



SOUTHERN  
AFRICAN  
DEVELOPMENT  
COMMUNITY

# GLOSSARY OF TERMS

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MAY 2012



SADC RTSM - VOL1

**CHAPTER 10**

## CHAPTER 10 : GLOSSARY OF TERMS

### 10.1 INTRODUCTION

- 1 This Glossary of Terms has been created to give a listing of terms commonly used throughout the Manual.
- 2 Instead of placing all the terms into one single listing, the Glossary has been divided into five parts. Namely General Terms, Road Sign Terms, Traffic Signal Terms, Road Marking Terms and Tourism Signing Terms. Section 10.6 has been included due to the wide range of terms specific to tourism signing and to the relative similarity of some of the terms.
- 3 Some terms may appear in more than one part. If a term is not located in what they feel is the most obvious section, users should check the other sections.
- 4 It should be noted that the meaning attached to many terms represents a *de facto* definition of the term. The Manual does not, however, set out to define terms. In fact, generally, the meanings given refer to the manner in which a term has been used in the Manual, which may not be its universal application. No attempt has therefore been made to achieve even general agreement on the meanings given.
- 5 It should also be noted that there are many documents, including legislation and specifications, in which the same or similar terms are defined. Readers should adhere to the meanings given to such definitions in relation to the legal application of such documents, in preference to any similar terms listed here. Terms listed in this chapter, particularly vehicle type terms, which are also listed in the Legislation have used the same wording as is used in the Legislation to reduce any risk of confusion.
- 6 In the texts, where a specific cross-reference is given to a term which is also listed, the term concerned is indicated in capital letters. Within the texts, terms which are themselves explained are highlighted in **bold**.



## 10.2 GENERAL TERMS

These terms, listed alphabetically are considered to be typical of the terminology used, especially with regard to Geometric Design. Terminology also peculiar to Toll Roads is listed.

85 <sup>th</sup> PERCENTILE SPEED:	is the speed below which 85% of traffic using a particular section of roadway travels at, irrespective of the speed limit displayed, hence Operating Speed - also known as "the 85 <sup>th</sup> percentile".
<b>A</b>	
ABNORMAL VEHICLE:	means any vehicle which is operated under a written exemption granted in terms of Legislation.
ACCESS INTERCHANGE:	is an <b>interchange</b> between a <b>freeway</b> and the adjoining lower order road system.
ADVANCE WARNING AREA:	is the section of road leading to the start of a <b>roadworks</b> area in which all pre-advance signs are located - no traffic control or temporary <b>deviation</b> or <b>detour</b> measures should occur within the Advance Warning Area.
ADVISORY SPEED:	is an item of information which may be displayed with a <b>warning</b> or <b>diagrammatic</b> sign, normally in a supplementary plate, to indicate to road users that there is some road feature, for which it is advisable to reduce their speed to that indicated.
AGRICULTURAL VEHICLE:	means a vehicle designed or adapted solely for agricultural activities and includes a tractor but does not include a <b>goods vehicle</b> .
ALTERNATIVE ROUTE:	is a route which offers an alternative to a route for which payment of toll is mandatory and which is signed as an Alternative Route.
ARRESTOR BED:	is a roadside safety facility, filled with specially graded stone, provided as an escape area for heavy vehicles in the event that they have a runaway on a long steep downhill section of roadway.
ARTERIAL ROAD:	is a road in an urban area, optimised for traffic mobility due to limited access from properties and well-spaced <b>junctions</b> , forming part of the main traffic carrying network.
AT-GRADE:	is a <b>junction</b> of roads at the same level; i.e. where no bridge separates the <b>roadways</b> (see GRADE-SEPARATED).
AT-GRADE ROUTE:	is a route with <b>at-grade junctions</b> (see GRADE SEPARATED ROUTE).
AUTHORISED VEHICLE:	means any motor vehicle identified by means of a registration plate, and authorized symbol or name on the vehicle, or an authorised <b>disc</b> affixed to the windscreen of the vehicle, the <b>identification</b> of which is thereby compatible with that displayed on the appropriate road sign.
AUTOMATIC TOLL: (AUTOTOL)	is a form of toll collection whereby the correct toll charge is tendered to an automatic toll collection device, or a toll charge is recorded and invoiced to the owner of a vehicle as a result of in motion automatic vehicle identification.
<b>B</b>	
BARRICADE:	is a temporary and portable device used to demarcate a restricted area set aside for a special use such as <b>roadworks</b> or traffic surveys.
BARRIER:	is a permanent or temporary device, erected on or adjacent to the <b>roadway</b> at hazardous locations, which is capable of physically preventing vehicles from leaving the <b>travelled way</b> , or from entering an area temporarily closed for <b>roadworks</b> or other special operations.
BARRIER SIGHT DISTANCE:	is that distance which allows sufficient time for the drivers of two vehicles, approaching each other in a head-on situation, to stop if they should be left with no other option for avoiding action - the distance approximates to twice the <b>stopping sight distance</b> .
BUFFER ZONE:	is the minimum size of stabilizing area necessary to ensure the safety of workers at the commencement of a road <b>work area</b> (see STABILIZING AREA and WORK AREA).
BUS:	means a motor vehicle designed or adapted for the conveyance of more than 16 persons (including the driver).
BYPASS:	is a <b>roadway</b> , commonly an <b>arterial</b> or <b>freeway</b> , that permits traffic to avoid part or all of an urban area.

<b>C</b>	
CENTRAL BUSINESS DISTRICT (CBD):	is the commercially developed business area of a town or city, also commonly known as the <b>city centre</b> .
CHROMATICITY:	is the colour quality of a visual stimulus and corresponds to the hue and saturation of the colour as perceived by a standard observer under standard conditions of illumination - chromaticity makes no reference to the brightness of a light. see CENTRAL BUSINESS DISTRICT.
CITY CENTRE:	
COEFFICIENT OF RETROREFLECTION:	is the value obtained by dividing the <b>luminous intensity</b> of the light reflected by the surface of a <b>retroreflective</b> material by the <b>illuminance</b> at the surface on a plane perpendicular to the direction of the incident light, and by the <b>illuminated area</b> of the surface - expressed in candelas per lux per square metre ( $cd/lx/m^2$ ).
COLLECTOR-DISTRIBUTOR ROAD:	is a type of <b>roadway</b> with a significant <b>traffic</b> carrying function, commonly leading to an <b>at-grade arterial</b> road or a <b>freeway</b> - a specific form of this type of roadway may occur within a cloverleaf <b>systems interchange</b> between an on- and off-ramp, separated but parallel to the main carriageway.
COLTO:	Committee of Land Transport Officials (RSA) (previously known as CSRA/CUTA).
CONE OF VISION:	is the swept area about the normal to a driver's line of vision within which an object can reasonably be expected to be seen by the driver without eye or head movements.
CONSTRUCTION VEHICLE:	means any vehicle used in connection with road construction and/or road maintenance-.
CONTRA FLOW:	is a traffic flow condition whereby two-way <b>traffic</b> occupies a portion of <b>roadway</b> normally reserved for use by one-way traffic - the condition may be a permanent or a temporary arrangement, or it may operate only during limited times of the day.
CSIR:	is the South African Council for Scientific and Industrial Research.
CYCLE ROUTE:	is a separate path, or a portion of <b>roadway</b> signed and marked for use by cyclists only - the route may be numbered.
<b>D</b>	
DAYLIGHT HOURS:	are the hours between the officially stated times of sunrise and sunset.
DECISION SIGHT DISTANCE:	is the distance at which a driver can detect a hazard in an environment of visual noise or clutter, recognise it as a threat, select an appropriate speed and path, and perform the required manoeuvre safely and efficiently - observing, reading and acting upon the message of a road sign can fall into this category of hazard.
DEDICATED LANE:	is a lane from which movement in a single direction is mandatory, commonly a turning movement on an <b>at-grade</b> road or an exit movement on a <b>freeway</b> - the lane does not continue beyond turn or point of exit.
DELINEATOR:	is a <b>retroreflective</b> sign or other device spaced at regular intervals along the side of the roadway to define the outer limits of the roadway (also called a "Delineation Device").
DELIVERY VEHICLE:	means a goods vehicle, motor cycle, motor tricycle or motor quadrucycle in the process of loading or unloading goods.
DIPLOMATIC VEHICLE:	is a type of authorised vehicle (see also AUTHORISED VEHICLE).
DETOUR:	a detour involves the redirection of <b>traffic</b> to other parts of the road network, often over significant distances.
DEVIATION:	a deviation involves the local redirection of <b>traffic</b> onto a <b>roadway</b> normally used only by traffic travelling in the opposite direction ( <b>contra-flow</b> operation), or onto a specially constructed parallel temporary roadway.
DUAL-CARRIAGEWAY FREEWAY:	is a dual carriageway <b>roadway</b> on which all <b>junctions</b> are <b>grade-separated</b> and with a continuous <b>median island</b> so constructed as to prevent vehicular traffic from crossing - such a roadway may be legally designated as such by the placing of <b>regulatory sign</b> R401 (also referred to as a Class A1 <b>Freeway</b> ).
<b>E</b>	
EMERGENCY VEHICLE:	is any type of vehicle which may be used in the event of a disaster, civil disturbance or an accident - such vehicles include police, ambulance, fire and civil defence vehicles.

ENVIRONMENTAL IMPACT:	in the context of a road environment the oversupply of <b>road traffic signs</b> , or any other form of sign can be considered to have an unacceptable environmental impact.
EXCLUSIVE LANE:	see DEDICATED LANE.
EXPECTANCY:	is the process by which individual road users develop sets of ideas and concepts, which when presented with a sensory stimulus of some sort, conditions the response to the stimulus.
EXIT POINT:	is the point of discontinuity at the beginning of a <b>freeway</b> exit- or off-ramp where the <b>ramp edge line</b> deviates from the <b>freeway</b> edge line.

**F**

FREE SECTION:	is a section of <b>toll route</b> which can be travelled on without paying toll.
FREEWAY:	See DUAL-CARRIAGEWAY FREEWAY (Class A1) and SINGLE CARRIAGEWAY FREEWAY (Class A2).

**G**

GOODS VEHICLE:	means a motor vehicle other than a motor cycle, motor tricycle, motor quadrucycle, <b>motor car</b> , <b>minibus</b> or <b>bus</b> designed or adapted for the conveyance of goods on a <b>public road</b> and includes a truck-tractor, mobile crane, adapter dolly, converter dolly and breakdown vehicle.
GORE:	is the area immediately beyond the divergence of two <b>roadways</b> , bounded by the edges of those roadways.
GRADE-SEPARATED:	is a <b>junction</b> of roads where the <b>roadways</b> are vertically separated by a bridge. is
GRADE-SEPARATED ROUTE:	a route on which all <b>junctions</b> are <b>grade-separated interchanges</b> .
GROSS COMBINATION MASS: (CGM)	means the maximum mass of any combination of motor vehicles, including the drawing vehicle, and load as specified by the manufacturer thereof or, in the absence of such specification, as determined by the registering authority.
GROSS VEHICLE MASS: (GVM)	means the maximum mass of a motor vehicle and its load as specified by the manufacturer or, in the absence of such specification, as determined by the registering authority.

**H**

HEAVY VEHICLE:	is a general term used to describe all vehicles over 3500 kg gross vehicle mass. HIGH
OCCUPANCY VEHICLE:	means a motor vehicle in which the number of occupants equals or exceeds the number indicated on an appropriate road traffic sign.
HORIZONTAL CURVE:	is a left or right hand curve in the roadway.
HUMAN FACTORS:	is used to describe the interaction of drivers with the roadway environment and is realised in the form of driver behaviour.
ILLUMINANCE:	is the luminous flux on an element of a surface divided by the area of the element- the unit of illuminance is the lux which is represented by a luminous flux of one lumen on a surface of one square metre (E).
INTERCHANGE:	is a <b>grade-separated junction</b> with one or more <b>turning roadways</b> or <b>ramps</b> for travel between junction legs (see also ACCESS INTERCHANGE and SYSTEMS INTERCHANGE).
INTERSECTION:	means the area embraced within the prolongation of the lateral boundary lines of two or more <b>public roads</b> , open to vehicular traffic, that join one another at any angle, whether or not one such public road crosses the other (see also JUNCTION).
INTERSECTION POINT:	is the point of intersection of the centre lines of two intersecting <b>public roads</b> or <b>roadways</b> .
ISLAND:	see TRAFFIC ISLAND.
<b>J</b>	
JUNCTION:	means that portion of an <b>intersection</b> contained within the prolongation of the lateral limits of the intersecting <b>roadways</b> and such junction shall also include any portion of roadway between such lateral limits and any stop or yield marking (see also INTERSECTION).

**K**

KERBED ISLAND: is a type of **traffic island** demarcated by raised kerbs which may additionally be surrounded or partially surrounded by a **painted island**.

**L**

LANE DROP: is a reduction in the number of lanes - can be either a Fast Lane Drop or a Slow Lane Drop.

LINK: is a component of the navigational system into which the road network is subdivided - it is typically a section of route between two **nodes** or destinations.

LOCAL AUTHORITY: is a **city council**, **town council**, **village council** or health committee promulgated in accordance with the Local Government Legislation.

LOOP RAMP: is a **ramp** serving a movement to the right, by requiring vehicles to execute such a movement by turning left - typically a 90° right turn is achieved by making a 270° turn to the left. (This principle may be used at **systems** and **access interchanges** - it is possible to configure the loop ramps of a parclo access interchange so that a right turn onto a freeway is achieved by entering **traffic** after making a left turn from the crossroad, and then a 180° turn to the left).

LUMINANCE: is the luminance flux from an **element** of a surface divided by the product of the projected area of the element perpendicular to the beam and the solid angle containing the beam - measured in candelas per square metre (L).

LUMINANCE FACTOR: is the ratio of the **luminance** of a material to that of a perfect reflecting diffuser identically illuminated (measured at a point on the surface of a non-self-illuminating body, in a given direction, under specific conditions of illumination).

LUMINOUS INTENSITY: is the property of a light source that determines the amount of light radiated in a given direction per second measured in candelas - a source of a given luminous intensity will appear to have less brightness the greater the distance from which it is viewed (cd).

**M**

MAINLINE PLAZA: is a plaza which straddles all lanes of a **toll route**, and at which toll shall be paid by all drivers in one of a number of different ways - a plaza may consist of mainline and **ramp plazas** (see RAMP PLAZA).

MAIN ROAD: is a general term used to describe the more important of two intersecting roadways (see MINOR ROAD).

MANUAL(SADC- RTSM) : is the 3rd Edition of the Southern African Development Community Road Traffic Signs Manual.

MAP : is a form of navigational aid which it is recommended be used during pre-trip planning and during a journey.

"MAY": is a permissive condition used throughout the text.

MEDIAN ISLAND: is a type of **traffic island** used to separate two directions of traffic flow - commonly continuous on **freeways** and with limited openings on **arterial** roads - a short section of such an island may also be used to provide a pedestrian refuge in the middle of a **roadway**.

MERGING SECTION: is a section of **roadway** along which **traffic** is required to come together from two approach lanes into one exiting lane.

METROPOLITAN: is considered, for signing purposes, to be the area within a 60 km radius of the centre of a metropolitan core city ( a metropolitan area can also be described as a conurbation of contiguous interrelated development).

MIDI-BUS: means a **bus** which is designed or adapted solely for the conveyance of not more than 30 persons, excluding the driver.

MINIBUS: means a motor vehicle designed or adapted solely or principally for the conveyance of more than nine, but not more than sixteen persons, including the driver.

MINOR ROAD: is a general term used to describe the less important of two intersecting **roadways**.

MOTOR CAR: means a motor vehicle, other than a motor cycle, motor tricycle or motor quadracycle designed or adapted solely or principally for the conveyance of not more than nine persons, including the driver.

MOVEMENT: is an individual uni-directional path of a particular vehicle or pedestrian through a road **junction** or pedestrian crossing - hence right-turn movement etc.

**N**

NAVIGATIONAL AID:	is any device, within the road environment or not, which may be employed by road users to assist them with their pre-trip and in-trip planning of a journey, especially to provide adequate orientation.
NODE:	is a component of the navigational system into which the road network is subdivided - it is typically a destination at the end of a link or section of route.
NUMBERED ROUTE:	is a Class "A" or Class "B" route which, due to its importance, has been allocated a unique identifying number to assist road users with the navigation process.

**O**

OPERATING SPEED:	is the 85 <sup>th</sup> ile speed for a given section of road (see 85 <sup>th</sup> ILE SPEED).
ORIENTATION:	is a property of a destination which, when displayed on a direction sign at a junction, enables drivers to decide in which direction to turn in order to reach their intended destination, even if this is not the destination name displayed - hence orientation point (see NAVIGATIONAL AID and NODE).
OUTDOOR ADVERTISING:	is any type of sign, billboard, or other device, other than a <b>road traffic sign</b> , which is located both within the road environment or not and which is positioned to catch the attention of drivers either directly or indirectly.

**P**

PARALLEL ROUTE:	is a lower order route which approximately parallels an important route (such routes are commonly parallel to Primary or main routes and are commonly created when a new Primary or main route is constructed - they also commonly function as <b>alternative routes to toll routes</b> ).
PASSING SIGHT DISTANCE:	is the minimum <b>sight distance</b> required for a vehicle to safely pass another vehicle. (See SIGHT DISTANCE).
PAY AND DISPLAY:	is a method which may be used by a <b>local authority</b> , in terms of Legislation, to collect fees in respect of the parking of vehicles in a <b>public road</b> or section of public road - the method requires that drivers make payment in the prescribed manner and display their receipt in a visible position on or within their vehicles.
PERI-URBAN:	is that area within, or immediately beyond, a town or city boundary which is largely undeveloped but which may have considerable potential for development, particularly in terms of change of land use and traffic generation.
POINT OF COMMITMENT: (POC)	is the point on the <b>roadway</b> beyond which a driver shall have to pay toll - a POC should always immediately follow a point at which a <b>turn-off to an alternative route</b> (TTA) is available (see ALTERNATIVE ROUTE and TURN-OFF TO AN ALTERNATIVE ROUTE).
POINT OF ENTRY: (POE)	is a point at which a driver enters a <b>toll route</b> , either as the continuation of an un-tolled route, or at a <b>junction</b> involving a positive change of direction (see POINT OF COMMITMENT).
POSITIVE GUIDANCE:	is a road safety philosophy that advocates the creation and maintenance of a <b>public road</b> environment which will provide road users with the optimum amount of visual information.
PRE-TRIP PLANNING:	is an essential component of the navigation process in order to reduce the risk of misdirection during a journey.
PUBLIC ROAD:	means any road, street or thoroughfare or, except as determined by Legislation, any other place (whether a thoroughfare or not) which is commonly used by the public or any section thereof or to which the public or any section thereof has a right of access, and includes the verge, any bridge, ferry or drift or any other work or object forming part of or connected with or belonging to such road, street or thoroughfare.

**R**

RAMP:	is a turning <b>roadway</b> provided at a <b>grade-separated junction</b> - hence on-ramp, off-ramp etc. (see INTERCHANGE and TURNING ROADWAY).
RAMP PLAZA:	is a plaza located only on the off-ramp and/or on-ramp at an <b>interchange</b> and at which toll shall be paid by drivers entering or leaving the section of <b>toll route</b> in one of a number of different ways (see MAINLINE PLAZA).
RAMP TERMINAL:	is the <b>junction</b> between an off-ramp and a crossroad at a <b>freeway interchange</b> .



REFLECTIVE:	is any surface which returns the light which strikes it in a random or scattered manner (see RETROREFLECTIVE).
REGULATION:	means a regulation made in terms of Legislation.
RETROREFLECTIVE:	is the property of a specially manufactured material by which reflected rays of light are preferentially returned in directions as close as possible opposite to their direction of incidence.
RIGHT-OF-WAY:	is a condition whereby one traffic stream has priority over another traffic stream - the removal or allocation of right-of-way is termed traffic control.
ROAD HIERARCHY:	is an arrangement of different classes of road ranging from " <b>Freeway</b> " at the upper end to "Local" at the lower end.
ROAD RESERVE: ROAD	is the portion of land between defined boundaries, that is reserved for public thoroughfare- and other public facilities.
TRAFFIC SIGN:	means a <b>road traffic sign</b> prescribed in terms of Legislation, and includes road signs, traffic signals and road markings.
ROADWAY:	is that portion of a road, street or thoroughfare improved, constructed or intended for vehicular traffic which is between the edges of the roadway.
ROADWORKS:	is any activity related to road construction or road maintenance which impinges upon the <b>roadway</b> either physically or visually.
RURAL:	is that area outside an urban and/or peri-urban area.
<b>S</b>	
SABS:	is the South African Bureau of Standards.
"SHALL":	is a mandatory condition used throughout the text.
SHARED LANE:	is a lane which enters a junction and which may be used to travel through the junction or to turn out of the junction.
SHORT TERM:	in the context of road signing and specifically temporary signs, a period of less than 24 hours.
"SHOULD":	is an advisory condition used throughout the text.
SHOULDER:	is that portion of road, street or thoroughfare between the edge of the roadway and the kerb line.
SIGHT DISTANCE :	is the length of road ahead visible to a driver - the minimum sight distance should be sufficient to enable a vehicle travelling at or near the design speed to stop before reaching a stationary object in the <b>roadway</b> .
SINGLE CARRIAGEWAY FREEWAY :	is a single carriageway <b>roadway</b> on which all <b>junctions</b> (i.e. accesses) are <b>grade-separated</b> and which does not have a <b>median island</b> and carries two-way <b>traffic</b> - such a roadway may be legally designated as such by the placing of regulatory sign R402 also known as a Class A2 Freeway (see DUAL-CARRIAGEWAY FREEWAY).
SLIPROAD:	see TURNING ROADWAY.
SPEED HUMP:	is a device, built according to a standard profile, which may be used to reduce speeds, normally within a residential or industrial area.
STABILIZING AREA:	is the section of a <b>roadworks</b> site in which traffic flow is allowed to stabilize after negotiating a <b>transition area</b> ; if two or more transition areas are required the appropriate stabilizing areas will contain the advance signs for the following transition area.
STANDARD SPECIFICATION:	is a specification drawn up for general use, adherence to which will ensure an acceptable standard of article is produced - several such standards are available covering traffic control devices - it is recommended that when ordering traffic control devices it be stipulated that they, or their component materials, comply with the requirements of these specifications.
STOPPING SIGHT DISTANCE:	is the sum of two distances- the distance travelled by the vehicle from the instant the driver sights an object necessitating a stop to the instant the brakes are applied plus the distance actually required to stop the vehicle from the instant the brake application begins.
STREET:	see <b>Public Road</b> .

SYSTEMS INTERCHANGE: is an interchange that provides for the free flow of **traffic** between two or more **freeways** on different levels (see also ACCESS INTERCHANGE).

## T

TAXI: means a **motor car**, motor tricycle or motor quadrucycle which is designed for the conveyance of up to nine passengers, including the driver, and is operating for hire or reward, and which is fitted with an automatic tariff meter.

TEMPORARY CROSSOVER: is a temporary traffic control arrangement which is a form of **transition area**, designed to transfer **traffic** from its standard lane configuration to a temporary alignment which is completely removed from the carriageway in which traffic has been travelling - a crossover shall be demarcated by **delineators** and/or **barriers**.

TEMPORARY TAPER: is a temporary device, which is a form of **transition area**, created using traffic cones or **delineators** to narrow the **roadway** or reduce the number of lanes available to **traffic**.

TERMINATION AREA: is the section of a **roadworks** site in which **traffic** is returned to the normal road configuration - it is a form of **transition area**, although it should not be followed by a **stabilizing area**.

THROUGH LANE: is a portion of a **roadway** on an approach to a **junction** which continues through such a junction.

THROUGH ROAD: is a **roadway** which continues through a **junction**.

TOLL ROUTE : (TOLL ROAD) is a route on which it is mandatory for users to pay toll charges in order to use the road.

TOUR BUS: means a **minibus**, **midi-bus** or a **bus** which is owned by or contracted to a tour operator and which is solely or principally used to convey tourists.

TRAFFIC: comprises pedestrians, ridden or herded animals, vehicles, motor vehicles, buses and any other conveyances, together with their load, either singly or as a whole, while using the road for the purpose of transportation.

TRAFFIC CALMING: is a traffic control technique intended to reduce the adverse effects of **traffic** in a local environment.

TRAFFIC CIRCLE: means a **junction** which contains a traffic or **painted island** around which a road user shall travel in a clockwise direction, (or anti-clockwise in Angola).

TRAFFIC CONTROL DEVICE: is any **road traffic sign** or other device, including delineation devices, used to regulate, warn, guide or inform road users.

TRAFFIC ISLAND: is a channelising device which may be kerbed or unkerbed and/or marked on the road surface used as a separation between separate streams of **traffic** - such devices may be used over considerable distances- e.g. a **median island**, or they may be located to separate conflicting movements at a **junction**- e.g. between through movements and a **turning roadway**.

TRANSITION AREA: is the section of the **roadworks** site in which **traffic** is required to take some action required by temporary traffic control measures.

TRAVELLED WAY: is the portion of a **roadway** intended for the normal passage of vehicles.

TURNING ROADWAY: is a connecting **roadway** to accommodate turning **traffic** at a **junction** - preferably separated from the main area of the junction by a **traffic island**.

TURN-OFF TO ALTERNATIVE ROUTE (TIA): are specially chosen points from which drivers not wishing to use a **toll route**, may conveniently reach an **alternative route**.

## U

URBAN: is the portion of a **local authority** area that is sub-divided into erven, or is surrounded by such erven.

## V

VERTICAL CURVE: is a sag or crest curve in the road surface linking down- and up-gradients and up-and-down-gradients respectively (see HORIZONTAL CURVE).

VERGE: means that portion of a road, street or thoroughfare which is not a **roadway**.

VISUAL ACUITY: is a measure of the human ability to resolve fine detail on the surface of a viewed object. is

VISIBILITY DISTANCE: the distance at which an object (a road sign) becomes visible to an observer.

**W**

- WEAVING SECTION:** is a section of auxiliary **roadway**, commonly found between on-ramps and off-ramps, where drivers entering and leaving the through roadway are required to change direction across each other's path.
- WOONERF:** is a term used to describe an area, normally of residential development, within which the adverse effects of **traffic** have been minimised on a **local** area basis, either as a result of the original layout of the area or by subsequent additional measures (see **TRAFFIC CALMING**).
- WORK AREA:** is the section of the **roadworks** site set aside for the actual work - it must be adequately demarcated and protected by temporary **road traffic signs, delineators, barriers** and/or **barricades**.



## 10.3 ROAD SIGN TERMS

These terms, listed alphabetically are considered to be typical of the terminology associated with Road Signs, including materials of manufacture.

### B

"BITS": is a measure of the amount of information displayed on a road sign, typically a **guidance** or **information sign** - all **signface** components such as text, arrows, **symbols**, route numbers etc. have been allocated "bit" values - the maximum recommended number of "bits" of information on a signface is 10 "bits". Typical values of signface components in terms of "bits" are-

- (i) words up to/including 8 letters = 1 bit
- (ii) words more than 8 letters = 2 bits
- (iii) arrow (stack-type) = 0,25 bit
- (iv) route number = 0,5 bit
- (v) symbol = 0,5 bit
- (vi) distance information = 0,5 bit
- (vii) interchange number = 0,5 bit

"B MOD": is a letter style with the same size and spacing characteristics as DIN 1451 Part 2 Style "B" lettering but with an increased letter stroke width - this lettering is intended for use as dark letters on a light background to combat possible **overglow** and is only available in uppercase letters.

### C

CARDINAL DIRECTIONS: are the points of the compass - North, South, East and West.

CENTRED TEXT: are rows of **symbols** and/or text which are arranged so that the centre of each row is lined up vertically (see JUSTIFICATION).

CLUSTER OF ARROWS: is used on overhead **direction** signs, in an **upward pointing** form, to indicate the lane configuration at a road **junction**, specifically showing exit lanes, shared exit and through lanes, and through lanes (see UPWARD POINTING ARROWS).

CLUSTER OF SIGNS is a group of two or three **tourism** signs mounted on common supports - it is a design requirement of tourism signs that a separate sign be used for each direction for which a tourist facility exists, subject to warrant requirements.

COLOUR CODE: is a prescribed system of colours, or combinations of colours, used in conjunction with sign shapes to simplify early recognition of road sign classes.

COMMAND SIGN: is a sub-class of **mandatory regulatory sign**, the function of which is to indicate that the limit or action displayed shall be complied with by all road users or by the drivers of specific classes of vehicle, as displayed.

COMPOSITE SIGN: is a sign which includes components from different sign classes or sub-class e.g. **direction** and **trailblazer** sign (see INSERT PANEL).

COMPREHENSIVE SIGN: is a sub-class of conditional **regulatory sign**, the function of which is to indicate to road users that the use of a **roadway** or portion of roadway, or some other traffic facility is subject to compliance with a number of road traffic regulations.

CONDITIONAL SIGN: is a type of **regulatory sign** the applicability of which is conditional upon a driver choosing to come under the jurisdiction of the sign.

CONFIRMATION SIGN: is a type of **guidance sign** which may be used to reassure road users that they are travelling in their intended direction - such signs may include distance information but shall not include any form of arrow.

CONSPICUITY: is the attribute of an object or light source to appear prominent in its surroundings.

CONTROL SIGN: is a type of **regulatory sign**, the function of which is to indicate the application of various forms of right of way control - e.g. Stop, Yield etc.

CONTROL DESTINATIONS: are important towns on or within 10 km of routes, or towns or localities that routes have been specifically located to serve, the names of which may appear on direction signs, subject to other policy considerations.

<b>D</b>	
DELINEATOR PLATE:	is a temporary danger plate commonly used in numbers at regular spacings to guide road users in following a temporary alignment of the <b>travelled way</b> .
DE-RESTRICTION SIGN:	is a type of <b>regulatory sign</b> , the function of which is to indicate the termination of the applicability of regulations brought into force by an earlier regulatory sign.
DIAGRAMMATIC SIGN:	is a high visibility type of <b>guidance sign</b> , utilising bold arrow, block and symbol diagrams, which may be used to indicate to road users an often difficult to anticipate change in the layout of the <b>roadway</b> ahead - this sign type is commonly used in temporary form at <b>roadworks</b> .
DIN 1451:	is the German standard style of lettering adopted for use on all road signs - two letter styles, Styles DIN A (compressed) and DIN Bare available (see B MOD).
DIRECTION SIGN :	is a type of <b>guidance sign</b> used to indicate to road users the direction to be taken in order that they may reach their intended destination -direction signs are appropriate at all levels in the road network but are particularly so on Class "A" routes or <b>freeways</b> (highest level) and class "B" routes (secondary level).
DISPLAY ANGLE:	is a small angular deflection, away from the normal horizontal or vertical sign axis, which should be applied to large <b>retroreflective guidance signs</b> to limit the effects of <b>specular glare</b> or <b>reflection</b> .
DISTRACTION FACTOR:	is a factor used to increase derived sign reading times to compensate for different degrees of driver distraction.
DOWNWARD POINTING ARROWS:	are used on overhead <b>direction signs</b> , on an arrow per lane basis so that one arrow is located over each lane, to indicate the destinations which may be reached by the use of any specific lane - these arrows are likely to be gradually replaced by UPWARD POINTING ARROWS (see also CLUSTER OF ARROWS).
<b>F</b>	
FAMILIAR DESTINATIONS:	are destinations selected in terms of their familiarity, even to strangers, and their importance as traffic generators or as a means of defining the route, particularly the terminal points, the names of which are likely to appear on <b>direction signs</b> , subject to other policy considerations.
FIBRE OPTICS:	is a light technology utilising cables comprising glass fibres capable of transmitting light with very limited losses- the technology can be used in the manufacture of <b>light emitting VMS</b> .
FIBRE OPTIC CONES:	are focusing devices used with <b>fibre optic</b> cables to concentrate the light output into a defined angle- cones ranging from 6° to 24° are commonly used, the 6° cone providing the greatest light intensity.
FINGERBOARD SIGN:	is a type of <b>direction sign</b> suitable for use at a tertiary level in the road network - the sign indicates direction by means of its pointed shape.
<b>G</b>	
GUIDANCE SIGN:	is a basic category of road sign that provides navigational guidance to road users to enable them to reach their destinations successfully or to negotiate a changed condition in the roadway ahead - guidance signs may give destination or route direction, confirmation or reassurance, lane direction or indicate the position of a location (commonly a destination).
<b>H</b>	
HAZARD MARKER:	is a type of <b>warning sign</b> used to mark the position of a hazard or potential hazard, normally within the road reserve.
HIGH VISIBILITY BACKGROUND:	is a vertical rectangular backing-board used to increase the target value of a permanent or temporary <b>guidance</b> or <b>warning</b> sign, or combination of <b>regulatory</b> and/or <b>warning</b> signs. Three background sizes are standardised - these are the same as those used for <b>diagrammatic signs</b> .
<b>I</b>	
INDIRECT ROUTE NUMBER:	is a form of direction signface display - the display shows the route number within brackets when the route number concerned is not the number of the immediate route to be entered, but is the number of a route which can be reached after travelling some distance along the immediate route - such a display will only be warranted for an indirect

	route leading to a high level orientation point or important <b>familiar</b> or control <b>destination</b> .
INFORMATION SIGN:	is a basic category of road sign that conveys general information to road users often as a supplement to a <b>regulatory, warning, guidance</b> or other information <b>sign</b> .
INSERT PANEL:	is a panel of information which is displayed on a background of a colour different to that of the main sign on which it is superimposed or inserted – commonly used to indicate locational, trailblazer, tourism and freeway direction information on a <b>direction sign</b> .
INTERCHANGE (EXIT) NUMBER:	is a form of direction signface display - the display indicates the kilometre distance of the <b>interchange</b> (or <b>junction</b> ), and therefore its exit, from a fixed geographical point, commonly the start point of the route, thereby identifying its unique location in the road network.
<b>J</b>	
JUSTIFICATION:	is a guidance signface display technique whereby lines of information comprising symbols and/or text are lined up vertically on one end of the line or the other, hence <b>Left Justification</b> and <b>Right Justification</b> (see CENTRED TEXT).
<b>L</b>	
LAMELLA:	are matrix elements or discs faced with <b>retroreflective</b> material used in certain light reflecting <b>VMS</b> - the discs are capable of rotating to indicate one of two (or more) faces each of which has a different colour (one colour is commonly black), so that different signface messages may be created.
LEFT DESTINATION:	a signed destination reached by turning left at an <b>intersection</b> .
LEGIBILITY:	is the attribute of a road sign which enables viewers to read its message in the form of a symbol, or text, or a combination of both- good legibility requires an adequate contrast between the sign message and sign background, both by day and by night, and sufficient spatial separation between message elements.
LEGIBILITY DISTANCE:	is the distance between the point where the message on a sign first becomes legible, and the sign.
LIGHT EMITTING VMS:	is a type of <b>variable message sign</b> which contains one or more internal light sources by means of which a range of messages can be illuminated for the regulation, warning, guidance or information of road users (see VARIABLE MESSAGE SIGN).
LIGHT REFLECTING VMS:	is a type of variable message sign which relies on conventional <b>retroreflective</b> materials to ensure night-time legibility of various road sign messages by the retroreflection of the light from vehicle headlights (see VARIABLE MESSAGE SIGN).
LOCATION SIGN:	is a type of <b>guidance sign</b> used to identify places or locations which either provide reassurance during the course of a journey, or identify destinations such as towns, suburbs or streets near the end of a journey.
<b>M</b>	
MANDATORY SIGN:	is a type of <b>regulatory sign</b> the applicability of which is such that road users shall, or shall not, take some action as indicated by the sign.
MAP TYPE SIGN:	is a form of <b>direction sign</b> , commonly used on <b>freeways</b> , which displays an arrow with a map-like layout of the <b>junction</b> or exit ahead and gives destination information for each direction of exit from such junction.
MATRIX:	is a type of signface made up of very small switchable elements by which a range of signface layouts may be created, hence <b>variable message sign</b> - a whole matrix may comprise a number of standard modules, each of which is made up of a large number of switchable elements.
<b>O</b>	
ORIENTATION POINT:	is a destination which is deemed to be sufficiently well known to road users that when it is used on <b>direction signs</b> at a <b>junction</b> it enables them to choose the direction they require to take to reach their intended destination, even if this is not the destination name appearing on the sign- orientation points are classified as <b>Familiar, Control</b> or <b>Service Destinations</b> .
OVERGLOW:	is a condition which may result from the superimposition of layers of different colours of <b>retroreflective materials</b> (or non-retroreflective and retroreflective materials), to make up a signface message - the condition may occur when a very high level of contrast in the <b>luminous intensity</b> of adjacent layers exists and is indicated particularly by finely detailed elements of dark coloured symbols or text being overpowered by the light reflected from a light coloured background when illuminated - the risk of overglow may

be minimised by careful symbol design and by careful choice of superimposed materials (see B MOD).

## P

**PERMANENT SIGN:** is a road sign which can be considered as applying to a "steady state" or normal road environment - such signs may display messages which are only applicable for some part of a day or week but which none-the-less represent the normal sign condition (see TEMPORARY SIGN and SELECTIVE RESTRICTION SIGN).

**PIXEL:** is a matrix element used in **light emitting variable message signs** - the element commonly comprises one or two light points.

**PRIMARY MESSAGE:** is the upper component of a **selective restriction sign** and comprises a standard **regulatory sign** (see SELECTIVE RESTRICTION SIGN and SECONDARY MESSAGE).

**PRIMARY NAME:** is that name, which, in combination with an appropriate symbol, is adequate to identify a tourist facility - the function of such a display is to reduce signface message length and thereby sign size - e.g. "Symbol" instead of "Nature Reserve".

are commas, full stops and other marks commonly used in written text.

**PUNCTUATION MARKS:**

## R

**READING TIME:** is the time in seconds required to read a sign before it disappears from the driver's acceptable **cone of vision** - this time may be assessed from details of the signface display, however it must be compared with the reading time available in terms of the physical characteristics of the **roadway**, the sign position and the approach speed of traffic.

**REGULATORY SIGN:** is a basic category of road sign that conveys a definite instruction to road users controlling or restricting their conduct.

**RESERVATION SIGN:** is a sub-category of **conditional regulatory sign** the function of which is to indicate to road users that a roadway, a portion of roadway or other road traffic facility is reserved in terms of some limit, action or object or combination of these, should road users choose to use such facility - reservation signs include parking reservation signs.

**RESTRICTION SIGN:** is a type of **regulatory sign**, the function of which is to indicate a wide range of restrictions on road users - such restrictions are broadly classified as limits (e.g. a speed or mass limit), actions (e.g. a turning movement or overtaking) or objects (e.g. classes of road user or vehicle).

**RETROREFLECTIVE MATERIAL:** is a specially manufactured material, the internal construction of which is designed to ensure that reflected rays of light are preferentially returned in directions as close as possible to the opposite directions of the incident rays of light, and that retroreflection occurs over a wide range of angles of incident light rays.

**RIGHT DESTINATION:** is a destination indicated on a **direction sign** which may be reached by turning right at a **junction**.

**ROAD TRAFFIC SIGN:** a roadside or overhead device mounted in a permanent or temporary position, the shape and colour code of which complies with the provisions for such signs in the SADC - RTSM.

**ROLLER BLIND:** is a technique whereby a range of **light reflecting variable message signs** may be created - a selection of signfaces are attached to a flexible material which is capable of being rolled between two spindles, either manually or automatically, to achieve a variation in sign message.

**ROTATING PLANK:** is a form of **light reflecting variable message sign** which comprises a number of vertical or horizontal planks which may be rotated, either manually or automatically, to display one of two signface messages.

**ROTATING PRISM:** is a form of **light reflecting variable message sign** which comprises a number of vertical or horizontal planks which may be rotated, either manually or automatically, to display one of three or possibly four signface messages.

**ROUTE MARKER SIGN:** is a type of **guidance sign** used to identify numbered routes and to give advance and directional guidance to road users intersecting such routes - such signs represent the **minimum level** of guidance which should be provided in respect of numbered routes.

## S

**SECONDARY MESSAGE:** is the lower component of a **selective restriction sign** which qualifies the applicability of the **primary message** component of the sign mounted above it in some way - this



	qualification may be achieved in the form of further limit, action or object restriction (see "Primary Message" and "Selective Restriction Sign").
SELECTIVE RESTRICTION SIGN:	is a <b>regulatory sign</b> which, although displayed as on sign, consists of two parts - each with a different message termed the <b>primary message</b> and the <b>secondary message</b> ; the primary message is displayed in the upper part of the sign and may be, in effect, one of the regulatory signs from any of the sub-categories of regulatory sign (the use of <b>control sign</b> primary messages is not generally recommended); the secondary message is displayed in the lower part of the sign, in a rectangular format, and may be one of the Exclusive Secondary Message signs in the sub-category, the function of which is, by display with the primary message, to qualify the applicability of this primary message so that it is applicable only on a selective basis, and not at all times or not to all classes of vehicle, as is the case with a standard regulatory sign (see PRIMARY MESSAGE and SECONDARY MESSAGE).
SEMIMATI:	is a signface finish with very low reflecting properties which is specified for all black components of a signface and may also be specified for the background colour of certain signs if they are not to be used during night-time or their colour code significance is deemed unimportant at night.
SERVICE DESTINATIONS:	are towns having at least one garage or service station and one hotel, which are not more than 10 km from a route, the names of which may appear on <b>direction signs</b> , subject to other policy considerations.
SIGNFACE:	is that part of a road sign displaying a regulatory, warning, guidance or information message.
SPECULAR REFLECTION:	is a form of reflection in which each reflected light wave makes the same angle with the surface as the incident light wave, resulting in a mirror-like effect - this effect can occur with fully <b>retroreflective signs</b> and may be avoided by careful attention to the display angle (see DISPLAY ANGLE).
STACK TYPE SIGN:	is the most common form of <b>direction sign</b> used at the secondary level in the road network- they are used in advance of, and at, road junctions - such signs may comprise one, two, or three horizontal stacks, one stack for each direction of exit from the junction ahead on advance direction signs - each stack shall display only one arrow to indicate the direction to which it applies and the stacks shall always be arranged in the order straight-on, right, left, from top to bottom of the sign (see MAP TYPE SIGN).
STAND ALONE SIGN:	is a free-standing sign which is complete with its own supports.
STANDARD SIGN:	is a term in the text to describe a prescribed permanent or temporary road sign which is not a <b>variable message sign</b> .
STREET NAME ADJUNCT:	is a supplementary term such as "Road" or "Avenue" which is normally added to a street name to identify it as uniquely as possible from other street names - adjuncts may be abbreviated.
SUBSTRATE:	is the material, which may comprise part of the sign structure, to which the signface message is applied.
SUPPLEMENTARY PLATE:	is a type of <b>information sign</b> which may be mounted below a regulatory, warning, guidance or other information sign to supplement the main message - the message on a supplementary plate is commonly a distance message.
SYMBOL:	is a visually perceptible diagram which may be used as a signface message component as a representation of the total message ( <b>regulatory, warning, and diagrammatic signs</b> ), or in conjunction with text to reduce the overall extent of text which might otherwise be required ( <b>direction, freeway direction, local direction, and tourism direction signs</b> ), particularly to avoid multiple language text messages.
<b>T</b>	
TARIFF BOARD:	is an <b>information sign</b> which indicates the range of toll charges applicable to a section of toll route ahead - these signs currently have a variety of signface layouts according to the way in which the organisation operating the section of route levies the toll charges.
TEMPORARY SIGN:	is a road sign which can be considered as referring to an abnormal road environment and which is mounted in a temporary position on a fixed or portable support, and is used to convey a temporary message by means of its shape and exclusive yellow and black colour code to regulate, warn, guide, or inform road users (see PERMANENT SIGN and SELECTIVE RESTRICTION SIGN).
TOURISM SIGN:	is a supplementary type of <b>direction sign</b> with a unique brown background colour which may display tourist attraction and/or tourist service destination information- the sign type is intended to supplement the direction sign system at the lower levels of the road network, commonly towards the end of tourist related journeys.

TRAFFIC CONE:	is a temporary portable delineation device which may be positioned at intervals on the road or footpath for occasional short-term channelization of traffic or pedestrians.
TRAILBLAZER:	is a type of <b>route marker sign</b> used to indicate to road users the direction to be taken to reach a route (normally) of higher order than the one in which it is located -the indication is normally an "Indirect" one and the message may be given on a <b>Stand-Alone Sign</b> or an <b>Insert Panel</b> .
TRANSPORT TERMINAL:	is an intermodal transfer point for people and/or goods (e.g. airport, railway station, harbour, bus or taxi terminus).

**U**

UPWARD POINTING ARROWS:	are used on overhead direction signs, on an arrow per lane basis, so that the arrows are grouped in clusters to indicate destinations which may be reached by the use of specific lanes (see CLUSTER OF ARROWS).
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**V**

VARIABLE MESSAGE SIGN: (VMS)	is a type of road sign which is capable of varying its signface display, normally mechanically, electromechanically or electrically, so that a range of regulatory, warning, guidance and/or information messages is available (see LIGHT EMITTING VMS and LIGHT REFLECTING VMS).
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**W**

WARNING SIGN:	is a basic category of road sign that conveys a warning to road users that there is a condition in the roadway which is hazardous or potentially hazardous - warning signs may be used in advance of such a point or at the point (see HAZARD MARKER sign).
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## 10.4 TRAFFIC SIGNAL TERMS

These terms, listed alphabetically are considered to be typical of the terminology used, especially with regard to Traffic Signals.

<b>A</b>	
ALL RED INTERVAL:	is a part of the <b>cycle</b> when red <b>indications</b> are displayed simultaneously on all conflicting phases.
APPROACH:	is a section of <b>roadway</b> , leading to a <b>junction</b> , for which a <b>signal group</b> has been provided.
ASPECT:	is a single <b>traffic signal</b> light source and lens of one of the prescribed colours that is capable of being internally illuminated e.g. "Red Aspect", being a single light unit with a red lens (see SYMBOLIC ASPECT and INDICATION).
<b>C</b>	
CLEARANCE INTERVAL:	is any interval needed or provided to allow any traffic stream that has its right of way terminated to clear the conflict zone before a conflicting traffic stream gains right of way.
CO-ORDINATION:	is the synchronous operation of adjacent <b>traffic signals</b> to facilitate the progressive movement of traffic through a series of such signals.
CRITICAL SIDE ROAD:	is that approach of a minor road joining a main road which is subject to the greater degree of delay to traffic and which may warrant the installation of a traffic signal.
CYCLE:	is a complete sequence of signal indications for a given timing plan.
CYCLE TIME:	is the time interval in seconds to complete a <b>cycle</b> (or the time between the start of any one <b>stage</b> to the next start of the same stage).
<b>D</b>	
DETECTOR LOOP:	is an inductive loop, embedded in the road surface, which is connected to a detector unit, for sensing the passage and presence of vehicles.
DISC:	is a full circular <b>aspect</b> , as distinct from an arrow, green man, red man, bus or tram aspect.
<b>E</b>	
EXCLUSIVE PHASE:	is a <b>phase</b> which runs by itself and not concurrently with any other phase.
<b>F</b>	
FIXED-TIME CONTROL:	is a method of traffic signal operation in which the sequence and duration of <b>stages</b> and the <b>cycle time</b> are fixed for a given signal timing plan.
FLASHING MODE:	is a form of <b>traffic signal</b> operation reserved for use when the traffic signal is subject to a temporary fault condition but still has power available.
<b>G</b>	
GREEN ARROW ASPECT:	is a green <b>aspect</b> having a mask in the shape of an arrow, as distinct from a green disc aspect.
GREEN MAN, RED MAN ASPECTS:	are <b>aspects</b> used for pedestrian signals, having a mask in the shape of the appropriate symbol of a walking or standing man, being green and red in colour respectively.
<b>I</b>	
INDICATION:	is an illuminated <b>aspect</b> , having a particular significance depending on its colour, symbol (if any), and whether it is steady or flashing, hence "Steady Indication" and "Flashing Indication" e.g. a "Steady Red Disc Indication" is a red aspect that is lit and that conveys the meaning attributed to the display of such a signal.
INTERGREEN:	is that part of the <b>cycle</b> between one green phase ending and the next conflicting green phase beginning, comprising a yellow <b>interval</b> followed by an all red interval.
INTERVAL:	any part of the <b>cycle</b> during which the signal <b>indications</b> do not change.

ISOLATED JUNCTION:	is a <b>junction</b> where, the operation of signals, if provided, would be affected by other adjacent traffic signals to the extent that the signal timings of the junctions should be co-ordinated.
<b>L</b>	
LAGGING PHASE:	is a vehicular phase that starts after the early cut-off of a <b>parallel phase</b> .
LANE DIRECTION CONTROL SIGNAL:	is a traffic signal used to indicate the permitted direction of traffic movement in an individual lane which is subject to reversals in the direction of traffic flow during pre-determined periods of the day.
LTORAS:	is a form of traffic signal operation permitting drivers to make a "Left Turn On Red After Stop".
<b>M</b>	
MIDBLOCK PEDESTRIAN CROSSING:	is a pedestrian crossing normally located within the middle third of a <b>block</b> between adjacent road <b>junctions</b> which is commonly signalled and subject to <b>pedestrian-actuated control</b> .
MOVEMENT:	is a traffic flow moving in a single direction, normally straight, left or right.
<b>N</b>	
NON-REVERT:	is a feature of vehicle-actuated control whereby right of way will remain with the last expired phase until a call is registered on another phase.
<b>O</b>	
OFFSET:	is the difference in time between the occurrence of a time reference point at one <b>traffic signal</b> and the corresponding reference point at an adjacent traffic signal, in a <b>co-ordinated</b> traffic signal system, measured in seconds ( in an extensive system the offsets may be measured from a centralised control time reference point).
OVERLAP:	is the interval during which non-conflicting (parallel phase) right of way indications run concurrently.
<b>P</b>	
PARALLEL PHASES:	are two or more non-conflicting phases which run concurrently, generally on parallel approaches or pedestrian crossings.
PEDESTRIAN-ACTUATED CONTROL:	is a method of signal operation at signalized <b>midblock pedestrian crossings</b> and at certain <b>junction</b> traffic signals, whereby a green-man indication for a pedestrian phase will appear only if actuated by the corresponding pedestrian push button.
PEDESTRIAN PHASE:	is a <b>phase</b> allocated to pedestrian traffic; hence "Exclusive Pedestrian Phase" and "Parallel Pedestrian Phase".
PEDESTRIAN TRAFFIC SIGNAL:	is an arrangement of green man and red man aspects for the control of pedestrian traffic. is a pedestrian-controlled <b>traffic signal</b> crossing.
"PELICAN" CROSSING:	
PHASE:	is that part of the <b>cycle</b> during which right of way is allocated to a particular vehicular traffic movement or combination of movements, subject to the normal <b>rules</b> of priority, and comprising green and yellow indications.
PRINCIPAL SIGNAL FACE:	is one of the two or more <b>signal faces</b> provided on an approach, on the near side of the crossing road, (far side in South Africa) in fulfilment of the minimum legal requirements.
<b>R</b>	
REVERT:	is a feature of <b>vehicle actuated control</b> whereby right of way will, in the absence of any pending demands, revert to one or more prescribed traffic movement <b>stages</b> , usually for major road traffic, automatically after the expiry of a demand selected <b>phase</b> , and will remain there until a demand is registered on another <b>stage</b> .
RIGHT-TURN PHASE:	is a part of a <b>cycle</b> during which right of way is given to right-turning vehicles by means of a flashing green arrow indication whilst opposing traffic is stopped by a steady red disc indication.
ROBOT:	is a <b>traffic signal</b> .

<b>S</b>	
SEMI-VEHICLE-ACTUATED CONTROL:	is a method of <b>vehicle-actuated traffic signal operation</b> in which the display and duration of some, but not all, stages (normally those in which the <b>side-road phases</b> appear) is dependent upon demands or extensions registered by vehicles passing over detector loops (normally located in the side road approaches), or by pedestrian push- button actuation.
SIGNAL:	is a road signal other than a <b>traffic signal</b> , including a yellow warning signal, a flag signal, a hand signal or a flare signal.
SIGNAL FACE:	is a single arrangement of <b>aspects</b> provided for the control of traffic approaching from one direction.
SIGNAL GROUP:	is a number of <b>signal faces</b> , applicable to one signal <b>phase</b> , that display exactly the same indications at the same times.
SIGNAL HEAD:	is an assembly containing one <b>signalface</b> .
SPLIT:	is the division of the <b>cycle length</b> between various <b>stages</b> , normally expressed as a percentage.
STAGE:	is a condition of traffic signal indication in which right of way is given to one or more traffic movements, or <b>phases</b> . A stage starts when all phases that will have right of way in the stage are at green - the stage ends when the first of any of these phases goes to red- stages may therefore be considered to be separated by "Interstage intervals (which include the "Intergreen-intervals), during which phases lose and gain right of way to establish a new stage.
SUPPLEMENTARY SIGNAL FACE:	is any <b>signalface</b> provided over and above the minimum legal requirements to aid <b>conspicuity</b> and/or visibility.
SYMBOLIC ASPECT:	is an <b>aspect</b> having a lens with masking, such as in the shape of an arrow or walking person, as distinct from a circular disc aspect, and intended to apply to a particular class of traffic or to a particular movement.
<b>T</b>	
TRAFFIC SIGNALS:	is a complete signal installation for the control of traffic at a <b>junction</b> or crossing – hence "Vehicular Traffic Signal and "Pedestrian Traffic Signal".
<b>V</b>	
VEHICLE ACTUATED CONTROL:	is a method of signal operation in which the appearance and duration of <b>stages</b> depends on demands and extensions registered by vehicles passing over detector loops, or by pedestrian push-button operation.
VEHICLE EXTENSION (INTERVAL):	is the period or periods of time, pre-set in a <b>vehicle-actuated controller</b> , during which a detected vehicle arrival will extend a current green indication by the duration of such period, subject to the maximum pre-set duration for the current green <b>phase</b> having not expired.



## 10.5 ROAD MARKING TERMS

These terms, listed alphabetically are considered to be typical of the terminology used, especially with regard to Road Markings.

### B

BALLOTINI:	are glass beads which are normally added to road marking materials to give them a degree of <b>retroreflectivity</b> .
BIDIRECTIONAL ROADSTUD:	is a roadstud that can reflect light from two opposite approaches.
BI-FURCATION ARROW:	is a road marking normally comprising two arrows used to indicate an increase in the number of lanes a short distance ahead.
BROKEN LINE:	is a <b>longitudinal road marking</b> comprising short sections of line, spaced at regular intervals so that the lines and gaps are set out in a <b>modular</b> manner.

### C

CHANNELISING LINE:	is a continuous <b>longitudinal road marking</b> with a no crossing function which may be used to separate streams of traffic moving in the same direction (see NO OVERTAKING LINE and NO CROSSING LINE).
COLD APPLIED PLASTIC:	is a long life road marking material which may be pre-cut into symbolic and other shapes before application.
CONTINUITY LINE:	is a <b>broken longitudinal road marking</b> used across an access or junction to indicate the limit of the through <b>roadway</b> , - also used in advance of a CHANNELISING LINE to differentiate the through roadway from a <b>dedicated or exclusive turn</b> or <b>exit lane</b> .
CONTINUOUS LINE:	is an unbroken <b>longitudinal road marking</b> (very short breaks to accommodate road - studs do not make such a marking a "broken" line).

### D

DELINEATION DEVICE:	is a low mounted <b>retroreflective</b> device, classed as a road marking, used to define the alignment of a <b>roadway</b> when attached to such features as guardrails, kerbs or shoulder markers.
DIVIDING LINE:	is a <b>broken longitudinal road marking</b> indicating the division of the <b>roadway</b> between streams of traffic travelling in opposite directions.

### E

EDGE LINE:	is a continuous <b>longitudinal road marking</b> which indicates the left- or right-hand edge of the travelled way, outside of which lie the shoulders of the roadway.
"EXTRA" MARKING:	is a high density form of <b>broken longitudinal road marking</b> providing a greater number of lines and gaps within a <b>module</b> than is provided by a <b>standard marking</b> .

### G

GLASS BEADS:	see BALLOTINI.
GUIDE LINE:	is a <b>broken longitudinal road marking</b> which may be used to provide guidance to road users on the alignment of a <b>roadway</b> , lane or crossing when these might not otherwise be obvious.

### I

ISLAND MARKING:	is a <b>traffic island</b> created either entirely by road markings or by using road markings around all, or part, of a kerbed traffic island - it is commonly referred to as a <b>painted island</b> and comprises a continuous boundary line and separate internal solid, bar or chevron markings.
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### L

LANE LINE:	is a <b>broken longitudinal road marking</b> which permits crossing, separating two streams of traffic travelling in the same direction.
LINE-TO-GAP RATIO:	is the relationship between the length of road marking and the length of gap between it and the next such marking, used to specify broken longitudinal and transverse markings.
LONGITUDINAL ROAD MARKING:	is a road marking running approximately parallel to the alignment of the road.



<b>M</b>	
MODULE:	is a repeating sequence comprising one or more line-and-gap patterns which make up a <b>broken longitudinal</b> or <b>transverse road marking</b> .
<b>N</b>	
NO CROSSING LINE: NO	is a double continuous <b>longitudinal road marking</b> used in place of a dividing line to indicate that traffic shall not cross the line for any purpose.
OVERTAKING LINE:	is a continuous <b>longitudinal road marking</b> used in place of, or in addition to, a dividing line to indicate that traffic shall not cross the line to overtake or pass.
<b>O</b>	
OMNIDIRECTIONAL ROADSTUD:	is a roadstud which can reflect light from all directions.
ONE LINE SYSTEM:	is a method of marking a longitudinal dividing line between opposing streams of traffic, which may comprise alternating sections of <b>Dividing Line</b> marking and <b>No Overtaking Line</b> marking in such a way that the Dividing Line marking is replaced by the No Overtaking Line marking.
<b>P</b>	
PAINTED ISLAND:	see ISLAND MARKING.
PREFORMED BONDED TAPE:	is a form of road marking comprising an upper texture surface, normally including <b>ballotini</b> , and an adhesive backing so that it can be quickly applied to the road surface - temporary and permanent adhesives are available - the temporary form of tape may be reused.
<b>R</b>	
REBOUNDABLE CENTRE LINE MARKER:	is a temporary delineation device to demarcate the central area between temporary contra-flow streams of traffic - it should include a base to be temporarily fixed to the road surface, plus a reboundable flap or post which should be in a conspicuous colour such as fluorescent red, red/orange, or yellow - the base and/or flap should also contain a <b>retroreflective</b> or corner cube reflector panel.
"REDUCED" MARKING:	is an economical low density form <b>longitudinal road marking</b> providing fewer lines-and-gaps within a module than is provided by a <b>standard marking</b> .
REVERSIBLE LANE LINE:	is a <b>broken longitudinal road marking</b> used to define lanes in which traffic flow is reversed on a regular basis during the course of a day.
ROAD MARKINGS:	includes permanent or temporary, continuous or broken marks on the road surface provided by lines, arrows, symbols or letters, and roadstuds and other delineation devices for the control, warning, guidance or information of road users.
ROADSTUD:	a permanent or temporary <b>retroreflective</b> device that can be fixed onto or into the road surface to supplement the message of a <b>road marking</b> .
<b>S</b>	
SKID RESISTANCE:	is a factor specifying minimum requirements for the force to be generated by the interaction between a <b>road marking</b> and the tyre(s) of a vehicle under a locked condition (such a factor can also be specified for the road surface).
STACKING LINE:	is a short section of CHANNELISING LINE preceded by a section of "Extra" LANE LINE or CONTINUITY LINE used immediately before a STOP or YIELD LINE on multilane <b>at-grade junction approaches</b> .
"STANDARD" MARKING:	is a medium density form of broken longitudinal road marking providing an average number of lines-and-gaps within a <b>module</b> (see EXTRA and REDUCED MARKINGS).
STOP LINE:	is a continuous <b>transverse</b> (or oblique) <b>road marking</b> immediately behind which vehicles shall stand when stopped by police, <b>traffic signals</b> or a stop sign.
<b>T</b>	
TAPER:	is a straight road marking which changes direction at a regular rate to achieve a narrowing or widening of part of the <b>roadway</b> (it is desirable to specify a length of taper as a full number of <b>module</b> lengths rather than by a rate).
TEMPORARY ROADSTUD:	is a <b>roadstud</b> designed for short term use which can be easily removed from the road surface.

THERMOPLASTIC ROAD MARKING:	is a long life plastic <b>road marking</b> material which is softened by heating for application to the road surface, and which hardens on cooling without appreciable change of properties.
THREE LINE SYSTEM:	is a method of marking a longitudinal dividing line between opposing streams of traffic which retains a <b>Dividing Line</b> marking throughout and which, when overtaking is to be prohibited, comprises an additional <b>No Overtaking Line</b> marking on one or both sides of the Dividing Line marking.
TRANSVERSE MARKING:	is a <b>road marking</b> running at right angles (or approximately so) to the vehicle path.
<b>U</b>	
UNIDIRECTIONAL ROADSTUD:	is a <b>roadstud</b> that can reflect light from one approach only.
<b>Y</b>	
YIELD LINE:	is a broken <b>transverse</b> (or oblique) <b>road marking</b> indicating the point where a vehicle shall yield the right of way to other traffic, to pedestrians or to rail traffic.
<b>Z</b>	
ZIG-ZAG ZONE:	is that section of <b>roadway</b> on the approach to a pedestrian crossing delineated by a ZIG-ZAG ZONE marking.



## 10.6 TOURISM SIGNING TERMS

The following terms are relevant to any discussion on Tourism Signing and tourist destinations. They are included here to assist practitioners in understanding the considerable scope of tourism signing.

### A

ACCOMMODATION:	for the purpose of by-pass town signing accommodation is limited to hotels, motels, inns (symbol GFS C1-1) or chalets (symbol GFS C1-2) or caravan parks (symbol GFS C1-3) (Other categories of accommodation may be catered for in the general context of <b>tourism signing</b> ).
ADVERTISING SIGN:	any sign board which is not a <b>road traffic sign</b> and which indicates the availability of a service or product for sale by brand name, or which indicates the occurrence of an event, the purpose of which is for gain.
"AREA" SYMBOL:	a collective <b>symbol</b> used to identify a wide range of facilities in an area by a group identification in order to simplify <b>tourism sign</b> messages applicable to the area (see symbols GFS A1 and GFS A13).

### B

BEACH (RESORT):	may include any beach related development offering <b>accommodation</b> facilities, whether registered as a municipality or not; the symbol may be used if necessary within a town, to indicate the direction to a named or un-named beach.
BED AND BREAKFAST:	is a form of <b>accommodation</b> , commonly in an urban area which is specifically not registered as a hotel, motel etc., offering basic facilities to overnight or holiday tourists; only breakfast should be available.
BERG (RESORT):	may include any mountain related development offering <b>accommodation</b> facilities.
BOAT LAUNCH:	may include any river or coast based boat launch facility open to the general public.
BOTANICAL GARDENS:	may include any type of botanical garden, whether specialized or not; if such a garden is named after a town, or province etc. it may be necessary to use the words "botanical gardens" in addition to the <b>symbol</b> and/or <b>primary name</b> .
BY-PASS TOWN:	any town which once had a class "A" or "B" route running through it, which route has now been diverted to avoid the developed area of the town (when development spreads to the extent that the by-pass becomes incorporated within the town again, albeit with access control, it is recommended that general tourism signing policies apply).

### C

CLUSTER (OF SIGNS):	a tourism sign cluster is a multi-part tourism sign (maximum three <b>panels</b> and/or <b>stacks</b> ) mounted so that stacks applying to different directions are mounted on common supports with a vertical separation of 100 mm to 200 mm.
COLOUR CODE:	refers to the background sign colours used for various categories of <b>guidance sign</b> (see Chapter4, Section 4.0).
CURIO SHOP:	may include any facility selling arts and crafts or farm produce located adjacent to a tourist route but not having direct access to such route.

### D

DAM:	is a stretch of water which is available to <b>tourists</b> as a picnic or relaxation venue but which does not provide any water based sporting facilities other than public fishing from the shoreline.
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### E

ETHNIC ATTRACTION:	is a tourist attraction with a specific relationship to an ethnic, religious, linguistic or other population grouping.
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### F

FARM STALL:	see CURIO SHOP.
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### G

GAME RESERVE:	may include any natural environment provided for the protection and/or development of fauna, either general or specialized, offering <b>accommodation</b> facilities; such reserves
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	are generally categorized as <b>resorts</b> and may also specialise in flora and other ecological aspects.
GENERAL TOURIST ATTRACTION:	may include any form of tourist attraction which is not clearly covered by a <b>symbol</b> provided for an existing category of tourist attraction, or which covers such a wide range of categories that the use of no one symbol is appropriate.
GRADED ACCOMMODATION:	refers to any operational system used to indicate the grade or quality of accommodation offered, such as the systems operated from time to time by a grading organisation.
GUEST FARM:	is a form of <b>accommodation</b> offering room and board, normally all meals, located in a farming environment and offering guests specific involvement in the activities of the farm.
GUEST HOUSE:	is a form of <b>accommodation</b> offering room and board, normally at least breakfast and dinner, which is not registered or graded as a hotel; a guest house may be located in urban, peri-urban or rural environments.
GUIDANCE SIGN:	is a basic class of <b>road traffic sign</b> and includes <b>location signs, route marker and trailblazer signs, direction and freeway direction signs, local direction signs, tourism signs and diagrammatic signs</b> used to guide road users from the start to the end of their journeys.
<b>H</b>	
HOLIDAY FARM:	see GUEST FARM.
INLAND WATER RESORT:	may include any stretch of water on which water based sporting activities are permitted and adjacent to which <b>accommodation</b> facilities are available; the symbol may also be used if necessary, within a town to indicate the direction to a water sport facility that is not a resort (see RESORT).
INTERCHANGE NUMBER:	several <b>tourism signs</b> include one or more <b>interchange numbers</b> in black numerals on a white block; these numbers represent a kilometre distance from a major geographical feature or the start of a route, increasing in a northerly or easterly direction; they are commonly used on class "A" routes but may also be used on class "B" routes and they also appear on <b>direction and freeway direction signs</b> .
<b>J</b>	
JUSTIFICATION:	is a term used to describe the vertical lining up of text and/or symbols on the face of a road sign; the rules relating to tourism signs are covered in Volume 1, Chapter 4 and Volume 4, Chapter 7.
LAKE:	see DAM.
<b>M</b>	
MAP:	is a diagrammatic representation of the road network of either a general or specific tourist application; it constitutes a fundamental component of the <b>navigational aids</b> system which may be used outside or inside a vehicle and for pre-trip or on-trip planning; it may also appear as part of the information on a tourist information board or brochures produced by tourism venues; it should always include appropriate route numbers.
MOUNTAIN RESORT:	see BERG RESORT.
MUSEUM:	may include any items of historical, artistic, scientific or cultural interest to tourists, whether exhibited within a building or in an open air environment; if the building housing the facility is a national monument the "National Monument" <b>symbol</b> should be used.
<b>N</b>	
NATURE RESERVE:	may include any natural environment provided for the protection and/or development of flora, either general or specialised, offering accommodation facilities; such reserves are generally categorized as resorts and may also specialise in fauna and other ecological aspects.
NAVIGATIONAL AID:	is any device, including maps, brochures, magazines or newspapers, radio or television, video, Internet, accommodation bookings, information centres - outside the road environment, or <b>guidance signs</b> within the road environment, which enable tourists to successfully reach their intended destinations.
NUMBERED ROUTE:	includes any class "A" or "B" route (Primary, Secondary, Tertiary or Metropolitan).

<b>P</b>	
PARALLEL ROUTES:	applies most commonly to parallel secondary and primary routes, normally resulting from the upgrading of a primary route to a new but parallel alignment and the subsequent reclassification of the old primary route as a secondary or even tertiary route.
PRIMARY NAME:	is that part of the name of a tourist attraction, or <b>accommodation</b> facility one grade above the lowest grade, or a hospital, which is needed to identify it from another similar facility; the primary name should preferably be short and concise and should preferably not be the name of the town in which the facility is located; a primary name is not used at by-passed towns or on service exit sequence signs.
<b>R</b>	
RECREATION:	the refreshment of health and spirit by relaxation and enjoyment.
RESORT:	is a tourist venue where people go for a holiday and/or <b>recreation</b> which for the purpose of <b>tourism signing</b> shall include <b>accommodation</b> facilities; a resort may have a specific theme such as beaches, mountains, water (sports) etc. and it may consist of a facility built specifically as a resort, or facilities at an existing <b>village</b> or town, the principle activities of which are related to holiday and recreational activities.
ROADSIDE STALL:	is a facility within or directly abutting a road reserve from which tourists may purchase arts, crafts and/or farm produce (see also CURIO SHOP/FARM STORE).
REASONABLE ROAD USER/ TOURIST:	is a road user having modest or moderate expectations with regard to guidance signing who is, therefore, prepared to make a contributory effort in the navigational process.
ROOMS:	are a form of <b>accommodation</b> which make no provision for the taking of meals, self-catering or otherwise.
REST AND SERVICE AREA:	is a facility provided to offer the road user a wide range of tourist services, of a high standard, in an environment which encourages the <b>tourist</b> to also take a rest with the general objective of improved road safety.
<b>S</b>	
SCENIC ROUTE:	is a route, which may be short or long, which includes in its length sections of attractive natural scenery; a scenic route may include man-made features or facilities which impart a theme to the route in addition to its natural beauty.
SEASIDE RESORT:	see BEACH RESORT.
SERVICE FACILITY:	is a facility which can render assistance or be of importance to a road user and which has been established principally to service the short term needs of motorists and/or their vehicles to cater for emergency situations (in terms of general applications accommodation facilities are categorised separately although they are included in the general description of "service" when applied to the signing of by-passed towns).
SIGN PANEL:	an internal division of a <b>tourism sign stack</b> - a sign stack may include a maximum of three <b>panels</b> .
SIGN STACK:	a sign which contains tourism information relevant to one direction of travel only; a maximum of three sign stacks may make up a <b>cluster</b> (see CLUSTER and SIGN PANEL).
SPECIAL EVENT:	a tourist attraction or service which is only available for a short time or on a part-time basis.
SUPPLEMENTARY SYMBOLS:	standard <b>tourism sign symbols</b> used at half size below the <b>primary name</b> of a facility, either in addition to a main symbol or in place of a main symbol; the use of symbols GFS C1-1, (Hotel) and GFS 84-1, (Restaurant), as supplementary symbols on tourism signs for hotels is recommended to keep sign areas down (see Level 3 warrants for use of supplementary symbols • Volume 2, Chapter 4 Supplement).
SYMBOLS:	tourism symbols approved by the relevant Road Traffic Signs Technical Committee for use on <b>road traffic signs</b> .
<b>T</b>	
TOURISM:	is deemed to include any activity concerned with the temporary movement of people to destinations outside the areas or places in which they normally live and work, and their activities during their stay at these destinations.
TOURIST:	is considered to be a person travelling to or for pleasure in the broadest sense.

**TOURIST FACILITY:** broadly includes almost any attraction or service which may be of interest to reasonable numbers of strangers to an area.

**TOURISM SIGNING:** guidance information provided to supplement the information given on the orientational system **direction signs**, when such information is not appropriate for inclusion on such direction signs, and when road users cannot reasonably perceive the existence or location of tourist attractions or service facilities from the information given on the direction signs.

**"TOTEM" SIGNS:** are a special sub-group of **tourism signs** only used within a **rest and service area** or other "closed" tourist facility such as a game reserve or nature reserve.

## **V**

**VIEW POINT:** refers to an elevated position along-side a road or a hiking trail which offers **tourists** a panoramic view of the area in which they are travelling.

## **W**

**WARRANTS:** are written statements in Volume 2, in the Supplement to Chapters 4 and 9, relating to specific types of tourist attraction and service which are applied when assessing a request for a **tourism sign** to ensure that the character and quality of the facility complies with standards acceptable to **reasonable tourists**.

**WINE CELLAR:** is a specific tourist attraction open to the public and offering wine-tasting and/or tours of the facility; use of the **symbol** is not appropriate to groups of wine cellars comprising what is commonly called a "wine route".



SOUTHERN  
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MAY 2012



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**CHAPTER 11**



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