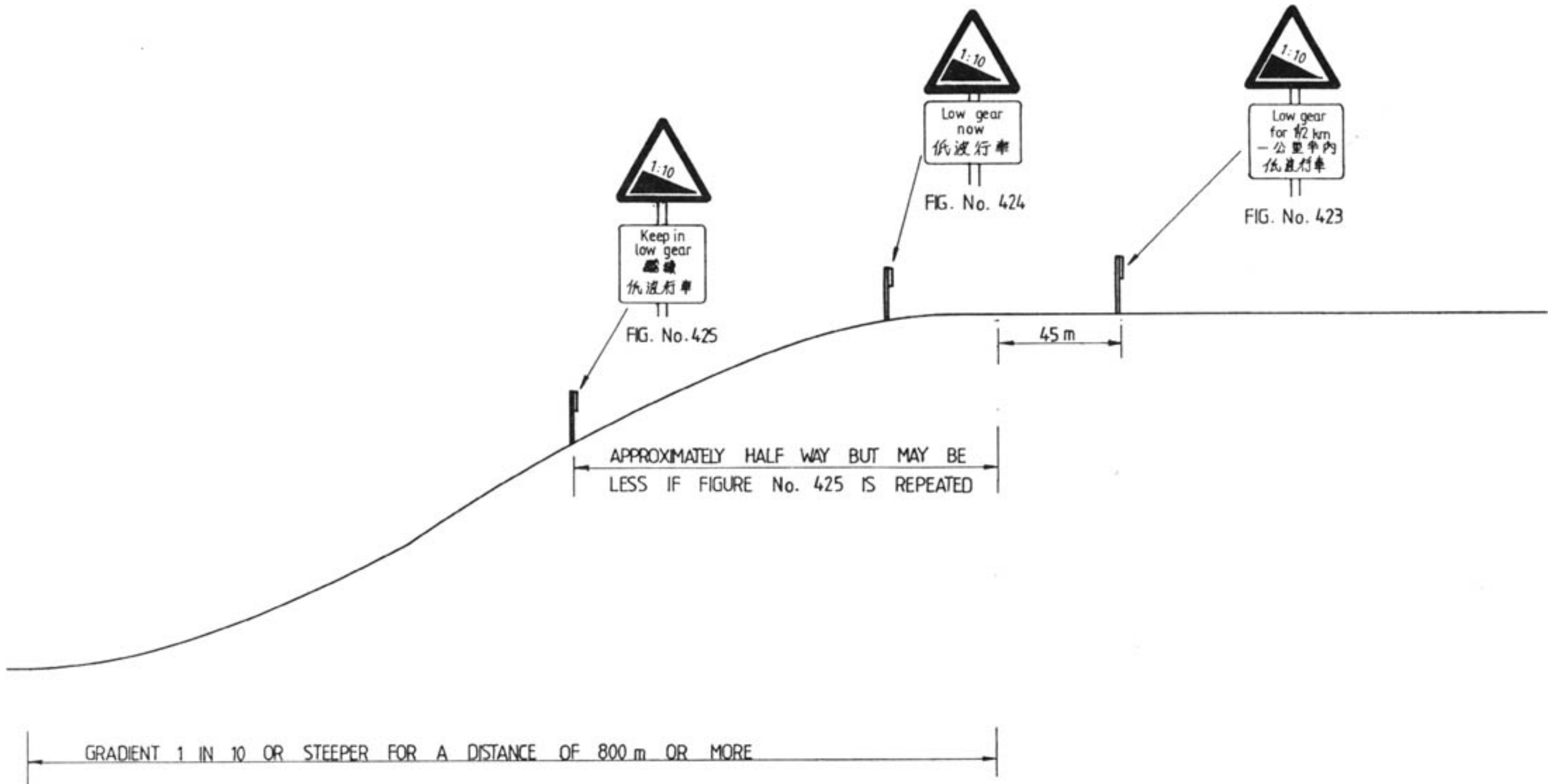


FIGURE No.222

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

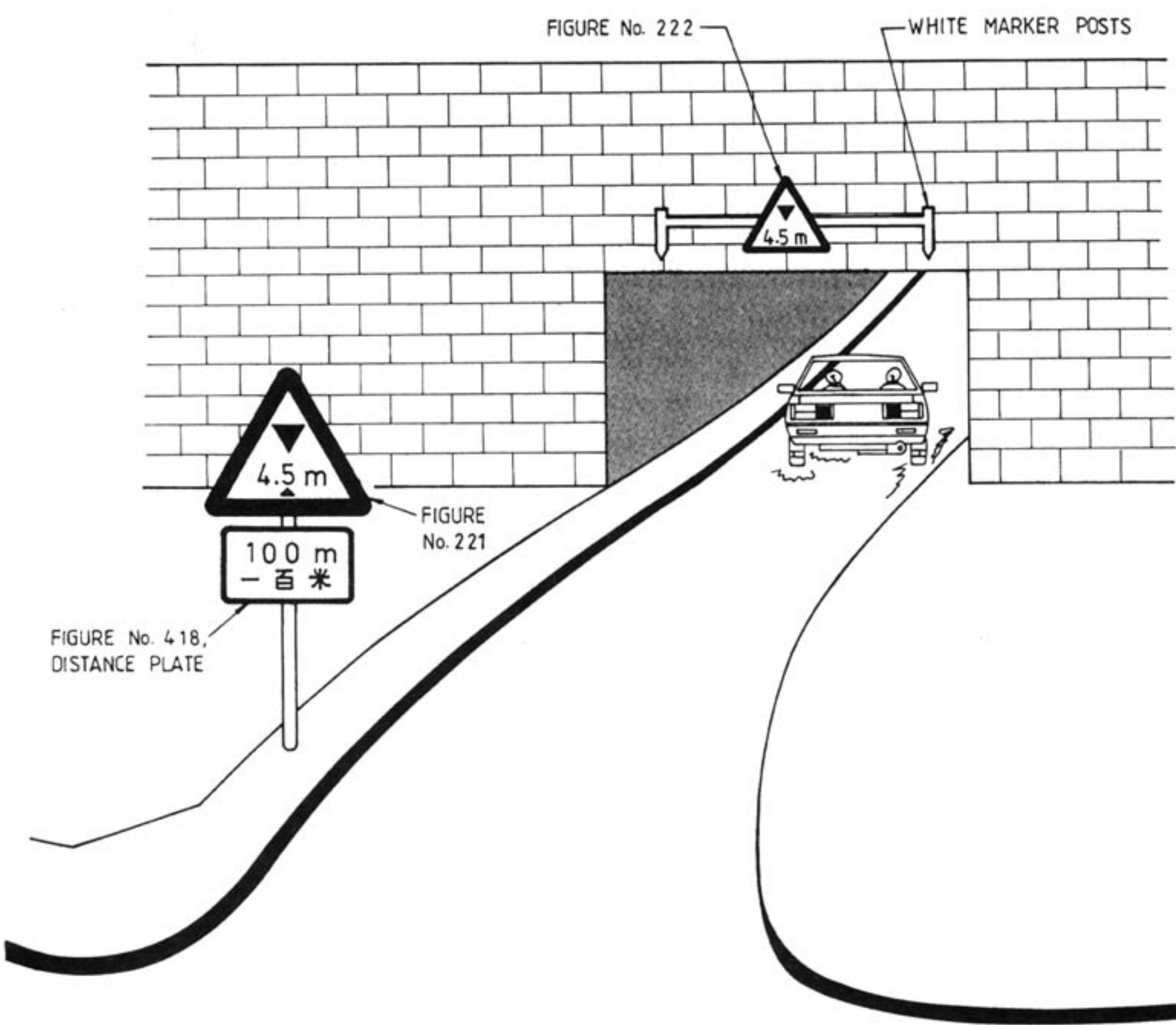
of private roads by larger vehicles will generally be infrequent and therefore it is not essential to warn of headrooms of over 4.7m and under 5m, but it is essential that any structure which has a headroom of 4.7m or less be signed using both Figure No. 221 and Figure No. 222.

- 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 guage, 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

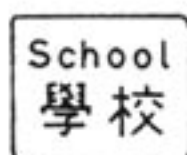


FIGURE No.412  
MAY BE USED WITH  
FIGURE No. 225

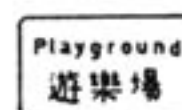


FIGURE No.413  
MAY BE USED WITH  
FIGURE No.225

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.

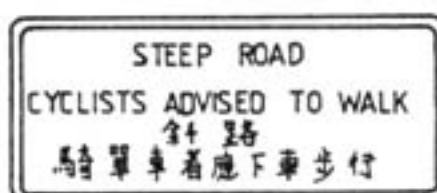


FIGURE No.235

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.

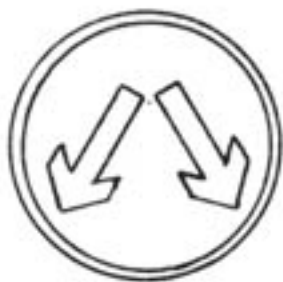


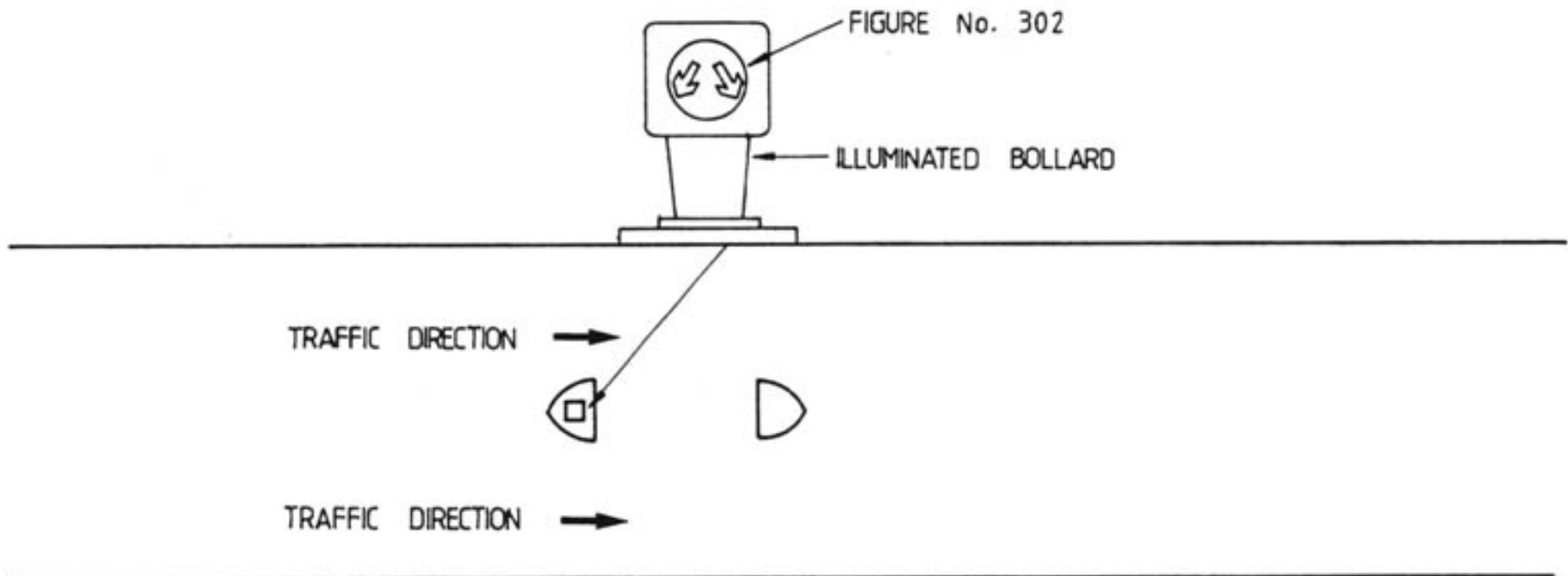
FIGURE No.302  
PASS EITHER SIDE

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.

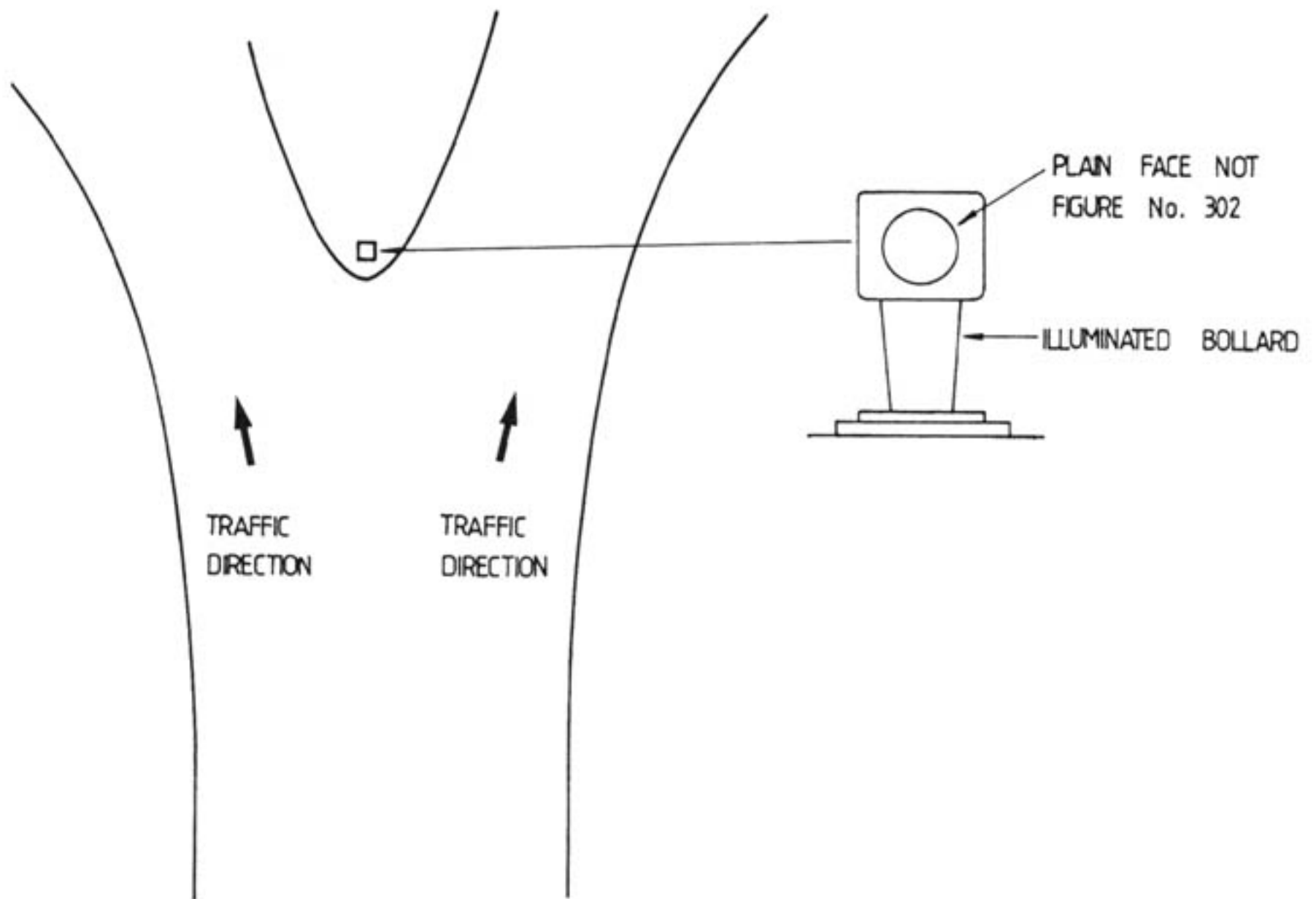
4.5.34 Although this should seldom be the case, if a private road is narrow, that is below 5m in width, but has passing places provided along the road for vehicles to pass, then Figure No. 304 should be erected at the entrance to that road.



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.

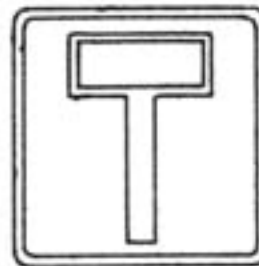
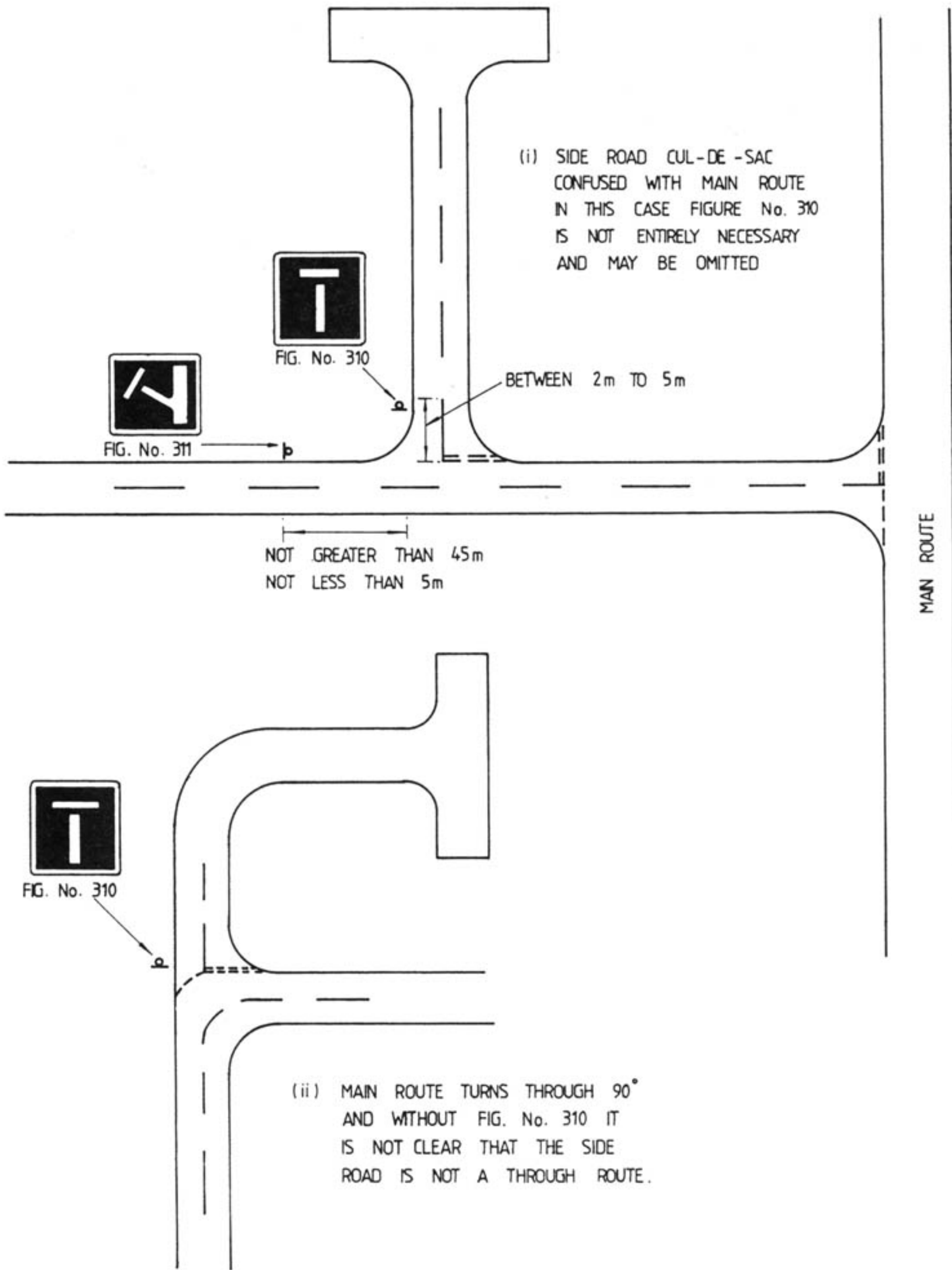


FIGURE No. 310

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

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.

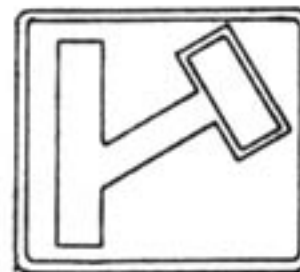
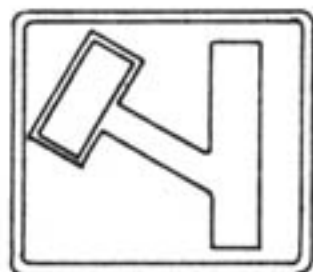


FIGURE No. 311

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".

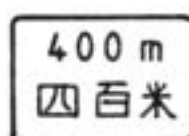


FIGURE No. 418

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.