



5. REGULATORY SIGNS



Chapter 5 Regulatory Signs

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Chapter 5 Regulatory Signs

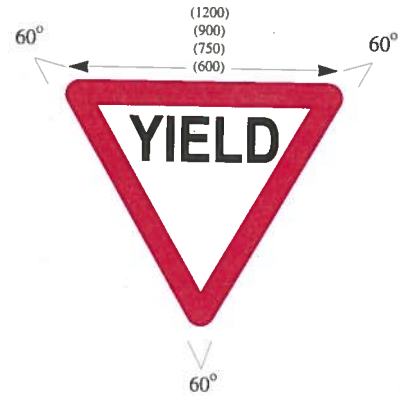
5.1 Introduction

- 5.1.1 A regulatory traffic sign is a sign which indicates the existence of a road regulation or implements such a regulation, or both, or indicates the existence of a provision in an enactment relating to road traffic.
- 5.1.2 Regulatory signs are either mandatory or prohibitory.
- 5.1.3 The mandatory signs give instructions to drivers about what they must do, for example, KEEP LEFT, STOP, YIELD. Most mandatory signs such as the Keep Left sign are circular with white symbol and border on a blue background. Others such as the YIELD sign have black lettering on a white background, with a red border.
- 5.1.4 The prohibitory signs, of which there are many more types, give instructions to drivers about what they must not do, for example, signs banning turns or entry. Speed restriction signs, clearway signs and signs for weight restrictions are further examples. Most are circular, have a red border, and a cancellation bar.
- 5.1.5 The standard dimensions for regulatory signs are given in Figure 5.1.
- 5.1.6 Different sizes of regulatory signs are appropriate to different road speeds in order that drivers can see the sign and absorb their messages in sufficient time. Table A5.2 in the appendix indicates the sign sizes appropriate for the different approach speeds along with the respective 'x' heights of lettering to be used on supplementary plates. Guidelines regarding sizes and siting are described in the subsequent sections dealing with each sign or group of signs. Sign location in general is discussed in Chapter 10 which also includes a definition of the 85th percentile approach speed.



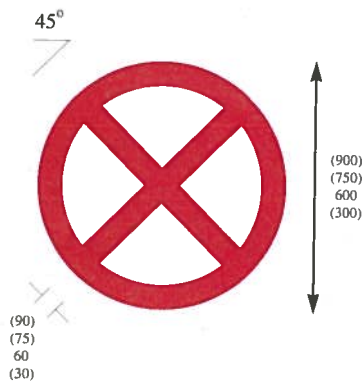
Border Width = 1/30 Sign Width.

a) Octagonal (STOP Sign Only)



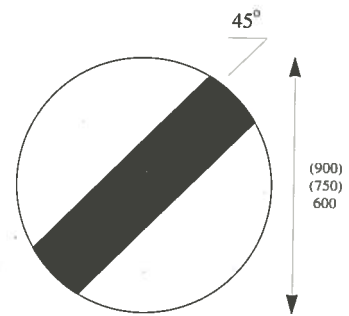
Radius of Corners = 6% of Sign Dimension
Border Width = 1/12 Sign Side

b) Triangular (YIELD Sign Only)



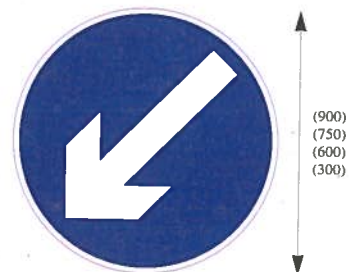
Unless otherwise indicated, borders, and cancellation bars on circular regulatory signs (ie signs with red border on white background) should be 1/10 of the overall diameter of the sign.

c) Circular Prohibitory Sign.



Black Bar Width = 1/4 Sign Height.
No Border.

d) Circular (End Of Special Speed Limit Sign Only)



For circular blue mandatory signs the border width should be 1/50th of the overall diameter.

e) Circular Mandatory Signs.

Figure 5.1 Standard Dimensions Of Regulatory Signs



Figure 5.2
STOP Sign

5.2 The STOP Sign

- 5.2.1 The STOP sign (Figure 5.2.) imposes a requirement on all approaching traffic to stop. It is generally provided in association with a STOP line (see Chapter 7). Vehicles must stop at or in advance of a STOP line or, in the absence of a STOP line at or in advance of a STOP sign.
- 5.2.2 At priority intersections, traffic on the minor road is expected to yield to traffic on the major road. Priority intersections are usually controlled by YIELD signs. Where visibility is less than that recommended for YIELD control in Table 5.1, an intersection should be controlled by a STOP sign.
- 5.2.3 At STOP sign controlled intersections the appropriate sight distance along the major road given in Table 5.1 should be provided from a position on the minor road 3 metres back from the major carriageway edge.
- 5.2.4 Three sizes of the STOP sign are recommended and their appropriate applications are given in Table 5.2.



Table 5.1 - Minimum Dimensions of Sight Triangle at New or Improved Priority Intersections

(a) Rural Road Classes

Major Road Class	RCU 40	RCU 60	RRU 40	RCU 80	RRU 100	RND 120
			RNU 40	RRU 80	RRD 100	
Distance Type			RRU 60	RRD 80	RNU 100	
			RRD 60	RNU 80	RND 100	
			RNU 60	RND 80		
Distance along major road (metres) (1)	80	160	170	230	280	340
Distance from edge of major carriageway along minor road (metres) (2)						
(i) YIELD control	6	6	12	12	12	12
(ii) STOP control	3	3	3	3	3	3

(b) Urban Road Classes

Major Road Class	ULU	UCU 40	UCU 60	UCD 80
			UCD 60	UAU 80
Distance Type			UAU 60	UAD 80
			UAD 60	
Distance along major road (metres) (1)	(3)	80	120	160
Distance from edge of major carriageway along minor road (metres) (2)				
(i) YIELD control	(3)	6	6	6
(ii) STOP control	(3)	3	3	3

Notes:

1. (i) Measured from the intersection of the minor road centre line with the nearer edge of the major road carriageway.
 (ii) Where the major road to be crossed is wider than 7.5 metres this dimension should be increased by 5% per metre width in excess of 7.5 metres.
 (iii) 1.15 metre object height to be used in checking sight distance.
2. (i) Where the major road has a hard shoulder, this distance should be measured from the verge edge of the hard shoulder.
 (ii) 1.05 metre eye height to be used in checking sight distance.
3. (i) Guidelines for class ULU not yet defined.



The three letter road code shown on the previous page may be interpreted as follows:-

- (i) The first letter indicates whether the road is Rural or Urban
- (ii) The second letter gives the road classification e.g. R=Regional
- (iii) The third letter indicates if the road is divided or undivided
- (iv) The figures indicate the design speed of road.

Note: the classifications differ between urban and rural as indicated below

	Rural	Urban
N	National	National
R	Regional	Regional
C	County	Collector
L	-	Local

Table 5.2 - Sizes of STOP Signs and Road Markings

85%ile approach speed of vehicles (Mph)	(Km/h)	Description of Road Type	Size of STOP Sign (mm)	Size of STOP Sign Carriage-way Marking (mm)
20	30	Narrow roads with <1500 vpd and <300 commercial vpd	750	1600
20-30	30-50	Local urban and rural roads	750	1600
30-40	50-65	Single carriageway 2 lane roads	750 (900)	1600 (2800)
40-50	65-80	Urban motorways & high standard 2 or 3 lane rural roads with few junctions	(900) (1200)	2800
50-60	80-95	Dual carriageways or single carriageways with 3 or more lanes	900 (1200)	2800
> 60	> 95	Motorways and modern high standard dual carriageways	900 (1200)	-

Notes:

1. vpd = vehicles per day
2. The alternative sizes shown in brackets should be used where greater emphasis is required by site conditions or by the accident record.



Siting the STOP Sign

- 5.2.5 The STOP sign should be sited as close as possible to the STOP line without impairing visibility along the major road. It will be placed between 1.5 and 6 metres in advance of the STOP line with the former measurement being the ideal. The sign should always be sited on the left hand side of the road but can be duplicated on the right hand side for greater emphasis. Duplication should be normal on a wide one-way road and where a central refuge exists in the mouth of the minor road.
- 5.2.6 A STOP sign should be accompanied by associated road markings (Chapter 7). The absence of road markings does not, however, invalidate the requirement to stop.



Figure 5.3
YIELD Sign



Figure 5.4
GÉILL SLÍ Sign

5.3 The YIELD Sign

5.3.1 The YIELD sign (Figure 5.3) and Irish version GÉILL SLÍ (Figure 5.4) impose an obligation on approaching traffic to yield right of way to traffic on the major road.

5.3.2 At YIELD sign controlled priority intersections a driver approaching on a minor road should have sufficient visibility along the major road to make a manouvre without stopping. Table 5.1 in the previous section indicates the visibility criteria for deciding to use either a YIELD or STOP sign.

5.3.3 Several sizes of YIELD sign are prescribed and their appropriate applications are given in Table 5.3. Table 5.3 - Sizes of YIELD Signs

85%ile Approach Speed of Vehicles		Description of Road Type	Size of Yield Sign
(Mph)	(Km/h)		
20	30	Narrow roads with <1500 vpd and <300 commercial vpd	600
20-30	30-50	Local urban and rural roads	750
30-40	50-65	Single carriageway 2 lane roads	750
40-50	65-80	Urban motorways & high standard rural roads with few junctions	900 (1050)
50-60	80-95	Dual carriageways or single carriageways with 3 or more lanes	1050 (1200)
> 60	> 95	Motorways and modern high standard dual carriageways	1200

Notes:

1. vpd = vehicles per day
2. The alternative sizes shown in brackets should be used where greater emphasis is required by site conditions or by the accident record.



Siting the YIELD Sign

- 5.3.4 The YIELD sign should be sited as near as possible to its associated transverse road markings as long as it does not then impair visibility.
- 5.3.5 The sign will normally be sited on the left hand side but it can be duplicated on the right hand side if greater emphasis is required. Duplication should be considered where there is a refuge in the mouth of the minor road and should be the norm for wide one-way streets.

Associated Road Markings

- 5.3.6 Road markings should accompany the YIELD sign. These are shown and defined in full in Chapter 7.



Figure 5.5
STRAIGHT AHEAD SIGN



Figure 5.6
TURN LEFT SIGN



Figure 5.7
TURN RIGHT SIGN



Figure 5.8
TURN LEFT AHEAD SIGN



Figure 5.9
TURN RIGHT AHEAD SIGN

5.4

Regulatory Mandatory Signs

5.4.1

The “Straight Ahead” sign. (fig. 5.5) indicates that vehicular traffic must proceed straight ahead only.

5.4.2

The “Turn Left” sign (fig. 5.6) indicates that vehicular traffic must turn left at that location. In addition to its use for urban traffic management the sign may also be used on the central island of roundabouts and on the median at junctions on dual carriageways where there is no median break.

5.4.3

The “Turn Right” sign (fig 5.7) indicates that vehicular traffic must turn right at that location.

5.4.4

The “Turn Left Ahead” sign (fig. 5.8) indicates that vehicular traffic must turn left at the junction ahead.

5.4.5

The “Turn Right” ahead sign (fig. 5.9) indicates that vehicular traffic must turn right at the junction ahead.

5.4.6

The “Keep Left” sign (fig. 5.10) indicates that vehicular traffic must keep to the left of the sign.

5.4.7

The “Keep Right” sign (fig. 5.11) indicates the vehicular traffic must keep to the right of the sign. This sign is most commonly used at road works sites.

5.4.8

The “Pass Either Side” sign (fig. 5.12) indicates that vehicular traffic may reach the same destination by passing either side of the sign. The sign should not be used at junctions or on traffic islands where traffic streams diverge to reach different destinations.



Figure 5.10
KEEP LEFT SIGN



Figure 5.11
KEEP RIGHT SIGN



Figure 5.12
PASS EITHER SIDE SIGN



Regulatory, Prohibitory Signs

- 5.4.9 Signs shown in Figures 5.13 to 5.16 indicate that traffic is prohibited from proceeding in the direction indicated by the arrows. The NO ENTRY sign is usually associated with one-way streets and should be accompanied by appropriate road markings (See chapter 7).
- 5.4.10 The “No U-Turn” sign is usually used in connection with dual carriageways or other roads having a central reservation. It should be mounted on the central reservation as close as practicable to the junction. It should face traffic approaching from the direction or directions to which the prohibition applies. Where there is no central island, a sign should be mounted on the left hand side of the road and duplicated on the right hand side.
- 5.4.11 Sizes for regulatory signs and their appropriate uses are given in Table A5.2.



Figure 5.13
NO ENTRY Sign



Figure 5.14
NO RIGHT TURN Sign



Figure 5.15
NO LEFT TURN Sign



Figure 5.16
NO U-TURN Sign



Figure 5.17
Built Up Area Speed Limit



Figure 5.18
Special Area Speed Limit



Figure 5.19
Special Area Speed Limit

5.5

Speed Limit Signs

5.5.1

Speed limit signs indicate the maximum allowable speed applying to a road. Traffic law provides for four types of speed limits viz. the built-up area speed limit (30 mph); special speed limit (40 or 50 mph); the general speed limit (60 mph); and the motorway speed limit (70 mph).

5.5.2

The speed limits are prescribed in the Road Traffic Acts or in regulations made by the Minister.

5.5.3

Traffic signs for all speed limits, except the general speed limit, depict the maximum speed allowed. They are shown in Figures 5.17 to 5.20. The sign for the end of built-up area or special speed limit and commencement of general speed limit is shown in Figure 5.21.

5.5.4

In addition to the standard speed limit signs, repeater signs may be provided where it is considered appropriate.

5.5.5

In the case of roads of an appreciable length to which a special speed limit applies it is recommended that repeater signs be used at intervals of 500m.

5.5.6

Repeater signs of half the normal diameter may be erected on long sections of speed restricted road at the discretion of the local authority.

5.5.7

Speed limit signs should be located as determined by the bye-laws and on both sides of the road. On one-way slip roads, the signs should be located before entry onto the main carriageway. In the case of a dual carriageway, signs should be provided on both sides of the carriageway.

5.5.8

The sizes of speed limit signs and their appropriate uses for different categories of road are given in Table A5.3.



Figure 5.20
Motorways

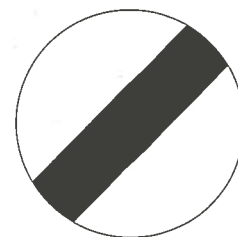


Figure 5.21
End Of Speed Limit
(Other Than General Speed Limit)



5.6 Parking Restriction Signs

- 5.6.1 Parking restrictions are applied by a range of methods. This chapter relates only to controls applied by the provision of up-right signs.
- 5.6.2 The sign shown in Figure 5.22 indicates that parking is allowed, subject to restrictions. Such restrictions should be shown on information plates (Figure 5.23) which accompany the sign.
- 5.6.3 Figure 5.24 shows the sign used to indicate that parking is prohibited. The details of the prohibition should be shown on an information plate accompanying the sign.
- 5.6.4 The sign shown in Figure 5.25 indicates that a section of a road has been designated as a Clearway. A vehicle may not stop or park on a Clearway during the period of operation, which should be shown on information plates which accompany the sign. The end of a clearway should be designated by the sign as on Figure 5.25 and a supplementary plate with the message END (Críoch).
- 5.6.5 Where a system of disc parking operates an information plate as shown in Figure 5.26 should be used, supplementary to the sign shown in figure 5.22. It should indicate the hours of operation of the disc parking and the length of time permitted for a single stay on the particular stretch of road concerned. See chapter 7 for associated road markings.
- 5.6.6 Figure 5.27 indicates an appointed stand for taxis. No vehicle other than a taxi which is available for hire may park at an appointed stand.
- 5.6.7 All signs in this section should be erected parallel to the carriageway, facing the road.



Figure 5.22
Parking Permitted



Figure 5.23
Restriction Plate



Figure 5.24
Parking Prohibited



Figure 5.25
Clearway Sign



Figure 5.27
Taxi Rank Sign



Figure 5.26
Disc Parking Plate



Figure 5.28
Commencement Of Cycle Track



Figure 5.29
End Of Cycle Track Sign

5.7

Signs for Cycle Facilities

Cycle Tracks

5.7.1

A Cycle Track is part of a road including part of a footway or part of a roadway which is reserved for the use of pedal cycles. All mechanically propelled vehicles, other than mechanically propelled wheelchairs, are prohibited from entering a cycle track except for the purposes of access.

5.7.2

The sign shown in Figure 5.28 indicates the commencement point of a cycle track. Figure 5.29 shows the sign to indicate the termination point of a cycle track. These signs are used in association with road markings for cycle tracks (see Chapter 7).

Cycle Ways

5.7.3

A cycleway is part of a public road reserved for the exclusive use of pedal cyclists or both pedal cyclists and pedestrians.

5.7.4

Figure No. 5.30 indicates the commencement point of a cycleway. Figure 5.29 indicates the termination point of a cycleway.

Shared Pedestrian/Cycle Facilities 5.7.5 Where there is a shared facility for cycles and pedestrians on a cycle track or cycleway the sign shown in figure 5.31 should be used.



Figure 5.30
Commencement Of Cycleway



Figure 5.31
Shared Cycle/Pedestrian Track Sign



5.8 School Warden's STOP Sign

5.8.1 The school warden's STOP sign is illustrated in Figure 5.32. The sign is double-sided. Only the 450mm diameter size is prescribed for the sign.



Figure 5.32
School Warden's Stop Sign



Figure 5.33
Pedestrianised Street



Figure 5.34
Information Plate

5.9

Pedestrianised Streets

Prohibition on Entry to or Parking in Certain Streets

5.9.1

Figure 5.33 shows the sign used to indicate that traffic or a specified class of traffic, is prohibited in both directions. The sign is usually used for pedestrianisation of certain streets and should, when used for this purpose be accompanied by information plates (Figure 5.34) showing the hours/days of operation.

5.9.2

The “Pedestrianised Street” sign should usually be provided on both sides of the street and orientated to face oncoming traffic. On very narrow pedestrianised streets the entrances may be marked by only one sign as long as it can be seen clearly by all approaching drivers.



5.10 Weight and Height Restrictions

5.10.1 The sign shown in Figure 5.35 is used to indicate that any vehicle, the unladen weight of which exceeds the weight specified on the sign, is prohibited from entering. The sign should be located on both sides of the road where the restriction commences and should face approaching traffic.



Figure 5.35
Weight Restriction Sign

5.10.2 For bridges where restrictions apply, the signs shown in Figures 5.36 and/or 5.37 may be placed at each end of the bridge or on the approach roads adjacent to the bridge. These signs should be accompanied by the appropriate bridge notice (figs. 5.39 to 5.41)



Figure 5.36
Vehicle Weight Restriction Sign

5.10.3 The advance sign indicating the restriction and showing the distance should be provided on all approaches to the bridge. (fig. 5.39)

5.10.4 The signs shown on figs. 5.42 and 5.43 should be provided at appropriate locations to indicate alternative routes for heavy vehicles.



Figure 5.37
Axle Weight Restriction Sign



Figure 5.38
Advance Sign Indicating Restriction Ahead



Fógra Droichid
Ní cheadaítear d'aon fheithicil ná d'aon chumasc feithicil, ar mó a m(h)eáchan luchtaithe ná X thonna, nó ar mó meáchan aon acastóra ar leith dá c(h)uid ar an mbóthar ná X thonna, an droichead seo a thrasnú.

Fógra Droichid
Ní cheadaítear d'aon fheithicil ná d'aon chumasc feithicil, ar mó m(h)eáchan luchtaithe ná X thonna, an droichead seo a thrasnú.

BRIDGE NOTICE
 No vehicle or combination of vehicles, the laden weight of which exceeds tonnes or any single axle of which transmits to the road surface a weight exceeding tonnes may pass over this bridge

BRIDGE NOTICE
 No vehicle or combination of vehicles, the laden weight of which exceeds tonnes may pass over this bridge

Figure 5.39
 Bridge Restriction Notice ('x' ht.-25 mm)

Figure 5.40
 Bridge Restriction Notice ('x' ht.-25 mm)

Fógra Droichid
Ní cheadaítear d'aon fheithicil ná d'aon chumasc feithicil, ar mó meáchan aon acastóra ar leith dá c(h)uid ar an mbóthar ná X thonna, an droichead seo a thrasnú.

BRIDGE NOTICE
 No vehicle or combination of vehicles, any single axle of which transmits to the road surface a weight exceeding tonnes may pass over this bridge

Figure 5.41
 Bridge Restriction Notice ('x' ht.-25 mm)

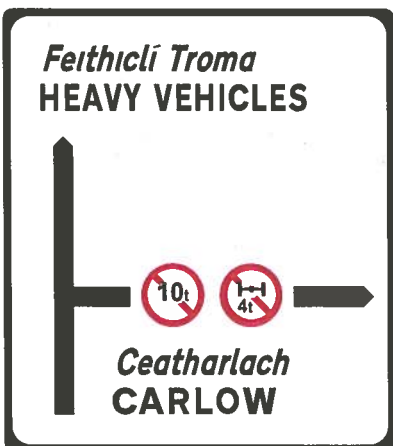


Figure 5.42
 Sign Indicating Route Subject To Restriction ('x' ht. 80 (100)mm)

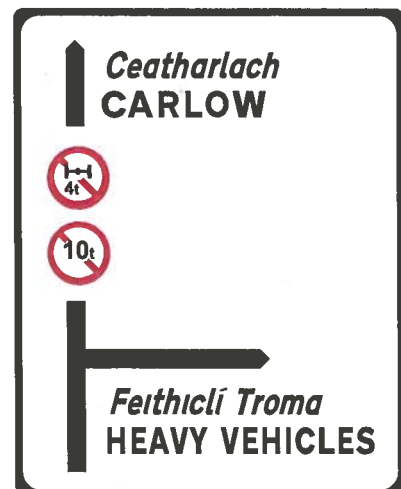


Figure 5.43
 Sign Indicating Route Subject To Restriction ('x' ht. 80 (100)mm)



- 5.10.5 The sign illustrated in Figure 5.44 is used to restrict the height of vehicles using a particular road. The sign should be placed at the entrance to the road with information regarding suitable detours for high loads.
- 5.10.6 In common with the corresponding warning sign, both metric and imperial measurements of the height restriction should appear on this regulatory sign. The dimensions displayed will depend on how the original measurement of the height restriction was made.
- 5.10.7 For railway overhead bridges, the available height is measured from a 40 ft. chord simulating a truck wheel base. The actual figure to be used should be agreed with Iarnrod Eireann's Engineer.
- 5.10.8 If the height is measured in metres, then the figure shown should be rounded down to the nearest 0.01m less than the measured height. The imperial equivalent in inches should be calculated by multiplying the height in metres by 39.37. The measurement should be converted from inches only to feet and inches and then rounded down to the nearest inch.
- 5.10.9 The sign shown in figure 5.45 indicates that there is a zonal restriction on the parking of vehicles exceeding a specific weight eg. 3 tonne as shown in the figure. The sign shown in figure 5.46 indicates the end of the restriction zone and should be placed at all exit points.



Figure 5.44
Height Restriction Sign



Figure 5.46



Figure 5.45



Figure 5.47
NO OVERTAKING Sign



Figure 5.48
Distance Plate

5.11 The No Overtaking Sign

- 5.11.1 The “No Overtaking” sign shown in Figure 5.47 is used to prohibit overtaking where it is dangerous to do so and is usually used in conjunction with Road Works. It should not be used in situations where the same result can be achieved by the use of a continuous solid centreline or double-line marking.
- 5.11.2 A “No Overtaking” sign should be erected on both sides of the road at both ends of the affected length of road to face traffic approaching from each direction. The signs should be supplemented by the distance plate shown in Figure 5.48. Distances less than 1 kilometre should be shown in metres, those greater than this should be shown rounded to the nearest whole kilometre.
- 5.11.3 The siting and size of the “No Overtaking” sign is governed by the 85th percentile approach speed and is contained in Table A5.2.
- 5.11.4 The end of the restriction should be indicated by the sign as in Figure 5.47 with a supplementary plate with the message END (Críoch)



5.12 Bus Lane Signing

5.12.1 Bus lanes reserve sections of road space at designated times for buses. They are designed to minimise the delay to buses. Cyclists and taxis are also permitted to travel in with-flow bus lanes. All other road users are prohibited from using bus lanes at the specified times.

5.12.2 Several signs are prescribed for use with bus lanes. Most have white symbols and borders on a blue background. They should be used in conjunction with the appropriate road markings which are defined in Chapter 7. Bus lanes may be either:

- (i) with-flow which run in the same direction as the traffic using the adjacent lane.;
- (ii) contra-flow which run in the opposite direction to traffic using the adjacent lane. No other traffic may use contra-flow lanes (this includes cyclists).

Normally the part of the carriageway reserved as a bus lane enables a bus to travel with its near side adjacent to the edge of the carriageway.

With-Flow Bus Lanes

5.12.3 A with-flow bus lane is usually provided on the nearside of the carriageway although it can be positioned on the off side if necessary.

5.12.4 Advance signing of a with-flow bus lane should be provided by a sign as shown in Figure 5.49. Note that the inclusion of the cycle symbol indicates that cyclists are permitted to use the bus lane. This sign should be positioned in advance of the dotted road marking (taper) indicating the start of the lane.

5.12.5 The mandatory sign (Figures 5.50) should be sited facing oncoming traffic at the point where the prohibition begins after the taper, and may be accompanied by a rectangular plate as shown in figure 5.51. It should be repeated along the bus lane and should be sited just beyond each side road. The distance between the signs should not normally exceed 300 metres and when junctions are further apart, additional signs should be erected to limit the spacing to about 300 metres.



Figure 5.49
Advance Sign For With
Flow Bus Lane

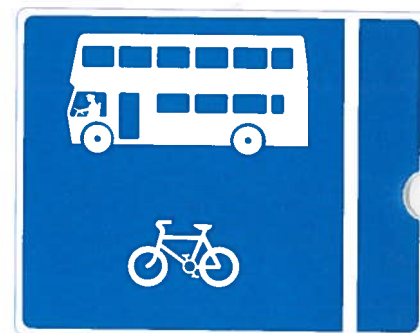


Figure 5.50
With Flow Bus Lane



Figure 5.51
Information plate



Figure 5.52
Advance Sign For
Offside Bus Lane

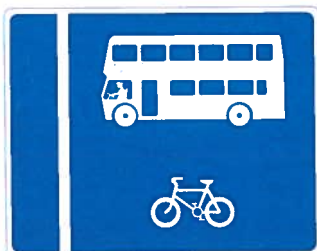


Figure 5.53
Offside Bus Lane



Figure 5.54
Information Plate

5.12.6

For offside bus lanes, the signs shown in Figures 5.52 and 5.53 should be used instead of those shown in Figures 5.49 and 5.50. The signing for a with-flow bus lane is demonstrated in Figure 5.55.

Contra-Flow Bus Lanes

5.12.7

Unlike with-flow bus lanes, contra-flow bus lanes usually operate 24 hours a day. Cyclists and taxis are not permitted to use them. At the start of a contra-flow lane “No Entry” signs as defined in section 5.4 should be positioned on either side of the bus lane carriageway (this will require a traffic island between the bus lane and lane of opposing flow). Black on white plates as shown in Figure 5.54 should be located immediately below the “No Entry” sign to indicate that the prohibition does not apply to buses.

5.12.8

The mandatory sign shown in Figure 5.56 should be erected facing traffic entering the street. These signs should also be repeated facing the direction of the main traffic flow after every side road junction on whichever side the side road is located.

5.12.9

The signing scheme for a contra-flow bus lane is given in Figure 5.61.

Other Signs For Bus Lanes

5.12.10

Five other signs are used in association with Bus Lanes and are shown in Figures 5.57 to 5.60. These signs are not regulatory but inform other road users and pedestrians of the presence of the bus lane.

5.12.11

Every side road carrying traffic proceeding towards the bus lane should be provided with one of the signs illustrated in Figures 5.57 to 5.58.

5.12.12

The signs shown in Figure 5.59 and 5.60 should be used along the bus lane to warn pedestrians to look in the direction of oncoming buses.

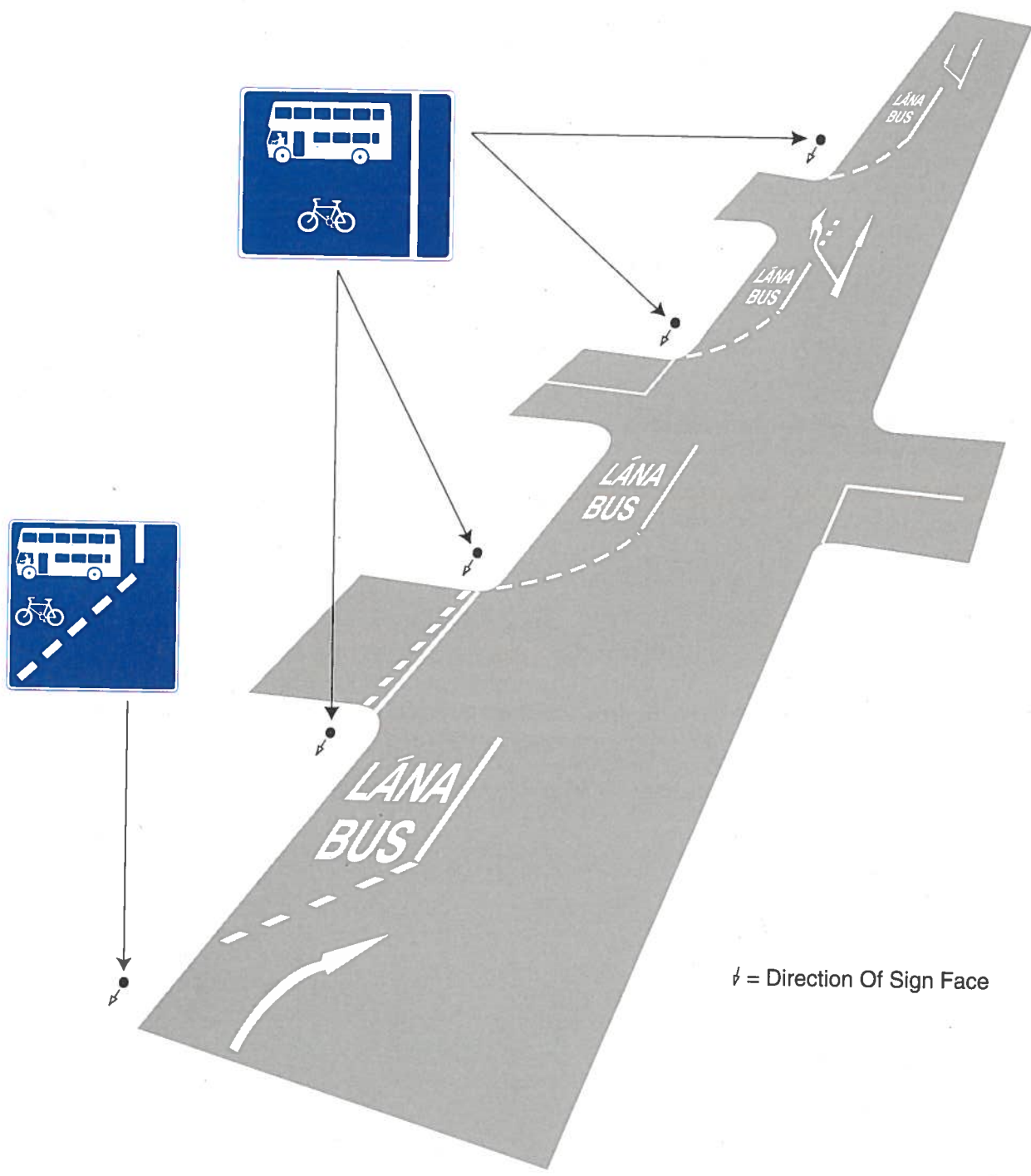


Figure 5.55 Signing For A With Flow Bus Lane



Sizes of Bus Lane Signs

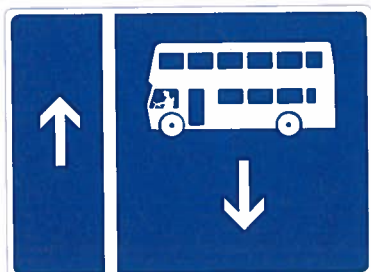


Figure 5.56
Contra Flow Bus Lane

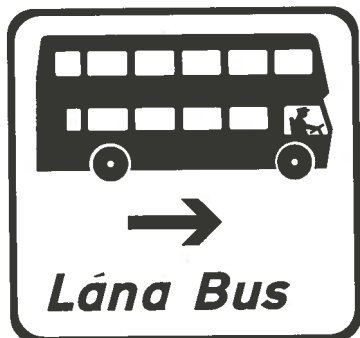


Figure 5.57
Lána Bus

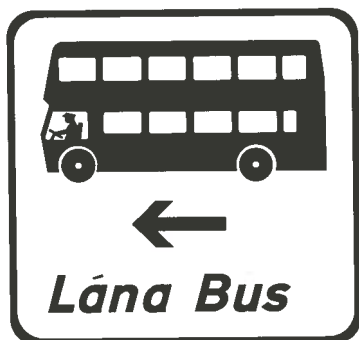


Figure 5.58
Lána Bus



Figure 5.59
Lána Bus



Figure 5.60
Lána Bus

5.12.13

For each bus lane sign there are two sizes prescribed as shown below. The smaller signs should be used on roads having 85th percentile approach speeds of 30 mph (50 Km/h) or less. The larger signs should be used on all other roads.

Figure	Width	Height
5.49	750 (1000)	750 (1000)
5.50	810 (675)	645 (537.5)
5.52	750 (1000)	750 (1000)
5.53	810 (675)	645 (537.5)
5.56	825 (990)	587.5 (705)
5.57	600 (480)	587.5 (470)
5.58	600 (480)	587.5 (470)
5.59	600 (450)	500 (375)
5.60	600 (450)	500 (375)

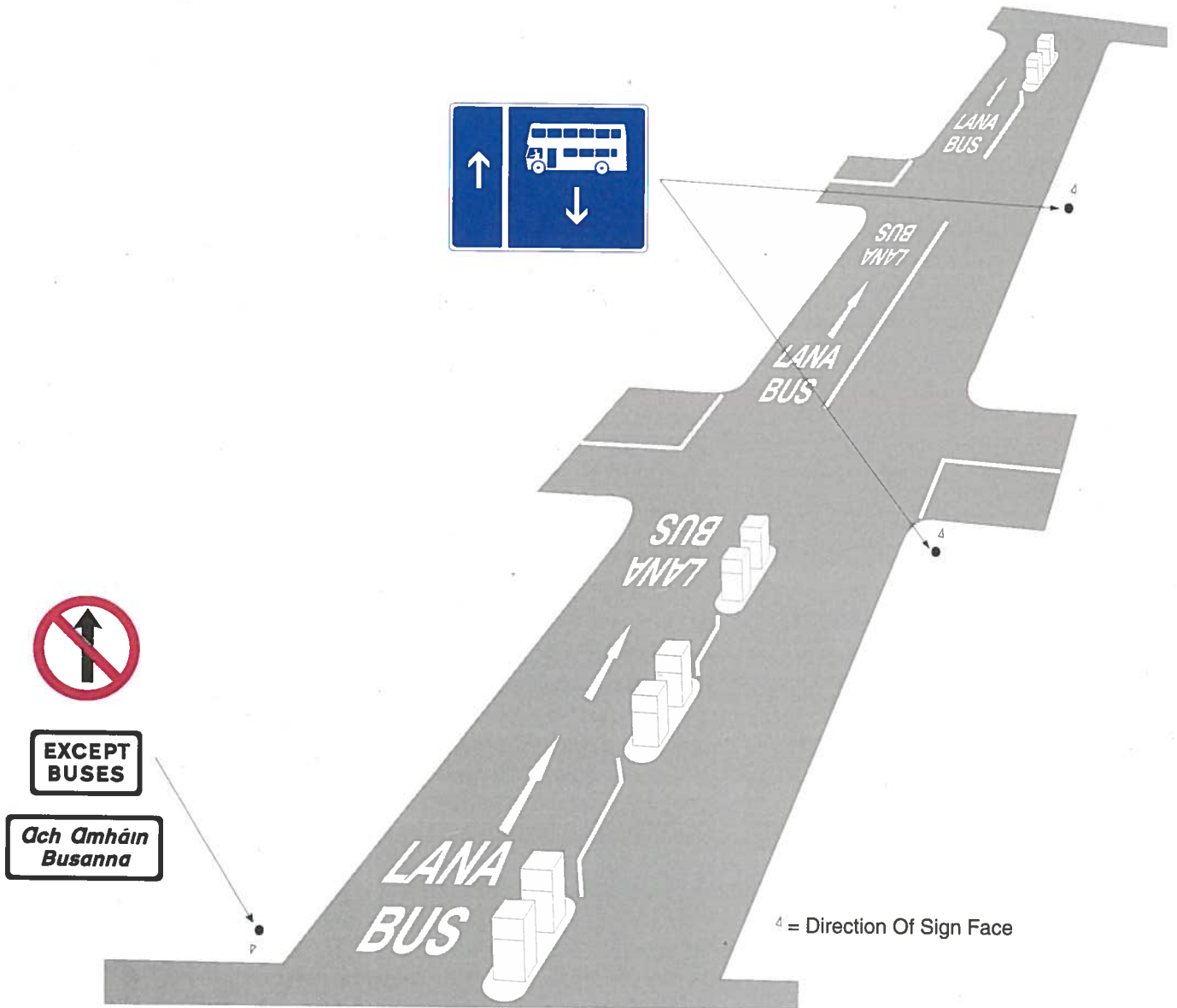


Figure 5.61 Signing Scheme For Contra Flow Bus Lanes



Table A5.1 - Schedule of Regulatory Signs

Figure Number	Description	Colours	Shape
5.2	STOP	White, red	Octagonal
5.3	YIELD	Black, White, Red	Triangular
5.4	GÉILL SLÍ	Black, White, Red	Triangular
5.5	Straight Ahead Only	Blue, White	Circular
5.6	Turn Left	Blue, White	Circular
5.7	Turn Right	Blue, White	Circular
5.8	Turn Left Ahead	Blue, White	Circular
5.9	Turn Right Ahead	Blue, White	Circular
5.10	Keep Left	Blue, White	Circular
5.11	Keep Right	Blue, White	Circular
5.12	Pass Either Side	Blue, White	Circular
5.13	No Entry	Black, White, Red	Circular
5.14	No Right Turn	Black, White, Red	Circular
5.15	No Left Turn	Black, White, Red	Circular
5.16	No U-Turn	Black, White, Red	Circular
5.17	Built Up Area Speed Limit	Black, White, Red	Circular
5.18/19	Special Area Speed Limit	Black, White, Red	Circular
5.20	Motorway Speed Limit	Black, White, Red	Circular
5.21	End of Speed Limit	Black, White	Circular
5.22	Parking Permitted	Black, White, Red	Circular
5.24	Parking Prohibited	Black, White, Red	Circular
5.25	Clearway	White, Red	Circular
5.27	Taxi Rank	Black, White, Red	Circular
5.28	Commencement of Cycle Track	Blue, White	Rectangular
5.29	End of Cycle Track	Blue, White	Rectangular
5.30	Commencement of Cycleway	Blue, White	Rectangular
5.31	Shared Cycle/Pedestrian Track	Blue, White	Circular
5.32	School Warden's STOP Sign	Black, White, Red	Circular
5.33	Pedestrianised Street	White, Red	Circular
5.35	Weight Restriction	Black, White, Red	Circular
5.36	Vehicle Weight Restriction	Black, White, Red	Circular
5.37	Axle Weight Restriction	Black, White, Red	Circular
5.38	Advance Weight Restriction (Bridge)	Black, White, Red	Rectangular
5.42	Route Subject To Restriction	Black, White, Red	Rectangular
5.43	Route Subject To Restriction	Black, White, Red	Rectangular
5.44	Height Restriction	Black, White, Red	Circular
5.45	Weight Parking Restriction	Black, White, Red	Rectangular
5.47	No Overtaking	Black, White, Red	Circular
5.49	Advance Sign for With-Flow Bus Lane (Nearside)	Blue, White	Rectangular
5.50	With-Flow Bus Lane (Nearside)	Blue, White	Rectangular
5.52	Advance Sign for With-Flow Bus Lane (Offside)	Blue, White	Rectangular
5.53	With-Flow Bus Lane (Offside)	Blue, White	Rectangular
5.56	Contra-Flow Bus Lane	Blue, White	Rectangular
5.57	Lána Bus	Black, White	Rectangular
5.58	Lána Bus	Black, White	Rectangular
5.59	Lána Bus Look Right	Blue, White	Rectangular
5.60	Lána Bus Look Left	Blue, White	Rectangular



Table A5.2 - Sizes of Regulatory Signs

85%ile Approach Speed of Vehicles		Type of Road	Size of Sign (mm)	'X' Height of Supplementary Plate (mm)
Mph	Kph			
20	30	Narrow roads with <1500 vpd and <300 commercial vpd	500 (600)	60
20-30	30-50	Local urban and rural roads	600 (750)	60 (75)
30-40	50-65	Single carriageway 2 lane roads	750 (900)	75 90
40-50	65-80	Urban dual carriageways	(900) (1200)	90 120
>50	>80	Rural dual carriageways	1200	120

Table A5.3 - Sizes of Speed Limit Signs

	Size of Sign mm
Repeater Sign	300
Urban and rural single carriageway roads	600
All-purpose high standard single and dual carriageway rural roads and motorway slipways	750
Motorway mainline	900