DRIVE ON LEFT SIGNS

W 169 & W 169A

ATTENTION/ACHTUNG

Drive on left
Conduire à gauche
Links fahren

A Department of Transport, Tourism and Sport Advice
Note to Local Authorities in the use of drive on left signs
# Traffic Signs Advice Note: Drive on Left Signage

## Document Control Sheet

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EXECUTIVE SUMMARY

PURPOSE
The purpose of this Advice Note is to provide guidance in the use/deployment of Drive on Left Signs. This Advice Note also provides mock-up photographic illustrations of the appropriate use of these signs.

WHAT ARE DRIVE ON LEFT SIGNS?
The Drive on Left Signs are signs to be used at entry points to the country and in areas where it is appropriate for road users to be given a visual reminder to drive on the left-hand side of the road.

WHY WERE THESE SIGNS REVISED AND INTRODUCED?
See page 3 of this Advice Note.

WHAT DO DRIVE ON LEFT SIGNS LOOK LIKE?
See page 4 of this Advice Note.

WHERE SHOULD THESE SIGNS BE USED?
These signs should be used at entry points to the country and tourist attraction areas, see further detail on page 5 of this advice note.

EXAMPLES OF APPROPRIATE USE
See page 6 of this Advice Note.

EXAMPLES OF INAPPROPRIATE USE
See page 8 of this Advice Note.

APPENDIX I
Sign Specifications – See page 10 of this Advice Note

APPENDIX II
Extract from Traffic Signs Manual - See page 12 of this Advice Note.

APPENDIX III
Extract from Traffic Signs Manual - See page 13 of this Advice Note.
PURPOSE:

The purpose of this Advice Note is to provide guidance to Local Authority staff in the use or deployment of Drive on Left Signs. This Advice Note also provides mock-up photographic illustrations of the appropriate use of these signs.

WHAT ARE DRIVE ON LEFT SIGNS?

Drive on Left Signs are signs to be used at entry points to the country and may be used at popular tourist attractions in rural areas across the country particularly those in remote areas off regional or local roads with a low level of traffic, where there is a need to remind road users to drive on the left-hand side of the road.

There are now two types of Drive on Left Signs available for use - sign W 169 and sign W 169A;

- **Sign W 169** – ‘Entry Point’ Drive on Left Sign

  This sign has been revised to include a red background to the panel containing ATTENTION/ACHTUNG to increase its prominence. The centre panel has also been revised.

- **Sign W169A** – ‘Repeater’ Drive on Left Sign

  This sign has been developed to serve as a repeater sign in areas of popular tourist attractions in remote locations and has been designed to relay the message to the road user in a visual manner without the use of text. The sign depicts the correct direction of travel. This sign must not be confused with, or used in place of, Sign W 080 (Two-way traffic).

WHY WERE THESE SIGNS REVISED AND INTRODUCED?

These signs were revised and developed to assist in raising awareness for foreign nationals visiting this country that they must drive on the left-hand side of the road in Ireland. In 2014 there were 17 fatal collisions involving foreign nationals.

While Drive on Left signage is erected at entry points (airports, ferry ports etc) the ‘repeater’ sign (W 169A) was developed to be erected in the vicinity of popular tourist attractions, particularly in remote areas, to serve as a repeater or reminder of the message.
WHAT DO THE DRIVE ON LEFT SIGNS LOOK LIKE?

Sign W 169
‘ENTRY POINT’ DRIVE ON LEFT SIGN

Sign W 169A
REPEATER DRIVE ON LEFT SIGN
WHERE SHOULD THESE SIGNS BE USED?

SIGN W 169 – ‘ENTRY POINT’ DRIVE ON LEFT SIGN

This sign should be used at entry points only. An entry point can be defined as:

A LOCATION WHERE VISITORS ARRIVE IN IRELAND AND FIRST EXPERIENCE THE NEED TO DRIVE ON THE LEFT-HAND SIDE OF PUBLIC ROADS.

Sign W 169, Drive on Left, should be used at the exits from ferry ports and airports. Pairs of signs should be positioned on both the left and right hand verges a short distance from the exit.

TYPE 2 – REPEATER DRIVE ON LEFT SIGN (SIGN W 169A)

This sign may be used at popular tourist attractions in rural areas across the country particularly those in remote areas off regional or local roads with a low level of traffic, where there is a need to remind road users to drive on the left-hand side of the road. This sign is particularly useful in that it may be used more often in many areas, particularly locations where it may have been difficult to locate the W169 sign due to the lack of adequate verge widths etc. A popular tourist attraction can be defined as:

A TOURIST ATTRACTION WITH VISITOR NUMBERS OF APPROXIMATELY 100,000 OR GREATER PER ANNUM.

This sign should only be erected on the left-hand side of the road. This sign is not required at tourist attractions in cities or urban areas where there is a high level of traffic. The nature and level of traffic in these areas would provide a degree of self-regulation sufficient to direct drivers that they should drive on the left-hand side of the road.

Road markings/lane indication arrows should be installed to supplement both the W 169 and W 169A signs. See appendix I for extracts from Traffic Signs Manual Chapter 6.
EXAMPLES OF APPROPRIATE USE
(please note, images may not be to scale)

- Sign W 169 – ‘Entry Point’ Drive on Left Sign

Leaving a ferry port.

Leaving an airport.
- Sign W 169A – ‘Repeater’ Drive on Left Sign

Leaving a popular tourist attraction.

The W169A, when erected, should not obscure (either whole or partially) any other signage in its vicinity, or vice versa, particularly speed limit repeater signage. The location of the W169A sign (not within 50m of the junction) will determine the location of lane indication arrows (should be placed immediately adjacent). Lane indication arrows should be repeated at 50-75m.
EXAMPLES OF INAPPROPRIATE USE
(please note, images may not be to scale)

Drive on Left Signs (now superseded), erected on a single lane local roads, close to border with Northern Ireland.

The drive on left signs (W 169 and W 169A) are not required to be erected at crossing points between ROI and NI.
Leaving a popular tourist attraction (incorrect sign, no road markings/lane indication arrows installed)

Sign W 169A should be erected here and lane indication arrows should be installed.

Leaving a ferryport, correct sign installed only on right hand side.

Sign W 169 Should be erected on both sides of the road.

Sign W 169A erected on both sides of the road.

Sign W 169A is not required to be erected on both sides of the road.
APPENDIX I – SIGN SPECIFICATIONS

W169
‘Entry Point’
Drive on Left
Sign

ATTENTION/
ACHTUNG

Drive on left
Conduire à gauche
Links fahren

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Symbol Detail

Drive on left
Conduire à gauche
Links fahren

Notes:
1. The legend is from the Transport Heavy alphabet.
2. Centre line, tile marks and dimensions do not form part of the sign.
3. Dimensions: x-heights are in millimetres, other dimensions are in stroke widths (4x = x-height). The tables show sign sizes in millimetres, rounded to the nearest 5mm.
4. Colours:
   - Standard Symbol: BLACK
   - Panel Background: YELLOW
   - Border: BLACK
   - Background: WHITE/RED
   - Text: BLACK / WHITE

Applying 80 per cent condensing factor

Title: Chapter 6 Warning Sign
Drive on the Left

Issue: A: 04.07.16
B: C:
Dimensions: SEE NOTE 3
Sign No.: W169
Revision 1
Traffic Signs Advice Note

W 169a
‘Repeater’
Drive on Left
Sign

NOTES:
1. The legend is from the Transport Heavy alphabet.
2. Centre line, tile marks and dimensions do not form part of the sign.
3. DIMENSIONS: x-heights are in millimetres, other dimensions are in stroke widths (4xh = x-height). The tables show sign sizes in millimeters, rounded to the nearest 5mm.
4. COLOURS:–
   - Symbols: BLACK
   - Border: BLACK
   - Background: YELLOW
   - Text: N/A

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APPENDIX II - Extract from Traffic Signs Manual Chapter 6

DRIVE ON LEFT

6.21.11 Sign W 169, ‘Entry point’ Drive on Left, should be used at the exits from ferry ports and airports. Pairs of signs should be positioned on both the left and right hand verges a short distance from the exit. These signs are particularly valuable where traffic exits directly onto a single carriageway road.

6.21.12 Since Sign W 169 is intended for foreign drivers whose primary language is not English, there is no need for an Irish version, even in Gaeltacht areas.

6.21.13 Sign W 169A is intended to be used as a repeater sign. This sign will be particularly valuable where traffic exits from a tourist site directly onto a relatively lightly trafficked single carriageway particularly in remote areas. It may also be used at the exits from long-stay tourist camps or resorts.

6.21.14 Sign W 169 and Sign W 169A should be supplemented by arrows on the carriageway indicating the direction of traffic in each lane (see Chapter 7).
APPENDIX III - Extract from Traffic Signs Manual Chapter 1

MOUNTING HEIGHT

1.3.21 Signs in rural areas should normally be erected with the lower edge of the sign or supplementary plate at the greater of 1500mm above the level of the adjacent paved surface and 1000mm above ground level below the sign. Signs should be mounted clear of any vegetation.

1.3.22 In urban areas or locations where pedestrians are likely to walk under the sign, the desirable mounting height is 2300mm. Where cyclists are likely to pass under the sign, the desirable mounting height is 2500mm. See Figure 1.22.

1.3.25 If signs are erected on structures, mounting heights less than 2300mm may be used, provided that the signs can still be seen, do not obstruct pedestrians and are out of the range of spray thrown up by passing vehicles.

ORIENTATION

1.3.26 Sign orientation is important, as signs need to be sited so as to avoid specular reflection caused by the headlights of approaching vehicles. Specular reflection can be particularly troublesome where drivers need to use headlights on full beam.

1.3.27 To eliminate or minimise the effects of specular reflection, signs should be set at an angle to the direction of approaching vehicles.

1.3.28 On a straight carriageway, the horizontal axis of a sign should be set at an angle of 95° away from the general alignment of the left-hand side of the carriageway on the approach side. This is illustrated in Figure 1.23.

1.3.29 On right-hand bends it will generally be adequate for a sign to be set at an angle of 90° to a line tangential to the left-hand edge of carriageway at the point where the sign is erected (see Figure 1.24).

1.3.30 Signs erected on left-hand bends should be oriented at 95° from a line joining the edge of carriageway at the sign with a point on the same edge of carriageway 200m in advance of the sign (see Figure 1.25). However, on some bends and complicated winding alignments, compromise solutions may have to be adopted.
POSTS FOR SIGNS

1.5.25 Sign posts should be designed to accommodate the total area of signs attached to them. The attachment of larger or additional signs to existing posts should only be undertaken after checking the adequacy of the posts, taking account of any reduction in strength due to corrosion.

1.5.26 Purpose-made metal posts are normally circular tubular cross-section and of uniform diameter along their length. The post should be fitted with a pole cap and should not protrude above the sign (see Figure 1.39). Where enlargement of a post is needed to house control equipment, it should be provided at the base of the post.

1.5.27 The use of passively safe posts should be considered, especially for large signs. Mounting a large sign on passively safe posts may avoid the need for a safety barrier in front of the sign. However, such posts (other than bollards) should not be used in the central reserve, since an impact could cause the sign to fall into the opposing carriageway. Where passively safe posts are used, they shall comply with IS EN 12767\(^1\). Information on the use of passively safe posts is given in the National Roads Authority Standard TD 89\(^2\).

1.5.29 Posts for signs may be of any single colour, although distinctive bands of colour may be added to posts on footways or in other pedestrian areas, to make it easier for them to be seen by those with vision impairment.

1.5.31 Where signs are to be mounted on single posts, the posts should be drilled through near the bottom and a pin inserted to prevent rotation in the ground. The use of rectangular posts also helps prevent rotation. Where possible, the mounting should allow angular movement for adjustment before the sign is locked in its final position.

1.5.32 It is important that signs mounted on single posts be fixed securely to avoid rotation. The use of rectangular posts assists this but makes it difficult to achieve the precise orientation for the sign. Fixing clips for mounting signs on single circular posts should have anti-rotational grooving. Alternatively, they may be provided with a tapped hole to facilitate the insertion of a screw to fix the orientation of the sign. Only the clip size specific to the post diameter should be used.

1.5.33 Should a sign be subjected to extreme wind loading, beyond the design value, it is safer for the posts to bend rather than the fixings to fail. Therefore, the design of posts and mountings should be such that, at ultimate limit state, the posts would fail before the mountings.

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