



Department of Transport
An Roinn Iompair



5. Regulatory Signs

Traffic Signs Manual

Chapter 5 – Regulatory Signs

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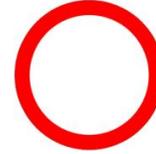
5.1 Introduction

GENERAL

- 5.1.1 This Chapter provides details of the regulatory signs which may be used on roads in Ireland, including their layouts and symbols, the circumstances in which each sign may be used and guidance on positioning them. The Chapter should be read in conjunction with other relevant Chapters. Further information on the use of the Manual is given in Chapter 1.
- 5.1.2 For the purposes of this Manual:
- **Shall** or **must** indicates that a particular requirement is mandatory;
 - **Should** indicates a recommendation; and
 - **May** indicates an option.
- 5.1.3 The following sections of this Chapter deal with the various types of regulatory sign and describe where they should be used. Detailed designs for the signs are provided on the Department of Transport's website www.transport.ie. These signs are the only regulatory signs which shall be used. **No other sizes, colours, symbols or text shall be used.**
- 5.1.4 The diagrams for each sign indicate any variants which are permitted, and any supplementary plates which may (or shall) be used in conjunction with the sign.
- 5.1.5 The standard dimensions for regulatory signs are given in the relevant tables in this Chapter.
- 5.1.6 Certain regulatory signs (such as the Stop and Yield Signs) are associated with particular road markings. These markings are specified in Chapter 7.
- 5.1.7 Regulatory signs are prescribed by the Minister for Transport. The principal regulations are the Road Traffic (Signs) Regulations 1997 and the Road Traffic (Traffic and Parking) Regulations 1997. A range of new and amending regulations have been made since then; a listing is given on www.transport.ie. The regulations specify the types of sign which must be used by Road Authorities when providing road traffic regulatory signs. There must be strict compliance with the form and content of these signs. Details are given on the website of the commencement date for the provision of each regulatory sign and this information should be consulted before any regulatory sign is used.

DESIGN OF REGULATORY SIGNS

5.1.8 All sign faces have been subject to a design review, and as a result some existing signs have been redesigned. These are RUS 007, RUS 008, RUS 009, RUS 013, RUS 016 and RUS 017 (see Sections 5.7, 5.10, 5.14 and 5.18). It should be noted that signs conforming to the previous designs will continue to have legal authority. However, all new or replaced road signs should conform to the new designs. Sign RUS 015 has also been redesigned, but the old signs will need to be replaced by the new design at a specified date.



Restrictive Sign Type

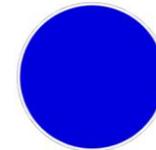
5.1.9 Regulatory signs are used to indicate to drivers the existence of a road regulation or implement such a regulation, or both, or indicate the existence of a provision in an enactment relating to road traffic.



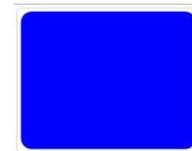
Prohibitory Sign Type

5.1.10 The logic of sign shapes and colours which is generally adopted is shown in Figure 5.1. Circular signs generally signify restrictions or requirements and are described as follows:

- Red-bordered white discs are **restrictive**, i.e. they signify a limit, for example “Vehicles over 7.5 Tonnes prohibited” or “You must not exceed 50km/h”.
- Red-bordered white discs with a diagonal red bar signify a **prohibition**, for example “No right turn”.
- Solid blue discs are **mandatory**, i.e. they give positive instructions – “You must turn right” or “Use by cyclists only”.
- Blue rectangular signs are used to indicate **restrictions** associated with bus lanes.
- The octagonal **Stop Sign** and inverted triangular **Yield Sign** are special cases, and are discussed in Sections 5.2 and 5.3 respectively.



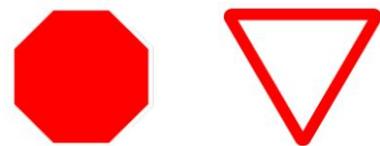
Mandatory Sign Type



Bus Lane Sign Type

5.1.11 For ease of manufacture or mounting, most signs may be incorporated onto a grey backing board, as described in Chapter 1. However, the Stop Sign and Yield Sign shall not be mounted on backing boards (see Sections 5.2 and 5.3).

5.1.12 Certain regulatory signs can be displayed electronically as Variable Message Signs. In this case, the colours are as specified in Chapter 3.



Stop and Yield Sign Types

**Figure 5.1:
Regulatory Sign Types**

SIGN SIZE AND LOCATION

5.1.13 In general, the higher the speed of approaching traffic, the larger the sign should be. The tables provided for each group of signs in this Chapter specify the size of sign to be used for a given *approach* speed. This allows sufficient time for the requirement of the sign to be understood by drivers and any necessary action taken.

5.1.14 Except for Speed Limit Signs (see Table 5.9 in Section 5.16), reference to 'speed' shall be interpreted as follows:

- On new or improved roads, 'speed' is the Design Speed, calculated in accordance with National Roads Authority Standard NRA TD 9¹;
- In the case of existing roads, 'speed' is the speed limit, except when there is a significant difference between the speed limit and actual vehicle speeds, in which case:
- 'Speed' is the observed 85th percentile approach speed of private cars. This is the speed which is exceeded by only 15% of cars in dry weather and may be measured by accepted speed survey methods.

5.1.15 For Speed Limit Signs, 'speed' is the speed limit on the approach to the sign.

5.1.16 Where a supplementary plate is required, the size of plate shall be determined by using the specified 'x'-height for the lettering shown in the relevant table on the working drawing for the plate and appropriate to the size of the accompanying sign. The 'x'-height is the vertical height of the lower case 'x'. Information on 'x'-height and on the text styles to be used is provided in Chapter 2.

5.1.17 There should be a distance clear of obstructions in advance of every road sign; this clear visibility distance will depend on the approach speed of traffic. The minimum clear visibility distances for various approach speeds are given in Table 5.1.

5.1.18 Guidelines on the location of regulatory signs are given in the relevant sections of this Chapter. General guidance on sign location is also given in Chapter 1.

Table 5.1: Minimum Unobstructed Sight Distances for Regulatory Signs

Speed (see Paragraphs 5.1.14 & 5.1.15) km/h	Recommended Clear Visibility m
≤ 50	60
51 to 80	75 (90)
81 to 100	90 (120)
>100	120

Note: The bracketed figures apply where greater prominence is required by site conditions, or where greater emphasis is needed.

¹ National Roads Authority. *NRA TD 9, Road Link Design*. Part of the NRA Design Manual for Roads and Bridges. NRA, Dublin.

5.2 The Stop Sign

- 5.2.1 The Stop Sign, RUS 027, imposes a requirement on all approaching traffic to stop. It is generally provided in association with a Stop Line, RRM 017 (see Chapter 7).
- 5.2.2 Priority intersections may be controlled by Stop Signs. Where a road joins a national road, a Stop Sign should always be used. However, on other roads Yield Signs, RUS 026, may be used where visibility is sufficient.
- 5.2.3 Three sizes of Stop Sign are recommended, and their appropriate applications are given in Table 5.2. The bracketed sizes may be used if greater prominence of the sign is considered necessary.
- 5.2.4 A Stop Sign should be accompanied by associated road markings (see Chapter 7). However, the absence of road markings does not invalidate the requirement to stop.
- 5.2.5 The Stop Sign should ideally be sited 1.5m in advance of the associated Stop Line, but in circumstances where this would lead to impaired visibility of the sign this may be increased to a distance not exceeding 6m.
- 5.2.6 The Stop Sign shall be sited on the left-hand side of the approaching road, but may be duplicated on the right side where greater emphasis is required, or where site conditions reduce visibility of the left-hand sign. Duplication should be normal on a wide one-way road, or where a kerbed island exists in the mouth of the junction.
- 5.2.7 The shape of the Stop Sign is unique. Particular attention should therefore be given to ensure that nothing detracts from its appearance. Except as provided for in Paragraph 5.2.8, it is not permitted to mount the Stop Sign on any form of backing board, nor to mount any other sign on the same post as a Stop Sign facing in the same direction.
- 5.2.8 If it is required to provide a sign for traffic travelling in the opposite direction (for example, a No Entry sign), this may be mounted back-to-back with a Stop Sign providing their relative sizes are such that the silhouette of the Stop Sign is not compromised.
- 5.2.9 A typical layout of the signs and road markings at a priority junction with Stop Signs is illustrated in Chapter 10.



RUS 027: STOP

Table 5.2: Sizes of Stop Signs

Speed km/h	Sign Size (Width) mm
≤ 50	750
51 to 60	750 (900)
> 60	900 (1200)

Note: The bracketed figures apply where greater prominence is required by site conditions, or where greater emphasis is needed.

5.3 The Yield Sign

5.3.1 The Yield Sign, RUS 026, imposes a requirement on all approaching traffic to yield. It is generally provided in association with a Yield Line, RRM 018 (see Chapter 7).

5.3.2 The provision of a Yield Sign in preference to a Stop Sign requires that drivers have sufficient visibility of conflicting traffic to judge that it is safe to continue to join or cross that traffic without stopping. The minimum sight line criteria for the provision of Yield Signs at a priority junction for new or improved layouts are specified in Standard NRA TD 41 – 42² of the National Roads Authority's Design Manual for Roads and Bridges.

5.3.3 The Irish variant, Géill Slí, is available as an alternative.

5.3.4 Five sizes of Yield Sign are recommended, and their appropriate applications are given in Table 5.3. The bracketed sizes may be used if greater prominence of the sign is considered necessary.

5.3.5 A Yield Sign should be accompanied by associated road markings (see Chapter 7). However, the absence of road markings does not invalidate the requirement to yield.

5.3.6 The Yield Sign should ideally be sited 1.5m in advance of the associated Yield Line but, in circumstances where this would lead to impaired visibility, this may be increased to a distance not exceeding 6m.

5.3.7 The Yield Sign shall be sited on the left-hand side of the approaching road, but may be duplicated on the right side where greater emphasis is required, or where site conditions reduce visibility of the left-hand sign. Duplication should be normal on a wide one-way road, or where a kerbed island exists in the mouth of the junction.



RUS 026: YIELD



RUS 026: GÉILL SLÍ

Table 5.3: Sizes of Yield Signs

Speed km/h	Sign Size (Width) mm
≤ 50	600 (750)
51 to 60	750 (900)
61 to 85	900 (1050)
> 60	1200

Note:
The bracketed figures apply where greater prominence is required by site conditions, or where greater emphasis is needed.

² National Roads Authority. *NRA TD 41 – 42, Geometric Design of Major/Minor Priority Junctions and Vehicular Access to National Roads*. Part of the NRA Design Manual for Roads and Bridges.

- 5.3.8 The shape of the Yield Sign is unique. Particular attention should therefore be given to ensure that nothing detracts from its appearance. Except as provided for in Paragraph 5.3.9, it is not permitted to mount the Yield Sign on any form of backing board, or to mount any other sign on the same post as a Yield Sign facing in the same direction, except the Mini Roundabout sign, RUS 049, in the circumstances described in Section 5.6.
- 5.3.9 If it is required to provide a sign for traffic travelling in the opposite direction (for example, a No Entry sign), this may be mounted back-to-back with a Yield Sign providing their relative sizes are such that the silhouette of the Yield Sign is not compromised. In practice, this allows a circular sign one increment smaller than the Yield Sign to be used (e.g. 600mm diameter on the rear of a 750mm Yield sign).
- 5.3.10 A typical layout of the signs and road markings at a priority junction with Yield Signs is illustrated in Chapter 10.

5.4 Mandatory Movement Signs

- 5.4.1 Mandatory movement signs indicate the direction in which traffic must travel, or the classes of vehicles permitted to use specific lanes. The signs, which are described in Sections 5.5 to 5.7, are circular with a white symbol and border on a blue background.
- 5.4.2 Except for specific cases (such as use in bollards) the sizes of these signs depend upon the approach speed of traffic. Table 5.4 lists the recommended sizes.
- 5.4.3 There are also mandatory signs associated with certain cycle facilities. These are detailed in Section 5.18.

Table 5.4: Sizes of Mandatory Movement Signs

Speed km/h	Sign Size (diameter)	
	mm	In Bollard mm
≤ 50	600	270 (600)
51 to 80	750 (900)	270 (600)
81 to 100	900 (750) (1200)	270 (600)
> 100	1200 (1500)	600

- Notes:
1. The larger bracketed size may be used if greater prominence of the sign is considered necessary.
 2. Where given, the smaller bracketed size should be used where site conditions make the provision of the recommended size impracticable or where special considerations apply.

5.5 Keep Left, Keep Right, Pass Either Side

5.5.1 The Keep Left Sign, RUS 001, and Keep Right Sign, RUS 002, indicate that all traffic must pass the sign on the side indicated by the arrow.



RUS 001: KEEP LEFT

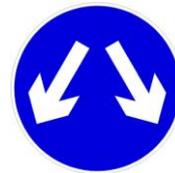
5.5.2 The Keep Left Sign is generally used at traffic islands, refuges and the central reserves of dual carriageway roads. It is commonly used on one or more aspects of illuminated bollards. It is also used extensively at temporary road works to indicate the required movement of vehicles past the works area.

5.5.3 The Keep Right Sign, RUS 002, is less common in permanent situations, but is more generally used at temporary road works.



RUS 002: KEEP RIGHT

5.5.4 The Pass Either Side Sign, RUS 003, indicates that vehicular traffic may pass the sign on either side. It is frequently used at traffic islands and on refuges on one-way roads.



RUS 003: PASS EITHER SIDE

5.6 Ahead Only, Turn Left, Turn Right, Mini-Roundabout

5.6.1 This group of signs indicates the direction in which traffic must proceed.

5.6.2 The Keep Straight Ahead Sign, RUS 004, indicates that traffic must proceed straight ahead only.

5.6.3 On one-way streets 300mm diameter RUS 004 signs may be used at suitable intervals as a repeater to clarify the one-way operation of that street.



RUS 004: KEEP STRAIGHT AHEAD

5.6.4 The Turn Left Sign, RUS 006, and Turn Right Sign, RUS 005, indicate that vehicular traffic must turn in the direction indicated by the arrow at that location. In addition to its use in traffic management, the Turn Left Sign should also be used:

- on the central island of roundabouts in conjunction with the Chevron board (Sign W 062L or W 063L) described in Chapter 6; and
- on the central reserve of dual carriageways at junctions where there is no central reserve break.



RUS 005: TURN RIGHT

5.6.5 At mini-roundabouts, where the absence of a kerbed central island makes the provision of signs to RUS 006 impracticable, Mini-Roundabout Signs, RUS 049, should be provided on every approach to the mini-roundabout. One sign should be provided on the nearside, located no more than 15m in advance of the Yield Line. The sign may also be duplicated on the offside if a kerbed splitter island is provided.



RUS 006: TURN LEFT

5.6.6 At certain sites, horizontal alignment may be such that traffic entering the roundabout might fail to observe the Mini-Roundabout sign. In such cases, the Yield Sign (RUS 026) may be mounted on the same post and above the Mini-roundabout sign.



RUS 049: MINI-ROUNDABOUT

5.6.7 Typical layouts of the signs and road markings at roundabouts are illustrated in Chapter 10.

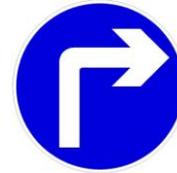
5.7 Turn Left Ahead, Turn Right Ahead

5.7.1 The Turn Left Ahead Sign, RUS 007, and Turn Right Ahead Sign, RUS 008, indicate that traffic must turn in the direction indicated by the arrow at the next junction.



RUS 007: TURN LEFT AHEAD

5.7.2 These signs may be used in conjunction with the relevant junction warning signs where it is required to give drivers more specific guidance about the junction ahead. RUS 007 is commonly used in conjunction with warning sign W 022, T-Junction Ahead at Dual Carriageway (No Central Reserve Break), on the side road approach to a dual carriageway, where no right turn facility exists.



RUS 008: TURN RIGHT AHEAD

5.7.3 Where these signs are used they should ideally be sited 50m in advance of the junction to which they refer. This figure may need to be adjusted, however, to ensure that there is no intervening turn between the sign and the junction. In most instances, these signs will be supplemented by the Turn Left Sign, RUS 006, or Turn Right Sign, RUS 005, as appropriate, at the junction.

5.7.4 A Supplementary Plate P 001, Distance, may be mounted below Sign RUS 007 or RUS 008 to indicate the distance to the turn. The distance shown on the plate shall be in accordance with Table 5.13 (see Section 5.22).



P 001: DISTANCE

Required Variant:	Distance shall be varied in accordance with Table 5.13.
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5.8 Prohibitory Signs – Manoeuvres

- 5.8.1 Prohibitory signs instruct drivers that certain manoeuvres must not be undertaken or certain classes of user must not proceed. With the exception of the No Entry Sign, RUS 050, and the Pedestrianised Street Sign, RUS 021, signs of this type consist of a white disc with red border and diagonal red bar. Signs prohibiting manoeuvres are described in Sections 5.9 to 5.11.
- 5.8.2 Except for specific cases (such as use in bollards or as part of a traffic signal head) the size of these signs depends upon the approach speed of traffic. Table 5.5 lists the recommended sizes. The larger bracketed size may be used if greater prominence of the sign is considered necessary. Where given, the smaller bracketed size may be used where site conditions make the provision of the recommended size impracticable or where special considerations apply.
- 5.8.3 Certain prohibitory signs (those noted in Table 5.5) may be incorporated into a traffic signal assembly to indicate that traffic is prohibited from turning in certain directions at the junction. When used in this way, the associated green aspect(s) of the traffic signal head should be of the form that displays a green arrow when lit, pointing in the direction(s) of the permitted movement(s). Further details are given in Chapter 9.
- 5.8.4 Some prohibitory signs may also be used in bollards, to reinforce conventional signing. When bollard aspects include a prohibitory sign, this should be in addition to, and not in substitution for, the larger signs.
- 5.8.5 Supplementary plates may be used on certain prohibitory signs to indicate exemptions, or to specify the times during which the prohibition applies. More details are given in the following sections.

Table 5.5: Sizes of Prohibitory Signs – Manoeuvres

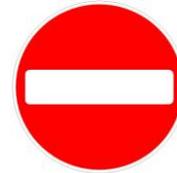
Speed km/h	Type of Road	Sign Size (diameter) ^{3, 4}		
		mm	In Bollard mm	Part of Traffic Signal Head installation mm
≤ 50	Single Carriageway	600 (450) (750)	270 ¹	300 ²
51 to 80		750 (900)	270 ¹	300 ²
81 to 100		900 (750) (1200)	600 ¹ (270 ¹)	300 ²
≤ 100	Two-lane Motorway or Dual Carriageway	900 (750) (1200)	600 ¹ (270 ¹)	300 ²
> 100		1200 (1500)	600 ¹	300 ²
All speeds	Three-lane Motorway or Dual Carriageway	1200 (1500)	600 ¹	300 ²

- Notes:
1. Only RUS 012, RUS 013, and RUS 050 may be used in bollards.
 2. Only RUS 012, RUS 013 and RUS 017 may be used in traffic signal heads.
 3. The larger bracketed size may be used if greater prominence of the sign is considered necessary.
 4. Where given, the smaller bracketed size may be used where site conditions make the provision of the recommended size impracticable or where special considerations apply.

5.9 No Entry, No Straight Ahead

NO ENTRY

- 5.9.1 The No Entry Sign, RUS 050, indicates that no vehicle may pass beyond the location of the sign. It shall be used in situations where there are no stated exceptions.
- 5.9.2 When used at the exit of a one-way road, this sign should be provided in association with No Entry road marking, RRM 019, as described in Chapter 7. A sign should be erected on either side of the one-way road, and placed so that at least one sign is clearly visible to traffic approaching from any permitted direction.
- 5.9.3 Where a traffic bollard is situated in the exit from a one-way road, a 270mm diameter No Entry Sign may be used in the bollard. However, this may only be in addition to, and not in substitution for, the larger signs. The sign may also be used in bollards located at slip roads, splitter islands, etc.



RUS 050: NO ENTRY

NO STRAIGHT AHEAD

- 5.9.4 The No Straight Ahead Sign, RUS 011, indicates that traffic is restricted from proceeding in the direction indicated. This sign shall only be used in conjunction with Supplementary Plate P 050 detailing exceptions to the restriction or Plate P 051 describing the periods during which the restriction applies.
- 5.9.5 Table 5.14 in Section 5.22 lists the permitted variants for Supplementary Plate P 050.



RUS 011: NO STRAIGHT AHEAD

Requirement:	Supplementary Plate P 050 or P 051 shall be added.
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P 050: EXCEPTIONS

Required Variant:	The wording shall conform to one of the variants of Table 5.14.
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P 051: PERIODS OF OPERATION

Permitted Variant:	The period of operation may be varied, using the 24-hour clock and abbreviations for days of the week.
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5.10 No Right Turn, No Left Turn, No U-Turn

NO LEFT TURN/NO RIGHT TURN

5.10.1 The No Right Turn Sign, RUS 012, and No Left Turn Sign, RUS 013, are used to indicate a prohibited right or left turn.

5.10.2 The signs shall be located on the left-hand side of the road approaching the prohibited turn. Where the sign is likely to be obscured or is located on a one-way road, it should be duplicated on the right-hand side. It should also be duplicated on the central reserve of a dual carriageway.

5.10.3 In cases where a turning prohibition indicated by Signs RUS 012 or RUS 013 applies only to certain vehicle types, or during specific periods of the day, a Supplementary Plate P 050, Exceptions, or P 051, Period of Operation, shall be used to define the conditions that apply (see Section 5.22).

5.10.4 Where a speed limit of 50km/h or less applies to all roads at a junction, and there is clear visibility of the No Entry Sign, RUS 050, then the sign prohibiting the appropriate turn may be omitted.



RUS 012: NO RIGHT TURN

Permitted Variant:	Supplementary Plate P 050 or P 051 may be added.
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RUS 013: NO LEFT TURN

Permitted Variant:	Supplementary Plate P 050 or P 051 may be added.
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NO U-TURN

5.10.5 The No U-Turn Sign, RUS 017, is used to give effect to a regulation which prohibits U-turns.

5.10.6 Sign RUS 017 is usually used in connection with dual carriageways and other roads having a central reserve. It shall be mounted on the central reserve as close as practicable to the point at which U-turns are prohibited, facing traffic approaching from the direction or directions to which the prohibition applies. Where there is no central reserve or island, the sign shall be mounted on the left-hand side of the road and duplicated on the right-hand side.



RUS 017: NO U-TURN

5.11 No Overtaking

5.11.1 The No Overtaking Sign, RUS 014, prohibits overtaking at locations where it is considered dangerous to do so.

5.11.2 Sign RUS 014 should not be used in situations where the same result can be achieved by the use of continuous white line markings (see Chapter 7). However, the sign may be used to reinforce an overtaking ban, especially on long lengths of continuous line.

5.11.3 A Supplementary Plate P 002, Length, shall be mounted below sign RUS 014 to indicate the distance over which the prohibition applies. If there are intermediate junctions along the length of road over which the prohibition applies, the sign shall be repeated after each junction, with a supplementary plate showing the remaining distance. Similarly, if the prohibition is over a long length of road, the sign should be repeated at intervals (1km may be appropriate), showing the remaining length.

5.11.4 The end of a restriction on overtaking as indicated by this sign shall be denoted through the use of Sign RUS 014 above Supplementary Plate P 010, End (see Section 5.22).



RUS 014: NO OVERTAKING

Requirement:	Supplementary Plate P 002 or P 010 shall be added.
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P 002: LENGTH

Required Variant:	Distance shall be varied in accordance with Table 5.13.
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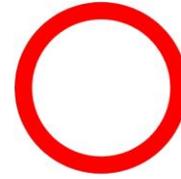


P 010: END

5.12 Prohibitory Signs – Classes of User

5.12.1 This group of signs signifies that certain classes of road user are prohibited.

5.12.2 Despite being a prohibitory sign, the Pedestrianised Street Sign, RUS 021, consists simply of a white disc with red border. However, the other signs include a red diagonal bar to indicate a prohibition.



**RUS 021:
PEDESTRIANISED STREET**

PEDESTRIANISED STREET

5.12.3 The Pedestrianised Street Sign, RUS 021, indicates that vehicular traffic is prohibited in both directions. The sign is used for pedestrianised streets, and must be provided with a Supplementary Plate P 052 specifying the periods of operation and exemptions.

Requirement:	Supplementary Plate P 052 shall be added.
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5.12.4 It is recommended that the exceptions be kept to a minimum. Typical exceptions are given in Table 5.6.

5.12.5 This sign should normally be erected on both sides of every entry to a road or area in which the restriction applies. Where the road is very narrow or within an area of historical or architectural merit, a single sign is acceptable, provided that it is easily visible to vehicles that might otherwise enter the restricted area.



P 052: PEDESTRIAN ZONE

5.12.6 The sizes of the Pedestrianised Street signs are determined by the speed of approaching traffic, and are given in Table 5.7. The larger bracketed size may be used if greater prominence of the sign is considered necessary. Where given, the smaller bracketed size may be used where site conditions make the provision of the recommended size impracticable or where special considerations apply.

Permitted Variants:	<ol style="list-style-type: none"> 1. Exceptions should be in accordance with Table 5.6, or may be omitted. 2. Times may be omitted, may be varied using the 24-hour clock and abbreviations for the days of the week (as Plate P 051), or may state "24 Uair HOUR" (as Plate P 055).
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Table 5.6: Typical Exceptions for Supplementary Plate P 052

English	Irish
EXCEPT DELIVERIES ... [times]	<i>Ach Amháin Earraí Isteach ...</i>
EXCEPT FOR ACCESS ... [times]	<i>Ach Amháin Rochtain ...</i>
EXCEPT DELIVERIES AND ACCESS ... [times]	<i>Ach Amháin Earraí Isteach agus Rochtain ...</i>
NO ENTRY EXCEPT ... [times]	<i>Cosc ar Iontráil Ach Amháin ...</i>

Table 5.7: Sizes of Pedestrianised Street Sign

Speed km/h	Sign Size (diameter) mm
≤ 50	600 (450) (750)
51 to 80	750 (900)
> 80	Not appropriate

NO PEDESTRIANS

5.12.7 The No Pedestrians Sign, RUS 038, indicates that pedestrians are prohibited. This sign shall only be used on a road or part of a road where there is a light railway or tramway, to indicate the point beyond which pedestrians should not pass for safety reasons. The sign shall not be used to prohibit pedestrians from any other road.



RUS 038: NO PEDESTRIANS

NO CYCLES, NO HORSES, ETC.

5.12.8 The No Cycles Sign, RUS 055, indicates that cycling is prohibited. It is strongly recommended that this sign should only be used where a separate cycle route has been specifically provided.



RUS 055: NO CYCLES

5.12.9 The No Animals Sign, RUS 056, indicates that animals are not permitted unless enclosed in vehicles.



RUS 056: NO ANIMALS

5.12.10 The No Horse and Cart Sign, RUS 057, indicates that horses and carts are not permitted.



RUS 057: NO HORSE AND CART

5.12.11 These signs should be erected to face the restricted user at each point where they would otherwise be able to gain access to the route to which the prohibition applies. Since the signs are generally for slow moving users, they should normally be 450mm or 600mm in diameter. Where space is restricted, a 300mm diameter sign may be used.

NO EXPLOSIVES

5.12.12 The No Vehicles Carrying Explosives Sign, RUS 062, indicates that vehicles carrying explosive or flammable materials are not permitted. This sign will generally be appropriate at the entrance to tunnels. The size of the sign should be in accordance with Table 5.5 (see Section 5.8).



**RUS 062: NO VEHICLES
CARRYING EXPLOSIVES**

5.13 Restrictive Signs

- 5.13.1 Restrictive signs indicate the presence of a traffic regulation defining limits on use. These signs are described in Sections 5.14 and 5.15. They consist of a white disc with red border and no diagonal red bar (except for RUS 046, where a diagonal bar is used to prevent confusion with RUS 054).
- 5.13.2 The sizes of restrictive signs are determined by the speed of approaching traffic, and are given in Table 5.8.
- 5.13.3 Where the restrictions apply to traffic movement, advance direction signs and warning signs should also be used in advance of the limit to provide notification and suitable diversions (see Chapters 4 and 6).
- 5.13.4 The regulatory sign symbols indicate the point past which prohibited vehicles must not proceed. Consequently, their use on advance warning signs or as part of advance direction signs is not permitted. Chapter 6 gives details of warning signs for use in such circumstances. These warning signs have symbols similar to the regulatory signs, but on yellow diamond shaped backgrounds.

Table 5.8: Sizes of Restrictive Signs

Speed km/h	Type of Road	Sign Size (diameter) ^{1, 2} mm
≤ 50	Single Carriageway	600 (450) (750)
51 to 80		750 (900)
81 to 100		900 (750)
≤ 100	Two-lane Motorway or Dual Carriageway	900 (750)
> 100		1200 (1500)
All speeds	Three-lane Motorway or Dual Carriageway	1200 (1500)

- Notes:
1. The larger bracketed size may be used if greater prominence of the sign is considered necessary.
 2. Where given, the smaller bracketed size should be used where site conditions make the provision of the recommended size impracticable or where special considerations apply.

5.14 Maximum Vehicle Length, Width and Height

5.14.1 The Maximum Vehicle Length Sign, RUS 051, indicates that vehicles or combinations of vehicles whose overall length exceeds that specified on the sign are prohibited.



**RUS 051:
MAXIMUM VEHICLE LENGTH**

5.14.2 The Maximum Vehicle Width Sign, RUS 052, indicates that vehicles whose width exceeds that specified on the sign are prohibited. The maximum permitted width should be at least 0.15m less than the narrowest part of the road. However, this clearance may need to be greater where the road is not straight, to allow for long vehicles.

5.14.3 The Height Restriction Sign, RUS 016, indicates that vehicles whose height exceeds that specified on the sign are prohibited. Restricted headroom should be signed wherever the available headroom is less than 5.03m over any part of the carriageway, including hard shoulders.

Required Variant:	Shall show the maximum length to nearest 0.5m.
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5.14.4 Sign RUS 016 should be used to sign all structures where restricted headroom exists. At arch bridges it should be supplemented by 'goal post' markings on the face of the bridge, to indicate the width over which the clearance height is available (see Paragraph 5.14.8).



**RUS 052:
MAXIMUM VEHICLE WIDTH**

5.14.5 The available headroom indicated on Sign RUS 016 shall always be less than the actual minimum headroom, to allow for error, vertical movement of the vehicle and sag curves. The following procedure should be adopted to calculate the appropriate signed height:

Required Variant:	Shall show the maximum width to nearest 0.05m.
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- The actual minimum height shall be measured in metric units to two decimal places, rounded down to the nearest centimetre;
- If the second decimal of a metre is 8 or 9, use the measured whole number and the first decimal digit and replace the second decimal digit with zero;
- If the second decimal of a metre is 0 to 2, use the measured whole number, reduce the first decimal by 1 (reducing the whole number if appropriate) and replace the second decimal digit with zero;
- If the second decimal is 3 to 7, use the measured whole number, reduce the first decimal by 1 (reducing the whole number if appropriate) and replace the second decimal digit with 5. For example:
 - Measured height 4.57m, sign as 4.45m.
 - Measured height 4.39m, sign as 4.30m.
 - Measured height 4.12m, sign as 4.00m.
 - Measured height 4.06m, sign as 3.95m.



**RUS 016:
HEIGHT RESTRICTION**

Required Variant:	Shall show the maximum height in accordance with Paragraphs 5.14.5 or 5.14.6.
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- 5.14.6 In the case of rail bridges, the headroom to be signed shall be agreed with the relevant railway authority.
- 5.14.7 These signs should be placed on either side of the carriageway at the point the restriction commences, to face the traffic approaching the restriction. Sign RUS 016 may, alternatively, be mounted on the face of the structure over the centre of the carriageway or over the centre of the approach lane(s). The permission of the owner will be needed before mounting signs on a structure.
- 5.14.8 If the headroom varies across the width of the carriageway, as will generally be the case at arch bridges, Sign RUS 016 should be supplemented by the 'goal post' markings shown in Figure 5.2, indicating the width over which the clearance height is available. The goal post markings are fixed to or painted on the face of the bridge.
- 5.14.9 At arch bridges with restricted headroom, high vehicles may need to move into the centre of the carriageway in order to pass under the centre of the arch. At such locations additional warning signs should be provided to warn of oncoming traffic in the middle of the road (see Chapter 6).
- 5.14.10 Where Sign RUS 016 is mounted at or on an overhead structure above the road, an information notice should be erected at a suitable conspicuous place nearby providing contact details in the event of a collision with the structure. It is important that the person who owns or is in charge of the structure provide an information notice to facilitate notification of strikes. Under road traffic law, where a notice has been provided and a vehicle strikes a structure, the driver must immediately telephone the number on the notice to make contact or notify the Garda Síochána.

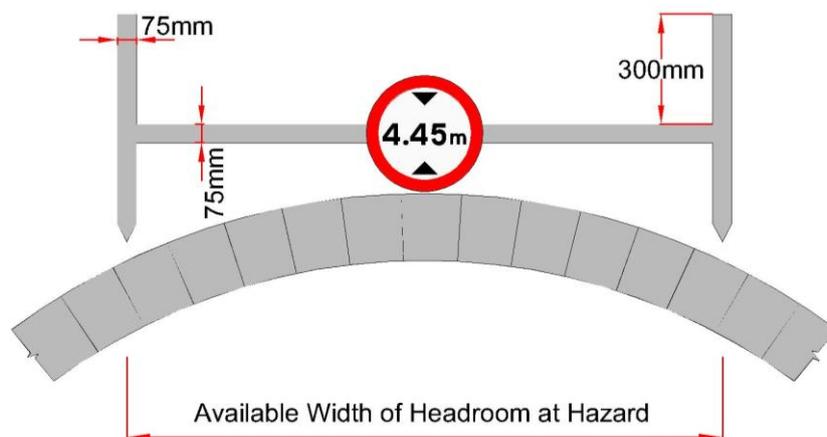


Figure 5.2:
'Goal Post' Marking at Arch Bridge with Restricted Headroom

5.15 Maximum Weights, Number of Axles

5.15.1 The Maximum Gross Weight (Traffic Management) Sign, RUS 015, indicates that vehicles whose gross weight exceeds that specified on the sign are prohibited. Gross weight means the 'Design Gross Vehicle Weight' as defined by the current Road Traffic (Construction and Use of Vehicles) Regulations. The restriction applies irrespective of whether the vehicle is carrying a load. This sign is used where the weight restriction is for traffic management reasons: for example, to prohibit heavy vehicles from using residential roads. Since the exemptions allowing for access are enshrined in the Regulations, there is no need for a supplementary plate.



**RUS 015
MAXIMUM GROSS WEIGHT
(TRAFFIC MANAGEMENT)**

Required Variant:	Shall show the maximum weight in accordance with Paragraph 5.15.3.
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5.15.2 The Maximum Gross Weight (Safety) Sign, RUS 053, indicates that vehicles whose gross weight (Design Gross Vehicle Weight as defined above) exceeds that specified on the sign are prohibited, irrespective of whether the vehicle is carrying a load. This sign is for use where a weight restriction is necessary for safety reasons: for example, at a weak bridge. There are no exemptions.



**RUS 053
MAXIMUM GROSS WEIGHT
(SAFETY)**

5.15.3 Signs RUS 015 and RUS 053 shall show one of the following gross vehicle weights:

3.5t, 7.5t, 10t, 12.5t, 18t, 26t and 32t.

5.15.4 The Maximum Axle Weight Sign, RUS 054, indicates that vehicles on which any axle loading exceeds that specified on the sign are prohibited. This should be used in situations where the load imposed by the axle is more critical than that imposed by the gross weight of the vehicle, such as when the road crosses a weak culvert or short-span bridge.

Required Variant:	Shall show the maximum weight in accordance with Paragraph 5.15.3.
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5.15.5 Where it is necessary to place a weight restriction in order to protect a structure, signs RUS 053 and RUS 054 may be used in combination, as well as individually.



**RUS 054:
MAXIMUM AXLE WEIGHT**

5.15.6 For sections of road where restrictions apply, the appropriate signs should be placed at each end of the restriction.

Required Variant:	Shall show the maximum weight to nearest 1t.
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5.15.7 The Prohibited Number of Axles Sign, RUS 046, indicates that vehicles designed for goods, or other non-passenger vehicles, with a number of axles equal to or exceeding that indicated are prohibited, except for access to premises within the restricted area. This sign is generally used for traffic management reasons, for example to prohibit large vehicles from a town centre. Where the weight of each individual axle needs to be restricted for structural reasons, Sign RUS 054, Maximum Axle Weight, should be used.



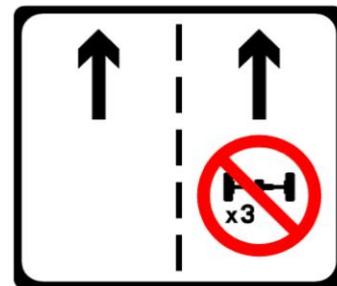
**RUS 046:
PROHIBITED NUMBER OF AXLES
(For Goods and Other Non-
Passenger Vehicles)**

Required Variant:	Shall show the number of axles as x3, x4, x5 or x6.
Permitted Variant:	Supplementary Plate P 051 may be added to indicate times of operation.

5.15.8 Sign face RUS 046 may be incorporated into a rectangular sign to form the Prohibited Axles in Right Hand Lane Sign, RUS 047, indicating such a prohibition in the right hand lane of a two-lane carriageway in a road tunnel. Sign RUS 047 shall only be used in relation to road tunnels. Where required it shall be erected at or shortly in advance of the entrance to the tunnel. Sign RUS 047 shall be 2100mm wide by 1890mm high, with a 900mm diameter roundel.

5.15.9 The termination of a restriction on vehicles with a certain number of axles in the right hand lane shall be indicated by Sign RUS 047 with Supplementary Plate P 010, End, beneath.

5.15.10 Chapter 6 provides advice on the use of warning signs to inform drivers of restrictions ahead. Similarly, Chapter 4 provides details of signs for alternative routes for heavy or high vehicles



**RUS 047: PROHIBITED AXLES IN
RIGHT HAND LANE
(Road Tunnels)**

Required Variant:	Shall show the number of axles as x3, x4, x5 or x6.
Permitted Variants:	<ol style="list-style-type: none"> 1. Supplementary Plate P 051 may be added to indicate times of operation. 2. Supplementary Plate P 010 shall be added to indicate the end of the restriction.

5.16 Speed Limit Signs

5.16.1 Speed Limit Signs, RUS 039 to RUS 044, indicate the maximum allowable speed applying to a road. They consist of a white disc with a red border and black text. The maximum permitted speed, in kilometres per hour, is shown, above the SI notation 'km/h'. Sign designs shall comply with the drawings on the website www.transport.ie.



**RUS 039:
120km/h SPEED LIMIT**

5.16.2 Speed Limit Signs shall show a speed of 120, 100, 80, 60, 50 or 30km/h. No other speed limit shall be shown, unless provided for in the Road Traffic Acts.

5.16.3 The appropriate sizes of Speed Limit Signs are shown in Table 5.9.

DEFAULT SPEED LIMITS

5.16.4 The legislative code applying to all speed limits is established in the Road Traffic Act 2004³. The Act provides for speed limits that apply on a default basis to all road types as follows:

- The 'motorway speed limit' of 120km/h;
- The 'national roads speed limit' of 100km/h;
- The 'regional and local roads speed limit' of 80km/h; and
- The 'built-up area speed limit' of 50km/h.



**RUS 040:
100km/h SPEED LIMIT**



**RUS 041:
80km/h SPEED LIMIT**

³ Road Traffic Act 2004 (No. 44 of 2004).

Table 5.9: Sizes of Speed Limit and Clearway Signs and Spacing of Repeater Signs

Approach Speed Limit km/h	Sign Size (diameter)		Approximate Repeater Spacing (where required) m
	Normal Sign mm	Repeater Sign mm	
30	600	300 (450)	In temporary limits only, 200m to 500m apart
50	600 (750)	450 (300)	500m intervals for special limits only
60	600 (750)	450 (600)	1km intervals
80	600 (750) (900)	450 (600) (750)	2km intervals
100	750 (600) (900)	600 (450) (750)	3km intervals
120	900 (1200)	750 (900)	5km intervals, but rarely required
Ramps to/from Motorways and Dual Carriageways	750 (900)	-	-

NOTES:

1. Table also applies to Clearway signs and repeaters (RUS 010) (see Section 5.17).
2. The larger bracketed size may be used if it is judged that greater prominence of the sign is necessary. Where given, the smaller bracketed size may be used where site conditions make the provision of the recommended size impracticable or where special considerations apply.

SPECIAL SPEED LIMITS

5.16.5 In addition to the default speed limits, there are circumstances where different limits may be introduced.

5.16.6 County and City Councils have powers under the Road Traffic Act 2004 to make bye-laws to apply Special Speed Limits on public roads, generally for safety or capacity reasons, and to make orders for Special Speed Limits at Roadworks. However, speed limits on national roads are subject to the consent of the National Roads Authority. The range of Special Speed Limits that may be applied through bye-laws are as follows:

- 120km/h in respect of a dual carriageway on a national road;
- 100km/h in respect of a motorway, a non-urban regional or local road, or a road in a built-up area;
- 80km/h in respect of a motorway, a national road or a road in a built-up area;
- 60km/h;
- 50km/h in respect of any road other than a road in a built-up area; and
- 30km/h in respect of a road other than a motorway.

5.16.7 Advice on the use of special speed limits and speed limits for roadworks, and the procedure for making the necessary bye-laws, is given in the Department of Transport's Guidelines for the Application of Special Speed Limits⁴. Special Speed Limits of 120km/h and 30km/h can only be applied in association with these statutory guidelines. The same Speed Limit signs are used for Special Speed Limits.

ROADWORKS SPEED LIMITS

5.16.8 City and County Managers have powers under the Road Traffic Act 2004 to make a Road Works Speed Limit Order for the purpose of applying a speed limit to a part of a road where roadworks are being carried out. The procedure for making the necessary Order is given in the Department of Transport's Guidelines for the Application of Special Speed Limits. Further information on speed limits at roadworks is given in Chapter 8. The same Speed Limit signs are used for Special Speed Limits at roadworks.



**RUS 042:
60km/h SPEED LIMIT**



**RUS 043:
50km/h SPEED LIMIT**



**RUS 044:
30km/h SPEED LIMIT**

⁴ Department of Transport. *Road Traffic Act 2004 Section 9(9): Guidelines for the Application of Special Speed Limits*. DoT, Dublin.

5.16.9 The terminal Speed Limit signs at the start and end of a speed limit must normally be erected on both sides of the road at the location described in the relevant bye-law or Road Works Speed Limit Order, but may be provided on one side only if site conditions preclude this. The bye-law or Order will usually describe the speed limit as applying either to a complete road or from a point a specified distance from some feature. The person responsible for drafting the bye-law or Order should, therefore, ensure that the location described provides visibility for approaching drivers.

5.16.10 Where terminal Speed Limit signs are not at a site with good visibility, consideration should be given to providing a repeater Speed Limit sign soon after the start of the speed limit for the benefit of those who have not seen the first sign. As it is a repeater sign, its position can be chosen to provide good visibility. In such circumstances this repeater sign should be the same size as the sign at the start. It is especially important to provide such a repeater sign where a lower speed is imposed.

5.16.11 Speed limits often change at road junctions and similar locations where the driver is required to take in a lot of information – traffic signs, road markings, traffic signals, conflicting traffic movements, pedestrians, etc. Even where the recommended visibility to a Speed Limit sign has been provided, drivers may not notice the sign due to other calls on their concentration. Therefore, consideration should be given to providing a repeater Speed Limit sign soon after the start of the speed limit as described above.

REPEATER SPEED LIMIT SIGNS

5.16.12 In general, the provision of repeater Speed Limit signs at regular intervals is important where a Special Speed Limit of 60, 80 or 100km/h is applied to a road in order to lower the speed limit on that road, or where the speed limit is less than a motorist might normally expect to apply on such a road. The recommended minimum sizes and spacings for repeater Speed Limit signs are given in Table 5.9.

120km/h Speed Limit

5.16.13 Repeater signs are not normally required on motorways and high quality dual carriageways with a 120km/h speed limit.

100km/h Speed Limit

- 5.16.14 Where a speed limit of 100km/h is applied on a dual carriageway with a high standard of alignment, or where a Special Speed Limit of 100km/h is applied to a motorway, it is important to use repeater signs at intervals of about 3km.
- 5.16.15 Repeater signs may be provided on a 100km/h national road after it intersects a road with a lower speed limit. Similarly, where a Special Speed Limit of 100km/h is applied to a regional or local road, repeater signs may be required after it intersects a road with a lower speed limit. However, care should be taken not to site such signs immediately before a school, bend or other hazard, where their provision may encourage drivers entering the higher speed limit to increase their speed inappropriately.

80km/h Speed Limit

- 5.16.16 Where a Special Speed Limit of 80km/h is applied to a motorway or national road, it is recommended that repeater signs be provided at intervals of about 2km.
- 5.16.17 Repeater signs should only be required in limited circumstances on regional and local roads with an 80km/h speed limit; e.g. where there might be an ambiguity or where they would be important for information purposes. Where warranted, a spacing of about 2km is recommended.

60km/h Speed Limit

- 5.16.18 Where a Special Speed Limit of 60km/h is applied to a motorway or to an appreciable length of a non-motorway road, it is recommended that repeater signs be provided at intervals of about 1km.

50km/h Speed Limit

- 5.16.19 Where a Special Speed Limit of 50km/h is applied to a motorway, it is important to use repeater signs at intervals of about 500m.
- 5.16.20 On regional and local roads in built-up areas with a 50km/h speed limit, repeater signs should not normally be used. However, they may be advisable on dual carriageways, where a higher speed limit might otherwise be expected.

Roadworks Speed Limits

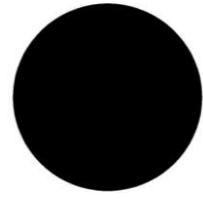
- 5.16.21 Where a Roadworks Speed Limit is applied on any class of road, it is particularly important to display that speed limit on repeater signs at regular intervals.

PERIODIC SPEED LIMITS

5.16.22 County and City Councils also have powers under the Road Traffic Act 2004 to make bye-laws to introduce Special Speed Limits which are imposed for a specified period or periods during any day or during specified days. The Periodic Speed Limit Sign, RUS 045, is available for this purpose. The sign is similar to the normal Speed Limit Sign except the numerals and text are white on a black background.



On



Off

**RUS 045:
PERIODIC SPEED LIMIT**

Required Variant:	Speed displayed shall be 30, 50, 60, 80, 100 or 120.
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5.16.23 A typical use for the Periodic Speed Limit Sign would be to slow traffic outside a school during periods when the children are arriving or leaving.

5.16.24 The speed shown on the sign may be any of the speeds listed in Paragraph 5.16.2, but 30 and 50km/h are likely to be those most often used.

5.16.25 Advice on the use of Periodic Speed Limits and the procedure for making the necessary bye-laws is given in the Department of Transport's Guidelines for the Application of Special Speed Limits.

5.16.26 Sign RUS 045 shall be internally illuminated and the roundel shall be 600mm or 750mm in diameter. At periods when the speed limit is not in operation, the sign shall show a blank black disc. A manual or automatic device is required to light and turn off the sign at the appropriate times.

5.16.27 The sign may be mounted on its own, or on a grey backing board as part of an assembly in combination with appropriate warning or information signs. For example, the sign may be erected on a grey backing board with Sign W 141, School Ahead, and Signal S 102, Flashing Amber Signals, as illustrated in Figure 5.3. See also Chapters 3, 6 and 9.



**Figure 5.3:
Periodic Speed Limit Sign in
Combination with Other Signs**

5.16.28 This sign or combination of signs must normally be provided on both sides of the road at the entry point of the section of road defined in the relevant bye-law, but may be provided on one side only if site conditions preclude this. At the end of the defined section of road, permanent signs shall be provided indicating the applicable speed limit beyond the Periodic Speed Limit. These can normally be mounted on the rear of the Periodic Speed Limit signs.

SPEED LIMITS FOR SPECIFIC LANES

5.16.29 Special Speed Limits may be applied to specific lanes or parts of a road, rather than the whole width of the road.

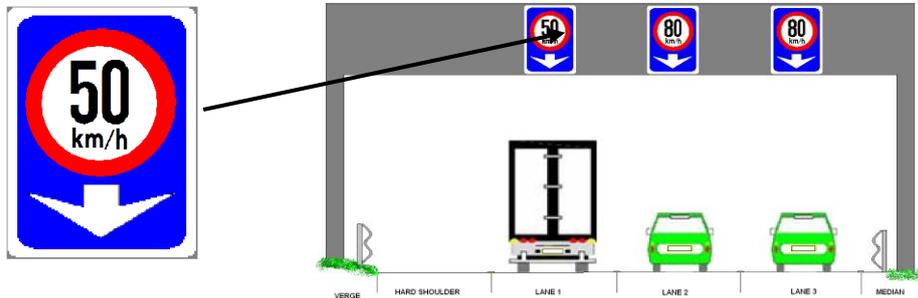


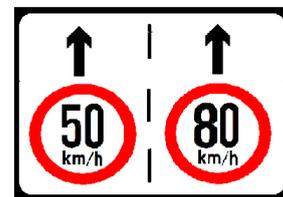
Figure 5.4: Speed Limits for Specific Lanes (Gantry-mounted)

5.16.30 The preferred arrangement for displaying speed limits for specific lanes is to mount standard Speed Limit signs on gantries, such that the appropriate Speed Limit sign is centred over each lane. A Speed Limit sign should be shown over every lane, even if two or more are subject to the same speed limit. The signs should be mounted centrally above the lane to which they relate, on backing boards of a colour appropriate to the route (blue for motorway, green for national road, white for other roads), and accompanied by Lane Designation Arrows (see Chapter 2) as shown in Figure 5.4.

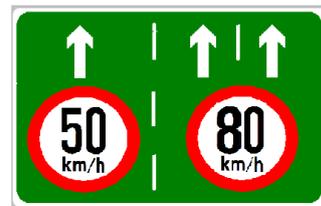
5.16.31 As an alternative, where gantries are not viable, the signs apply to no more than three lanes and the different speed limit applies to the leftmost lane only, Speed Limit signs RUS 039 to RUS 044 may be incorporated into lane-specific signs as shown in Figure 5.5. These are suitable for conventional roadside mounting or for high-level mounting (such as mast arms which do not span all lanes), and should be erected on both sides of the carriageway.

5.16.32 The colour of the backing boards shall be varied to suit the class of road on which they are sited, and dashed lines and arrows shall be incorporated to indicate the individual lanes to which the speed limit applies. Where a bus lane is subject to a different speed limit from the main carriageway, this shall be indicated by the appropriate speed roundel and symbols on a blue background, and a solid white line shall indicate segregation from the traffic lanes.

5.16.33 Where a service road runs parallel to the main carriageway, separated by a narrow kerbed margin and subject to a different speed limit, a Speed Limit sign and an indicative directional arrow may be incorporated into a rectangular panel to indicate the prevailing speed limit applicable to each carriageway.



2 Lanes – Roadside Mounting



3 Lanes – Roadside Mounting



Service Road & Main Carriageway

Figure 5.5:
Speed Limits for Specific Lanes

VARIABLE AND TUNNEL SPEED LIMITS

5.16.34 In certain circumstances, such as in tunnels or on very congested motorways, it may be advantageous to apply a Special Speed Limit which can be varied from time to time to suit traffic conditions. Two signs are available to display variable speed limits: one for use in tunnels where space is restricted and the other for use elsewhere. More information is available in Chapter 3.

5.16.35 Advice on the use of Special Speed Limits and the procedure for making the necessary bye-laws is given in the Department of Transport's Guidelines for the Application of Special Speed Limits.

Road Tunnel Speed Limit

5.16.36 The Road Tunnel Speed Limit Sign, RVMS 100, shall only be erected in tunnels and on the approaches to and exits from tunnels. This sign consists of a black square which, when illuminated, displays a red roundel containing a number in yellow or white on a black background to indicate the speed limit applying. The standard size of the sign is for the outer diameter of the roundel to be 500mm, but diameters of 475mm, 600mm or 750mm may also be used.

5.16.37 Sign RVMS 100 shall be provided with a Supplementary Plate P 054, to denote that the speed is in km/h. The plate may be positioned above or below the sign.

5.16.38 Sign RVMS 100 shall be illuminated and extinguished as required by the Road Authority or its agent. Where these signs are displayed, Speed Limit Signs, RUS 039 to RUS 045, will not normally be required.

Variable Speed Limit

5.16.39 At locations other than tunnels, the Variable Speed Limit Sign, RVMS 102, may be used where authorised. When not in use, the sign shall display a blank black disc.

5.16.40 Sign RVMS 102 may be 450mm, 600mm, 750mm, 900mm or 1200mm in diameter.

5.16.41 Sign RVMS 102 shall be illuminated and extinguished as required by the Road Authority or its agent. Where these signs are displayed, Speed Limit Signs, RUS 039 to RUS 044, will not normally be required.



**RVMS 100:
Road Tunnel Speed Limit**

Required Variant:	Speed displayed shall be 30, 50, 60 or 80.
Requirement:	Supplementary Plate P 054 shall be added.



P 054: km/h



**RVMS 102:
VARIABLE SPEED LIMIT**

Required Variant:	Speed displayed shall be 30, 50, 60, 80, 100 or 120.
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5.17 Parking Regulation Signs

5.17.1 Parking restrictions are applied by a range of methods. This section relates only to controls applied by the provision of upright signs. Chapter 7 describes the associated carriageway edge and bay markings.

5.17.2 Clearway Signs, RUS 010, and Zonal Parking Restriction Plates, P 056, should be erected to face approaching traffic. All other signs in this section should normally be erected with the sign face parallel to the edge of the road.



RUS 010: CLEARWAY

Requirement:	One of Supplementary Plates P 051, P 055 or P 010 shall be added.
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CLEARWAY

5.17.3 The Clearway Sign, RUS 010, indicates that vehicles may not stop or park during the periods of operation shown on the accompanying Supplementary Plates for any reason. The commencement of a clearway shall be designated by Sign RUS 010 with a Supplementary Plate P 051, Period of Operation, or P 055, 24 Hour Operation, indicating the period of operation of the clearway. The end of the clearway shall be designated by Sign RUS 010 with a Supplementary Plate P 010, End. The initial and final Clearway Signs shall be of a size appropriate to the speed of traffic, in accordance with Table 5.9 (see Section 5.16).



**P 051:
PERIOD OF OPERATION**

Permitted Variant:	The period of operation may be varied, using the 24-hour clock and abbreviations for days of the week.
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5.17.4 Intermediate repeater Clearway Signs shall be erected after each road junction, in accordance with the size specified in Table 5.9 for the applicable speed limit, and must also incorporate a Supplementary Plate P 051 or P 055 specifying the periods of operation. If junctions are further apart than the recommended spacing for repeater signs given in Table 5.9, then additional repeaters should be provided to achieve this spacing.



**P 055:
24 HOUR OPERATION**



P 010: END

NO PARKING

5.17.5 The No Parking Sign, RUS 019, indicates that vehicles may not park for the periods of operation specified on the accompanying Supplementary Plate P 051 or P 055. At the end of the prohibited parking area, Sign RUS 019 may be displayed with one or other of the arrows omitted, to indicate the direction in which parking is prohibited.



RUS 019: NO PARKING

PARKING PERMITTED

5.17.6 The Parking Permitted Sign, RUS 018, indicates that parking is permitted. If there are any restrictions to the hours of parking, the days and hours when parking is permitted shall be specified on an accompanying Supplementary Plate P 051, Period of Operation.

5.17.7 Where a system of pay and display, permit or disc parking operates, sign RUS 018 shall be used with a Supplementary Plate P 053, Parking, specifying the hours of operation of the parking and the length of time permitted for a single stay on the particular stretch of road concerned. Chapter 7 illustrates the associated road markings. The wording, hours of operation and period for which parking is permitted may be varied as appropriate.



RUS 018: PARKING PERMITTED

5.17.8 At the end of the section of road where parking is permitted, Sign RUS 018 may be displayed with one or other of the arrows omitted, to indicate the direction of the permitted parking.

Requirement:	Supplementary Plate P 051 or P 055 shall be added.
Permitted Variant:	Either or both arrows may be omitted as appropriate.

Permitted Variants:	<ol style="list-style-type: none"> Supplementary Plate P 051 or P 053 may be added. Either or both arrows may be omitted as appropriate.
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P 053: PARKING

Permitted Variants:	<ol style="list-style-type: none"> The period of operation may be varied, using the 24-hour clock and abbreviations for days of the week. The wording of the top panel may be altered in accordance with Table 5.10 together with the relevant hours. The top panel may have black text on a white background. A coloured strip may be added below the sign to indicate the particular permit that applies.
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**Table 5.10:
Typical Variants for
Supplementary Plate P 053**

English	Irish
PAY AND DISPLAY	<i>Íoc agus Taispeáin</i>
PAY AND DISPLAY & PERMIT PARKING	<i>Páirceáil Ceadúnais Agus Íoc agus Taispeáin</i>
DISC PARKING	<i>Páirceáil Dioscaí</i>
PERMIT AND DISC PARKING	<i>Páirceáil Ceadúnas agus Dioscaí</i>

ZONAL PARKING RESTRICTIONS

5.17.9 It may be required to limit or prohibit parking by large vehicles within a defined zone. In these circumstances the No Parking Sign, RUS 019, can be used as part of an assembly with Supplementary Plate P 056 to indicate the entry and exit points of the zone. The size of the RUS 019 roundel should be in accordance with Table 5.7 in Section 5.12.

5.17.10 This sign indicates that there is a zonal restriction on the parking of vehicles exceeding a specific weight (e.g. 7.5t as shown). At the end of the restriction zone, the variant displaying “Críoch END” should be provided. Permitted values for weight limits are given in Section 5.15.

5.17.11 These signs should be erected on both sides of the road, and the entry and end signs will generally be mounted back to back except in the case of one-way streets.



**P 056:
ZONAL NO PARKING**

Requirement:	RUS 019 to be mounted within the plate, as shown.
Required Variants:	<ol style="list-style-type: none"> 1. Shall show the maximum weight in accordance with Paragraph 5.15.3. 2. Lower panel shall display <i>Ceantar ZONE</i> or <i>Críoch END</i>.

TAXI STANDS

5.17.12 The Taxi Stand Sign, RUS 020, indicates an appointed stand for taxis. No vehicle other than a taxi which is available for hire may stop at an appointed stand. Chapter 7 illustrates the associated road markings. If the taxi stand is only operative at certain times, the days and hours of operation shall be specified on an accompanying Supplementary Plate P 051.



RUS 020: TAXI STAND

5.17.13 At each end of a taxi stand, Sign RUS 020 may be displayed with one arrow omitted, to indicate the direction of the stand.

Permitted Variants:	<ol style="list-style-type: none"> 1. Supplementary Plate P 051 may be added. 2. Either or both arrows may be omitted as appropriate.
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SIZES OF SIGNS

5.17.14 Parking and Taxi Stand signs are normally mounted with the sign face parallel to the kerb, to be read by drivers when parking. The sizes are therefore not related to the speed of traffic. A sign diameter of 300mm or 450mm shall normally be appropriate. Similarly, supplementary plates for these signs are not subject to the requirements related to traffic speed that apply to other signs, and a smaller x-height, generally 20mm or 25mm, should be used to minimise the size of the plate.

DISABLED PERSONS' PARKING

5.17.15 Where disabled persons' parking bays are provided (see Chapter 7), the road markings may be supplemented by the Disabled Persons' Parking Sign, F 204. This sign is an information sign but is included here for completeness.

5.17.16 At some locations, it may be necessary to restrict the use of such a parking bay to short periods only: for example to facilitate setting down and picking up disabled passengers. Supplementary Plate P 057, Time Limit, is available for use with Sign F 204 to indicate the maximum duration for which parking is permitted.



**F 204:
DISABLED PERSONS' PARKING**

Permitted Variant:	Supplementary Plate P 057 may be added.
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P 057: TIME LIMIT

Permitted Variant:	The time limit may be varied.
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5.18 Pedestrian and Cycle Facilities

5.18.1 Signs for Cycle Facilities are circular, with a white symbol and border on a blue background. The exception to this is the Contra-Flow Cycle Lane Sign, RUS 059, which is rectangular. The appropriate sizes of signs for cycle facilities are given in Table 5.11.



**RUS 009:
PEDAL CYCLES ONLY**

5.18.2 The Pedal Cycles Only Sign, RUS 009, indicates the presence of a cycle track, and prohibits all vehicles except non-mechanically propelled pedal cycles and mechanically propelled wheelchairs.



**RUS 058:
SHARED TRACK FOR PEDAL
CYCLES AND PEDESTRIANS**

5.18.3 The sign for Pedal Cycles and Pedestrians, RUS 058, prohibits all vehicles except pedal cycles from using the identified track. The sign indicates that pedestrians, wheel chair users and cyclists share the track, and there is no physical or visual segregation between them. It should only be used in exceptional circumstances, where it is impracticable to provide segregated facilities and cyclists shall yield to pedestrians.

Permitted Variant:	The cycle and pedestrian symbols may be alongside each other with a vertical white dividing line in the case of segregated tracks (see below).
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5.18.4 Where such a track is segregated by the use of a white line or physical barrier, the variant RUS 058CL (when the cyclists are on the left) or RUS 058CR (when they are on the right) should be used. The track itself should be marked at intervals with the Cycle and Pedestrian Symbols, M 116 and M 111 (see Chapter 7).



RUS 058CL

5.18.5 Where a cycle track indicated by these signs is greater than 200m in length, repeater signs may be erected at suitable intervals.

5.18.6 At the end of a cycle track, the appropriate sign (RUS 009, RUS 058 or RUS 059) should be erected with Supplementary Plate P 010, End, beneath it.



RUS 058CR

5.18.7 The Contra-Flow Cycle Lane Sign, RUS 059, is used to inform drivers of the existence of a contra-flow cycle lane. The sign should be displayed on both sides of the road facing oncoming traffic, and repeated immediately following every intermediate junction.



**RUS 059:
CONTRA-FLOW CYCLE TRACK**

Table 5.11: Sizes of Cycling Signs

Sign	Sign Size			
	Diameter			Rectangular mm
	Normal Sign mm	Repeater Sign mm	Illuminated Bollard mm	
RUS 009	450 (300) (600)	300 (150)	270	-
RUS 058	450 (300) (600)	300	-	-
RUS 059	-	-	-	1000 x 450 (1200 x 540)

Note:

The larger bracketed sizes may be used if greater prominence of the sign is necessary. Where given, the smaller bracketed size may be used where site conditions make the provision of the recommended size unacceptable.

5.19 Bus Lanes

5.19.1 The signs for bus lanes are used to indicate that a particular part of the carriageway is restricted to use by buses. All of the signs in this section should be accompanied by the appropriate bus lane road markings as described in Chapter 7.

5.19.2 Bus lanes may be either 'with-flow', in the same direction as the traffic, or 'contra-flow', running in the opposite direction to traffic using the adjacent lane. Sizes of signs are given in Table 5.12.

5.19.3 For bus lanes located in the centre of the road, i.e. between opposing flows of general traffic, the lane shall be marked as a with-flow offside bus lane for traffic travelling in the same direction as the bus lane, and as a contra-flow offside bus lane for the opposing traffic.



**F 360:
START OF NEARSIDE WITH-
FLOW BUS LANE**

Requirement:	Supplementary Plate P 051 or P 055 shall be added.
Permitted Variant:	Cycle symbol may be omitted (see Paragraph 5.19.10).

WITH-FLOW BUS LANES

5.19.4 The start of a with-flow bus lane is denoted by either a Start Of With-Flow Nearside Bus Lane Sign, F 360, or a Start Of With-Flow Offside Bus Lane Sign, F 361, as appropriate. These are information signs (see Chapter 4) and are not regulatory, but are included here for completeness.

5.19.5 Signs F 360 and F 361 shall be erected with a Supplementary Plate P 051 beneath, detailing the days and times of operation. For bus lanes that are operational at all times, Supplementary Plate P 055 shall be used.

5.19.6 Sign F 360 or F 361 should be provided in advance of the broken road marking M 129 (taper) indicating the start of the lane (see Chapter 7).



**F 361:
START OF OFFSIDE WITH-FLOW
BUS LANE**

Requirement:	Supplementary Plate P 051 or P 055 shall be added.
Permitted Variant:	Cycle symbol may be omitted (see Paragraph 5.19.10).



**P 055:
24-HOUR OPERATION**



P 051: PERIOD OF OPERATION

Permitted Variant:	The period of operation may be varied, using the 24-hour clock and abbreviations for days of the week.
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Table 5.12: Sizes of Bus and Tram Signs

Sign Number	Sign Size	
	Height mm	Width mm
F 360 F 361	750 (1000)	750 (1000)
RUS 028 RUS 029	537.5 (645)	675 (810)
RUS 030	587.5 (705)	825 (990)
RUS 033 RUS 034 RUS 035	600 (750) (900)	400 (500) (600)
RUS 036 RUS 037	537.5 (645)	675 (810)

Note:

The larger bracketed size may be used if greater prominence of the sign is necessary.

5.19.7 The With-Flow Nearside Bus Lane Sign, RUS 028, and With-Flow Offside Bus Lane Sign, RUS 029, are used to indicate the presence of a with-flow bus lane.

5.19.8 The signs should be sited facing traffic, sited no more than 300m from the relevant Start of Bus Lane sign (F 360 or F 361), and repeated just beyond each side road for the length of the bus lane. The distance between signs should not normally be more than 500 metres and, when junctions are further apart, additional signs should be erected to limit the spacing to a maximum of 500 metres.

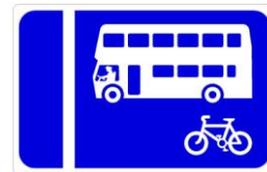
5.19.9 These signs shall be erected with a Supplementary Plate P 051 or P 055 beneath, detailing the days and times of operation.

5.19.10 On all the bus lane signs (RUS 028, RUS 029, RUS 030, F 360 and F 361) the cycle symbol may be deleted if, for instance, there is a suitable adjoining facility.



**RUS 028:
WITH-FLOW NEARSIDE BUS
LANE**

Requirement:	Supplementary Plate P 051 or P 055 shall be added.
Permitted Variant:	Cycle symbol may be omitted (see Paragraph 5.19.10).



**RUS 029:
WITH-FLOW OFFSIDE BUS LANE**

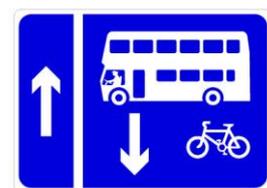
Requirement:	Supplementary Plate P 051 or P 055 shall be added.
Permitted Variant:	Cycle symbol may be omitted (see Paragraph 5.19.10).

CONTRA-FLOW BUS LANE

5.19.11 The Contra-Flow Bus Lane Sign (RUS 030) is used in a one-way street where a contra-flow bus lane is in operation. Signs should be erected facing traffic entering the street, and facing the direction of the main traffic flow after every side road junction.

5.19.12 Contra-flow bus lanes usually operate 24 hours a day. At the start of a contra-flow bus lane, the No Straight Ahead Sign, RUS 011, combined with a Supplementary Plate P 050, describing the appropriate exceptions, must be erected on either side of the bus lane carriageway to notify road users of the prohibition (see Section 5.9).

5.19.13 As described in Paragraph 5.19.3, the Contra-Flow Bus Lane Sign (RUS 030) is also used where a bus lane runs between opposing traffic flows on a two-way street.



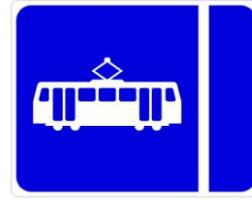
**RUS 030:
CONTRA-FLOW BUS LANE**

Requirement:	Supplementary Plate P 051 or P 055 shall be added.
Permitted Variant:	Cycle symbol may be omitted (see Paragraph 5.19.10).

5.20 Trams

TRAM LANE SIGNS

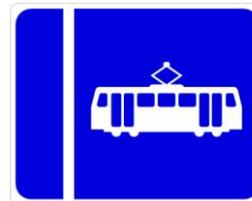
5.20.1 The Nearside Tram Lane Sign (RUS 036) and Offside Tram Lane Sign (RUS 037) are used to indicate the presence of a tram lane. Where the tram lane does not operate for 24 hours every day, these signs should be provided with a Supplementary Plate P 051 detailing the days and times of operation.



**RUS 036:
NEARSIDE TRAM LANE**

Permitted Variant:	Supplementary Plate P 051 may be added.
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5.20.2 Signs should be sited facing traffic at the point where the tram lane begins, and be repeated along the tram lane sited just beyond each side road. The distance between signs should not normally be more than 300m; when junctions are further apart, additional signs should be erected to limit the spacing to a maximum of 300m.



**RUS 037:
OFFSIDE TRAM LANE**

Permitted Variant:	Supplementary Plate P 051 may be added.
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5.20.3 Sizes of Signs RUS 036 and RUS 037 are given in Table 5.12. The larger sign should be used on wide roads or where the speed limit is greater than 50km/h.

SIGNS FOR LRT DRIVERS

5.20.4 Special signs are prescribed for observance by drivers of light rapid transit (LRT) vehicles. These signs are deliberately different from other traffic signs, since they are intended only for LRT drivers.



RUS 033: LRT SPEED LIMIT

Permitted Variant:	Numbers may be varied, to required speed limit.
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5.20.5 The LRT Speed Limit Sign, RUS 033, specifies the maximum speed for LRT vehicles in kilometres per hour. Other speeds may be displayed on the sign as required.

5.20.6 The LRT Stop Sign, RUS 034, imposes a requirement on all approaching LRT vehicles to stop. It is generally provided in association with an LRT Stop Line, RRM 031 (see Chapter 7).



**RUS 034:
LRT STOP**



**RUS 035:
LRT YIELD**

5.20.7 The LRT Yield Sign, RUS 035, imposes a requirement on all approaching LRT vehicles to yield. LRT vehicles must yield to traffic on a road ahead of the LRT Yield Sign.

5.21 Miscellaneous Regulatory Signs

SCHOOL WARDEN SIGN

5.21.1 The School Warden Sign, RUS 032, indicates that traffic must stop to allow school children to cross. This sign is double sided and attached to a hand-held pole. Only the 450mm diameter size is prescribed for this sign. The sign is used by a school warden, who displays the sign to stop traffic whenever school children need to cross the road.



**RUS 032:
SCHOOL WARDEN**

STOP AND GO DISC

5.21.2 The STOP and GO/TÉIGH Signs, RUS 060 and RUS 061, are used at temporary works where there is insufficient space for cars travelling in two directions. The STOP Sign, RUS 060, indicates that vehicles approaching the sign must stop. The GO/TÉIGH Sign, RUS 061, indicates that vehicles may proceed past the sign. These signs may be 600mm or 750mm diameter.



**RUS 060:
Stop and Go Disc – STOP**

5.21.3 The Irish variant *Téigh*, is available for use as an alternative.

5.21.4 The Stop and Go Signs are usually mounted back to back and attached to a pole, so that traffic approaching from one direction sees the Stop and traffic in the other direction sees the Go. The pole is either hand-held or mounted in a mechanical device which can rotate the signs as required. For some applications, two Stop signs may be mounted back to back. These signs are intended for temporary traffic control, such as at roadworks, and their use is, therefore, described in Chapter 8.



**RUS 061
Stop and Go Disc – GO**



**RUS 061:
Stop and Go Disc – TÉIGH**

BUS STOP

5.21.5 Sign RUS 031, Bus Stop, indicates the location of a bus stop. Its presence indicates that exemptions to any stopping or waiting restrictions exist for buses, and should be accompanied by the Bus Stop markings described in Chapter 7 to delineate the length of road over which the exemption applies.

5.21.6 Sign RUS 031 shall be either:

- rectangular in shape with rounded corners, and between 300mm and 450mm wide and between 200mm and 300mm high; or
- circular in shape and between 350mm and 400mm in diameter.

5.21.7 The sign shall show the word 'BUS' on a contrasting background. Certain variations are permitted to allow incorporation of operators' names and logos.



**Typical Sign RUS 031:
BUS STOP**

Permitted Variants:	<ol style="list-style-type: none"> 1. Sign may be rectangular or circular. 2. Colours may be varied and bus operators' names and logos may be added.
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PEDESTRIAN CROSSING BEACON

5.21.8 The Pedestrian Crossing Beacon, part of Sign RPC 001, consists of an internally illuminated globe mounted on a post; it is used to indicate the presence of a priority-controlled ('Zebra') pedestrian crossing. Details of this beacon are given in Chapter 9.

5.22 Supplementary Plates

5.22.1 Several regulatory signs may have supplementary plates attached immediately below the sign to provide additional information. These may state the length of the road affected by the regulation, exceptions to prohibitions, or periods when the regulation applies.

5.22.2 Text on supplementary plates should have an 'x'-height in accordance with the manufacturing drawings appropriate to suit the size of sign it is associated with.

5.22.3 Text for supplementary plates shall be bilingual in all areas except the Gaeltacht, where Irish only should be provided.



P 001: DISTANCE

Required Variant:	Distance shall be varied in accordance with Table 5.13.
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DISTANCE PLATE

5.22.4 Supplementary Plate P 001, Distance, may be used in conjunction with Regulatory Signs RUS 007 and RUS 008, Right and Left Turns Ahead (see Section 5.7), to show the distance to the turn.

5.22.5 The length shall be shown in metres (up to 1900m), or kilometres (from 2km), rounded in accordance with Table 5.13. The suffix **m** or **km** shall always be shown to indicate the units. When the distance is a whole number of kilometres the decimal point shall not be used: e.g. show as **2km**, not 2.0km. The suffix **km** shall be 75% of the x-height of the numerals.

Table 5.13: Distances for Supplementary Plates P 001 and P 002

Measured Distance to Feature	Distance on Plate to be Rounded to Nearest
< 100m	10m
≥ 100m < 800m	50m
≥ 800m < 1,950m	100m
≥ 1.95km < 4km	0.5km
≥ 4km	1km

LENGTH OF REGULATION

5.22.6 Supplementary Plate P 002, Length, may be used to show the length of road affected by a regulation. It will normally be used only with the No Overtaking sign, RUS 014, (see Section 5.11). Where required, the plate shall be attached to the regulatory sign at the point where the prohibition or restriction comes into force, and shall show the distance for which the regulation applies.

5.22.7 The length shown shall be in accordance with the requirements of Table 5.13 and Paragraph 5.22.5.

5.22.8 On long lengths of road subject to a regulation, it may be appropriate for the regulatory sign and Plate P 002 to be repeated at intervals, showing the remaining distance to the end of the affected stretch of road. The sign and supplementary plate should also be repeated after every significant side road junction.



P 002: LENGTH

Required Variant:	Distance shall be varied in accordance with Table 5.13.
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END

5.22.9 Supplementary Plate P 010, End, should be used to show the location of the end of a prohibition or restriction. It will normally be used only with the No Overtaking, Prohibited Axles in Right Hand Lane, Clearway and Cycle Track signs (see Sections 5.11, 5.15, 5.17 and 5.18 respectively).



P 010: END

EXCEPTIONS

5.22.10 Where vehicles are prohibited from making certain manoeuvres, it is sometimes necessary to make exceptions to allow specific vehicles, such as buses or taxis, to make the manoeuvre. Supplementary Plate P 050 is available for this purpose. The list of permitted exceptions is given in Table 5.14.



P 050: EXCEPTIONS

Permitted Variant:	The wording shall conform to one of the variants of Table 5.14.
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Table 5.14: Supplementary Plate P 050 – Permitted Variants

English	Irish
EXCEPT BUSES	<i>Ach Amháin Busanna</i>
EXCEPT BUSES AND BICYCLES	<i>Ach Amháin Busanna agus Rothaithe</i>
EXCEPT BUSES AND TAXIS	<i>Ach Amháin Busanna agus Tacsaithe</i>
EXCEPT BUSES, TAXIS AND BICYCLES	<i>Ach Amháin Busanna, Tacsaithe agus Rothaithe</i>
EXCEPT BUSES AND TRAMS	<i>Ach Amháin Busanna agus Tramanna</i>
EXCEPT BUSES, TRAMS AND BICYCLES	<i>Ach Amháin Busanna Tramanna agus Rothaithe</i>
EXCEPT BICYCLES	<i>Ach Amháin Rothaithe</i>
EXCEPT TRAMS	<i>Ach Amháin Tramanna</i>
EXCEPT TRAMS AND FOR ACCESS	<i>Ach Amháin Tramanna agus Rochtain</i>
EXCEPT FOR ACCESS	<i>Ach Amháin Rochtain</i>
Other combinations of the above exceptions may be used	

PERIODS OF OPERATION

5.22.11 Some prohibitions or restrictions are only enforced at certain times of day, or on certain days. Supplementary Plate P 051 may be used for this purpose. The text should be in the format shown, with details varied to suit the particular circumstances. The periods listed should be kept as simple as possible, to make the plate easy to read and understand.



P 051: PERIODS OF OPERATION

Permitted Variant:	The period of operation may be varied, using the 24-hour clock and abbreviations for days of the week.
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24-HOUR OPERATION

5.22.12 Where a prohibition or restriction is operable at all times, Supplementary Plate P 055 may be used. It should be noted that some signs (for example, prohibited turns) are taken to apply at all times unless a supplementary plate indicates otherwise. Supplementary Plate P 055 should only be used for those signs that are so annotated in the relevant 'Permitted Variants' box.



P 055: 24-HOUR OPERATION

PEDESTRIAN ZONE

5.22.13 Sign RUS 021, Pedestrianised Street, (see Section 5.12) shall be provided with a Supplementary Plate P 052, stating the times when vehicles are permitted to enter. Exceptions should be in accordance with Table 5.6 in Section 5.12. The information should be kept as simple as possible, to make the plate easy to read and understand.



P 052: PEDESTRIAN ZONE

Permitted Variants:	<ol style="list-style-type: none"> 1. Exceptions should be in accordance with Table 5.6, or may be omitted. 2. Times may be omitted, may be varied using the 24-hour clock and abbreviations for the days of the week (as Plate P 051), or may state "24 Uair HOUR" (as Plate P 055).
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PARKING

5.22.14 Where a system of pay and display, permit parking or disc parking operates, Sign RUS 018, Parking Permitted (see Section 5.17), shall be used with a Supplementary Plate P 053, Parking, specifying the method of parking, the hours of operation and the length of time permitted for a single stay on the particular stretch of road concerned. The wording shall be in accordance with Table 5.10 in Section 5.17.



P 053: PARKING

ROAD TUNNEL SPEED LIMIT

5.22.15 Road Tunnel Speed Limit Sign, RVMS 100, shall always be erected with Supplementary Plate P 054, km/h.



P 054: km/h

Permitted Variants:	<ol style="list-style-type: none"> 1. The period of operation may be varied, using the 24-hour clock and abbreviations for days of the week. 2. The wording of the top panel may be altered in accordance with Table 5.10 together with the relevant hours. 3. The top panel may have black text on a white background. 4. A coloured strip may be added below the sign to indicate the particular permit which applies.
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ZONAL NO PARKING

5.22.16 It may be required to limit or prohibit parking by large vehicles within a defined zone. In these circumstances the No Parking Sign, RUS 019, can be used as part of an assembly with Supplementary Plate P 056, Zonal No Parking, to indicate the entry and exit points of the zone. The use of Supplementary Plate P 056 is described in Section 5.17.



P 056: ZONAL NO PARKING

Requirement:	RUS 019 to be mounted within the plate, as shown.
Required Variants:	<ol style="list-style-type: none"> 1. Shall show the maximum weight in accordance with Paragraph 5.15.3. 2. Lower panel shall display <i>Ceantar</i> ZONE or <i>Críoch</i> END.

TIME LIMIT

5.22.17 At some locations, it may be necessary to restrict the use of such a disabled persons' parking bay to short periods only: for example to facilitate setting down and picking up disabled passengers. Supplementary Plate P 057, Time Limit, is available for use with Sign F 204, Disabled Persons' Parking, to indicate the maximum duration for which parking is permitted



P 057: TIME LIMIT

Permitted Variant:	The time limit may be varied.
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Appendix 5A: Schedule of Regulatory Signs

Regulatory Signs		
Sign Number	Name	See Section
RUS 001	Keep Left	5.5
RUS 002	Keep Right	5.5
RUS 003	Pass Either Side	5.5
RUS 004	Keep Straight Ahead	5.6
RUS 005	Turn Right	5.6 (5.7)
RUS 006	Turn Left	5.6 (5.7)
RUS 007	Turn Left Ahead	5.7 (5.1, 5.22)
RUS 008	Turn Right Ahead	5.7 (5.1, 5.22)
RUS 009	Cycles Only	5.18 (5.22)
RUS 010	Clearway	5.17 (5.16, 5.22)
RUS 011	No Straight Ahead	5.9 (5.19)
RUS 012	No Right Turn	5.10 (5.8)
RUS 013	No Left Turn	5.10 (5.1, 5.8)
RUS 014	No Overtaking	5.11 (5.22)
RUS 015	Maximum Gross Weight (Traffic Management)	5.15
RUS 016	Height Restriction	5.14
RUS 017	No U-Turn	5.10 (5.1, 5.8)
RUS 018	Parking Permitted	5.17 (5.22)
RUS 019	No Parking	5.17 (5.22)
RUS 020	Taxi Stand	5.17
RUS 021	Pedestrianised Street	5.12 (5.8, 5.22)
RUS 026	Yield/Géill Slí	5.3 (5.1, 5.2, 5.6)
RUS 027	Stop	5.2 (5.1)
RUS 028	With-Flow Nearside Bus Lane	5.19
RUS 029	With-Flow Offside Bus Lane	5.19
RUS 030	Contra-Flow Bus Lane	5.19
RUS 031	Bus Stop	5.21
RUS 032	School Warden	5.21
RUS 033	LRT Speed Limit	5.20 (5.19)
RUS 034	LRT Stop	5.20 (5.19)
RUS 035	LRT Yield	5.20 (5.19)
RUS 036	Nearside Tram Lane	5.20 (5.19)
RUS 037	Offside Tram Lane	5.20 (5.19)
RUS 038	No Pedestrians (for Tramway use only)	5.12
RUS 039	Speed Limit – 120km/h	5.16
RUS 040	Speed Limit – 100km/h	5.16
RUS 041	Speed Limit – 80km/h	5.16
RUS 042	Speed Limit – 60km/h	5.16
RUS 043	Speed Limit – 50km/h	5.16
RUS 044	Speed Limit – 30km/h	5.16
RUS 045	Periodic Speed Limit	5.16
RUS 046	Prohibited Number of Axles	5.15 (5.13)

Regulatory Signs		
Sign Number	Name	See Section
RUS 047	Prohibited Axles in Right Hand Lane	5.15(5.22)
RUS 049	Mini-Roundabout	5.6 (5.3)
RUS 050	No Entry	5.9 (5.8, 5.10)
RUS 051	Maximum Vehicle Length	5.14
RUS 052	Maximum Vehicle Width	5.14
RUS 053	Maximum Gross Weight (Safety)	5.15
RUS 054	Maximum Axle Weight	5.15 (5.13)
RUS 055	No Cycles	5.12
RUS 056	No Animals	5.12
RUS 057	No Horse and Cart	5.12
RUS 058	Shared Track for Pedal Cycles and Pedestrians	5.18 (5.22)
RUS 058CL	Segregated Pedal Cycle and Pedestrian Route (Cycle Track on Left)	5.18 (5.22)
RUS 058CR	Segregated Pedal Cycle and Pedestrian Route (Cycle Track on Right)	5.18 (5.22)
RUS 059	Contra-Flow Cycle Lane	5.18 (5.22)
RUS 060	STOP (Manual control)	5.21
RUS 061	GO/Teigh (Manual control)	5.21
RUS 062	No Vehicles Carrying Explosives	5.12
RVMS 100	Road Tunnel Speed Limit	5.16 (5.22)
RVMS 102	Variable Speed Limit	5.16

Information Signs		
Plate Number	Name	See Section
F 204	Disabled Persons' Parking	5.17 (5.22)
F 360	Start Of Nearside With-Flow Bus Lane	5.19
F 361	Start Of Offside With-Flow Bus Lane	5.19

Supplementary Plates		
Plate Number	Name	See Section
P 001	Distance	5.7, 5.22
P 002	Length	5.11, 5.22
P 010	End	5.11, 5.15, 5.17, 5.18, 5.22
P 050	Exceptions	5.9, 5.10, 5.19, 5.22
P 051	Periods of Operation	5.9, 5.10, 5.15, 5.17, 5.19, 5.20, 5.22 (5.12)
P 052	Pedestrian Zone	5.12, 5.22
P 053	Parking	5.17, 5.22
P 054	km/h	5.16, 5.22
P 055	24-Hour Operation	5.17, 5.19, 5.22 (5.12)
P 056	Zonal No Parking	5.17, 5.22
P 057	Time Limit	5.17, 5.22

Appendix 5B: Summary of Regulatory Signs



RUS 027
Stop



RUS 026
Yield



RUS 026
Géill Slí



RUS 001
Keep Left



RUS 002
Keep Right



RUS 003
Pass Either Side



RUS 004
Keep Straight
Ahead



RUS 005
Turn Right



RUS 006
Turn Left



RUS 049
Mini Roundabout



RUS 007
Turn Left
Ahead



RUS 008
Turn Right
Ahead



RUS 050
No Entry



RUS 011
No Straight
Ahead



RUS 014
No Overtaking



RUS 012
No Right Turn



RUS 013
No Left Turn



RUS 017
No U-Turn



RUS 021
Pedestrianised
Street



RUS 038
No Pedestrians



RUS 055
No Cycles



RUS 056
No Ridden or
Accompanied
Horses



RUS 057
No Horse and
Carts



RUS 062
No Vehicle
Carrying
Explosives



RUS 051
Maximum
Vehicle Length



RUS 052
Maximum
Vehicle Width



RUS 016
Height
Restriction



RUS 015
Maximum Gross
Weight (Traffic
Management)



RUS 053
Maximum Gross
Weight
(Safety)



RUS 054
Maximum Axle
Weight



RUS 046
Prohibited
Number of Axles



RUS 047
Prohibited Axles
in Right Hand
Lane



RUS 039
120km/h Speed
Limit



RUS 040
100km/h Speed
Limit



RUS 041
80km/h Speed
Limit



RUS 042
60km/h Speed
Limit



RUS 043
50km/h Speed
Limit



RUS 044
30km/h Speed
Limit



RUS 045
Periodic Speed
Limit



RVMS 100
Road Tunnel
Speed Limit



RVMS 102
Variable Speed
Limit



RUS 010
Clearway



RUS 019
No Parking



RUS 018
Parking
Permitted



RUS 020
Taxi Stand



F 204
Disabled
Persons' Parking



RUS 009
Pedal Cycles
Only



RUS 058
Shared Route for
Pedal Cycles and
Pedestrians



RUS 058CL
Segregated
Cycle and
Pedestrian Route
(Cycle on Left)



RUS 058CR
Segregated
Cycle and
Pedestrian Route
(Cycle on Right)



RUS 059
Contra-Flow
Cycle Lane



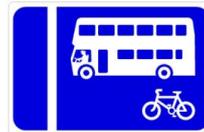
F 360
Start of Nearside
With-Flow Bus
Lane



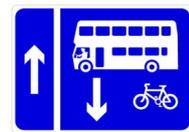
F 361
Start of Offside
With-Flow Bus
Lane



RUS 028
Nearside
With-Flow Bus
Lane



RUS 029
Offside
With-Flow Bus
Lane



RUS 030
Contra-Flow Bus
Lane

(F 360 and F 361 are Information
Signs – not Regulatory)



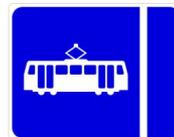
RUS 033
LRT Speed Limit



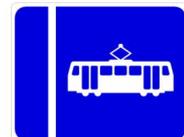
RUS 034
LRT Stop



RUS 035
LRT Yield



RUS 036
Nearside Tram
Lane



RUS 037
Offside Tram
Lane



RUS 032
School Warden



RUS 060
STOP
(Manual control)



RUS 061
GO
(Manual control)



RUS 061
TÉIGH
(Manual control)

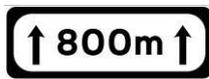


RUS 031
Bus Stop

Supplementary Plates



P 001
Distance



P 002
Length



P 010
End



P 050
Exceptions



P 051
Periods of
Operation



P 052
Pedestrian Zone



P 053
Parking



P 054
km/h



P 055
24-Hour
Operation



P 056
Zonal No Parking



P 057
Time Limit