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INLAND TRANSPORT COMMITTEE

Principal Working Party on Road Transport

CONSOLIDATED RESOLUTION ON ROAD SIGNS AND SIGNALS (R.E.2)

Revision 3

Note by the secretariat

This document was prepared by the secretariat in accordance with the decision of the Working Party on Road Traffic Safety taken at its twenty-seventh session (TRANS/SC.1/WP.1/54, para. 13 (iv)).

The document contains the recommendations on road signs and signals approved to date by the Principal Working Party on Road Transport (i.e. up to and including its eighty-seventh session). The recommendations contained in documents TRANS/SC.1/295/Rev.2 and Amend.1 which were included in the amended 1968 Convention on Road Signs and Signals or in the amended 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals were excluded from this document. The numbering of the recommendations was modified accordingly.

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THE PRINCIPAL WORKING PARTY ON ROAD TRANSPORT,

DESIRING to establish greater uniformity in Europe in the regulations relating to road signs and signals, in order to improve road safety and facilitate international road traffic,

BEARING IN MIND that for this purpose a Convention on Road Signs and Signals was opened for signature at Vienna on 8 November 1968 and that a European Agreement supplementing that Convention was opened for signature at Geneva on 1 May 1971,

NOTING nevertheless that the provisions of these two international instruments leave open the possibility of divergences between one country and another as regards some of the regulations in question,

RECOMMENDS Governments, in order to eliminate these divergences as far as possible, to incorporate into their domestic legislation regulations which conform to the recommendations reproduced below, and

FURTHER RECOMMENDS Governments which are not yet in a position to ratify or accede to the above international instruments nevertheless to apply the provisions of those instruments forthwith to the fullest extent possible.

Recommendation

1. ROAD SIGNS

1.1. Movements by tramcars, trains on roads and trolleybuses

In cases where tramways, trains on roads or trolleybus routes follow the course of or intersect a road, and where the drivers of vehicles on such tracks or routes are not required to comply with a road sign appearing on the road, road users should, where necessary, be informed of this exemption by an additional panel affixed below the sign.

1.2. Preselection at intersections

Where, at the approach to an intersection at which the traffic is channelled, sign E, 4 of annex 1 to the Convention on Road Signs and Signals (1968) and also the road markings provided for in the Protocol on Road Markings additional to the European Agreement supplementing that Convention are considered insufficient, and it is deemed advisable to place signs above the carriageway, each of these signs should be placed over the lane intended for traffic proceeding in the direction which the sign indicates; such signs should be of the shape illustrated in figure 1 or figure 2 of annex 1 to this Consolidated Resolution and should be illuminated at night. The use of advanced direction signs is desirable whenever possible.

1.3. Confirmatory direction signs

The confirmatory direction signs should possess the following characteristics:

(a) Shape of the sign - As the confirmatory sign falls within the category of informative signs, it is rectangular in shape.

(b) Colour of the sign - The colours adopted are those used for place and route identification signs.

(c) Dimensions of the sign - The dimensions depend on the amount of information to be given and on the dimensions adopted for place signs on the route in question. If, in addition to the name of the next main town, intermediate localities are also indicated, it is recommended that not more than two such localities should be mentioned, and that their names, and the distances at which they are situated, may be indicated in smaller letters and

figures (preferably in the ratio of 2 to 3) than those relating to the main town.

1.4. Signing of "E" roads

(a) The letter "E" and the numerals appearing on the road identification sign prescribed in annex III to the European Agreement on Main International Traffic Arteries (AGR) should be of the same height.

(b) Plates should be bordered with a white band.

(c) When the above sign is used in conjunction with a sign indicating the national number of the road in question, the characters of the former sign should be at least as large as those of the latter sign.

1.5. Diversion ("detour")

Where a road is closed to all vehicles or to certain categories of vehicles and the vehicles so excluded are required to use a detour, use should be made of the "diversion" ("detour") sign as defined below:

(a) the "diversion" ("detour") sign is a direction sign set up at the place where the road is to be left and at all intersections along the diversion until the diversion rejoins the road initially left;

(b) the sign shall conform to the models reproduced in annex 2 to this Consolidated Resolution; its colour shall be yellow or orange and it may be in two sizes:

(i) the large model, bearing the name of the locality led to by the road from which traffic has been diverted, and the number of that road if need be; it shall be set up at the intersection at which the diversion begins;

(ii) the small model may bear no inscription and shall be set up at every intersection along the diversion;

(c) in certain cases, where only a particular category of vehicles (e.g. heavy vehicles) is diverted, the "diversion" ("detour") sign shall show the usual symbol for that category as given in annex 1 (C) to the Convention on Road Signs and Signals (1968); in such cases the sign need not include the name of the locality or the number of the roads;

(d) if advance warning of the diversion is considered necessary, it may be given by means of a sign conforming to the model reproduced in annex 3 to this Consolidated Resolution. This sign shall bear, in accordance with annex 1 to the Convention on Road Signs and Signals (1968), either white or light-coloured symbols or inscriptions on a dark ground, or dark-coloured symbols or inscriptions on a white or light-coloured ground; however, the border of the prohibitory sign inscribed thereon shall be red.

1.6. Clearance of civil engineering works

Where the minimum clearance of temporary or permanent civil engineering works above the carriageway is less than 4.30 m, a suitable marking, including the "diversion" ("detour") sign, should be prescribed; however, if the domestic legislation prescribes a maximum height of less than 4.30 m for vehicles and their loads, the above recommendation shall not apply unless the clearance of the aforesaid works above the carriageway is equal to or less than the said maximum height.

1.7. Signs for tourist attractions

Signs indicating tourist attractions, other than those included in the Convention on Road Signs and Signals, shall be designed and set up in accordance with the following principles:

(a) Signs for tourist attractions shall be installed only in places where they are undoubtedly useful. It should be ensured that their value is not impaired and that the attention of road users is not distracted by the presence of too many signs;

(b) Since road users shall concentrate primarily on traffic regulations and information designed to ensure safety or clarify touring, signs for tourist attractions shall never be installed in places where there are already a number of regulatory or informative signs of particular importance for traffic safety;

(c) Signs for tourist attractions should be set up only with reasonable proximity to the places or centres to be indicated;

(d) The brown colour reserved for tourist attraction signs shall never be used for other road signs. It is recommended that countries using other colours for signs for tourist attractions replace them gradually by signs bearing light coloured symbols and/or inscriptions on a brown background or brown symbols and/or inscriptions on a light coloured background;

(e) Inscriptions used on signs for tourist attractions should, as far as possible and practicable, be replaced by symbols or pictograms, so as to make these signs more easily understood by foreign road users.

1.8. Tourism: direction signs

The three signs conforming to the models appearing in annex 3 to this Consolidated Resolution should be used, if it is deemed appropriate, to inform drivers of:

(a) ("car-sleeper trains" model) the direction to follow to reach a point where cars are loaded on to car-sleeper trains;

(b) ("trains" model) the direction to follow to load a car on to a train to pass through a tunnel;

(c) ("ferry" model) the direction to follow to load a car on to a ferry.

The symbols shall be of dark colour on a light background.

1.9. Tourist Information point

If a sign is used to indicate the location of a tourist information point, the sign should conform to one of the two models shown in annex 4 to this Consolidated Resolution. The symbol appearing on either model of panel may be used in conjunction with a direction sign as in the examples G, 7 and G, 8 given in annex 3 to the Convention on Road Signs and Signals (1968).

1.10. Combination of the signs E, 8^a (end of a built-up area) and G, 10 (confirmation sign)

(a) The confirmation sign G, 10 and the sign indicating the end of a built-up area E, 8^a may be used on the same support, in which case the sign E, 8^a shall be placed under the sign G, 10 either separately or combined on the panel.

(b) The top half on the sign shall indicate the name of the next important locality and the name of the next locality, each of these names being followed by the indication of the distance.

(c) The colours of the signs shall be in conformity with those prescribed in the 1968 Convention on Road Signs and Signals and the 1971 European Agreement supplementing this Convention.

1.11. The use and meaning of signs for vehicles carrying dangerous goods

(a) Sign C, 3^h "NO ENTRY FOR VEHICLES CARRYING DANGEROUS GOODS FOR WHICH SPECIAL SIGN PLATING IS PRESCRIBED" described in the 1968 Convention on Road Signs and Signals should be used without an additional panel to prohibit the entry of vehicles defined in Article 1 (a) of the 1957 European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), carrying goods listed in any class of ADR for which orange-coloured plates according to marginal 10 500 of ADR are required on the vehicles. For prohibitions related to other dangerous goods (e.g. goods listed in national legislation), prohibitions restricted to certain periods (e.g. peak hours) or those restricted to transit, the sign should be used with an additional panel specifying the prohibition.

(b) Sign C, 3^m "NO ENTRY FOR VEHICLES CARRYING MORE THAN A CERTAIN QUANTITY OF EXPLOSIVES OR READILY INFLAMMABLE SUBSTANCES" described in the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals should be used to prohibit the entry of vehicles defined in Article 1 (a) of ADR, carrying dangerous goods of Class 1, of Class 2 - items with letters (b), (bt), (c) and (ct), of Class 3 - items 1 to 28 of Class 4.1 - items 31 to 50 and of Class 5.2 of ADR, provided that orange-coloured plates on the vehicle according to marginal 10 500 of ADR are required for the carriage of the relevant goods.

1.12. Additional panels indicating the applicability of road signs

In cases where the applicability of a road sign has to be indicated, road users shall be informed of this by means of additional panels placed below the signs concerned:

(a) On the additional panels symbols of the existing road signs can be used with the same meaning;

(b) The additional panel shown in figure 1 of annex 5 to this Consolidated Resolution indicates a passenger car;

(c) The "Period of applicability" panels shown in figure 2 of annex 5 to this Consolidated Resolution indicate the time or the days of the week when the sign is applicable;

(d) The "Method of parking" panels shown in figure 3 of annex 5 to this Consolidated Resolution indicate how cars must be parked;

(e) The "Blind pedestrians" panel shown in figure 4 of annex 5 to this Consolidated Resolution indicates that the crossing in question is used by blind people.

2. TRAFFIC LIGHT SIGNALS

2.1. Narrow sections of road

At narrow sections of road which approaching users cannot see through, traffic should be controlled by traffic lights where traffic density and a restricted carriageway width are such as to require special regulation.

2.2. Traffic light signals

Traffic light signals are to be used in accordance with the following principles:

(a) Characteristics of the main lights:

(i) Number and arrangement: three lights arranged vertically or horizontally.

- (ii) Shape and size of lenses:

The lenses shall be circular;

They shall have a diameter of at least 200 mm. This dimension should be increased when circumstances so required, for instance for lights installed above the carriageway.

- (iii) Light signals intended exclusively for pedestrians shall show the following symbols:

A standing pedestrian for the red light;

A walking pedestrian for the green light;

These special lights can have a rectangular shape.

- (b) Complementary lights for which the provisions of paragraph (a) (ii) are applicable, may be used for:

- (i) Repetition of main lights;

- (ii) Separate traffic movements as described by one or more arrows when these movements are not controlled by arrows appearing on the main lights.

- (c) In determining the visibility distance for the light signals the following factors should be taken into account:

- (i) The speed of traffic;

- (ii) The presence of units intended to improve the visibility of the lights (visors, etc.);

- (iii) This distance should be sufficient for compliance with the signal. If this condition is not fulfilled, sign A, 16 should be used.

- (d) Light supports and height of installation;

- (i) The signals should be placed on special supports:

Vertical posts: clearance below the lights: at least 2.10 m;

Suspended above the carriageway: clearance below the lights: at least 4.50 m.

- (e) The duration of the green and red phases should be determined according to the density of traffic. The length for the amber only phase should be of three to five seconds.

2.3. Special light signals using matrix symbols

- (a) Research on special light signals using matrix symbols, for indicating speed limits, variations applying to the use of traffic lanes, or for dealing with other traffic problems should be encouraged.

- (b) Light signals using matrix symbols should be adapted as far as possible to the prescriptions of the 1968 Convention on Road Signs and Signals.

- (c) Experiments aimed at improving traffic control techniques should be carried out in view of possible amendment of the 1968 Convention on Road Signs and Signals, according to Article 3.1 (b).

2.4. Traffic lights showing arrows

(a) At an intersection when the phase of the traffic light signals does not allow the simultaneous advance of the vehicles stopped in all the traffic lanes controlled by the lights, the light signals should include arrows.

(b) Indications by traffic lights showing arrows shall correspond with the outlay of the separate traffic lanes provided for individual traffic movements.

(c) An arrow pointing ahead should in general only be used in conjunction with lights incorporating other directional arrows for the other traffic movements.

(d) Such an arrow shall be in a vertical position, or, when the local configuration of the intersection makes it necessary, a slightly off vertical position.

(e) A lens shall only show one arrow, which however may be branched so that it points towards two directions.

Annex 1

PRE-SELECTION SIGNS AND SIGNALS AT INTERSECTIONS

(Recommendation 1.2)

Figure 1 ^{1/}



Figure 2 ^{2/}

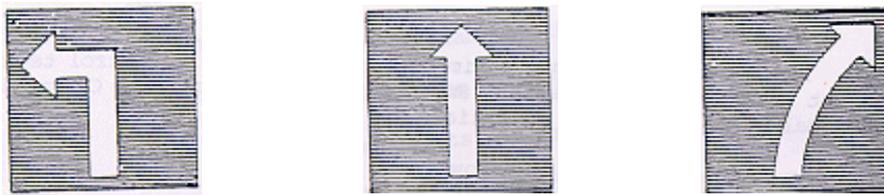
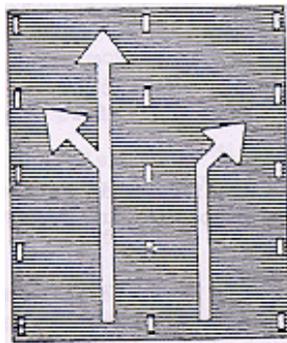


Figure 3



^{1/} If the names of several localities appear on the sign for one lane, they shall be placed one above the other. The inclusion of the number of the road and the arrow is optional.

^{2/} A square plate, or a rectangular plate with its vertical sides longer than its horizontal sides, is placed above each lane; it bears an arrow which is either vertical (for straight-through traffic) or bent or curved according as the direction indicated is or is not at right angles.

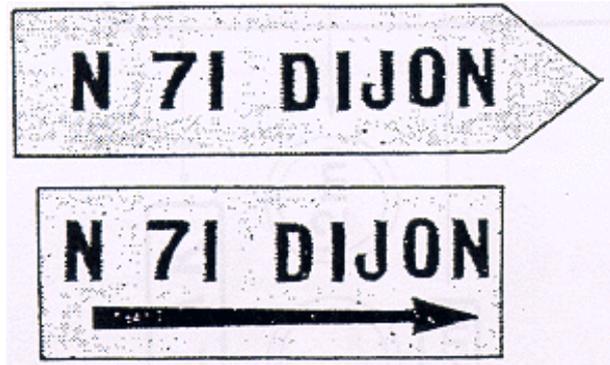
Annex 2

DIVERSION
(Recommendation 1.5)

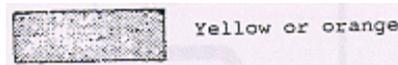
Appendix 1

"DIVERSION" ("DETOUR") SIGN

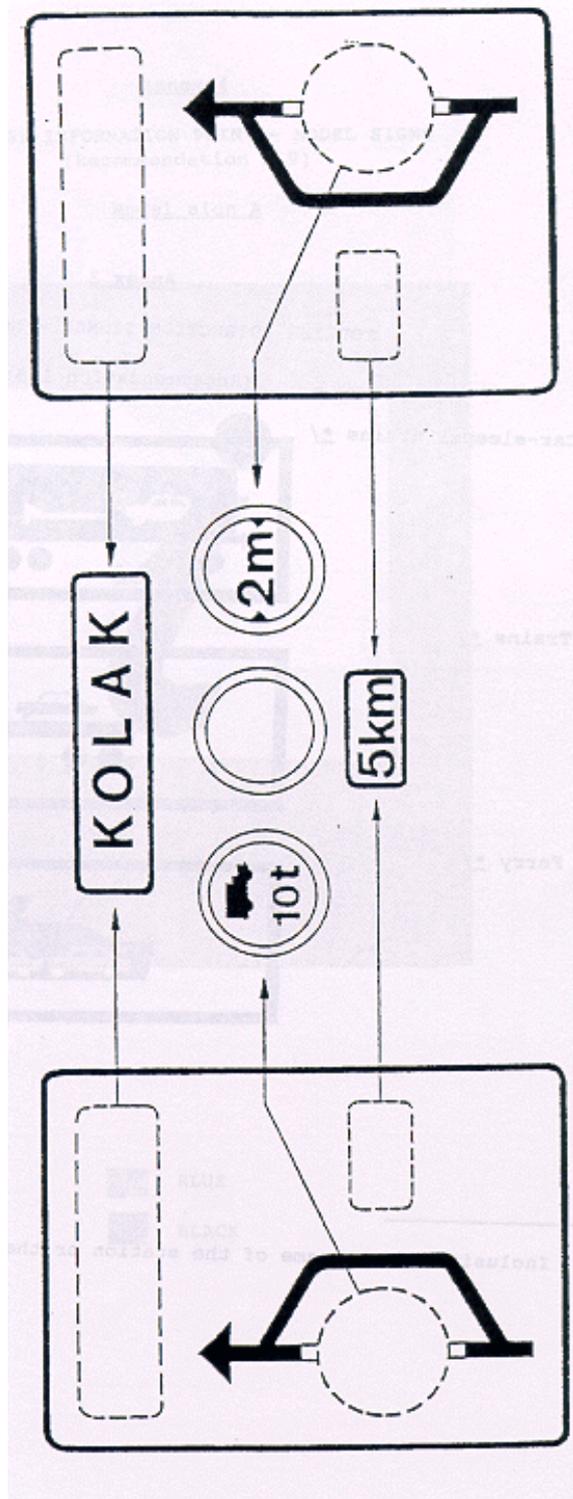
1. Larger sized sign



2. Small sized sign



Appendix 2
"ADVANCE" SIGN



Annex 3

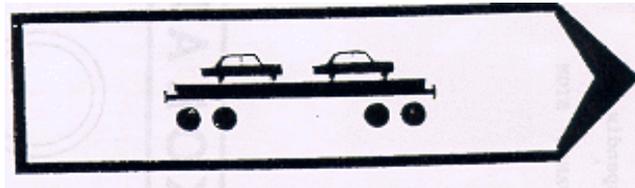
TOURISM (DIRECTION SIGNS) - MODEL SIGNS

(Recommendation 1.8)

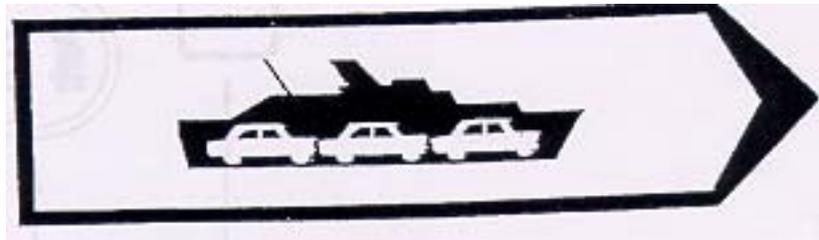
(i) Car-sleeper trains */



(ii) Trains */



(iii) Ferry */

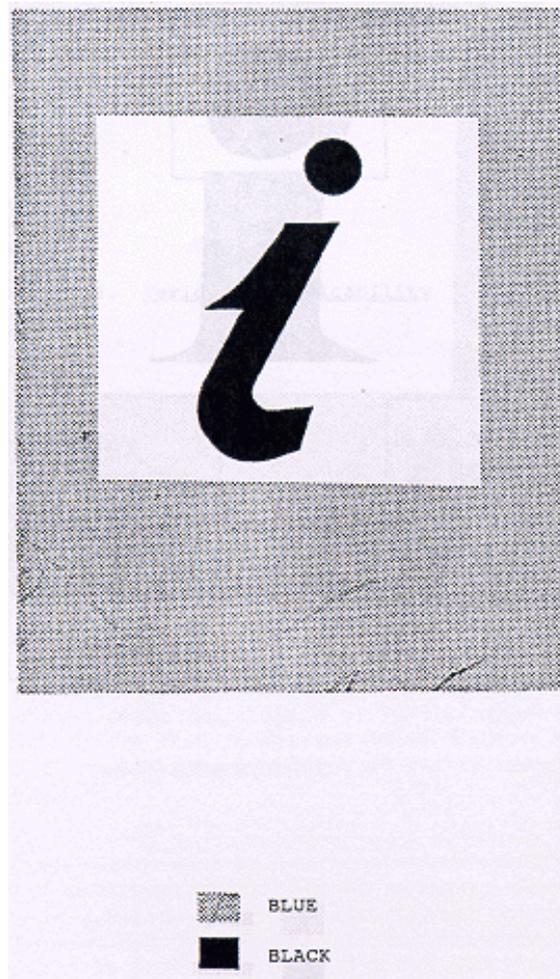


*/ Inclusion of the name of the station or the part on the sign is optional.

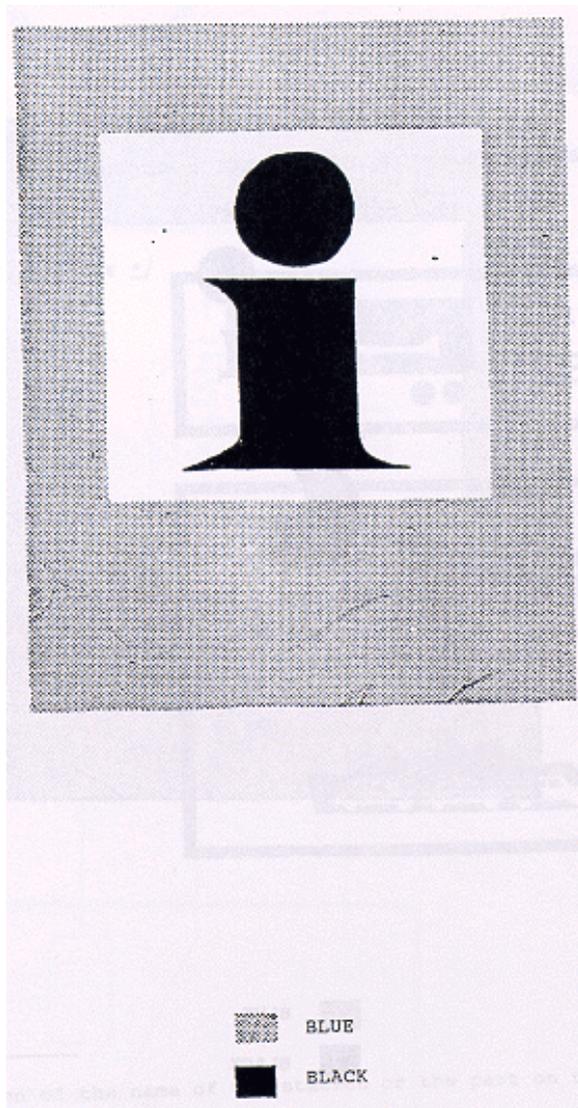
Annex 4

TOURIST INFORMATION POINT - MODEL SIGNS
(Recommendation 1.9)

Model sign A



Model sign B



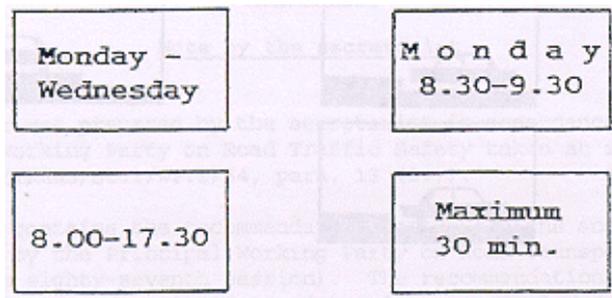
Annex 5

ADDITIONAL PANELS INDICATING THE
APPLICABILITY
OF ROAD SIGNS

(Recommendation
1.12)

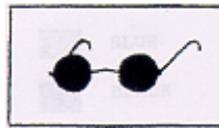
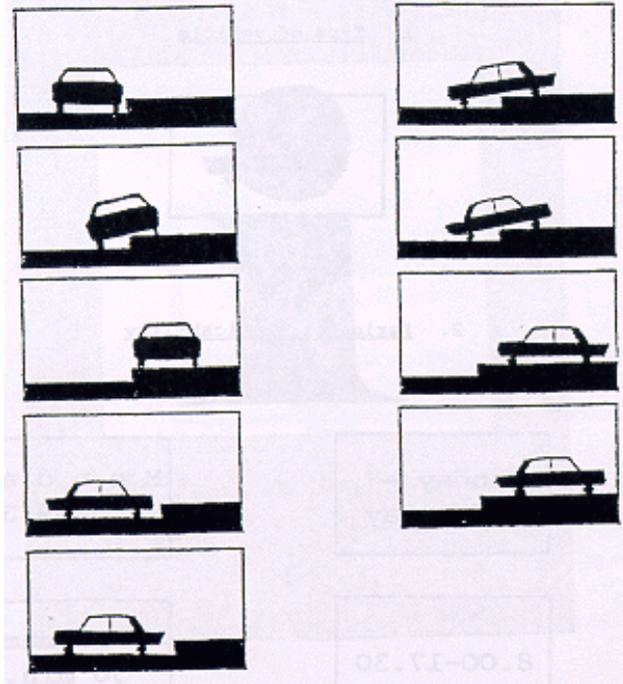


1. Type of
vehicle



2. Period
of applicability

3. Method of parking



4. Blind pedestrians



