

INTERIM ADVICE NOTE 93/10 (Revision 1)

DRIVER LOCATION SIGNS - INTERIM REQUIREMENTS



Summary

This Interim Advice Note provides requirements for Driver Location Signs.

Instructions for use

This Interim Advice Note supersedes Interim Advice Note 93/07 with immediate effect.

1 About this document

1.1 Who is this Interim Advice Note for?

This Interim Advice Note provides guidance for delivery teams for all types of schemes. It also provides guidance for operational teams on implementation and subsequent management of the network.

1.2 What does this Interim Advice Note cover?

1.2.1 Objective

The objective of this Interim Advice Note is to provide requirements and generic technical guidance on the implementation of driver location signs on all parts of the Highways Agency network. It does not provide guidance on prioritisation procedures for provision of driver location signs on different classes of road or for different routes.

The information contained within this Interim Advice Note should be used in conjunction with documents listed in sections 3.0 and 4.0, to ensure that the driver location signs are installed as part of a best value scheme and to ensure that whole life costs are minimised.

Interim Advice Note 93/07 is withdrawn. Interim Advice Note 93/10 must be used forthwith for all driver location sign design, installation and maintenance.

Mandatory sections of this Interim Advice Note, i.e. those that are a requirement of the Overseeing Organisation, are contained in Black Boxes. These requirements must be complied with, or a prior agreement to a Departure from Standard must be obtained from the Overseeing Organisation. The text outside Black Boxes contains advice and explanation, which is commended to users for consideration.

In exceptional situations, the Overseeing Organisation may be prepared to agree to a Departure from Standard where the Standard is not achievable due to site constraints. If a Departure from Standard is required, this course of action must be discussed with the Overseeing Organisation at an early stage in the design process. Proposals to adopt Departures from Standard must be submitted to the Overseeing Organisation and formal approval received before incorporation into a design layout.

Careful consideration must be given to a layout option incorporating a proposed Departure from Standard having regard to all relevant site constraints, including any potential benefits and disbenefits of the proposal. Particular attention must be given to the safety aspects (including operation, maintenance, construction and demolition) and the environmental and monetary benefits and disbenefits that would result from the proposed Departure from Standard if agreed. The consideration process must be recorded. The proposed Departure from Standard must be compared against all other options that would normally be implemented to fully meet this Interim Advice Note.

Within this Interim Advice Note certain items have been highlighted by the Overseeing Organisation as requiring a submission of a Departure from Standard. This does not mean that they are the only items requiring a Departure. The purpose of this is to emphasise the need for a departure for the item identified.

Each scheme needs to be individually designed taking into account local conditions. This also means that new schemes could be more innovative than those which currently exist or are being planned. In these circumstances advice from Highways Agency NetServ Safe Road Design team (netservtrafficsigns@highways.gsi.gov.uk) should be sought.

The requirements and advice in this Interim Advice Note should be applied to a scheme with due consideration of their potential impact on safety of road users and construction, operation, maintenance and demolition personnel, with the aim of minimising risks. For example, if the installation of driver location signs may affect the risk associated with certain scheme hazards, then an appropriate level of project review is required. The results of this review must be recorded and provided to the scheme Project Sponsor.

The Black Box items adopted by the scheme must be recorded in a report that is provided to the scheme Project Sponsor. This must be reviewed and evidence recorded that cumulatively these will not prevent the objectives for the scheme being achieved. Particular attention needs to be paid to the potential interaction of different features.

1.2.2 Scope and Assumptions

The scope of this Interim Advice Note is limited to the provision of driver location signs on Highways Agency motorway and all purpose Trunk roads in England.

This Guidance is based upon the Traffic Signs Regulations and General Directions 2002 (TSRGD) and BS EN 12899-1: 2007.

1.2.3 This Guidance in Context

For more than 30 years, distance marker posts have been provided at 100 metre intervals alongside the hard shoulder of motorways. These are used for maintenance purposes, enabling contractors to identify where repair works are needed. They also show the direction to the nearest motorway emergency roadside telephone. If a driver uses an emergency roadside telephone, the Regional Control Centre operator will automatically know the precise location of the caller.

However, it was found that when a driver used a mobile phone to report a breakdown or incident, the caller often gave an incorrect location which caused a delay in attending the scene of the incident. Therefore, at a number of trial sites driver location signs were erected every 500 metres to enable drivers to identify their location. These use the same referencing system as the distance marker posts and enabled the emergency services and vehicle recovery operators to rapidly locate the scene of an incident without any confusion.

Driver location signs will enable emergency services to attend the scene of an incident much quicker in many situations, which will help to reduce the time needed to deal with the incident, reduce the risk of a secondary incident occurring and therefore will help to improve road safety and reduce delays to road users. Also, in many cases, this will help to reduce environmental pollution, as vehicles in very slow moving traffic are known to consume more fuel than a vehicle travelling at a higher and consistent speed such as 50mph.

The guidance provided in this Interim Advice Note reflects the ongoing development of the requirements and the associated technical guidance on driver location signs. It provides guidance that is consistent with 'current thinking', taking on board experience gained as a result of implementation of schemes involving the provision of driver location signs since April 2007. It is not intended to stifle innovation, but if other approaches are considered as potentially viable options, then advice should be sought from Highways Agency Netserv Safe Road Design team (netservtrafficsigns@highways.gsi.gov.uk).

1.2.4 Mutual Recognition.

Any reference in this specification to a “British Standard”, or to a “British Standard which is an adopted European Standard”, is to be taken to include reference also to the following standards:

- (a) a standard or code of practice of a national standards body or equivalent body of any EEA state;
- (b) any international standard recognised for use as a standard or code of practice by any EEA state;
- (c) a technical specification recognised for use as a standard by a public authority of any EEA state; and
- (d) a European Technical Approval (ETA) issued in accordance with the procedure set out in directive 89/106/EEC.

Where there is a requirement in this specification for compliance with any part of a British Standard or a British Standard which is an adopted European Standard, that requirement may be met by compliance with any of the standards given above, provided that the relevant standard imposes an equivalent level of performance and safety provided for by a British Standard or a British Standard which is an adopted European Standard.

“EEA State” means a state which is a contracting party to the EEA Agreement.

“EEA Agreement” means the agreement on an European Economic Area signed at Oporto on the 2nd of May 1992 as adjusted or amended.



2.0 Driver Location Signs – Technical Requirements

2.1 What is a driver location sign?

2.1.1 A sign on the nearside of a motorway or an all purpose trunk road that tells the road user:

- The motorway route number or all purpose road route number that the road user is on;
- The carriageway identifier which indicates the direction the road user is travelling; and
- The precise location on the route.

2.2 Is there a standard sign design for all types of road?

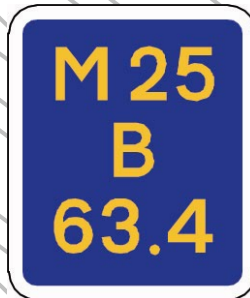
2.2.1 The design of driver location signs is the same, for motorways and all purpose roads, to ease driver understanding of the new signs.

2.2.2 Driver location signs must have:

- Yellow legend
- Blue background
- White border

The colours are defined in BS EN 12899-1:2007

2.2.3 A typical example of the sign is shown below. The DfT working drawing NP 426 (issue C) is included at Annex A and a National Authorisation is included at Annex B.



2.2.4 Driver location signs must only be provided on the nearside verge of motorways and all-purpose dual carriageways and single carriageways.

Driver location signs must be additional to distance marker posts and must not be used to replace distance marker posts, including any marker post that would be virtually coincident with the driver location sign.

2.2.5 Project Sponsors should ensure that they are providing information to road users on distance marker posts which is consistent with information provided on driver location signs. Refer to section 2.7.3.

2.3 Size of driver location signs

2.3.1 Driver location signs are smaller than other directional and informative signs, as road users do not need to read the information at high speeds such as 50mph or more. Making the signs as small as practicable helps to reduce costs and minimise environmental intrusion, where the signs are needed for operational reasons.

Following road trials on the M42 and the M25, it was found that the legend size could be provided at a much smaller than normal x-height, yet still meet the objectives of providing signs which are legible to drivers of slow moving vehicles in all lanes. During those trials, signs with an x-height of less than 115 mm were found to be less legible to drivers travelling at slow speeds.

Therefore, in order to meet operational and safety objectives for driver location signs, the size of legend on driver location signs must be as follows:

- Carriageways with 3 running lanes or less - the x-height must be 115mm.
- Carriageways with 4 running lanes or more - the x-height must be 140mm.

2.4 Longitudinal spacing of driver location signs

2.4.1 The maximum longitudinal spacing of driver location signs must be 500 metres, for the main carriageway, collector distributor roads, slip roads, link roads, spur roads and single carriageways. At locations where the longitudinal spacing of 500 metres cannot be achieved due to site constraints, the spacing must be reduced to 400 metres or to 300 metres absolute minimum.

This is to ensure that:

- the driver location sign is located adjacent to the distance marker post, as distance marker posts are located at a spacing of 100 metres.
- Driver location signs would be ineffective for operational reasons, if the spacing is greater than 500m.

For a sequence of signs along a route, the longitudinal spacing may be a combination of the permitted spacings, such as 500m, then 500m, then 300m, then 400m, then 500m. Care needs to be taken at design stage to ensure that suitable sites for all driver location signs have been determined prior to sign fabrication, as each driver location sign has a unique reference and can only be used adjacent to the distance marker post with the same kilometrage. If a site is found to be unsuitable for a driver location sign after signs have been fabricated this could affect the design of the whole sequence of signs.

For example, to avoid locating the sign where it could not be easily seen by road users, such as beneath or after a bridge, an alternative location for the driver location sign should be determined to ensure visibility. In such a situation, it would be necessary to reduce the longitudinal spacing from 500 metres to 400 metres or 300 metres.

Another example where it would be necessary to reduce the longitudinal spacing, is to avoid locating a driver location sign close to an emergency roadside telephone (ERT), refer to section 2.5.1. If a driver location sign is installed within 25 metres of an ERT, the sign must be installed at least 2.1 metres above ground level, potentially resulting in a larger post size being used. Installing the same sign more than 25 metres from an ERT at a mounting height

of 1.3 metres may allow a smaller post size to be used. However, the maximum distance from the driver location sign to the distance marker post must not be exceeded, refer to section 2.4.2, to minimise the risk of confusion. If the driver location sign is more than 20 metres from the distance marker post it could be confused with the distance marker post upstream or downstream.

2.4.2 The location tolerance for a driver location sign must be plus or minus 20 metres (absolute maximum) from the associated distance marker post containing the same kilometrage information.

This ensures that the driver location sign is not installed more than 20 metres from the distance marker post, to avoid confusion, as the driver location sign has the same kilometrage as the distance marker post.

2.4.3 When determining the starting point for driver location signs the following criteria should normally be used:

- (a) on each section of the main carriageway, working in an upstream direction from the junction, the first driver location sign should be at least 100 metres upstream of the Exit Datum Point on the approach to the junction. Exit Datum Points are defined in the diagrams in TD 46/05 Chapter 4.
- (b) on each exit slip road, working in a downstream direction from the junction, the first driver location sign should be at least 100 metres downstream of the "back of the nose" as defined in TD 22/06 figure 1/1. This is to ensure that a driver on the main carriageway, who stops on the hard shoulder just downstream of the nose, cannot see a slip road driver location sign.
- (c) on each entry slip road, working in an upstream direction from the junction, the first driver location sign should be at least 100 metres upstream of the "back of the nose" as defined in TD 22/06 figure 1/1.
- (d) on each section of main carriageway, working in a downstream direction from the junction, the first driver location sign should be at least 100 metres downstream of the Entry Datum Point. Entry Datum Points are defined in the diagrams in TD 46/05 Chapter 4.

This is to avoid co-locating the driver location sign with another sign, and also to avoid locating the driver location signs at a critical point, e.g. near the start of the exit slip road, or near the end of an entry slip road. Also, a driver location sign should not be located close to where it would be a distraction to a driver, e.g. close to the start of a deceleration lane on an all purpose road.

2.5 Mounting height, setback distance and orientation of driver location signs

2.5.1 Mounting height.

The sign should normally be mounted on a single post, to minimise the need for a vehicle restraint system.

The minimum mounting height of the bottom edge of the sign must be 1.3m above the surface of the adjacent running lane.

This is to ensure that:

- Visibility and legibility of the driver location sign are optimised.
- The sign is not obscured by growing vegetation, which may occur if it is installed too close to ground level.
- The sign is not obscured by vehicle restraint systems,
- The sign is visible to drivers. If the sign is mounted too close to ground level the sign would not be visible to drivers in close proximity to the sign. Drivers need to be able to read the legend without leaving their vehicle. This is especially important for a disabled driver parked close to the driver location sign, who may not be able to easily leave the vehicle without assistance.

For locations where pedestrians are expected (e.g. near emergency roadside telephones) the minimum mounting height of the bottom edge of the sign must be 2.1 metres, the desirable mounting height is 2.3 metres.

Cycleways and bridleways. Driver location signs must not be mounted over any part of a cycleway or a bridleway.

2.5.2 Setback distance.

On any route the absolute minimum set back distance must be 450 mm.

The setback is the lateral distance between the traffic edge of the sign face and either:

- the edge of the paved surface (which may be the back of the hard shoulder, or hard strip); or
- the vertical face of the kerb; or
- the trafficked edge of carriageway marking (e.g. where there is no hard shoulder or hard strip or kerb).

The back of the hard shoulder is the edge furthest from the running lane.

On the following types of route, the setback distance should normally be 1200 mm minimum:

- (1) motorways;
- (2) dual carriageway roads with a full width hard shoulder; and
- (3) dual carriageway and single carriageway roads with a hard strip of less than 600 mm, where the speed limit is 50 mph or more;

On the following types of route, the setback distance should normally be 600 mm minimum:

- (1) dual carriageway and single carriageway roads, with a hard strip of 600 mm or more, where the speed limit is 50 mph or more.

On the following types of route, the setback distance should normally be 450 mm minimum:

- (1) dual carriageway and single carriageway roads, where the speed limit is less than 50 mph;

Where a vehicle restraint system is installed, consideration is to be given to the working width of that system when determining the location of a driver location sign.

2.5.3 Orientation.

The driver location sign face must be vertical. The sign face must be perpendicular to the alignment of the adjacent running lane. If this cannot be achieved at the required setback distance and required location, the driver location sign must be installed alongside another nearside distance marker post, where there is sufficient verge width.

The driver location sign face should not normally be installed parallel to the edge of carriageway marking, as there is a need to ensure that the sign can be easily and safely seen and read by drivers.

Where site constraints prevent a driver location sign face from being installed perpendicular to the alignment of the adjacent running lane, in close proximity to a distance marker post, along a route length of more than 500 metres, then the driver location sign must be installed at a suitable location with the sign face parallel to the edge of carriageway marking. This is to ensure that the 500 metres maximum spacing is achieved. In such a case, the driver location sign must be installed adjacent to the distance marker post.

If the bridge or viaduct length is just less than 500 metres, driver location signs should normally be installed on the nearside verge, at each end of the bridge or viaduct, in order to avoid having to fix driver location signs to the parapets.

If the bridge or viaduct is longer than 500 metres, driver location signs should normally be fixed to the parapets at 500 metres intervals, parallel to the edge of carriageway marking.

Parapets.

Prior to fixing driver location signs to parapets, approval of locations and fixing details must be obtained from the Netserv Vehicle Restraints team and the MAC or DBFO Structures Manager before installation works commence.

Tunnels.

In tunnels, driver location signs must be fixed to the nearside tunnel wall, adjacent to the distance marker post, with the sign face parallel to the edge of carriageway marking, to minimise the risk of damage to the sign face by tunnel cleaning equipment. Prior to fixing driver location signs anywhere inside a tunnel, approval of locations and fixing details must be obtained from the HA Route Performance Manager and the MAC or DBFO Tunnel Manager before installation works commence.

Other structures (excluding parapets and tunnels).

Prior to fixing driver location signs to structures (excluding parapets and tunnels), approval of locations and fixing details must be obtained from the Netserv Technical Approval Authority and the MAC or DBFO Structures Manager before installation works commence.

Where the sign face is fixed parallel to the edge of carriageway marking, on to a structure, the sign face should not normally be drilled (for fixings) to ensure that delamination of the sign face does not occur. For example, delamination may be caused during drilling of the sign face after fabrication, or by water entering between different layers then freezing after installation.

Driver location signs may be fixed to a vertical surface, by inclusion of a grey backing board as part of the sign assembly, with holes predrilled through the grey backing board (not drilled through the sign face) and fixed to the structure using brass or galvanised screws. Other suitable alternatives may be used to fix the sign to a structure, such as using standard sign fixing rails on the rear of the sign.

2.6 Location of driver location signs

2.6.1 On collector distributor roads, slip roads, link roads, spur roads or other uni-directional roads, there must always be at least one driver location sign on the nearside verge. Driver location signs and distance marker posts must not be installed on:

- the central reserve; or
- the off side verge of slip roads, link roads, collector distributor roads, or other uni-directional roads.

This is to ensure that the legend is easily readable by road users stopped on the hard shoulder or nearside hard strip.

On viaducts and long bridges and inside tunnels, the driver location signs must be installed on the nearside, with a maximum longitudinal spacing of 500 metres.

2.6.2 Driver location signs must be located so that they are not obscured by any of the following:

- gantry columns
- other structures
- other signs
- vegetation
- electrical cabinets

When a driver location sign is installed just downstream of a structure or other sign, the minimum distance should normally be 100 metres downstream, to ensure visibility and legibility requirements for the driver location sign are achieved.

2.6.3 Driver location signs must be located so that they do not obscure other signs or signals, or block visibility of emerging traffic from an entry point to the main carriageway, e.g. the entry point from a Works Unit on to the main carriageway.

2.7 Legend on driver location signs

The legend on driver location signs must be in Transport Medium alphabet in accordance with the TSRGD 2002.

2.7.1 Line 1 - Route number

The route number must be shown on one line, i.e. on Line 1. For example:

M25 A 27.6	M6 Toll B 18.6	A5148 A 10.7
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If the word SPUR is needed as part of the route number, then the advice of Netserv Safe Road Design team must be sought (netservtrafficsigns@highways.gsi.gov.uk).

2.7.2 Line 2 - Carriageway identifier

The carriageway identifier must be shown on Line 2.

The carriageway identifiers for communications equipment are specified in TA 77/97 Annex A Chapter 13. However, for the avoidance of doubt, on driver location signs and distance marker posts, the carriageway identifier must be as stated in this document.

The main carriageway must be identified as "A" in one direction (e.g. clockwise, or the direction heading away from London) and "B" in the opposite direction (e.g. anti-clockwise, or the direction heading towards London). On some linear routes, which do not start in London, for example the M5, M62, A64 and A66, the A and B carriageways must be consistent with other referencing systems used by the Highways Agency, especially across area or regional boundaries, to ensure consistency.

Under no circumstances should the carriageway identifier be J, or K, or L, or M on the main carriageway or on parallel adjacent carriageways (the “secondary carriageway”), such as collector distributor roads. On a secondary carriageway, the carriageway identifier must be identified as “C” (adjacent to the A carriageway) and “D” (adjacent to the B carriageway). This is where there is a physical separation between the main carriageway and the secondary carriageway.

Slip roads, link roads and emergency access and egress connections to a nearby route should normally be identified as J, K, L and M.

For example, in a situation where the layout is simple, the four slip roads should have the following carriageway identifiers:

- J - exit slip road from the A carriageway.
- K – entry slip road to the A carriageway.
- L – exit slip road from the B carriageway.
- M – entry slip road to the B carriageway.

2.7.3 Line 3 - Kilometrage

The kilometrage must be shown on one line, i.e. on Line 3.

The numbers indicate the distance from a defined point on the network, measured in kilometres. For example, on the M25, the distance is measured clockwise round the M25 from the M25 J1 interchange.

There must be no tolerance for the kilometrage shown on a driver location sign. For example, if the distance marker post shows 248 over 80, then the adjacent driver location sign must show 248.8 on line 3.

The information shown on a driver location sign must always be **unique** compared to other driver location signs, to minimise confusion following the reporting of an incident or defect. This means that a national distance referencing system should be used on driver location signs and distance marker posts along a route, i.e. the distance shown must be unique for the route, if the concept of driver location signs is to be a success. It is recommended that adjacent area teams and DBFO teams along a route should liaise to ensure that there is no duplication of distance information on distance marker posts and driver location signs along a route.

For the avoidance of doubt, this means that there must never be the same legend shown on driver location signs at different locations.

2.8 Visual Performance Characteristics - Sign face

2.8.1 Some sign face materials have a very high level of retro-reflectivity, which is unsuitable for driver location signs. This is due to a need to limit the retro-reflectivity on driver location signs, in order to minimise driver distraction in normal traffic conditions. Normally, driver location signs are only needed when the driver is either stopped on the hard shoulder, or in an emergency situation, or in slow moving traffic.

2.8.2 The sign face may be manufactured using either glass bead or micro prismatic material.

The specified colours must conform to the daylight chromaticity and luminance factors specified in Table 1- Class CR1, or Table 2- Class CR2 to BS EN 12899-1:2007.

If the sign face is glass bead material, the retroreflectivity requirements must be specified according to the coefficient of retroreflection RA Class RA1 to Table 3 and conform to Clause 4.1 of BS EN 12899-1:2007.

If the sign face is micro prismatic material, the retroreflectivity performance requirements can be found in BS 8408:2005 (until such time that it is superseded by BS EN 12899-6) or the relevant European Technical Approval in accordance with Clause 4.2 of BS EN 12899-1:2007.

2.9 Physical Performance Characteristics – Sign including sign support system

2.9.1 Designers should be aware of the recommended classes or values for physical performance properties most suitable for UK practice as specified in the UK National Annex to BS EN 12899-1:2007. The driver location sign assembly must comply with the physical performance recommendations of Table NA.2 (Recommended classes or values for physical performance most suitable for UK practice) of the above Annex.

2.10 Road Safety Audits in accordance with HD 19/03

2.10.1 For all driver location signs and distance marker posts, installed in accordance with this performance specification, it is recognised that because the design generally produces very low risks to road users there is no need to carry out a Stage 2 Road Safety Audit (HD19/03). This will reduce risks to operatives who would ordinarily carry out such audits. This Departure from Standard must be recorded on DAS by submitting the formal request to Netserv.

2.10.2 For all driver location signs and distance marker posts, a Stage 3 Road Safety Audit must be carried out in accordance with HD 19/03.

3.0 References

Legislation

Traffic Signs Regulations and General Directions 2002 Statutory Instrument 2002 No. 3113.

European Standards

BS EN 12899-1: 2007. Fixed, vertical road traffic signs. Part 1 Fixed signs.

UK National Annex to BS EN 12899-1: 2007.

Design Manual for Roads And Bridges

TD 46/05: Network Traffic Control and Communications. Standards of Provision. Motorway Signalling. - Chapter 4: Drawings

TD 22/06: Road Geometry. Junctions. Layout of Grade Separated Junctions - Figure 1/1: Definition of Main Terms

TA 77/97: Network Traffic Control and Communications. Infrastructure Design. Motorways - Annex A Chapter A13: Geographic Addressing.

HD 19/03 Assessment and Preparation of Road Schemes. Preparation and Implementation. Road Safety Audit.

4.0 Bibliography

Design Manual For Roads And Bridges

BD 94/07 Highways Structures Design (Sub-structures and Special Structures), Materials. Special Structures. Design of Minor Structures.

Other documents

IHIE Sign Structures Guide. Support design for UK Traffic Signs. May 2008.
www.theihe.org

5.0 Notification

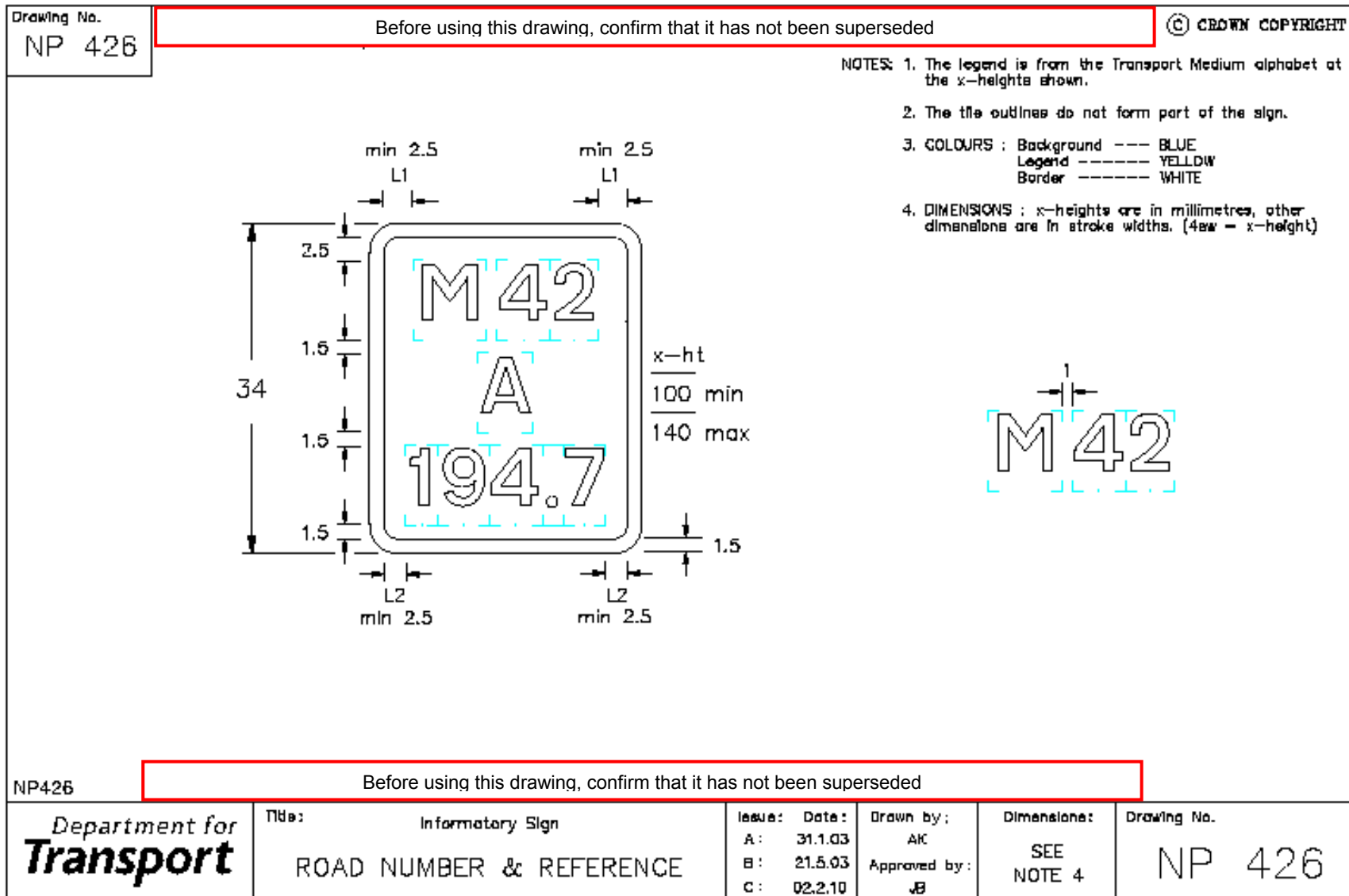
This document was notified in draft to the European Commission in accordance with Directive 98/34/EC, as amended by Directive 98/48/EC.

Annex A – DfT non-prescribed working drawing.

A1.1 The DfT working drawing NP 426 (issue C) enclosed in this Annex is non-prescribed. Therefore, any driver location signs must be authorised by HA Netserv Safe Road Design team (netservtrafficsigns@highways.gsi.gov.uk), for use on a site specific basis prior to installation, in accordance with normal signs authorisation procedures.

A1.2 A National Authorisation for the whole of the HA network (motorway and all purpose trunk roads in England) has been signed and is included at Annex B. This National Authorisation is applicable for any driver location signs which are designed and installed in accordance with this Interim Advice Note.

In practice, this means that the Highways Agency Project Sponsor must ensure that all new driver location signs are designed and installed in accordance with this Interim Advice Note. If it is proposed that driver location signs are to be installed which include a sign face which is not in accordance with this Interim Advice Note, then a site specific signs authorisation is required. Refer to Section A1.1.



Annex B – National signs authorisation for Highways Agency roads.

B1.1 The HA Netserv National Authorisation, included in this Annex, is for driver location signs installed on any HA motorway or HA all purpose road, including dual carriageways and single carriageways, in accordance with this Interim Advice Note.

The HA Netserv National Authorisation included at Annex B to IAN 93/07 should therefore no longer be used for the installation of new driver location signs. This will ensure that all existing driver location signs, which were installed prior to the implementation of this Interim Advice Note remain authorised.



HA 26-28-15 (TS09-119)

ROAD TRAFFIC REGULATION ACT 1984 – SECTION 64
AUTHORISATION OF TRAFFIC SIGNS

**MISCELLANEOUS INFORMATORY SIGNS
DRIVER LOCATION SIGNS**

The Secretary of State for Transport, in exercise of his powers under Section 64 of the Road Traffic Regulation Act 1984, and all other powers enabling him in that behalf, hereby:

1. authorises the erection on motorway and all-purpose trunk roads in England of traffic signs (“the authorised signs”), which shall conform as to size, colour and character with the diagram shown on drawing HA26-28-15 – Plan 19 (DfT drawing NP 426 issue C); and
2. specifies that the following variants may be applied to the authorised signs:
 - a) the route number and carriageway identification letter may be varied as appropriate; and
 - b) numerals indicating the location may be varied with locations being expressed in kilometres to the nearest one decimal place; and
3. specifies that the authorised signs shall be reflectorised in accordance with Interim Advice Note 93/10 and shall not be illuminated.

The provisions of regulation 12 of the Traffic Signs Regulations and General Directions 2002 (S.I 2002/3113) shall apply to the authorised signs in the same manner as it applies to signs shown in Schedule 7 to those Regulations.

Signed by authority of the Secretary of State

.....
An Authorised Official in the Highways Agency

Dated: 4th February 2010

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Before using this drawing, confirm that it has not been superseded.

Drawing No.
NP 426

NOTES: 1. The legend is from the Transport Medium alphabet at the x-heights shown.
 2. The tile outlines do not form part of the sign.
 3. COLOURS : Background --- BLUE
 Legend --- YELLOW
 Border --- WHITE
 4. DIMENSIONS : x-heights are in millimetres, other dimensions are in stroke widths. (4sw = x-height)

The drawing shows a rectangular sign tile with a white border. The text 'M42' is on the top line, 'A' is on the second line, and '194.7' is on the bottom line. Dimensions are provided for the tile's size and the spacing between lines. The total height is 34 units. The top line height is $\frac{x-ht}{100}$ min and 140 max. The bottom line height is 1.5 units. The spacing between the top and second lines is L1 (min 2.5), and between the second and bottom lines is L2 (min 2.5). The horizontal spacing between the top and second lines is 2.5 units, and between the second and bottom lines is 1.5 units.

HIGHWAYS AGENCY	PLAN No. 19	FILE No. HA26-28-15 7509-114	DATE 02 FEB 2010
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Issue:	Date:	Drawn by:	Dimensions:
A:	31.1.03	AK	SEE
B:	21.5.03	Approved by:	NOTE 4
C:	02.2.10	JB	

Drawing No.
NP 426

Department for Transport

Title: **Informatory Sign**
ROAD NUMBER & REFERENCE

Annex C: IAN 93/10 Driver Location Signs - Interim Requirements in English DBFO Schemes

When used on the M25 DBFO Scheme, this IAN is to be amended as follows:

Para No.	Description
All occurrences	A Departure from Standard is an Alternative Proposal, unless it is in respect of the Works in relation to a Later Upgraded Section and before the Price Adjustment in respect of such Later Upgraded Section is determined in which case a Departure from Standard is to be applied for.
1.2.1 paragraph 5	Delete “discussed with the Overseeing Organisation” and insert “followed” Delete “and formal approval received” and insert “and the formal response “received” or “received with comments” obtained”
1.2.1 paragraph 8	Delete “advice from Highways Agency NetServ should be sought” and insert “a proposal is to be submitted to the Department’s Nominee under the Review Procedure”
1.2.1 paragraph 9	Delete “provided to the scheme Project Sponsor” and insert “submitted as Design Data”
1.2.1 last paragraph	Delete “to the scheme Project Sponsor” and insert “as Design Data”
1.2.3 last paragraph	Delete “advice should be highways.gsi.gov.uk)” and insert “a proposal is to be submitted to the Department’s Nominee under the Review Procedure”
2.2.5	Delete “Project sponsors” and insert “Designers”
2.7.1.2	Delete “then the advice of Netserv Safe Road Design team must be sought” and insert “a proposal is to be submitted to the Department’s Nominee under the Review Procedure”
2.10.1	Delete “on DAS by submitting the formal request to Netserv” and insert “on the Department’s departure approval system and the form the submission will take agreed with the Department’s Nominee”
Annex A	
A1.1	Delete “be authorised by HA Netservgsi.gov.uk),” and insert “be submitted as an Alternative Proposal”
A1.2	Delete “the Highways Agency Project Sponsor must ensure that”

When used on all other English DBFO Schemes, this IAN is to be amended as follows:

Para No.	Description
1.2.1 paragraph 5	Delete “discussed with the Overseeing Organisation” and insert “followed” Delete “and formal approval received” and insert “and the formal response “received” or “received with comments” obtained”
1.2.1 paragraph 8	Delete “advice from Highways Agency NetServ should be sought” and insert “a proposal is to be submitted to the Department’s Nominee under the Review Procedure”
1.2.1 paragraph 9	Delete “provided to the scheme Project Sponsor” and insert “submitted as Design Data”
1.2.1 last paragraph	Delete “to the scheme Project Sponsor” and insert “as Design Data”
1.2.3 last paragraph	Delete “advice should be highways.gsi.gov.uk)” and insert “a proposal is to be submitted to the Department’s Nominee under the Review Procedure”
2.2.5	Delete “Project sponsors” and insert “Designers”
2.7.1.2	Delete “then the advice of Netserv Safe Road Design team must be sought” and insert “a proposal is to be submitted to the Department’s Nominee under the Review Procedure”
2.10.1	Delete “on DAS by submitting the formal request to Netserv” and insert “on the Department’s departure approval system and the form the submission will take agreed with the Department’s Nominee”
Annex A	
A1.1	Delete “be authorised by HA Netservgsi.gov.uk),” and insert “be submitted as an Alternative Proposal”
A1.2	Delete “the Highways Agency Project Sponsor must ensure that”