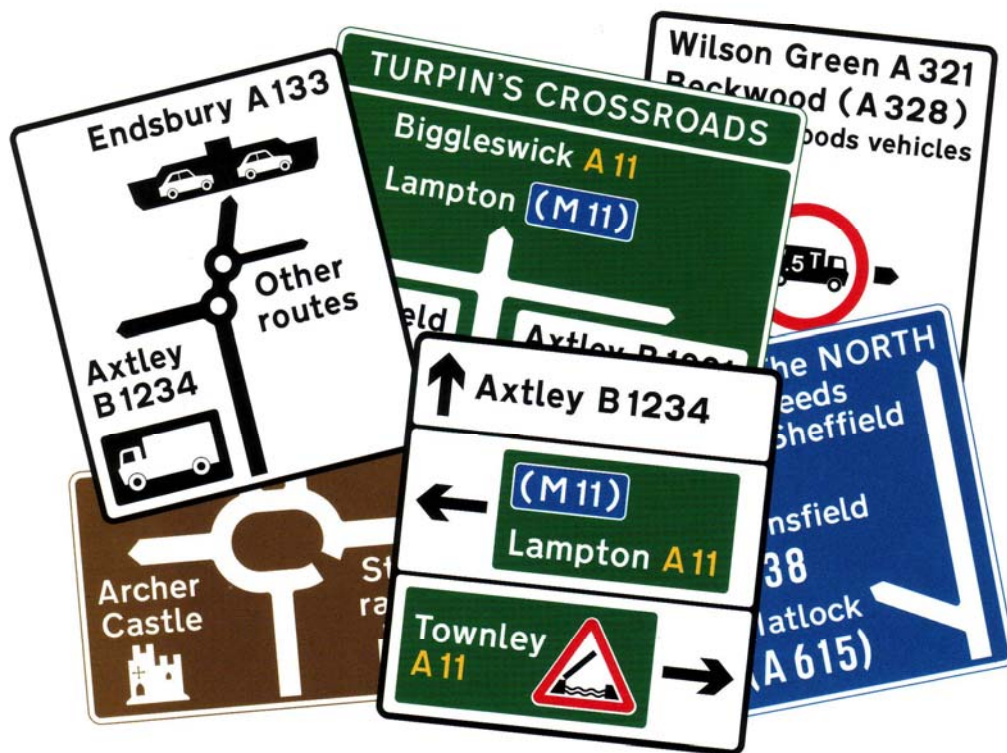

THE DESIGN AND USE OF DIRECTIONAL INFORMATORY SIGNS



LOCAL TRANSPORT NOTE 1/94

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1. INTRODUCTION

1.1 These design principles form the basis of the directional signing system which is prescribed by the Traffic Signs Regulations and General Directions 1994. When published, the new Chapter 2 of the Traffic Signs Manual will give more comprehensive guidance on the design of signing schemes and include topics not covered by this document.

1.2 The basic design rules for the new signs are detailed in the accompanying document "Interim Design Notes". These rules supersede those in Circular Roads 7/75 and will eventually be incorporated in the new Chapter 7 of the Traffic Signs Manual.

1.3 The new directional signing system extends the use of colour coding by incorporating panels into directional signs coloured according to the status of the route along which a destination is reached (or, in the case of car parks, tourist attractions and Ministry of Defence establishments, according to the nature of the destination). This is a development of the concept of blue panels on the approaches to motorway junctions used in the existing system. The use of green patches for primary route numbers is also revised to correspond with the use of blue patches for motorway numbers.

1.4 The distinction between black-bordered non-primary route signs and blue-bordered local direction signs has been eliminated. All local and non-primary routes are now to be signed with black-bordered white background signs, except for minor rural roads where the option of a modern version of the traditional fingerpost has been introduced.

1.5 There are eight categories of directional sign as shown in the table below.

1.6 The main features of the new design rules in relation to colour coding are:

- On the approaches to a junction, the destinations reached by turning off at the junction are on panels coloured appropriately to the type of road leading **from** the junction.

- Signs on the main carriageway of a motorway remain white on blue as previously, but the sign at the end of the exit slip road has a blue background with green panels for any primary routes and white panels for any other routes reached from the junction.

Categories of Directional Signs

Category	Sign Colours
Motorway	BLUE background, white legend and border
Primary route	GREEN background, yellow route numbers, white legend and border
Non-primary route (including local route)	WHITE background, black legend and border
Cycle and/or pedestrian route	BLUE background, white legend and border
Tourist attraction or route	BROWN background, white legend and border
Advisory lorry route	BLACK background, white legend and border
Ministry of Defence establishment	WHITE background, black legend and red border, arrows and chevrons
Car park	WHITE background, black legend and border

- On a primary route the advance direction signs (ADS) all have green backgrounds with blue or white panels for any motorways or other routes respectively reached by turning off the primary route at the junction ahead.

- On a non-primary route the ADS have white backgrounds (with black borders) and green or blue panels for any primary routes and motorways respectively reached from the junction.

- Panels indicating cycle routes, tourist attractions, advisory lorry routes, Ministry of Defence establishments and car parks may also be added to any of these categories of signs other than on the main carriageway of a motorway.

- The flag type direction signs at the actual junction are in the colours appropriate to the route to which they are pointing, but may include panels indicating tourist attractions, cycle routes etc.

- Route numbers when used should always be bracketed unless they refer to the present route or to a route leading directly from the junction ahead.

- Motorway numbers used on primary and non-primary route signs should appear, bracketed, as white numbers on a blue patch (with a white border if used against a green background), until the junction with the motorway is reached, when they will appear, unbracketed, with destinations and the motorway symbol, on a blue panel.

- Primary route numbers used on non-primary route signs should appear, **bracketed**, as yellow numbers on a green patch until the junction with the primary route is reached, when they will appear, unbracketed, with destinations, on a green panel. This rule does not apply to signs on the main carriageway of motorways.

- Non-primary route numbers will be shown in the colours appropriate to the sign on which they appear. Thus on a primary route they will be yellow against the green background of the sign.

1.7 Warning and regulatory signs may now be used on a much wider range of directional signs including stack and flag type signs as well as map type signs. The design rules on the sizes of these symbols have been amended in the light of experience to ensure legibility, particularly of those symbols containing numbers (e.g. height and weight restrictions).

1.8 The table at Appendix A gives details of letter sizes and siting details for directional signs. The Regulations prescribe ranges of x-heights (minimum and maximum) for most signs and these allow some flexibility where available space for sign siting is limited. Further guidance is given at Appendix A.

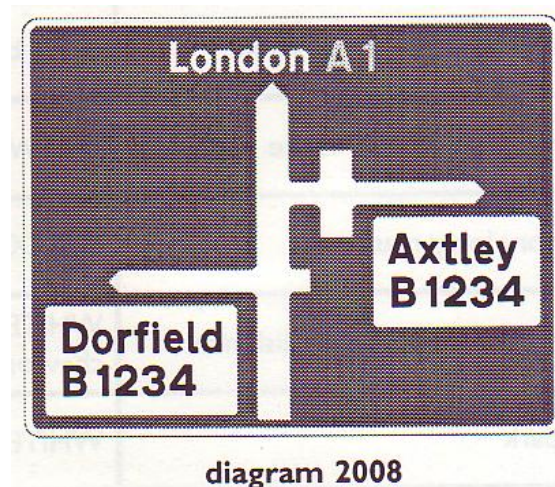
Transitional Arrangements

1.9 Any remaining pre-Worboys (i.e. pre-1964) directional signs except fingerposts on minor rural roads should be replaced as soon as possible as they are not suitable for modern traffic conditions; in any event such signs must be replaced by 1 January 2005 at the latest. Blue-bordered local direction signs must be replaced by 1 January 2015. There is no specific deadline on replacing other directional sign designs previously prescribed in the 1981 Regulations, but it is hoped that all will have been replaced by 2015 at the latest since they will be fully life expired by then. Directional signs conforming to the designs in the 1981 Regulations may be erected even after the coming into operation of the new Regulations **provided that design work had started** before the new Regulations came into force. All signs on which design work starts **after** the coming into operation of the new Regulations must be designed in accordance with the new design rules.

2. BASIC PRINCIPLES OF COLOUR CODING

2.1 Use of Panels

2.1.1 Where a **route** leaving a junction ahead has a different status to the road on which an advance direction sign is placed, a panel is used on the sign. The panel will contain both place name(s) and route number(s) as appropriate and will have a background colour in accordance with 1.5 above. Thus a sign on a primary route indicating a non-primary route will have an overall green background with a



white panel containing the non-primary route legend. An example is shown in diagram 2008. **Place name destination panels are not used on flag type direction signs.**

2.1.2 Panels of the appropriate background colour may be used on both advance direction and direction signs to indicate cycle routes, tourist attractions, advisory lorry routes and MOD establishments. Where separate signing is provided for these categories of routes/destinations, panels are not used and the sign will have the background colour appropriate to the type of legend shown (e.g. brown for tourist attractions) .

2.1.3 White panels may be used on green background advance direction and rectangular direction signs to indicate car parks (see Section 7 below).

2.1.4 A blue, green, brown, or black panel shall have a white border unless it is placed on a sign with a white background.

2.1.5 A white panel does not have a border except for a red border when indicating a Ministry of Defence establishment. When a red-bordered white panel is placed on a blue or green background sign a white edge must be provided outside the red border.

2.1.6 Panels always have rounded corners, whether bordered or not.

2.1.7 Any distance associated with a destination within a panel shall be included in that panel.

2.1.8 The design rules for panels are the same as for the main signs.

2.2 Use of Patches

2.2.1 A patch is used to indicate a road of a higher status which can be reached at some distance along a route leading from a junction. The patch may be placed on the main background of a sign or placed within a panel as appropriate.

2.2.2 A patch contains a route number only and this will always be in brackets, unless the route indicated has the same number as the route on which the sign is placed. In the case of a motorway, the compass points "North", "South", "East" or "West" may supplement the route number and be contained within the brackets, e.g. "(M1 North)". No other compass point shall be used. Exceptionally a compass point may be associated with a primary route number, e.g. "(A1 South)". In this case the compass point will be in yellow, the same colour as the route number and brackets. Compass points are

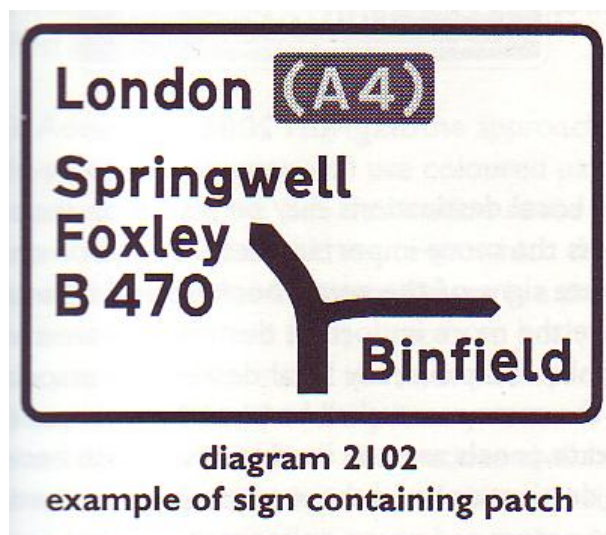
used only where the route number is not directly associated with a place name.

2.2.3 The colour of the patch will be appropriate to the road indicated (i.e. blue for motorways and green for primary routes). Where a non-primary route is reached by following a primary route, a patch is not used. The non-primary route number will be shown in yellow on the green background of the primary route sign.

2.2.4 A patch shall have a white border unless placed on a white background sign or panel.

2.2.5 Patches always have rounded corners, whether bordered or not.

2.2.6 Blue patches containing motorway numbers will use the Transport Medium alphabet and not the larger Motorway alphabet.

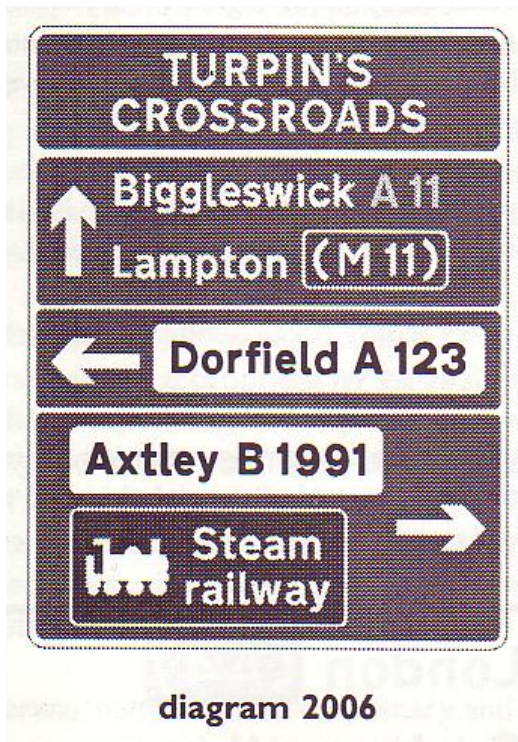


2.3 Local Destinations

2.3.1 Local destinations have, to date, often been shown on white signs with blue borders regardless of the status of the route. However, this has not been done consistently and there has never been an agreed definition of the difference between a local and non-primary destination. In future, white background signs will be used only on non-primary/local routes and all such signs (other than those to Ministry of Defence establishments) will have black borders. Green background signs are to be used on primary routes for both primary and local/non-primary destinations.

2.3.2 On primary route signs, local destinations shall be placed directly on the green background if reached along the primary route, or on a white panel if reached by turning onto a non-primary route at a junction ahead. They are therefore treated

exactly the same as primary destinations; no distinction is made between major destinations and purely local ones in determining whether a panel is required. Coloured panels are used to distinguish between routes of different status, not between destinations of different status. An example is shown in diagram 2006.



2.3.3 Local destinations may be placed on the same signs as the more important destinations, or on separate signs **of the same background colour**. Where the more important destinations are shown in a coloured panel, any local destination associated with the same route shall be placed in that panel. Separate panels are not used to distinguish between local destinations and the more important destinations.

2.4 Colour of Place Names and Route Numbers

2.4.1 Place names (and any distances) are always white, except on white background signs or panels where they are black.

2.4.2 Route numbers are white on blue, brown and black backgrounds. On green backgrounds they are yellow and on white backgrounds they are black.

3. BASIC DESIGN PRINCIPLES

3.1 Motorways

3.1.1 Advance direction signs on the main carriageway of a motorway at intermediate junctions will have a blue background and will not contain coloured panels or patches. All legends will be in white characters with route numbers generally in the Motorway alphabet but see 4.2.2 below.

3.1.2 **The first and second map type advance direction signs**, usually one mile and half a mile from the junction respectively, **will now be** identical, except for the distance indication. Both signs will include the side destinations and route number(s) for the exit, whether this is an all-purpose road or another motorway. For gantry mounted signs and post mounted lane destination signs, the forward destination along the motorway will also be shown.

3.1.3 The final advance direction sign at the beginning of the diverging lane will include both side and forward destinations.

3.1.4 On map type signs, motorway junction numbers may be shown in the bottom left or top left corner of the sign.

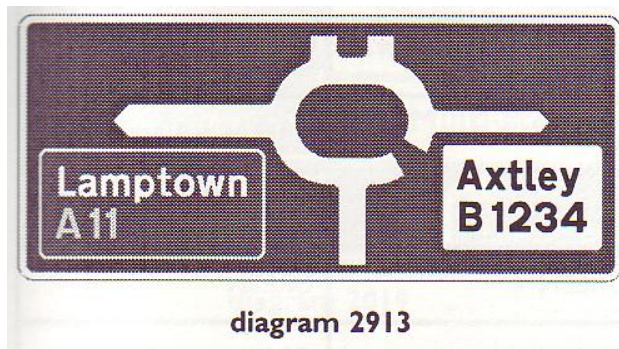
3.1.5 Where a gantry mounted advance direction sign is introduced on the approach to a junction all subsequent advance direction signs shall be gantry mounted. This does not, however, apply to separate tourist, lorry route and service area signs which will always be post mounted. Post mounted advance direction signs may precede the first gantry sign.

3.1.6 Where the main carriageway of a motorway terminates at a roundabout junction with an all-purpose road, a map type advance direction sign with a blue background shall be provided. All-purpose roads will be indicated by panels of the appropriate colour. The route numbers in these



panels will be in the Transport alphabet (Medium or Heavy as appropriate). An example is shown in diagram 2914. See 5.1 below for signing the end of a motorway at a grade-separated junction.

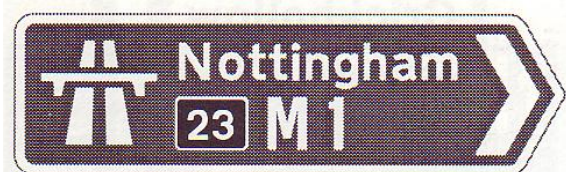
3.1.7 Motorway slip roads at intermediate junctions shall be regarded as part of the motorway. The advance direction sign on the slip road will have a blue background, with all-purpose roads indicated by appropriate coloured panels. The route numbers in these panels will be in the Transport alphabet (Medium or Heavy as appropriate). An example is shown in diagram 2913.



3.1.8 Route confirmatory signs on the main carriageway of a motorway may show destinations reached by joining another motorway at a junction ahead (not necessarily the next junction). All destinations shown shall be **unbracketed**. The number of the other motorway, if shown, shall be in brackets.

3.1.9 Direction signs placed on the nose of a diverging lane adjacent to the main carriageway of a motorway will have a blue background with white route numbers in the Motorway alphabet, irrespective of the status of the routes indicated. Destinations should not be shown on these signs.

3.1.10 **Direction** signs (but not advance direction signs) placed on an all-purpose road indicating either the start of a motorway or a motorway slip road will have blue backgrounds and should always include the motorway symbol. The motorway route number will be in the Motorway alphabet. The signs may incorporate the motorway junction number. This will be to the same design as the junction number patch on the advance direction signs on the main carriageway of the motorway. An example is shown in diagram 2902.



3.2 All-Purpose Roads

3.2.1 On high standard dual carriageway roads with grade-separated junctions advance direction signs will generally be provided on the main carriageway 1/2 mile before a junction and at the beginning of the exit slip road. Additionally, where the road is to near-motorway standard a one mile advance direction sign may be provided. Where a lane drop occurs at the junction or where the all-purpose road becomes a motorway at the junction then a one mile advance direction sign should, in any case, be provided.

3.2.2 Where a gantry mounted advance direction sign is introduced on the approach to a grade-separated junction on a high standard dual carriageway road all subsequent advance direction signs shall be gantry mounted. This does not apply, however, to separate tourist, lorry route, MOD and services signs which must be post mounted. Tourist attractions, lorry routes and MOD destinations cannot be shown in panels on gantry mounted signs. Post mounted advance direction signs may precede the first gantry sign.

3.2.3 Advance direction signs on the approach to a grade-separated junction will use coloured panels as appropriate where the side destination route is of a different status to the main route on which the sign is placed. Where the main carriageway is a primary route and the slip road leads directly to both a primary and a non-primary route, a white panel shall not be used for the non-primary route destinations. In this case all destinations shall be shown on the green background of the main sign. Where the side destination route has motorway status and the exit slip road is an all-purpose road a blue panel shall not be used. In this instance, the motorway route number will be shown in brackets on a blue patch.

3.2.4 At **all-purpose** grade-separated junctions, slip roads are treated as being of the same status as the route they lead to. Thus signs on a slip road leading from a primary route to a non-primary route only will have signs with a white background. The exception to this is where a slip road leads only to a motorway but does not have motorway status. The slip road will then take the status of the route from which it leads. The background colours of advance direction signs on exit slip roads at grade-separated junctions for each combination of routes are as follows:

Route(s) 000000000000000000000000 to which Slip Road leads (Side Roads)	Route from which Slip Road leads (Main Carriageway)	
	Primary	Non-Primary
Motorway *	GREEN	WHITE
Primary	GREEN	GREEN
Non-Primary	WHITE	WHITE
Motorway & Primary	GREEN	GREEN
Motorway & Non-Primary	GREEN	WHITE
Motorway, Primary & Non-Primary	GREEN	GREEN
Primary & Non-Primary	GREEN	GREEN

* Other than a direct link with motorway status

3.2.5 If the legend on a sign includes the route number of a motorway that can be reached by following an all-purpose road then this number shall be shown in brackets on a blue patch (see 2.2.2 and 2.2.6). The motorway symbol shall not be used.

3.2.6 Where an all-purpose road has a junction with a motorway, the motorway destinations and route number will be shown on a blue panel, but only if the route indicated has motorway status. If the route indicated is an all-purpose slip road or link road leading to a motorway at the same junction then a panel must not be used. In this instance the motorway route number only shall be shown bracketed on a blue patch. The motorway route number when placed either on a blue panel or patch will be in the Transport Medium alphabet. A blue motorway panel must include the motorway symbol and additionally may incorporate the motorway junction number. This will be to the same design as the junction number patch on the advance direction signs on the main carriageway of the motorway.



diagram 2104

Diagram 2104 shows a sign with motorway panels that incorporate the motorway junction number.

3.2.7 On map type advance direction signs, the route symbol will always be white on a green background when the sign is located on a primary route. On non-primary routes the symbol will always be black on a white background.

3.2.8 A map type advance direction sign may have a panel with a rectangular cut-out in the bottom corner so that it fits round a route symbol. An example is shown in diagram 2014.

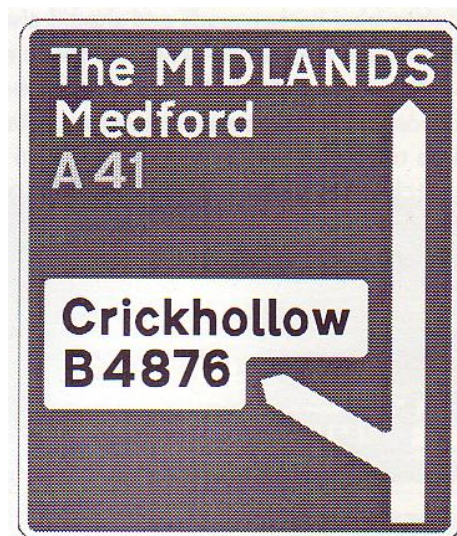


diagram 2014

3.2.9 On stack type and lane destination advance direction signs, the arrows will always be white on a green background when the sign is located on a primary route. On non-primary routes the arrows will always be black on a white background. An example of a primary route lane destination sign is shown in diagram 2019.

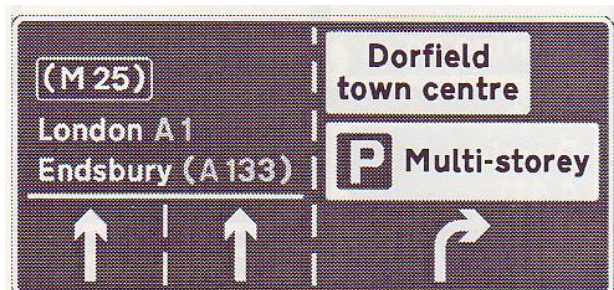


diagram 2019

3.2.10 Stack type advance direction signs should not indicate more than three routes at a junction ahead. Where the junction has more than three routes (other than the approach route) or is a roundabout a map type advance direction sign should be used.

3.2.11 Direction signs at a junction will normally be chevron-ended (i.e. flag type). **Flag type signs must never be used in advance of junctions.** Rectangular signs with arrows should be used only to indicate straight ahead destinations or those reached by a road which does not make a sharp turn from the main carriageway (e.g. an exit slip road at a grade-separated junction). A vertical arrow on a rectangular sign shall be placed to the right of the destination when the road indicated passes to the right of the sign. Direction signs may also be gantry mounted, with downward pointing arrows, at the start of a slip road or link road.

3.2.12 The background colour of a direction sign will be that of the route indicated. Blue, green and white panels relating to routes of different status are not used, except on post mounted rectangular signs that indicate the bifurcation of two routes in which case the main background colour will be that of the previous advance direction sign. Direction signs may incorporate blue or green route number patches as appropriate. Diagrams 2026 & 2029 show examples of flag type and rectangular direction signs respectively.



diagram 2026



diagram 2029

3.2.13 The background colour of a route confirmatory sign shall be green when placed on a primary route and white on a non-primary route.

3.2.14 Route confirmatory signs may incorporate route number patches but not panels, even if a destination shown on the sign is reached by following a route of a different status from a junction ahead.

3.2.15 Route confirmatory signs may include destinations reached indirectly, **but such destinations and associated distances will no longer be bracketed.** The route number associated with

examples of route confirmatory signs

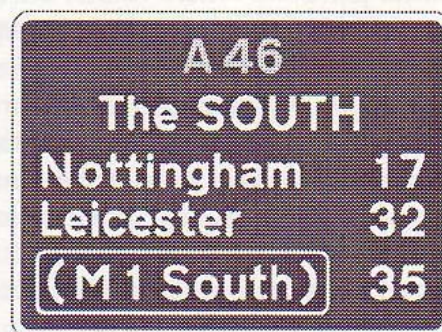


diagram 2030

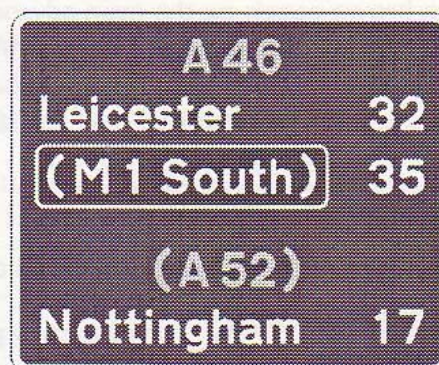


diagram 2030.1

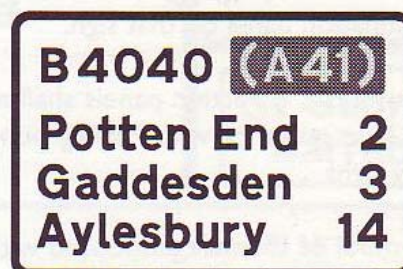


diagram 2128

these destinations may be shown and this shall be bracketed and placed to the right of the unbracketed route number at the top of the sign. Alternatively, the destinations on the indirect route may be stacked separately below the destinations on the direct route. In this instance, the bracketed route number will be placed centrally below the list of destinations on the direct route to head the list of destinations on the indirect route. On white background signs where the indirect route has primary route status; the bracketed route number shall be on a green patch.

3.2.16 On route confirmatory signs, blue motorway patches may be shown as destinations in the list of place names, together with the appropriate distance.

3.3 Tourist Attraction Signing

3.3.1 Brown tourist attraction panels shall not be incorporated on motorway signs on the approach to intermediate junctions. Where tourist attraction signing is approved, separately mounted brown signs shall be provided, normally at 3/4 and 1/4 miles in advance of junctions. Brown panels may be provided on the advance direction signs on exit slip roads and where the motorway ends at a roundabout, as an alternative to separately mounted brown signs should space constraints preclude the use of separate signs. Direction signs indicating tourist attractions are not provided on motorways.

3.3.2 On all-purpose roads, tourist attractions may be shown on brown panels on the main advance direction and on direction signs, or alternatively on separately mounted brown signs. On primary routes, particularly grade-separated dual carriageways, preference should be given to separate signing.

3.3.3 A brown panel when placed on a green or blue background shall have a white border (see 2.1.4 above).

3.3.4 Brown panels shall be placed directly on the main background of any sign and not on any green or white destination panel on that sign.

3.3.5 Brown tourist attraction panels shall not be provided on blue, green or white background route confirmatory signs.

3.3.6 Any symbol or distance associated with a brown tourist attraction panel should be placed inside that panel. Symbols used on their own as repeaters should be treated as panels and not patches for design purposes when integrated into other signs.



3.4 Advisory Lorry Route Signing

3.4.1 Black lorry route panels shall not be used on motorway signs on the approach to intermediate junctions. Where lorry route signing is provided, separately mounted black signs shall be used, normally at 3/4 and 1/4 miles in advance of junctions. Black panels may be provided on the advance direction signs on exit slip roads and where the motorway ends at a roundabout, as an alternative to separately mounted black signs. Direction signs indicating lorry routes are not provided on motorways.

3.4.2 On all-purpose roads, lorry routes may be shown on black panels on the main advance direction signs and on rectangular direction signs, or alternatively on separately mounted black background signs. On primary routes, particularly grade-separated dual carriageways, preference should be given to separate signing. Separate signing should normally be provided for flag type direction signs.

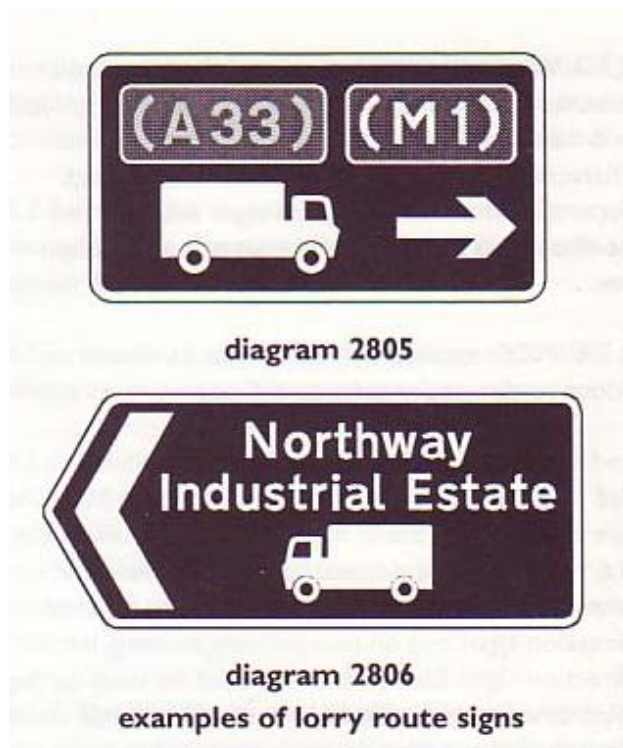
3.4.3 A black panel when placed on a green or blue background shall have a white border (see 2.1.4 above).

3.4.4 Black panels shall be placed directly on the main background of any sign and not on any green or white destination panel on that sign.

3.4.5 Route confirmatory signs are not provided for lorry routes. Black lorry route panels shall not be provided on blue, green or white background route confirmatory signs.

3.4.6 Black lorry route signs may contain patches showing route numbers in brackets. Primary route numbers will be yellow on green patches with white borders, and motorway route numbers white on blue patches with white borders. Non-primary route numbers are not shown on patches. These numbers will be white and placed directly on the black background of the sign or panel. Primary route and motorway numbers may be followed by compass points in accordance with 2.2.2 above. Route numbers are shown only where these are different to the route numbers of the roads along which lorries are initially directed. Where route numbers are shown on black lorry route signs on motorways they will always be in white, whatever the status of route indicated, and shall be from the Transport Medium alphabet.

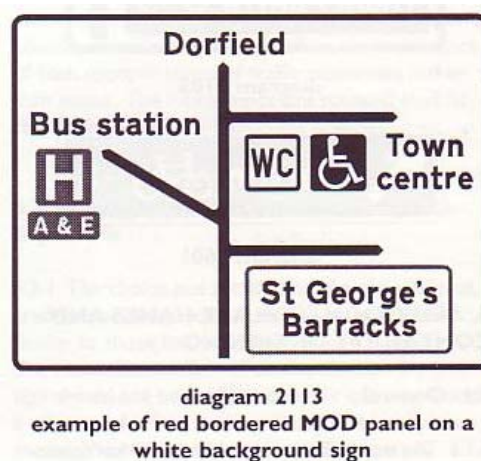
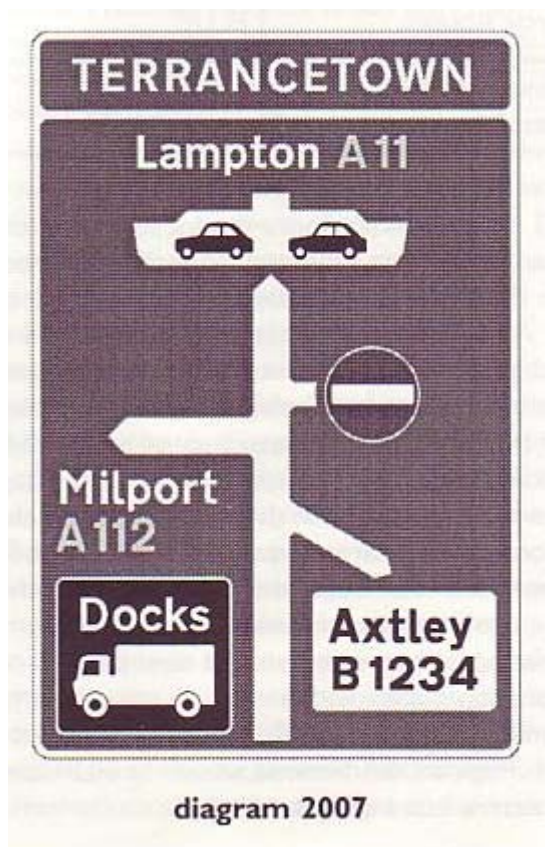
3.4.7 Black lorry route signs and panels will always include the white lorry symbol.



3.5 Signing to a Ministry of Defence Establishment

3.5.1 MOD establishments may be signed on separately mounted signs or on red-bordered white panels on primary and non-primary route advance direction and rectangular direction signs. Red-bordered white panels may also be provided on advance direction signs at the end of motorways terminating at roundabouts and on motorway exit slip roads. MOD establishments will not be shown on signs on the main carriageways of motorways at intermediate junctions.

3.5.2 When a white panel is placed on a green or blue background there shall be a white edge line outside the red border (see 2.1.5 above).



3.5.3 Where separately mounted signs are used, advance direction signs will be of the stack type and will have both red borders and red arrows. The characters will be black on a white background. Separately mounted direction signs will have red borders with red chevrons or arrows as appropriate.

3.5.4 MOD establishments will not be shown on route confirmatory signs.

3.6 Cycle Routes

3.6.1 Cycle route destinations may be shown in blue panels on primary and non-primary advance direction signs and on non-primary rectangular direction signs. Blue panels must not be used on flag type direction signs. Separately mounted cycle route direction signs with blue backgrounds shall be provided as appropriate. Separately mounted blue background stack type signs may be provided as an alternative to using panels on advance direction signs. Blue panels and separate cycle route signs must include the white cycle symbol. Diagrams 2105 & 2601 show examples of an advance direction sign with a blue cycle route panel on a white background, and a separate cycle route advance direction sign respectively.



4. SELECTION OF PLACE NAMES AND CONTINUITY OF SIGNING

4.1 General

4.1.1 The need to check most carefully for continuity and consistency in the use of place names and route numbers in designing directional signing schemes cannot be emphasised too strongly. Lack of continuity is one of the most common complaints from the motoring public.

4.1.2 The categories of place names and the order they should appear, from top to bottom, on directional informatory signs are as follows

(a) Regional destinations (e.g. The NORTH)

(b) Motorway destinations (route number patches on all-purpose road signs)

(c) Place name destinations, generally in the order of furthest first. Where destinations with different bracketed route numbers are associated with the same direction they should be listed in the order in which each junction ahead is reached.

(d) Car park destinations (on green background signs these will be on white panels)

(e) Panelled destinations (other than motorway, primary and non-primary routes) in the following order (top to bottom):

Tourist Attractions	BROWN
Advisory Lorry Routes	BLACK
Cycle Routes	BLUE
Ministry of Defence Establishments	WHITE (Red border)

4.1.3 Where two or more destinations from the same category are indicated along the same route then the furthest destination will generally be at the top. All destinations associated with the same route number in a particular direction shall be grouped together. As a general rule, separate legend blocks shall be formed for each category of destination type. However, place names from different categories may be included in the same legend block (e.g. regional and primary destinations). Where both primary and local destinations are shown on the same sign, it is recommended that only local destinations reached before the next primary destination are shown.

4.1.4 Regional destinations, shown in their correct format, are listed at Appendix B.

4.1.5 Primary destinations are listed at Appendix C. A distinction is no longer made between super-primary and primary destinations. The furthest primary destination to be signed along a particular route is known as the target destination. The general principle is that where there are several primary destinations along a route, the signs will always show the target destination and the next primary destination to be reached. The other primary destinations may be omitted until they become the next place to be reached. Target destinations are therefore treated in a similar manner to the former super-primary destinations. Target destinations are chosen on merit for each route. They are likely to be the primary destination at the end of a particular motorway or strategic all-purpose route, a major centre of population and/or the destination of the majority of road-users.

4.2 Motorways

4.2.1 On motorways the number of forward destinations will usually be two, that is a regional or long-distance target destination plus an intermediate target destination. The latter will generally be a place of importance close to the motorway but not necessarily the next primary destination to be signed as an exit destination. The maximum number of forward destinations should not normally exceed three.

4.2.2 On map type advance direction signs, forward destinations reached by other motorways may include the appropriate bracketed motorway number in the Transport Medium alphabet.

4.2.3 All forward destinations shown on a final advance direction sign should appear on the next route confirmatory sign with the appropriate distances. On route confirmatory signs, all named destinations shall normally be listed in order of ascending mileage, irrespective of whether the destination is reached by turning onto another motorway. However, if a bracketed route number of another motorway is shown on the sign this may be used to head a separate list of destinations reached by that motorway. This list shall be placed below the list of destinations on the present motorway. Destinations reached by joining another motorway shall not be bracketed (see 3.1.8 above). Destinations in addition to those shown on directional informatory signs at the previous junction may be included on the route confirmatory signs. These may either be additional forward destinations or side destinations shown on the signs at the next junction. The total number of destinations, including regional destinations, shown on a motorway route confirmatory sign should not normally exceed five.

4.2.4 Bracketed motorway route numbers shown on an advance direction sign need not necessarily appear on the next route confirmatory sign.

4.2.5 Distances on route confirmatory signs shall always be shown to the nearest mile.

4.2.6 Route confirmatory signs should normally be provided after every junction, even where traffic can only leave the motorway (i.e. there are no entry slip roads). The exception to this is where it is not practicable to provide a sign between two junctions that are close together.

4.2.7 The number of side destinations shown on the advance direction signs will not normally exceed two (i.e. one for each direction along the side road). However, at some junctions there may be more than two routes or more than two important destinations along the same route. In such cases the number of side destinations shown may be increased, but care should be taken in the selection of place names to avoid too much information on one sign. For example, it may not be necessary to include place names which were signed as side destinations at a previous junction. Also, it may be possible to provide additional information on the slip road advance direction signs. The use of a sign to diagram 2915 (For "XXXX" follow "YYYY") is another possibility that may be considered (see 4.3.3 below).

4.2.8 Where two or more roads with different route numbers leave at a particular junction, the order in which the destinations and associated route numbers shall appear on the main carriageway advance direction signs shall reflect the importance of each route in terms of traffic movement rather than status. The more important route(s) shall be shown above the less important route(s).

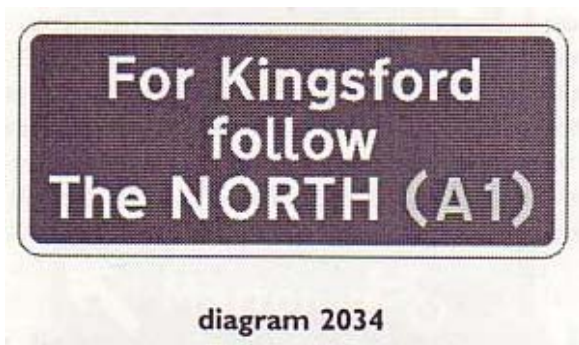
4.3 All-Purpose Roads and Motorway Exit Slip Roads

4.3.1 The choice and setting out of place names at grade-separated junctions will follow principles similar to those for motorways (see 4.2 above). The maximum number of destinations on any one sign should not normally exceed six and may include a mixture of primary, non-primary and local place names. Where more than six destinations are required then two signs of the same main background colour should be provided at each location. The number of place names on each sign should as far as possible be balanced. Where, for example, the place names to be shown comprise two primary destinations and six local destinations, it may not necessarily follow that the first sign will contain just the primary destinations. However, the more

important destinations should be on the first sign and care taken to maintain sensible groupings of place names. Where there is a further junction closely following, the grouping of names could usefully reflect the split of destinations at that junction. The distance between the two signs is given in the table at Appendix A.

4.3.2 Where two advance direction signs are provided they should be of the same type (e.g. map type) unless space constraints prevent this. At roundabouts the first sign at least should be of the map type.

4.3.3 Where the number of place names is such that they cannot be accommodated on two separate signs an additional sign in advance of the first sign may be provided with the legend "For XXXX follow YYYY" where "YYYY" is a major destination or the appropriate route through the junction. "XXXX" need not then be shown on the advance direction and direction signs. As the additional sign will be the only reference to "XXXX" careful siting is necessary to ensure the sign is not obscured. Where obscuration by another vehicle is likely to be a problem a duplicate sign should be provided. An example of this type of sign is shown in diagram 2034.



4.3.4 At junctions with both advance direction and direction signs, place names on direction signs should correspond to those on the advance direction signs. New destinations should not normally be introduced for the first time on direction signs.

4.3.5 Where a motorway number is used as a destination in its own right and not associated with a place name then it shall be shown bracketed on a blue patch with or without a compass point (see 2.2.2 above). A motorway destination in the form "Motorway (M1)" should not normally be used. In exceptional circumstances a bracketed primary route number may be used as a destination in its own right, such as "(A1)". As with motorway destinations,

a compass point may be included inside the brackets, e.g. "(A4 West)". Only the compass points "North", "South", "East" and "West" are to be used. The use of a primary route number only as a destination should be avoided on green background signs and panels.

4.3.6 The number of lines of legend (including any symbols) on a single flag type direction sign should not exceed six. To reduce the number of lines of legend it may be possible to place route numbers alongside place names on the same line without resulting in an unacceptably long sign. If the lines of legend exceed six, two or more signs should be provided, mounted one above the other. The more important destinations should be on the top sign, following any pattern already established for associated advance direction signs. The number of place names on each sign should as far as possible be balanced while retaining logical groupings of destinations. Where separate flag type signs are provided for tourist attractions, lorry routes, MOD establishments or cycle routes the order of the signs from top to bottom shall be the same as for panels on advance direction signs (see 4.1.2 (e) above).

4.3.7 Where a number of direction signs are required at one location consideration should be given to mounting them on a common grey backing board.

4.3.8 All forward destinations shown on a final advance direction sign must appear on the next route confirmatory sign with the appropriate distances. On a route confirmatory sign all named destinations, including motorway destinations if appropriate, shall be listed in order of ascending mileage. Route confirmatory signs showing destinations reached by turning onto another route shall be designed in accordance with 3.2.15 above. Destinations in addition to those shown on directional informatory signs at the previous junction may be included on the route confirmatory signs. These may either be additional forward destinations or side destinations shown on the signs at the next junction. Exceptionally a long-distance destination not shown on the advance direction signs and beyond any target destination may be included, provided this is well known as being associated with the route. Such a destination is likely to become the new target destination once the current target destination has been reached. This additional destination must appear on subsequent route confirmatory signs until it is reached or signed as a side destination. The total number of destinations, including regional destinations, shown on a non-motorway route confirmatory sign should not normally exceed six.

4.3.9 Route confirmatory signs should be provided at all major road junctions in rural areas. These signs may be omitted where it is not practicable to site them between two junctions that are close together. Route confirmatory signs may also be useful at key locations in an urban area. Route confirmatory signs need not be provided where distances are shown on both the advance direction signs and direction signs (see 8.1.5 below).

4.3.10 Distances on route confirmatory signs on all-purpose roads shall always be shown to the nearest 1/4 mile for distances less than 3 miles. Fractions of a mile must not be used for distances exceeding 3 miles (see 8.1.1 below).

4.3.11 At some minor junctions on a major road it may be appropriate to show local destinations only. In such circumstances only side destinations should be shown on the advance direction signs. If it is desirable to show a forward local destination then all forward destinations (i.e. primary, non-primary etc) should be shown so as to maintain continuity with the signs at the previous junction.



diagram 2006
example of local destination sign on a
primary route

4.3.12 Town centres should normally be named, especially in large towns and conurbations where there is no clear distinction between one suburb or area of the town and another. Signs with just the legend "Town centre" should only be used where there can be absolutely no doubt, even to strangers, which town centre is being referred to. The naming of the town centre may be shortened by the use of the legend "Central", e.g. "Central Guildford". The style "Guildford Centre" should not be used where there is a risk of confusion with a leisure or shopping centre.

5. SPECIAL SITUATIONS

5.1 End of Motorway Leading Directly to an All-Purpose Road at a Grade-Separated Junction

5.1.1 Where the main carriageway of a motorway changes to an all-purpose dual carriageway road at a grade-separated junction, standard one mile and half mile advance direction signs shall be provided on the motorway in accordance with 3.1.1 and 3.1.2 above. The forward destination on the advance direction signs shall include both the destinations and route number(s) appropriate to the route ahead. Although the forward route will not be a motorway, coloured panels shall not be used. The legend shall be white on the blue background of the sign and any route numbers shown shall be in the Motorway alphabet (i.e. the all-purpose forward route is treated exactly the same as for all-purpose side routes). It may be useful to include the forward destination on the 1/2 mile map type advance direction sign, but this will require formal authorisation by the Secretary of State.

5.1.2 In addition to the advance direction signs, one mile and half mile "end of motorway" signs shall be provided to warn drivers of the changing road conditions ahead. The end of the motorway does not normally occur where the exit slip road leaves the main carriageway and therefore siting of the end of motorway signs should not conflict with the advance direction signs.

5.2 All-Purpose Road Leading Directly to a Motorway at a Grade-Separated Junction

5.2.1 Where the main carriageway of an all-purpose dual carriageway road changes to a motorway at a grade-separated junction, then the forward destination on the advance direction signs, whether post or gantry mounted, shall be in a blue motorway panel. The panel will include the motorway number in the Transport Medium alphabet, and the motorway symbol. The forward motorway destination panel should be shown on all types of 1/2 mile advance direction signs to ensure that nonmotorway traffic is given adequate warning of the change of route status ahead. On high standard dual carriageway roads a one mile advance direction sign showing the motorway panel as a forward destination should also be provided (see 3.2.1 above).

5.2.2 The side destinations on all primary and non-primary advance direction signs should include the legend "Non-motorway traffic". An example is shown in diagram 2015. Where this is not possible a separate stack type sign should be provided.



5.2.3 Gantry mounted direction signs above the main carriageway at the start of the motorway should be blue with white characters. These signs should include both the motorway number (in the Motorway alphabet) and the motorway symbol.

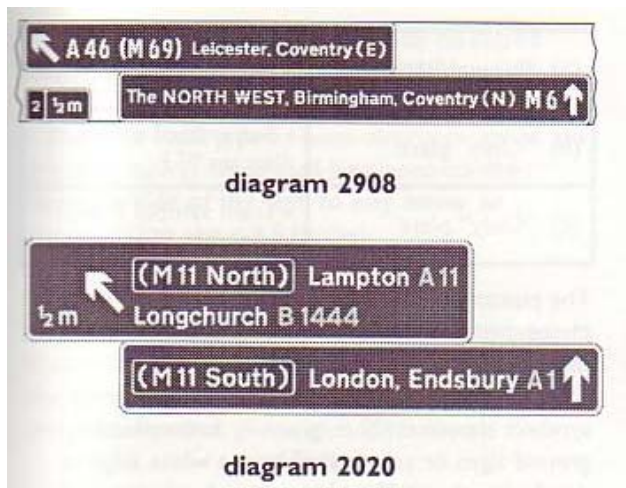
5.3 Gantry Signs for Lane Drop and Non Lane Drop Situations at Grade-Separated Junctions

5.3.1 For lane drop situations on motorways and high standard dual carriageway roads advance direction signs will generally be mounted on gantries. All approach signs, generally commencing one mile before the junction, shall indicate destinations by lane with a downward pointing arrow. Each route shall be shown on a separate panel so as to give the appearance of two signs side by side. These "separate" signs shall be aligned over the appropriate traffic lanes. Where necessary, the width of the sign shall be increased to suit the width of the traffic lanes (see diagram 2909). On motorways the forward destination will always include the motorway route number (in the Motorway alphabet). To reduce the height of the sign, more than one destination may be shown on the same line. Each destination

thus shown shall be separated by a comma. Where a place name and its associated route number is followed by another place name and route number all on the same line a comma shall be placed between the first route number and the second place name. Where a destination follows a panel or patch on the same line then a comma is not used. Diagram 2909 shows a motorway sign with a junction number and diagram 2117 shows a non-primary route sign, both 1/2 mile from their respective junctions.



5.3.2 Gantry mounted advance direction signs for non lane drop situations resemble elongated stack type signs where more than one destination may be shown on a single line. Each destination shown on the same line shall be separated by a comma. Where a place name and its associated route number is followed by another place name and route number all on the same line a comma shall be placed between the first route number and the second place name. Where a destination follows a panel or patch on the same line then a comma is not used (see diagram 2908). The side destination sign panel will always be above and offset to the left of the forward destination sign panel such that the inclined arrow is not directly above the lower sign panel. The latter shall be centred horizontally over the main carriageway. On motorways the forward destination will always include the motorway route number (in the Motorway alphabet). All signs, not just the final advance direction sign, should include a forward destination panel. Diagram 2908 shows a motorway 1/2 mile advance direction sign which includes the junction number. Diagram 2020 shows a primary route 1/2 mile advance direction sign. **These signs must not be used for lane drop situations.**



6. USE OF SYMBOLS

6.1 Warning and Regulatory Symbols

6.1.1 Warning and regulatory symbols associated with panelled routes on advance direction signs shall be placed inside the panel except on map type signs.

6.1.2 Any metric symbol for height, width or length restriction shall be placed to the **right** of or **underneath** the imperial symbol. **A metric symbol must not be used on its own.**

6.1.3 On map type advance direction signs, warning and regulatory symbols shall be placed on the appropriate part of the route symbol. Positioning of these symbols is dealt with in the traffic sign interim design notes. Examples are shown in diagrams 2002 & 2110.

6.1.4 On stack type advance direction signs, warning and regulatory symbols shall be placed adjacent to the destination **on the same side as the associated arrow**. Where the symbol is to the right of the destination any distance shown shall be to the right of the symbol. Examples are shown in diagrams 2003, 2107 & 2111.





6.1.5 On lane destination advance direction signs and gantry mounted direction signs, warning and regulatory symbols shall generally be placed to the left of the appropriate destination. However, where a right turning lane is indicated by the sign, the symbol(s) shall be placed to the right of the appropriate destination.

6.1.6 On flag type and rectangular direction signs, warning and regulatory symbols shall be placed adjacent to the destination on **the same side as the associated chevron or arrow**. An example is shown in diagram 2027.



6.1.7 Distance plates may be placed below the symbols. Where both imperial and metric symbols are shown the plate shall generally be centred underneath the two symbols. This may not always be possible on map type signs and the plate may have to be off-set slightly (see diagram 2002 above). Distance plates will always have a white background with black letters regardless of the background colour of the sign. A black border shall be provided when the plate is placed on a white background. When the plate is placed on all other coloured backgrounds the border shall be omitted.

6.1.8 "Exception" plates are not to be used with regulatory symbols. The following plates, however, must always be used with the symbol indicated.

(a) "No vehicles" plate	- No vehicles symbol shown in diagram 617
(b) "Only" plate	- Bus symbol shown in diagram 953
(c) "Only" plate	- Tram symbol shown in diagram 953.1

The plates shall be the same colour as the distance plates described in 6.1.7 above.

6.1.9 Red-bordered warning and regulatory symbols shown on blue, green or brown background signs or panels shall have a white edge as detailed in the traffic sign interim design notes.

6.1.10 A list of symbols that can be used on the signs together with their appropriate sizes is given in the traffic signs interim design notes.

6.2 Other Symbols

6.2.1 Particular rules governing the use of tourist symbols are to be found in Circular Roads 1/91 (in Scotland SOID Circular 3/92). The rules in the following paragraphs are general rules applying to other symbols as well as to tourist symbols.

6.2.2 Symbols associated with panelled routes shall be placed inside the panel.

6.2.3 Any symbol which has a directional element to its design (other than the aircraft symbol) must point to face the same general direction, either horizontally left or right, as any associated arrow, chevron or route symbol on the sign. When an arrow or route symbol points straight ahead the symbol should face left. The prescribed symbols considered to have a directional element include the cycle, walking figure, lorry, car, bus, ferry, disabled person and many of the tourist attraction symbols (e.g. steam railway).

6.2.4 The aircraft symbol for an airport will generally point in the same direction as the associated arrow, chevron or route symbol. Thus the symbol will be vertical when the arrow or route symbol points straight ahead, and inclined when the arrow or route symbol is inclined. Where an arrow or route symbol is inclined downwards, the aircraft symbol shall be horizontal pointing left or right as appropriate. The aircraft symbol may be used on a route confirmatory sign and shall be vertical.

6.2.5 The "A & E" supplementary plate to the "H" hospital symbol (and its variants) may be placed either below or to the right of the "H" symbol.

6.2.6 On a stack type advance direction sign or any direction sign, symbols shall be placed **on the opposite side of the sign to any arrow or chevron**. (See also 6.2.8 below)

6.2.7 On map type advance direction signs, a symbol associated with a particular destination shown to the left or right will normally be shown **at the opposite end to the point of the arrow of the route symbol**. (See also 6.2.8 below)

6.2.8 Symbols may be used beneath named destinations in order to save space or may be used as destinations without any associated place name (e.g. "P" car park symbol, "H" hospital symbol etc). Tourist symbols may only be used on their own where they have been shown with the attraction name on a previous sign. For design purposes, a tourist symbol on its own is to be treated as a brown panel when not shown on a brown background tourist-only sign.

6.2.9 On pedestrian or cycle signs where another symbol is also used the "walking figure" or "cycle"

symbol is always the symbol furthest away from the arrow or chevron. For a combined cycle/pedestrian route the "walking figure" symbol is further away from the arrow or chevron than the "cycle" symbol.

6.2.10 When a number of symbols are shown for the same route, care must be taken that they are grouped sensibly. For example, if both the "WC" and disabled person symbols are to be shown and the facility being signed is solely for disabled persons the disabled person symbol should be shown to the left of the "WC" symbol, but if it is a general facility which includes toilets for disabled persons the "WC" symbol should be to the left of the disabled person symbol.

6.2.11 On any sign which shows the distance to a place or an attraction, the distance figure should always be to the right of the destination and any associated symbols.

6.2.12 A route number shall always be placed to the right of any destination and associated symbols when shown on the same line.



diagram 2112

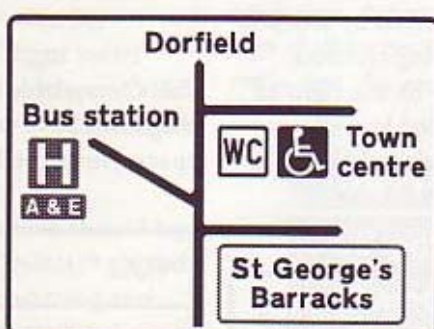


diagram 2113.1



diagram 2133

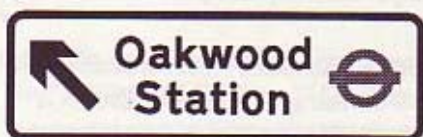


diagram 2133



diagram 2606

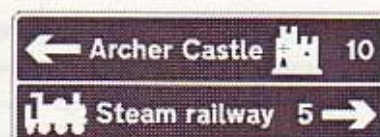


diagram 2926

examples of the use of symbols

7. CAR PARK SIGNING

7.1 The basic white on blue "P" symbol should be the main feature of all car park direction signing. This, along with any legend and symbols associated with the car park, should be shown on a white background. On primary routes, car park destinations will be shown on a white panel on a green background sign, unless separate white background signs are provided.

7.2 The following additional worded legends, in black letters from the Transport Heavy alphabet, may be used to supplement the "P" symbol. Only one such legend should be used for each car park and it should always appear to the right of the "P" symbol.

Free	Shoppers	Pay & Display
Long Stay	Commuters	[time, day and/or month]
Short Stay	Multi-storey	[geographical name]

As an alternative to the above, the British Rail, London Transport or PTE symbol may be used.

7.3 The "P" symbol may also be qualified by any one or combination of two of the following symbols which should be placed immediately to the right of the "P" symbol and before any worded legend. Alternatively, the symbol(s) may be placed above a supplementary worded legend alongside the "P" symbol to save space.

Cycle	Car	Caravan drawn by a car
Goods Vehicle	Bus	" i " (tourist information)

All symbols are black. The " i " symbol is on a white patch with a black border. The Regulations also prescribe special signs for cycle and bus parking respectively.

7.4 Use of the car symbol should be limited. Examples of where it might be used are:

- (a) To differentiate between two adjacent vehicle parks where cars are banned from one.
- (b) For a combined car/coach park where coaches would not normally be expected (e.g. a station car park). The car park sign would display both the car and bus symbol.

7.5 Any distance to a car park shown on a directional sign shall generally be placed to the right of any supplementary worded legend and/or symbol(s). However, a distance in yards may be placed below the supplementary worded legend and/or symbol(s).



7.6 The maximum number of spaces available in the car park may be indicated by small white numerals in the bottom right-hand corner of the blue background to the "P" symbol. The width of the blue background should be adjusted as necessary to accommodate this figure.



7.7 On variable message car park signs (see diagram 2509) which indicate the availability of spaces, only the following legends may be used:

"FULL"	in red block capitals
"Spaces"	in black or green lower case letters with a capital "S"
Additional optional legends are:	
"CLOSED"	in red block capitals
"Nearly full"	in black lower case letters with a capital "N"

The letters must be in Transport Heavy alphabet on a white background unless special authorisation is given for other colours. If possible, the directional arrow on stack type signs should be blanked out when "FULL" or "CLOSED" legends are displayed.

7.8 Special signs are available (diagrams 661.2, 661.3 & 661.4) for on-street pay and display parking systems.



8. MISCELLANEOUS

8.1 Use of Distances

8.1.1 Distances must be in miles or yards. For the time being distances are to be in imperial measurements only. Distances over 3 miles must be rounded to the nearest mile (this also applies to distances less than 3 miles on motorway route confirmatory signs). Distances shorter than 3 miles must be rounded to the nearest 1/4 mile. For destinations other than towns and villages yards may be used for distances up to 800 yards, rounded to the nearest 10 yards. Yards are not used on route confirmatory signs.

8.1.2 As a general rule, distances in miles should be indicated by a figure only. The word "mile(s)" should be added on distance plates beneath warning and regulatory symbols and also on distance ahead signs which indicate facilities by means of symbols. On gantry mounted signs and advance direction signs at a grade-separated junction where the distance in miles to the junction is indicated, the letter "m" should be used alongside the distance.

8.1.3 Distances in yards should be indicated by a figure and word "yards" or abbreviation "yds".

8.1.4 At grade-separated junctions, the distances "1m", "2/3m", "1/2m" or "1/3m" shall be used as appropriate to indicate the distance between an advance direction sign and the junction ahead.

8.1.5 Distances to named destinations are not to be shown on motorway advance direction signs. Distances may be shown on other advance direction signs, but generally only where route confirmatory signs are not provided (e.g. at local junctions where side destinations only are shown).

8.1.6 Distances to named destinations may be shown on any direction sign except those which (a) indicate routes with motorway status or (b) are located on the main carriageway at a grade-separated junction.

8.1.7 Distances are always shown to the right of any destination name and any associated symbol.

8.1.8 When a route number is shown in the same destination block as place names which include distances, the route number shall be placed on a separate line below the place names and ranged left.

8.2 Junction Name Plates

8.2.1 Where a road junction has a widely recognised name this may be included in a separate panel at the top of the first advance direction sign (this also applies to grade-separated junctions on all-purpose roads where the first advance direction sign may be mile or 1/2 mile from the junction). The legend shall be in capital letters and the colour scheme of the panel shall be the same as that of the main sign. A panel divider for the full width of the sign shall be provided between the panel and the main sign. An example is shown in diagram 2004.

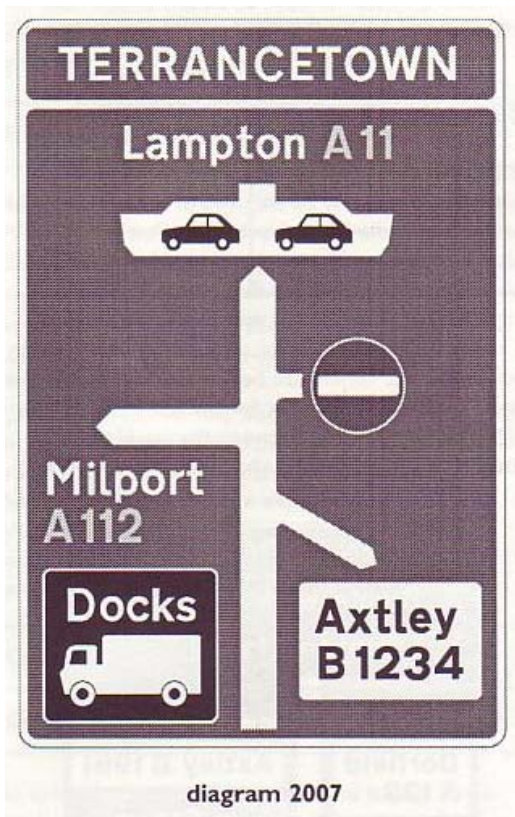


8.2.2 Commercial names may be used only if they are well established in common usage as the junction name.

8.2.3 Junction name plates must not be used on motorway signs, including those on motorway slip roads. Motorway junctions are widely recognised by their junction numbers.

8.3 Local Place Names

8.3.1 Where the place name sign shown in diagram 2402 includes only the name of the town, suburb or village without any additional legend it may be included in a separate panel at the top of an advance direction sign. The legend shall be in capital letters from the Transport alphabet and the colour scheme of the panel shall be the same as that of the main sign. A panel divider for the full width of the sign shall be provided between the panel and the main sign. Both junction name (see 8.2 above) and local place name cannot be added to the same sign. An example sign is shown in diagram 2007.



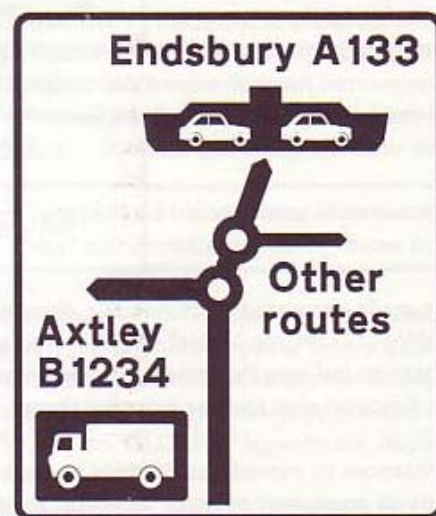
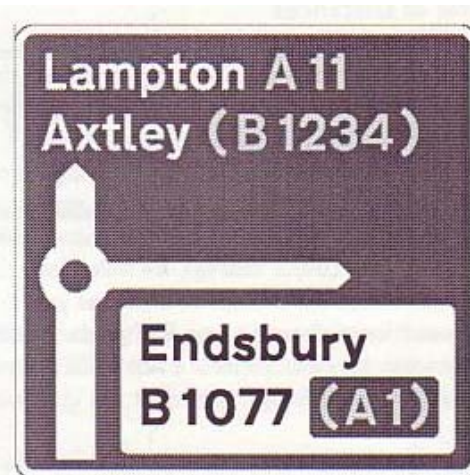
8.3.2 A local place name would normally be included on an advance direction sign where the sign is sited at the start of the built up area of the town or village. However, where a junction represents the focal point of the town, suburb or village, the local place name may instead be included on the advance direction sign for that junction.

8.3.3 If there are two advance direction signs at the relevant junction, the local place name should appear only on the first sign. The junction name (see 8.2 above) should not be added to the second sign as this could lead to confusion.

8.4 New Mini-Roundabout MapType Sign

8.4.1 Where a junction is of the mini-roundabout type, a reduced roundabout symbol is to be used on map type advance direction signs. It should be noted that there is no break in the symbol. The inner and outer diameters of the roundabout symbol are of fixed dimensions and do not relate to the thickness of the route symbols leading from the junction.

8.4.2 There are two sizes of symbol; one where all routes indicated, including the approach route, have non-primary route status, and the other where at least one primary route is indicated. For each size there is a design for both single and double mini-roundabouts. These designs are included in the traffic signs interim design notes. Examples of mini-roundabout signs are shown in diagrams 2024 & 2120.



8.5 MapType Advance Direction Sign for a By-Passed Community

8.5.1 Diagrams 2025 & 2121 show examples of the new map type advance direction signs which may be used to indicate by-passed communities. These signs would normally be provided as an alternative to conventional advance direction signs and are therefore applicable to local unnumbered routes leading into the town or village. The purpose of the sign is to indicate to drivers that the route through the town or village leads back to the main route on which they are travelling.



8.5.2 The signs follow the same rules for colour coding and route symbol thickness as for other map type signs. Green background signs should always show the name of the by-passed community on a white panel as the sign is not used where the road

leading into the town or village has primary route status.

8.5.3 The by-passed community sign may be supplemented by local services signing as shown in diagrams 2308 and 2309.



8.6 Symbolic Diversion Route Signing

8.6.1 Where symbolic signing is approved for an emergency diversion route the geometric symbols shown in Schedule 13 Part VII to the Regulations should, wherever possible, be incorporated into the main advance direction and direction signs rather than being shown on separately mounted signs.

8.6.2 The symbols should be associated with the route number of the diversion route until the destination to which traffic is being diverted back appears as a destination on the main signs. The symbols should then be associated with the route number of that destination.

8.6.3 The diversion route symbol should be placed to the right of or below the appropriate route number. The symbol must be outside any route number patch.



APPENDIX A: Directional Signs - Table of x-heights and siting distances

	1	2	Advance Direction Signs				Direction Signs		Route Confirmatory Signs	
			3	4	5	6	7	8	9	10
	85 percentile approach speeds of private cars	Examples of typical roads for which Column 1 may apply	x-height	Minimum clear visibility distance of sign	ONE SIGN Distance of sign from junction	TWO SIGNS Distance between 1st and 2nd sign	x-height	Minimum clear visibility distance of sign	x-height	Minimum clear visibility distance of sign
			mm	m	m	m	mm	m	mm	m
1	Up to 20 mph	Very narrow and urban roads	75 (60)	45 (35)	20	-	60 (50)	35 (30)	Not normally needed	
2	20 to 30 mph	Urban and rural roads of local character	100 (75)	60 (45)	45	45	75 (60)	45 (35)	75 (60)	45 (35)
3	30 to 40 mph	Urban and rural single 2-lane roads	125 (100)	75 (60)	90	50	100 (75)	60 (45)	100 (75)	60 (45)
4	40 to 50 mph	High standard rural single roads. Urban all-purpose dual carriageway roads	150 (125)	105	90-150	70	125 (100) (150)	75 (60) (105)	125 (100)	75 (60)
5	50 to 60 mph	Dual carriageway and wide single carriageway roads	200 (150)	135	150-225	100	150 (125) (200)	105 (75) (135)	150 (125)	105 (75)
6	60 to 70 mph	High standard all-purpose dual carriageway roads. Motorways with a speed limit less than 70 mph	250 (200)	180	225-300 See also Note 1	100	200 (150) (250)	135 (105) (180)	200 (150) (250)	135 (105) (180)
7	70 mph speed limit	Motorways and all-purpose grade-separated dual carriageway roads	300 (250) (400)	180 (180) (240)	See Note 1	See Note 1	300 (250) (400)	180 (180) (240)	300 (250) (400)	180 (180) (240)

NOTES

1. For grade-separated junctions two or three advance direction signs are provided. These are located at the start of the diverging lane, $\frac{1}{2}$ ($\frac{1}{3}$) mile from the junction and additionally for motorways and some all-purpose roads $1\frac{2}{3}$ mile from the junction. Where two signs are required at each of these locations (e.g. the second sign may show tourist attractions) the distance between the two signs shall be in the range 100-400 metres. The first sign at each location shall be sited at the standard distance from the junction. A second sign shall not normally be provided at the start of the diverging lane.

2. In columns 3, 7 and 9, the smaller x-heights shown in brackets are the minimum letter sizes to be used where site space is limited or there are special amenity considerations. As x-heights are variable, intermediate sizes, generally to the nearest 5mm, may be used. The aim should be to provide the largest x-height possible for a particular site. Where an intermediate x-height is used the minimum clear visibility distance may be interpolated if necessary (see note 3). Where two advance direction signs are provided they should normally be in the same x-height.

3. In columns 4, 8 and 10, the clear visibility distances indicated are minimum values. Greater distances should be provided wherever possible.

4. In columns 7 and 8 for categories 4 to 6 the larger bracketed sizes are for direction signs located on the noses of diverging lanes.

5. In category 7, the larger bracketed sizes apply to post mounted signs on motorways with four or more lanes per carriageway.

6. The dimensions in this table apply to all types of legend.

7. In columns 5 and 6 the distances shown are for guidance only and are not to be taken as being precise. In certain circumstances where one or more signs are provided it may be appropriate to increase the distances given; e.g. on an urban road where the advance direction sign shows destinations associated with dedicated lanes that commence well before the junction. Where two signs are provided, the second sign should be sited in accordance with column 5.

8. Where two junctions are closer together than the siting distance plus visibility distance they should generally be signed as one junction.

APPENDIX B: List of regional destinations

The NORTH
The SOUTH
The WEST
The NORTH WEST
The NORTH EAST
The SOUTH WEST
The LAKES
The MIDLANDS
NORTH WALES
SOUTH WALES
SCOTLAND

NOTES

1. Regional destinations shall always appear in the format shown above.
2. The compass point destination “The NORTH EAST” may be used as a substitute for “The NORTH” when the destination “The NORTH WEST” appears on the same sign and is associated with a different route leading from the junction. “The NORTH EAST” shall appear on subsequent route confirmatory signs until “The NORTH” appears on the advance direction signs in place of “The NORTH EAST”. The destination “The NORTH EAST” shall not be used in any other circumstances. In general, “The NORTH WEST” refers to that part of England to the west of the Pennines, and “The NORTH” to that part of England to the east of the Pennines.

APPENDIX C: Primary route destinations to be used on directional signs

ENGLAND

Avon

Avonmouth
Bath
Bristol
Weston-super-Mare

Bedfordshire

Bedford
Dunstable
Luton

Berkshire

Bracknell
Maidenhead
Newbury
Reading
Slough

Buckinghamshire

Amersham
Aylesbury
Beaconsfield
High Wycombe
Milton Keynes

Cambridgeshire

Cambridge
Ely
Huntingdon
March
Peterborough
Wisbech

Cheshire

Chester
Congleton
Macclesfield
Nantwich
Northwich
Runcorn
Warrington
Widnes

Cleveland

Hartlepool
Middlesbrough
Stockton
Teeside

Cornwall

Bodmin
Bude
Falmouth
Helston
Liskeard
Launceston
Penzance
Redruth
St Austell
Truro
Wadebridge

Cumbria

Barrow
Brough
Carlisle
Kendal
Keswick
Kirkby Lonsdale
Penrith
Whitehaven
Windermere
Workington

Derbyshire

Ashbourne
Buxton
Chesterfield
Derby
Mattock

Devon

Barnstaple
Bideford
Exeter
Exmouth
Honiton
Okehampton
Paignton
Plymouth
Tavistock
Torquay

Dorset

Blandford
Bournemouth
Dorchester
Poole
Wimborne
Weymouth

Durham

Bishop Auckland
Consett
Darlington
Durham

East Sussex

Brighton
Eastbourne
Hastings
Lewes
Newhaven

Essex

Basildon
Chelmsford
Clacton
Colchester
Dartford Crossing
Harlow
Harwich
Southend
Stansted Airport
Tilbury

Gloucestershire

Cheltenham
Cirencester
Gloucester
Stroud

Greater London

Heathrow Airport
London

Barking
Bexleyheath
Brent Cross
Brixton
Bromley
Central London
The City
Clapham Junction
Croydon
Dalston
Docklands
Ealing
Enfield
Hammersmith
Harrow

Greater London (cont.)

Holloway
Hounslow
Ilford
Kilburn
Kingston
Lewisham
Peckham
Richmond
Romford
Stratford
Sutton
Uxbridge
Walthamstow
Wembley
West End
Westminster
Wimbledon
Wood Green
Woolwich

NOTE:

Primary destinations in Greater London, other than Heathrow Airport and London, will generally only be signed within the M25 Motoway

Greater Manchester

Ashton-under-Lyne
Bolton
Bury
Manchester
Oldham
Rochdale
Salford
Stockport
Stretford
Wigan

Hampshire

Alton
Andover
Basingstoke
Fareham
Petersfield
Portsmouth
Ringwood
Southampton
Winchester

Hereford and Worcester

Bromsgrove
Evesham
Hereford
Kidderminster
Leominster
Redditch
Ross-on-Wye
Worcester

Hertfordshire

Hatfield
Hemel Hempstead
Hertford
St Albans
Stevenage
Watford

Humberside

Bridlington
Goole
Grimsby
Hull
Humber Bridge
Immingham
Scunthorpe

Kent

Ashford
Canterbury
Channel Tunnel
Dartford Crossing
Dover
Folkestone
Maidstone
Margate
Ramsgate
Sevenoaks
Sheerness
Swanley

Lancashire

Blackburn
Blackpool
Burnley
Clitheroe
Fleetwood
Lancaster
Morecambe
Preston
Skelmersdale

Leicestershire

Hinckley
Leicester
Loughborough
Market Harborough
Melton Mowbray
Oakham

Lincolnshire

Boston
Gainsborough
Grantham
Lincoln
Skegness
Sleaford
Spalding
Stamford

Merseyside

Birkenhead
Bootle
Liverpool
St Helens
Southport
Wallasey

Norfolk

Cromer
Diss
Downham Market
Great Yarmouth
King's Lynn
Norwich
Swaffham
Thetford

Northamptonshire

Corby
Kettering
Northampton

Northumberland

Alnwick
Ashington
Berwick-upon-Tweed
Corbridge
Hexham
Morpeth

North Yorkshire

Harrogate
Ripon
Scarborough
Scotch Corner
Selby
Skipton
Thirsk
Whitby
York

Nottinghamshire

Mansfield
Newark
Nottingham
Worksop

Oxfordshire

Banbury
Oxford

Shropshire

Bridgnorth
Oswestry
Shrewsbury
Telford
Whitchurch

Somerset

Bridgwater
Frome
Glastonbury
Taunton
Wells
Yeovil

South Yorkshire

Barnsley
Bawtry
Doncaster
Rotherham
Sheffield

Staffordshire

Burton upon Trent
Cannock
Leek
Lichfield
Newcastle-under-Lyme
Rugeley
Stafford
Stoke-on-Trent
Stone
Tamworth
Uttoxeter

Suffolk

Beccles
Bury St Edmunds
Felixstowe
Ipswich
Lowestoft
Newmarket
Sudbury

Surrey

Dorking
Esher
Farnham
Guildford
Redhill
Reigate
Staines

Tyne and Wear

Gateshead
Newcastle
South Shields
Sunderland
Tynemouth
Tyne Tunnel

Warwickshire

Leamington Spa
Nuneaton
Rugby
Stratford-upon-Avon
Warwick

West Midlands

Birmingham
Brownhills
Coventry
Dudley
Solihull
Stourbridge
Walsall
West Bromwich
Wolverhampton

West Sussex

Bognor Regis
Chichester
Crawley East
Grinstead
Gatwick Airport
Horsham
Midhurst
Worthing

West Yorkshire

Bradford
Brighouse
Dewsbury
Halifax
Huddersfield
Leeds
Pontefract
Wakefield
Wetherby

Wiltshire

Chippenham
Marlborough
Salisbury
Swindon
Trowbridge
Warminster

SCOTLAND

Aberdeen
Arbroath
Ayr
Braemar
Campbeltown
Coldstream
Criailarich
Dumfries
Dundee East
Kilbride
Edinburgh
Elgin
Erskine Bridge
Forfar
Forth Road Bridge
Fort William
Fraserburgh
Galashiels
Glasgow
Greenock
Hawick
Inverness
Irvine
Jedburgh
Kilmarnock
Kincardine Bridge
Kirkcaldy
Kyle of Lochalsh
Mallaig
Montrose
Newtonmore
Oban
Paisley
Peebles
Perth
Peterhead St
Andrews
Stirling
Stranraer Tay
Bridge
Thurso
Ullapool
Wick

WALES**Clwyd**

Llangollen
Mold
Queensferry
Ruthin
Wrexham

Dyfed

Aberystwyth
Cardigan
Carmarthen
Fishguard
Haverfordwest
Llandeilo
Llandovery
Llanelli
Milford Haven
Pembroke Dock
St Clears
Tenby

Gwent

Abergavenny
Chepstow
Cwmbran
Monmouth
Newport

Gwynedd

Bala
Bangor
Betws-y-coed
Caernarfon
Conwy
Dolgellau
Holyhead
Llandudno
Porthmadog

Mid Glamorgan

Bridgend
Merthyr Tydfil

Powys

Brecon
Builth Wells
Llandrindod Wells
Llangurig
Machynlleth
Newtown
Rhayader
Welshpool

South Glamorgan

Cardiff

West Glamorgan

Neath
Port Talbot
Swansea

NOTE:

Any error or omission should be notified to the appropriate Government Office for the Region, together with a copy of the relevant Form Roads 831.