

## INTERIM ADVICE NOTE 93/07

### DRIVER LOCATION SIGNS INTERIM PERFORMANCE SPECIFICATION



## **Interim Advice Note 93/07.**

### **Interim Performance Specification for Driver Location Signs.**

*The following requirements shall apply until further notice.*

#### **1.0 What is a driver location sign?**

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 direction the road user is travelling; and
- The precise location on the route.

#### **2.0 Is there a standard sign design for all types of road?**

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:

- Yellow legend
- Blue background
- White border

2.2 An example of the sign is shown below. The DfT working drawing NP 426b is included at Annex A.



2.3 Where driver location signs are specifically instructed by the Highways Agency Project Sponsor to be provided, they should only be provided on the nearside verge of motorways and all-purpose dual carriageways and single carriageways and in accordance with this Interim Performance Specification.

2.4 Driver location signs shall 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. A new set of draft Highway Construction Details on distance marker posts have been prepared which are compatible with driver location signs, which can be obtained from SSR Safe Road Design team. The intention is that distance marker posts will in future be double sided and will show the route number, the carriageway identifier and the kilometrage. The new draft details for distance marker posts are being finalised and will be circulated with draft guidance for internal comment in due course. Project sponsors can obtain details from SSR if they wish to take the opportunity to replace distance marker posts so that they are providing information to road users which is consistent with driver location signs.



### **3.0 Size of driver location signs**

3.1 The size of driver location signs shall be as follows:

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

### **4.0 Longitudinal spacing of driver location signs**

4.1 The maximum longitudinal spacing shall be 500 metres, for the main carriageway, collector distributor roads, slip roads, link roads and any other routes. At locations where the longitudinal spacing of 500 metres cannot be achieved due to site constraints, the spacing shall be reduced to 400 metres or 300 metres. For example, to avoid locating the sign where it could not be easily seen by road users, such as beneath or after a bridge.

4.2 When determining the starting point for driver location signs the following criteria shall 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 100 or 200 metres upstream of the datum point on the approach to the junction. Datum points are defined in the diagrams in TD 46/05.

(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.

(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.

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. the start of the exit slip road, or within the first 100 metres downstream of the final advance direction sign. 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.

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

## 5.0 Mounting height and setback of driver location signs

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

5.2 The sign shall normally be mounted on a single post. The minimum setback distance shall be 450 mm in accordance with the following criteria:

(a) from the edge of the paved surface (which may be the edge of the hard shoulder, or hard strip, furthest from the running lane) to the edge of the sign face; or

(b) from the vertical face of the kerb to the edge of the sign face; or

(c) from the nearside of the edge of carriageway marking (e.g. where there is no hard shoulder or hard strip or kerb) to the edge of the sign face.

5.3 The sign face shall always be perpendicular to the alignment of the main carriageway.

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

5.5 Cycleways and bridleways. Driver location signs shall not be mounted over any part of a cycle way or a bridleway.

## 6.0 Location of driver location signs

6.1 On slip roads, link roads, collector distributor roads or other uni-directional roads, there shall always be at least one driver location sign on the nearside verge. Driver location signs and distance marker posts shall not, under any circumstances, 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 readable by road users stopped on the hard should or nearside hard strip.

On viaducts and long bridges, the driver location signs shall be installed on the nearside, at the maximum longitudinal spacing of 500 metres.

6.2 Driver location signs should be located so that they are not obscured by other signs, by vegetation, by electrical cabinets, or by structures.

6.3 Driver location signs should 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.

## **7.0 Legend on driver location signs**

7.0.1 The legend on driver location signs shall be in Transport Medium as follows:

### **7.1 Line 1 - Route number**

7.1.1 The route number shall be shown on one line, i.e. on Line 1.

### **7.2 Line 2 - Carriageway identifier**

7.2.1 The carriageway identifier shall be shown on Line 2.

7.2.2 The carriageway identifiers for communications equipment are specified in TA 77/97. However, for the avoidance of doubt, on driver location signs and distance marker posts, the carriageway identifier shall be as stated in this interim performance specification.

7.2.3 The main carriageway shall 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).

7.2.4 The parallel adjacent carriageways (the "secondary carriageway"), such as collector distributor roads, shall 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.

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

7.2.6 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.

### **7.3 Line 3 - Kilometrage**

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

7.3.2 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.

7.3.3 There shall 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 should show 248.8 on line 3.

7.3.4 The information shown on a driver location sign or a distance marker post shall always be **unique**, 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.

**7.3.5 For the avoidance of doubt, this means that there shall never be the same legend shown on driver location signs or distance marker posts at different locations.**

## **8.0 Sign face material**

8.1 The sign face shall be glass bead material Class Reference 2 to EN 12899-1: 2001 and shall not be microprismatic material under any circumstances.

## **9.0 Road Safety Audits in accordance with HD 19/03**

9.1 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 SSR.

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

## Annex A – DfT non-prescribed working drawing.

A1.1 The DfT working drawing NP 426b enclosed in this Annex is non-prescribed. Therefore, any driver location signs must be authorised by HA SSR, for use on a site specific basis prior to installation, in accordance with normal signs authorisation procedures.

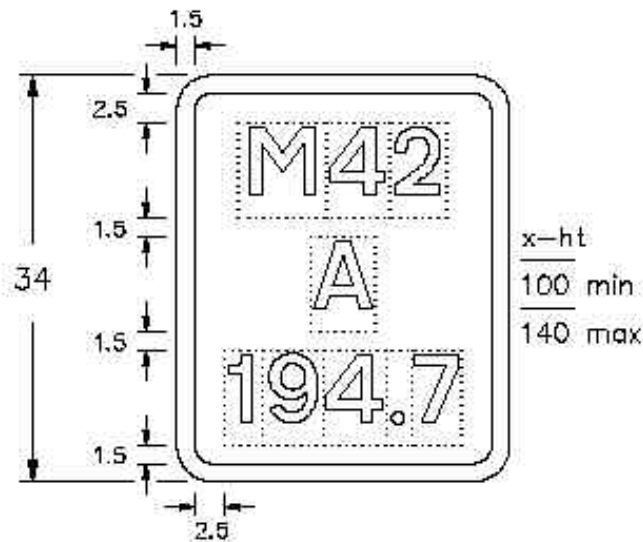
A1.2 A national authorisation for the whole of the HA network (motorway and all purpose trunk roads in England) has been signed and is included at Annex B. In practice, this means that the Project Sponsor **must** ensure that all driver location signs are designed and installed in accordance with this performance specification.

Drawing No.  
 NP 426

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

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- 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)



NP426

**Department for  
 Transport**

Title: Informatory Sign  
 ROAD NUMBER & REFERENCE

Issue: Date:  
 A: 31.1.03  
 B: 21.5.03  
 C:

Drawn by:  
 L.W.  
 Approved by:  
 B.W.L.

Dimensions:  
 SEE  
 NOTE 4

Drawing No.  
 NP 426

**Annex B – National signs authorisation for Highways Agency roads.**

B1.1 The HA SSR national authorisation, included in this Annex, is for use on any HA motorway or HA all purpose road, including dual carriageways and single carriageways.





HA 26/28/15 (TS06/127)

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 HA.26/28/15 – Plan 14 (DfT drawing NP 426); 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 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 fabricated from glass bead material, Class Reference 2 to EN 12899-1:2001, and not from microprismatic material, 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

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An Authorised Official in the Highways Agency

Dated: 1st March 2007