

Directional Signing towards the Strategic Route Network

Discussion Paper

Community for Road Safety
道路安全研究小組



Component of Signing System

SRN Signing

- **Guidance from districts and major traffic generators towards SRN entrance**
- Guidance through SRN Interchanges and Exits
- Guidance from SRN exits towards districts
- Guidance between districts and smaller towns- generally via primary distributors and rural roads
- Local destination guidance - generally at proximity but related to exit and district signing

Signing towards the Strategic Road System (SRN)



Usage of route shield

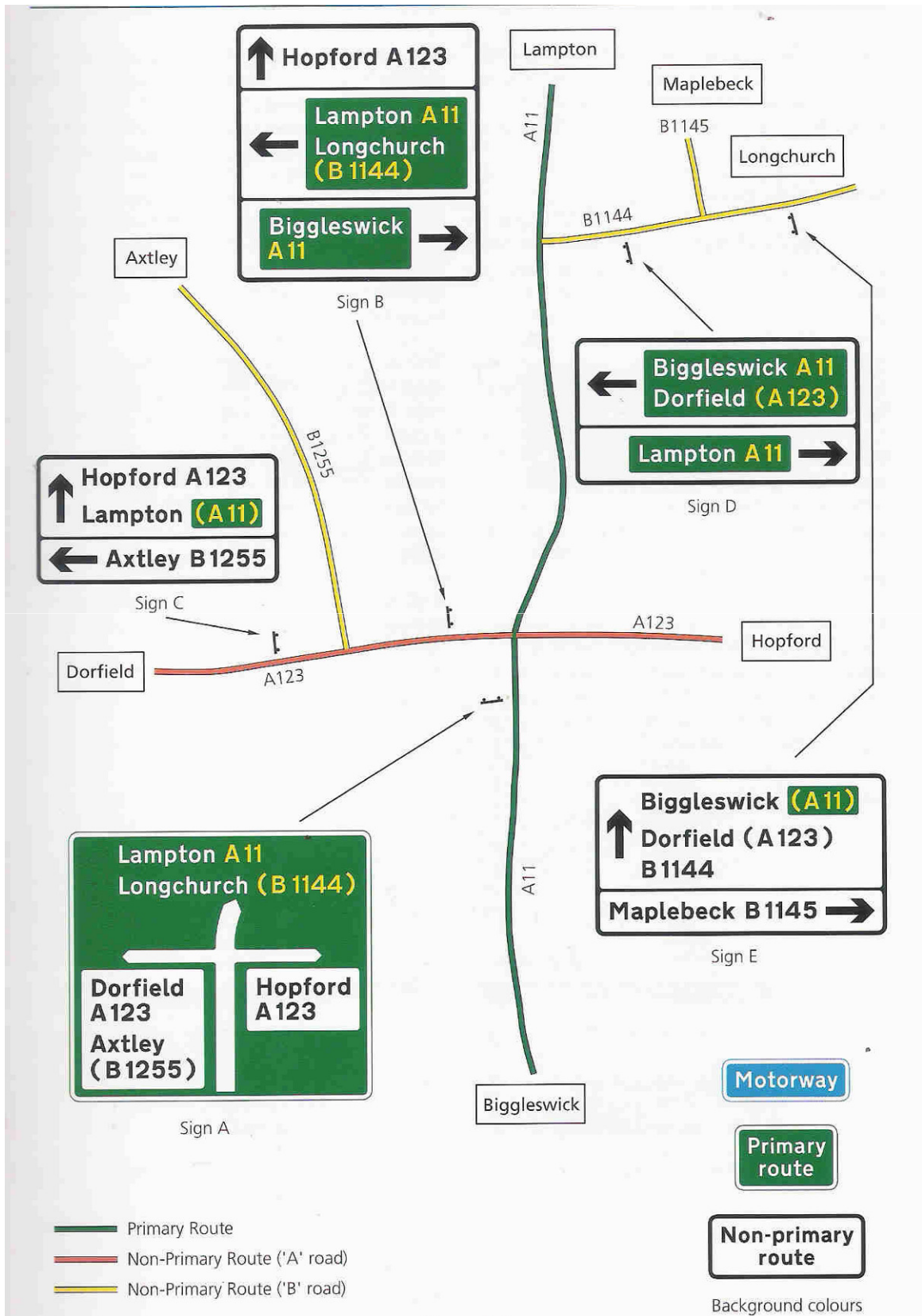
- Route shield should only be used within the SRN or immediate approaches. Otherwise, drivers may not be able to identify whether they have already entered the SRN. This is particularly important if the connecting roads are themselves dual-carriageway roads with gantry signs.



Kwai Chung Road (Kwai Hing) is a dual carriageway primary distributor road leading to Route 5 more than 2km downstream. This gantry also does not give indication of the forthcoming entrance to Route 3



United Kingdom



United Kingdom



US, Germany, Netherlands



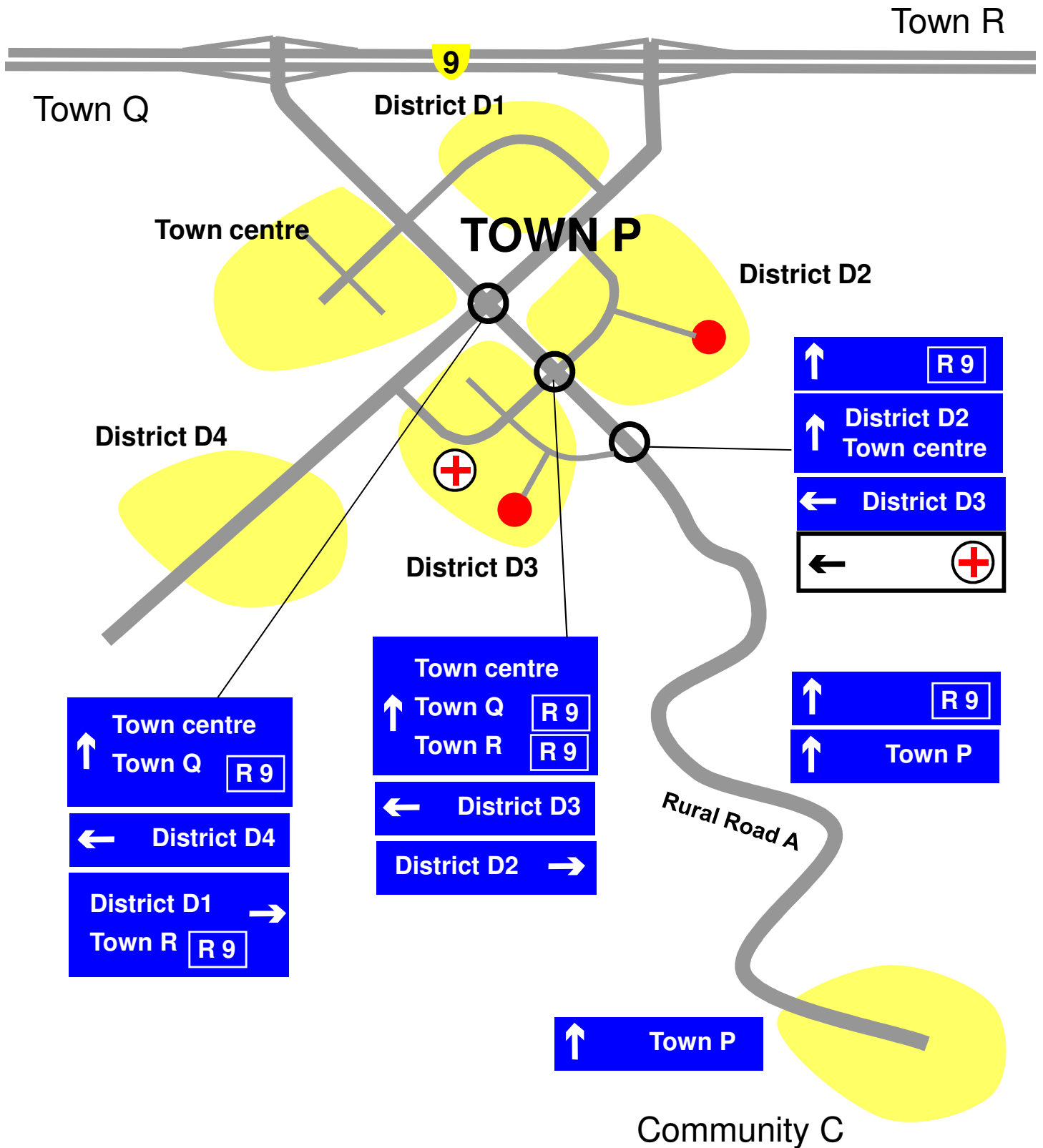
France



Germany



General Approach



Master Plan for Connecting Routes

Tai Po Market
大埔墟

Kowloon
九龍

Fanling
粉嶺

R 9

Tai Po (C)
大埔(中)

R 9

Tai Po
大埔

Industrial estate
工業邨

Tai Po
大埔

Sam Mun Tsai
三門仔



Sha Tin
沙田

Kowloon
九龍

9

Tai Po Market
大埔墟

Fanling
粉嶺

R 9

Master Plan in Urban Areas



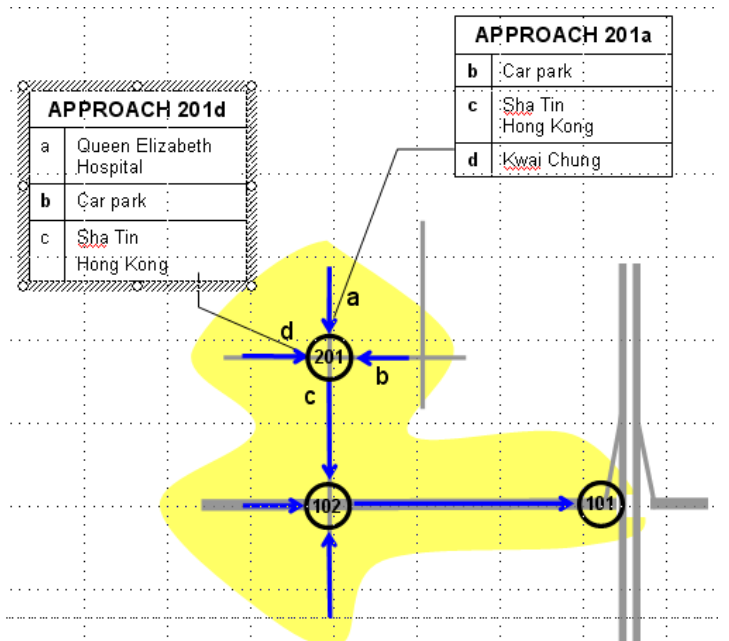
Identify external linkages

Define districts and major traffic generators

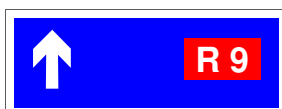
Plot route network and junctions

Define “catchments”

Work on each junction



Alternative Symbols



Conclusion

- There is much room to improve signing towards the SRN.
- The use of symbols alone could be beneficial at upstream approaches.
- It is necessary to better define and possibly simplify the relationship of the various entities:

SRN routes

CHT symbols

Expressways (green panels)

Destination names and hierarchy

- Use of subsidiary sign to overcome problem of too much information.
- Any new design rules shall not further complicate the system.

Issues to be resolved

- How can we maintain consistency for different sign formats and graphical presentations



- Cross-harbour tunnel symbols



Other Issues of Directional Signing for the SRN

- Obscuring/Clutter
- Lane drop signing not provided
- Lack of signing for successive junctions
- Inadequacy of advance distance
- Sign face details – graphics, colours, destination choices etc

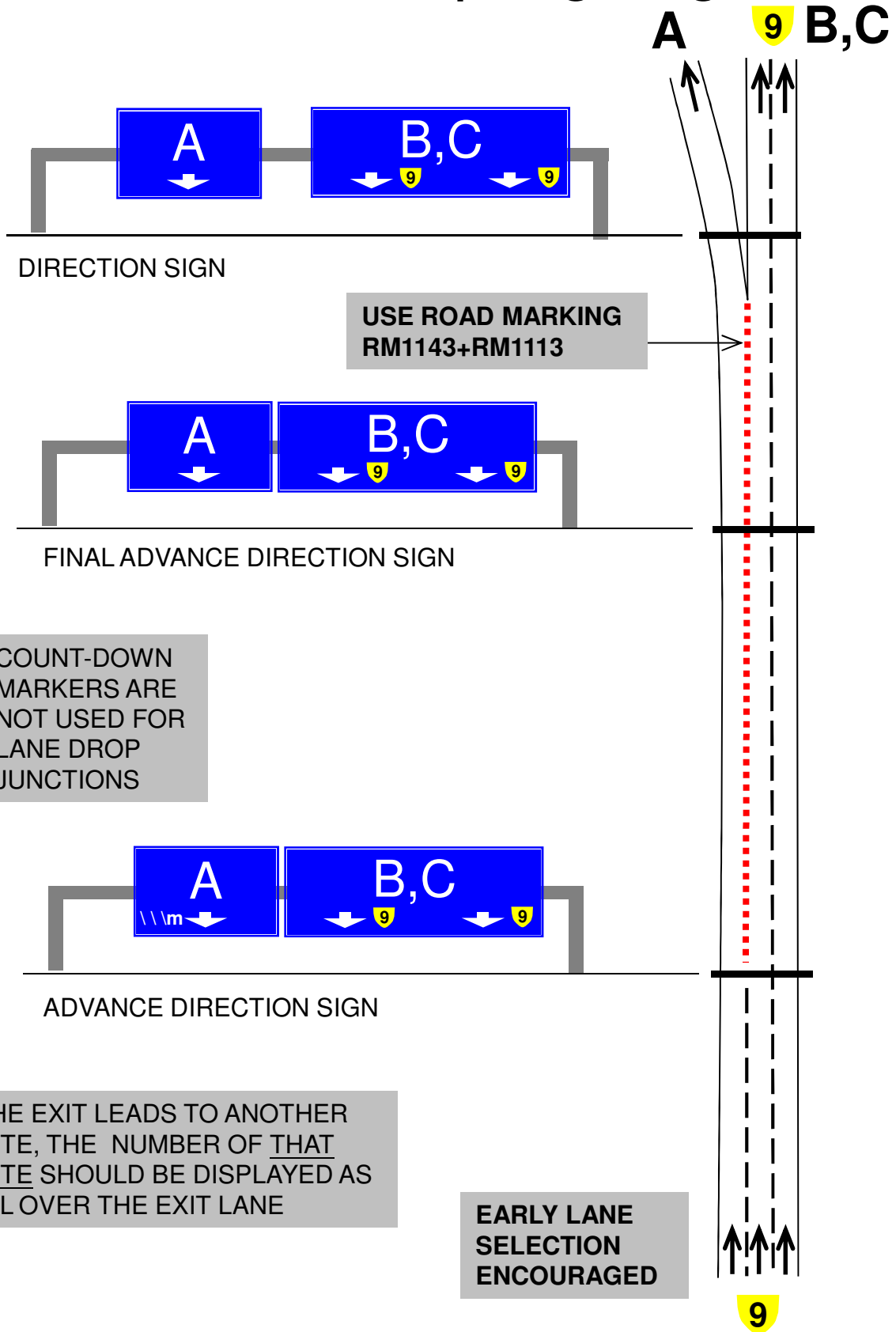
Obscuring



Lane drop signing not provided



Lane drop signing



Successive Junctions 1



Successive Junctions 2



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