

HANDBOOK

SPECIAL REGULATION SIGNS

CONSTRUCTION AND PLANNING

APRIL 2014

DISCLAIMER

The translation into English of Road Standards (Vejregler) and Tender Specifications is to be regarded entirely as a service. In the event of any discrepancy or shortcomings in the translation, the Danish version will prevail. At any time the Danish versions of Road Standards (Vejregler) and Tender Specifications are those in force.

VEJREGLER

PREFACE

This road standard on prohibitory or restrictive signs is part of following series of booklets on road sign marking:

- General information about road signs
- Danger warning signs
- Priority signs
- Prohibitory or restrictive signs
- Mandatory signs
- Special regulation signs
- Additional panels
- Edge marking and delineators
- Overview of road signs
- Temporary road signs and signals.

As a supplement to the handbook of *Special Regulation Signs*, two collections of examples are provided for marking of speed conditions and marking of parking conditions.

The Road Standard was prepared by The Road Standards Group for road signs and signals, which had the following composition during that period:

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Section 0.2 describes significant changes.

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0 INTRODUCTION

The handbook consists of three chapters.

Chapter 1 describes the common special regulation signs, chapters 2 and 3 describe area signs and zone signs.

0.1 ROAD STANDARD STATUS

The handbook contains guidelines and binding provisions. The binding provisions are indicated in grey marking and with an indication of the source as shown in the following example.

Executive Order on Road Markings, Signs and Signals, section 22:

Special regulation signs shall be provided in the vicinity of the place or at the beginning of the road section, to which the sign content relates. Signs erected at some distance, may be provided with an indication of distance on the lower part of the sign or on an additional panel.

Source: Executive Order no. 802 of 4 July 2012

The remaining text has status of guidelines, good advice and examples.

0.2 CHANGES IN RELATION TO THE 2006 VERSION

All wordings from executive orders have been updated as a result of new executive orders on road markings, signs and signals; Executive Order no. 802 of 4 July 2012 on Road Markings, Signs and Signals and Executive Order no. 801 of 4 July 2012 on the Use of Road Markings, Signs and Signals.

In addition, a number of new special regulation signs have been added. These include *E 30 Light rail*, *E 33.4* indicating that parking is for electric vehicles only, *E 80 General speed limits*, *UE 80 Mandatory seat belt and daytime running lights*, *E 90 Automatic traffic control*, *E 91 Speed display* and *E 92 Variable text sign*.

The sign *E 31.1 Bus stop for long-distance traffic* has been abolished.

More examples have been added which clarify the use of the individual signs.

1 SPECIAL REGULATION SIGNS

General information about special regulation signs

Executive Order on Road Markings, Signs and Signals, section 21:

Special regulation signs are rectangular. Apart from the exceptions specified in section 23, they have blue backgrounds and white symbols or white text.

Source: Executive order no. 802 of 4 July 2012

Executive Order on Road Markings, Signs and Signals, section 22:

Special regulation signs shall be provided in the vicinity of the place or at the beginning of the road section, to which the sign content relates. Signs erected at some distance, may be provided with an indication of distance on the lower part of the sign or on an additional panel.

Source: Executive Order no. 802 of 4 July 2012

Special regulation signs should have the dimensions specified in the handbook, *Overview of Road Signs*.

Where special regulation signs are erected on motorways, the signs should be used in sign size III as specified in the handbook, *Overview of Road Signs*. This also applies to sectional ends, but not on the entry and exit roads.

For the erection of special regulation signs in relation to the road cross section, reference is made to the handbook, *General information about road signs*.

E 15 Lanes at intersections, *E 16 Lane course* and *E 37 Crawler lane* should, however, be erected on roads outside built-up areas at a distance of at least 1 m from the carriageway edge to the part of the sign closest to the carriageway.

E 11 Suspended lane arrow**Executive Order on Road Markings, Signs and Signals, section 23, E 11 Suspended lane arrow:**

The signs indicate the direction of travel in the intersection for which the lane below the sign is intended.

Source: Executive Order no. 802 of 4 July 2012



E 11,1



E 11,4



E 11,5



E 11,6



E 11,7



E 11,8



E 11,9

The sign is generally used, where it is found necessary to make road users aware of *R 11 Lane arrows*, or to emphasise the provision of section 16(1) of the Danish Road Traffic Act.

E 11 should be suspended in the middle above the lane to which it applies.

E 11 should be illuminated individually, but in some cases, street lighting will be sufficient to achieve this.

E 11 can be replaced by or be supplemented with *E 15 Lanes at intersections*.

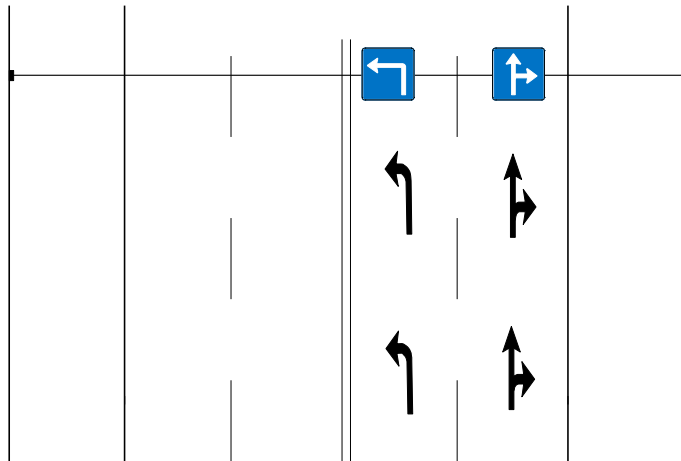


Figure 1.1 Example of the use of E 11 signs

When in front of an intersection, pure turning lanes are provided, the lane arrows on the carriageway should be supplemented with *E 11* sign, *E 15 Lanes at intersections* or direction, position or indication signs with similar arrows, unless the course of the carriageway in due time makes it obvious to the drivers the lane is for turning traffic only.

See also the provisions for *R 11 - R 14 Lane arrows* in the Road Standards for marking on the carriageway, *Lane Arrow* handbook.

Executive Order on the Use of Road Markings, Signs and Signals, section 111:

Where *E 11* is used in combination with *R 11 Lane arrows*, there shall be full agreement between the two markings.

(2) *E 11* signs may not be provided with information about distance.

Source: Executive Order no. 801 of 4 July 2012

As the *E 11* sign indicates direction of travel in the next intersection, it will not normally be possible to use it in combination with *R 13 Double lane arrows* or *R 14 Lane arrows with turn restrictions*. In such cases, sign *E 15 Lanes at intersection* may be used.

E 11 signs should be placed at such a distance before the intersection that road users are able to place themselves in the right lane in due time. The cross section of the lane above which the sign is suspended should have full width at the place where the sign is suspended.

In oblique intersections, the arrow symbols may in special cases be adjusted according to directions of the legs of the intersection.

Advance notification may, if necessary, be established in connection with the use of *E 11* with combined arrows (*E 11,6* or *E 11,7*) before *E 11* with single arrows.

Advance notification may also be given by the use of *E 15 Lanes at intersection* or *G 15 Lane direction sign*.

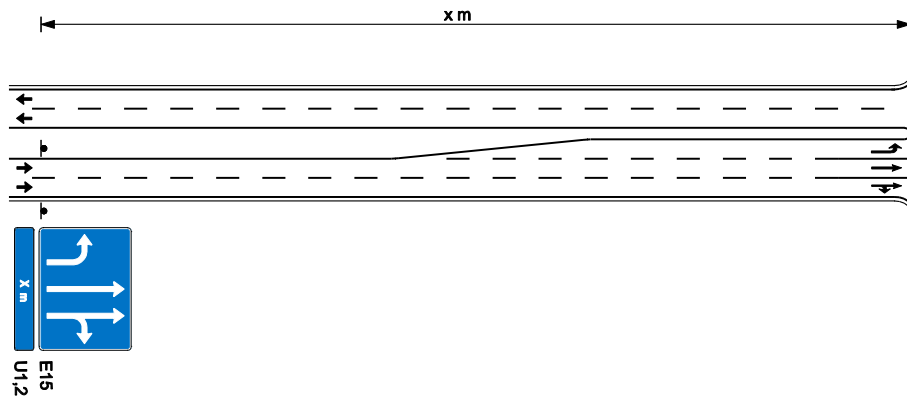


Figure 1.2 Example of the use of E 15 with advance notification

When the prohibitory or restrictive signs C 22 - C 43 or other road signs are used in connection with E 11, they should normally be suspended above the relevant E 11 sign.

They may also be suspended next to the E 11 road sign, if they do not impair the information on the signs.

Where directions are given using G 11 Gantry sign, the arrows should be placed on this sign, and E 11 should be omitted. E 11 can be used in combination with G 11 Gantry sign to indicate direction of travel for lanes without route destinations.

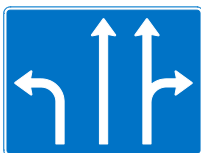
When the signs are erected in combination with G 11 Gantry sign, the sign should be used in a size that matches the height of the gantry sign if this is 100 cm or more.

A size of 70 cm can be used in urban areas for wire-suspended signs in order to reduce wind impact.



Figure 1.3 Examples of E 11 alone and as part of a G 11 sign

E 15 Lanes at intersections



Executive Order on Road Markings, Signs and Signals, section 23, E 15 Lanes at intersections:

The sign indicates the directions of travel in the intersection for which the individual lanes are intended.

The sign may show marking on the carriageway, verges, etc.

Source: Executive Order no. 802 of 4 July 2012

Verges and longitudinal markings should only be used where they provide road users with significantly better information than the normal sign.

Executive Order on the Use of Road Markings, Signs and Signals, section 112:

On *E 15* verges shall be indicated in black surrounded by white contour, and longitudinal markings shall be indicated in white.

Source: Executive Order no. 801 of 4 July 2012

Executive Order on Road Markings, Signs and Signals, section 23, Concerning E15 - E16:

If a road sign has an arrow, the sign applies to the relevant lane. At roadworks, the signs and any additional panels shall have black symbols on a yellow background.

Source: Executive Order no. 802 of 4 July 2012

The sign is used as a replacement for or as a supplement to *E 11 Suspended lane arrow*. *E 15* may be replaced by the *G 15 Lane direction sign* with corresponding arrow diagram.

The sign should be designed so that the number of arrow shafts is the same as the number of lanes immediately before the intersection. If an indication of distance is deemed to be required, the distance to the intersection should be shown.

The size of the sign depends on the conditions, for instance the number of lanes indicated on the sign. Minimised prohibitory or restrictive signs used as advance notification may be included in the individual arrows.

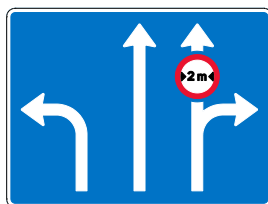


Figure 1.4 Example of prohibitory or restrictive sign included in *E 15*

Prohibitory or restrictive signs which are included in the individual arrows should have the same retro-reflective surface as the other parts of the *E* road sign, unless otherwise provided; see the section on road sign appearance in the handbook, *General information about road signs*.

In special cases, the sign may be designed so that it also shows the course of the carriageway from the sign to the intersection. If distance indication is deemed to be required, it should in this case indicate the distance to the place where the change in number of lanes starts.

E 16 Lane course

Executive Order on Road Markings, Signs and Signals, section 23, *E 16 Lane course*:

The sign indicates the course of the lane and the direction of travel. The sign may show any verges, obstacles, etc., and lanes from the opposite direction may be indicated.

Source: Executive Order no. 802 of 4 July 2012

If the number of lanes is reduced, the marking should be designed so that the drivers should weave, see section 18(4) of the Danish Road Traffic Act.

Executive Order on Road Markings, Signs and Signals, section 23, Concerning E15 - E16:

If a road sign has an arrow, the sign applies to the relevant lane. At roadworks, the signs and any additional panels shall have black symbols on a yellow background.

Source: Executive Order no. 802 of 4 July 2012

E 16,1 Lane course with weaving**Executive Order on Road Markings, Signs and Signals, section 23, E 16,1 Lane course with weaving:**

If the number of lanes is reduced, the drivers shall show mutual respect, see section 18(4) of the Danish Road Traffic Act.

Source: Executive Order no. 802 of 4 July 2012

E 16,2 Lane course with lane change**Executive Order on Road Markings, Signs and Signals, section 23, E 16,2 Lane course with lane:**

If the number of lanes is reduced, the driver changing lanes shall ensure that this can take place without danger or unnecessary inconvenience to others, see section 18(2) of the Danish Road Traffic Act.

Source: Executive Order no. 802 of 4 July 2012

The E 16 sign is particularly used where the number of lanes is reduced, see also C 51 *No overtaking* in the handbook on *Prohibitory or Restrictive Signs*.

E 16 may, however, also be used when the number of lanes is increased or remains unchanged, but where the lanes have an abnormal course, e.g. when in connection with roadworks it is necessary to drive to the left of a central reserve.

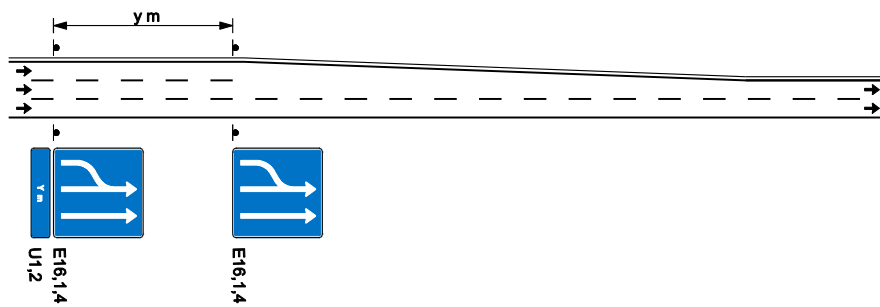


Figure 1.5 Narrowing from three to two lanes

Lanes for the opposite direction may be indicated.

Executive Order on the Use of Road Markings, Signs and Signals, section 113:

In connection with narrowing where one lane is removed meaning that drivers have to weave according to the rules of section 18(4) of the Danish Road Traffic Act, the course of the lane shall be shown on *E 16* to correspond to the actual course and without broken lines between the lanes.

(2) Broken lines shall be shown on the sign when the sign is used at narrowings, where broken lines are used in such a way that drivers in the terminating lane shall cross the broken line in accordance with the provisions of section 18(2) of the Danish Road Traffic Act on lane changing. Other longitudinal markings shall not be shown on the sign.

(3) When reserves, longitudinal markings are shown and in connection with temporary marking, the same provisions applies with respect to colours of lines and signs as stated under *E 15 Lanes at intersections*.

Source: Executive Order no. 801 of 4 July 2012

A symmetrical sign should only be used when the merging of lanes is symmetrical.

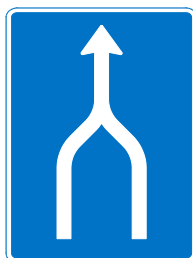


Figure 1.6 *E 16,1,1* used in case of symmetric merging of lanes

The sign should be erected where the change in lane course starts.

Advance notification should be provided with indication of distance on roads with a speed limit of more than 60 km/h.

In such cases, the sign may be omitted where the change in lane course starts.

When the sign is erected, advance notification – with indication of distance – the following distances should be used:

- On roads where the speed limit is 60 km/h or less: 50 - 150 m
- On roads where the speed limit is 60 km/h or more: 150 - 250 m.

On roads where the speed limit is more than 60 km/h, the sign should be provided on both sides of the carriageway.

The size of the sign depends on the conditions, for instance the number of lanes indicated on the sign, see also the handbook of *Overview of Road Signs*.

Minimized prohibitory or restrictive signs may be included in the individual arrows. These prohibitory or restrictive signs should have the same retro-reflective surface as the remaining part of the sign, see the handbook, *General information about road signs*.

See also the road standards for Traffic Areas, urban, handbook on *Traffic Calming*.

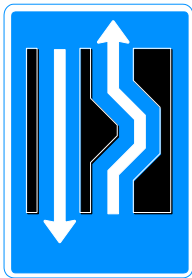


Figure 1.7 Lanes with an abnormal course (double staggering right-left)

3 lanes narrowing into 2 lanes

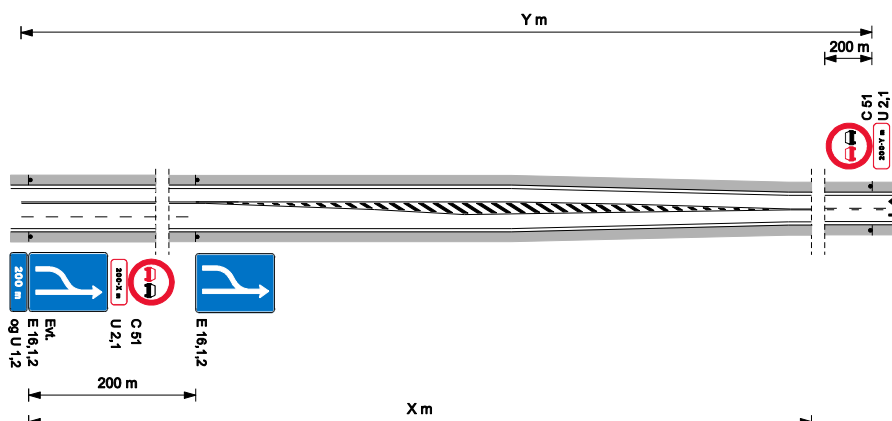


Figure 1.8 Merging to the right lane using E 16 signs. Advance notification of merging lanes and no overtaking on the transition section. No overtaking sign is also provided for the oncoming traffic on the transition section

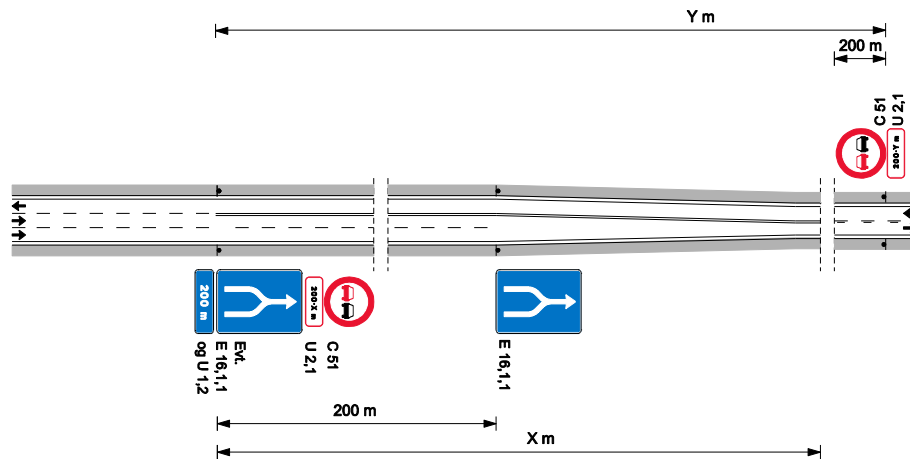


Figure 1.9 Symmetrical merging lanes using E 16 signs. Advance notification of merging lanes and no overtaking on the transition section. No overtaking sign is also provided for the oncoming traffic on the transition section

4 lanes with central reserve narrowing into 2 lanes

The choice of signs depends on the traffic volume and visibility on the section around the transition from four to two lanes.

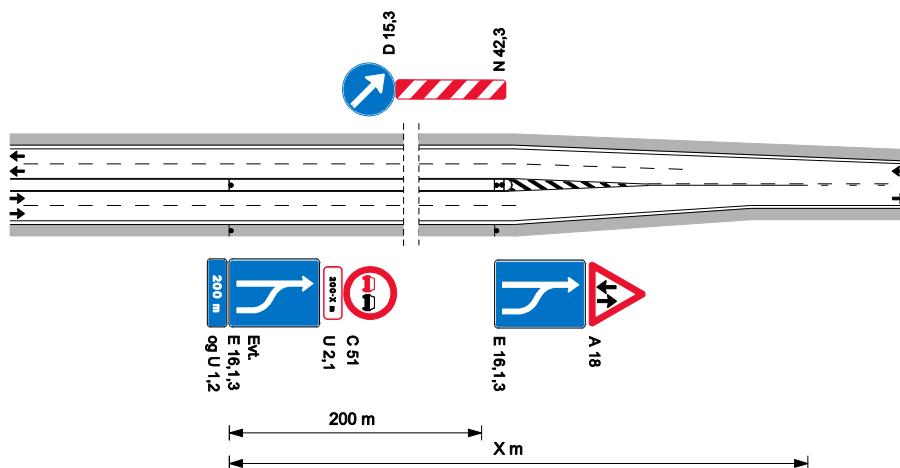


Figure 1.10 Narrowing with merging to the left lane using E 16 signs. Advance notification of merging lanes and no overtaking on the transition section. Warning should be provided about oncoming traffic, as the central reserve also ends

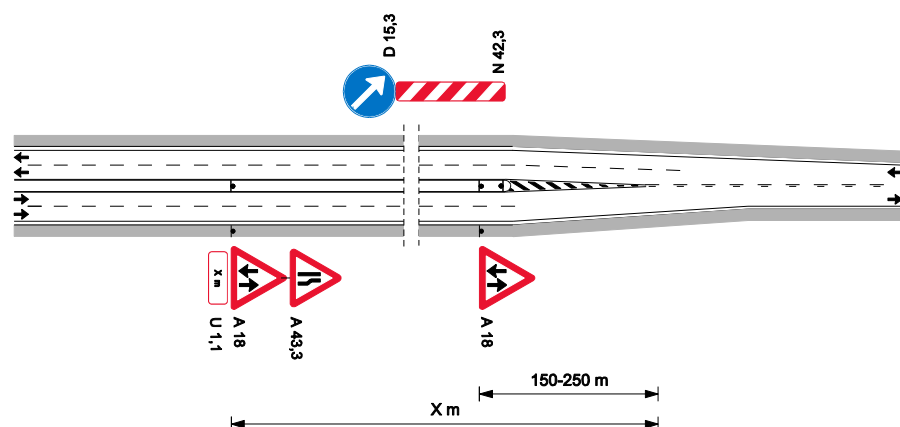


Figure 1.11 Narrowing without using E 16 signs

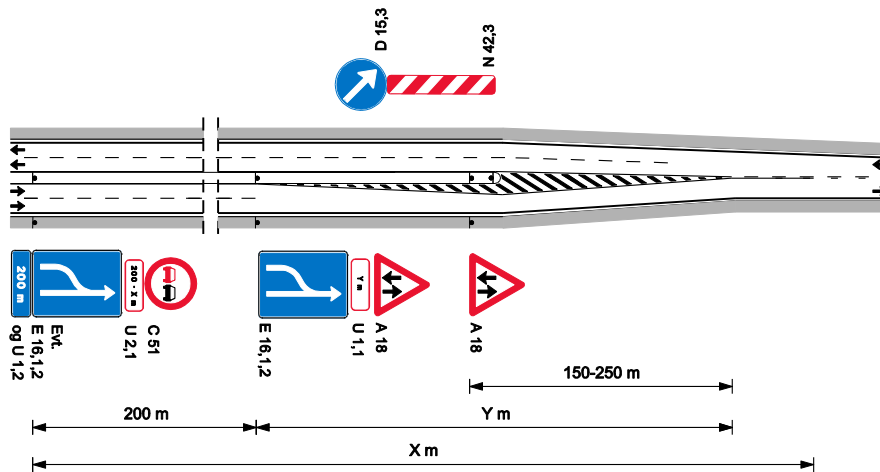


Figure 1.12 Narrowing with merging to the right lane. Hatched markings established as a supplement to signs, and in order to affect work road user behaviour and speed. Advance notification of merging lanes and no overtaking on the transition section. Warning should be provided about on-coming traffic, as the central reserve also ends

4 lanes without central reserve narrowing into 2 lanes

The choice of signs depends on the traffic volume and visibility on the section around the transition from four to two lanes.

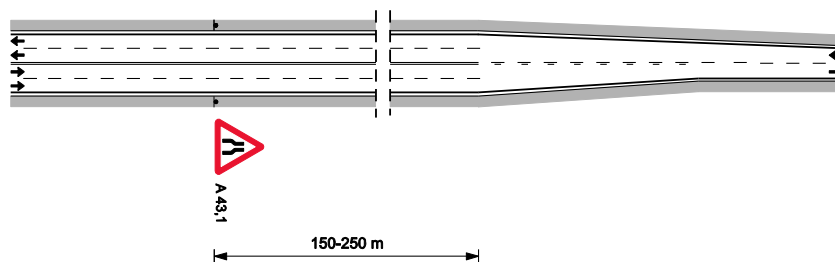


Figure 1.13 Merging lanes marked only using A 43,1 sign

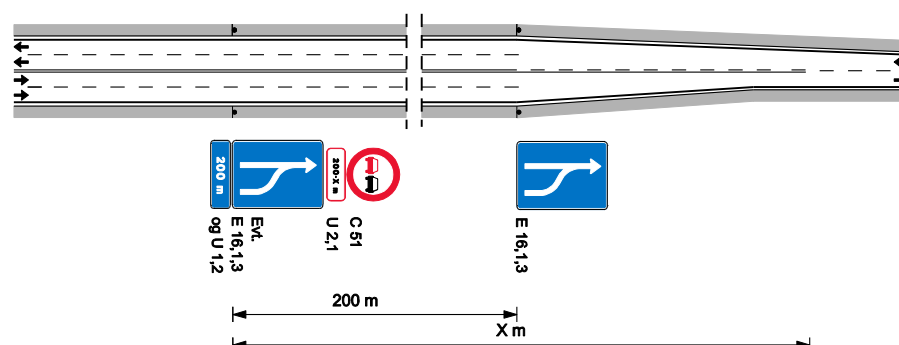


Figure 1.14 Merging to the left lane using E 16 signs. Advance notification of merging lanes and no overtaking on the transition section

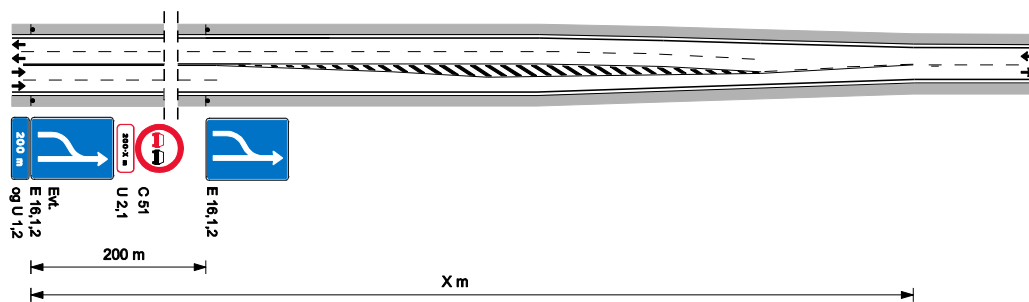


Figure 1.15 Narrowing with merging to the right lane. Hatched markings established as a supplement to signs, and in order to affect work road user behaviour and speed. Advance notification of merging lanes and no overtaking on the transition section

4 lanes with central reserve narrowing into 3 lanes

The choice of signs depends on the traffic volume and visibility on the section around the transition from four to three lanes.

On the transition to three lanes it is Important to make road users aware of the oncoming traffic in the centre lane.

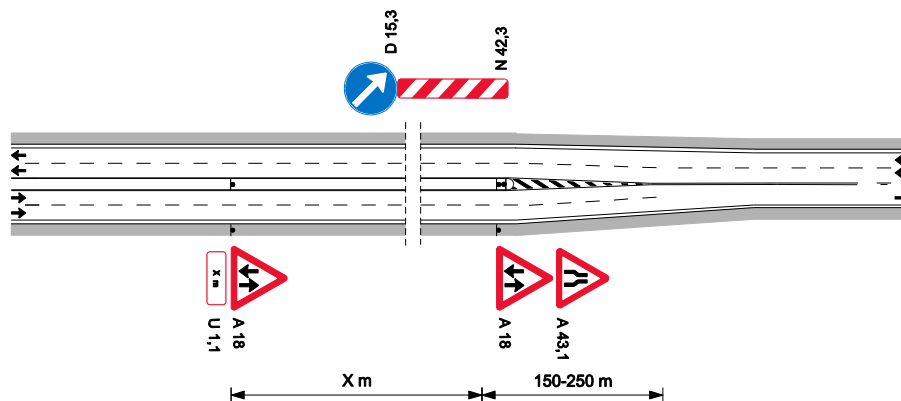


Figure 1.16 Merging using A 43,1. Marking using A 43,1 and A 18 and without a no overtaking sign should only be used at good sight conditions

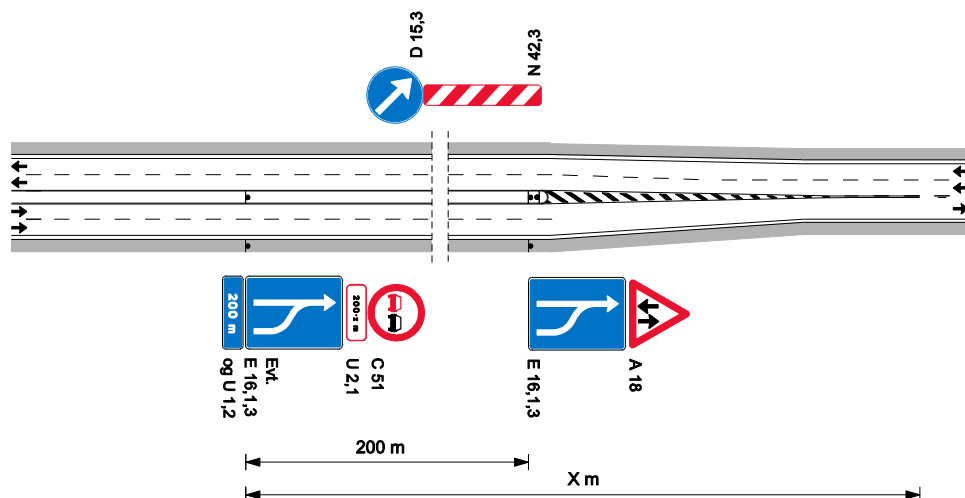


Figure 1.17 Narrowing with merging to the left lane. Advance notification of merging lanes and no overtaking on the transition section. Warning should be provided about oncoming traffic, as the central reserve also ends

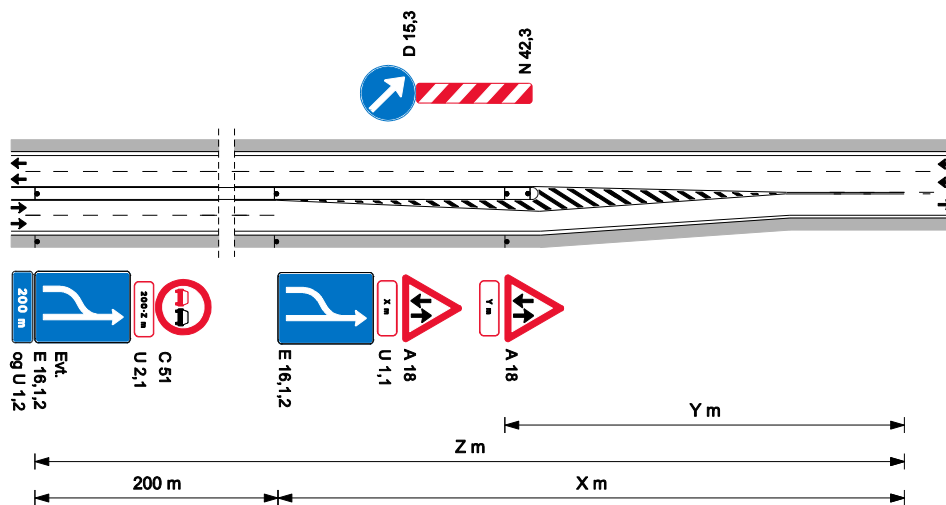


Figure 1.18 Narrowing with merging to the right lane. Hatched markings established as a supplement to signs, and in order to affect work road user behaviour and speed. Advance notification of merging lanes and no overtaking on the transition section. Warning should be provided about on-coming traffic, as the central reserve also ends

4 lanes without central reserve narrowing into 3 lanes

The choice of signs depends on the traffic volume and visibility on the section around the transition from four to three lanes.

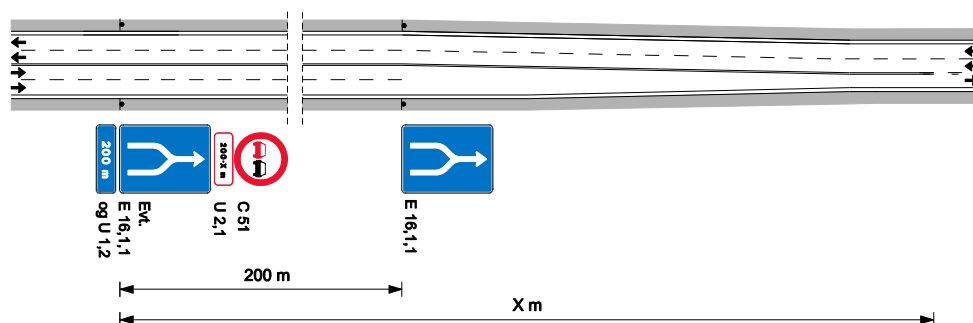


Figure 1.19 Symmetrical merging of lanes. Advance notification of merging lanes and no overtaking on the transition section

Advance notification of overtaking opportunities

Advance notification of overtaking opportunities using *E 16* may, especially on roads with dense traffic, be used to prevent road users from carrying out hazardous overtaking manoeuvres.

Advance notification may not be used in front short road widenings, e.g. in connection with channelling at intersections.

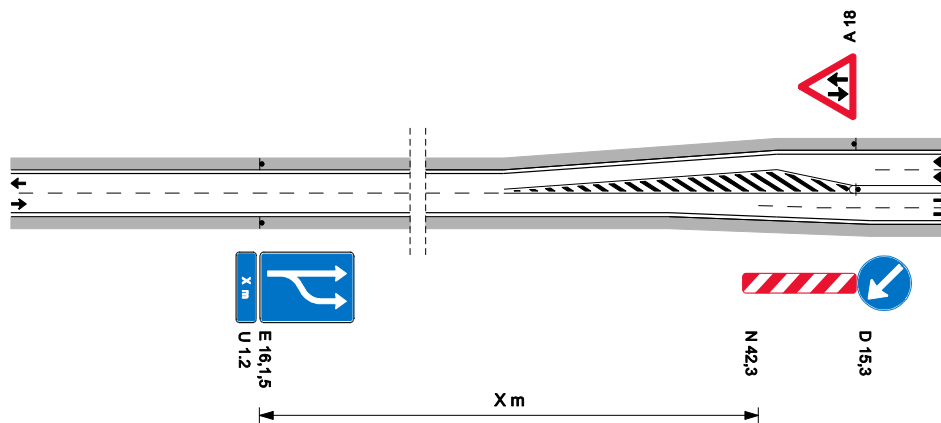


Figure 1.20 E 16 used as advance notification of overtaking opportunities

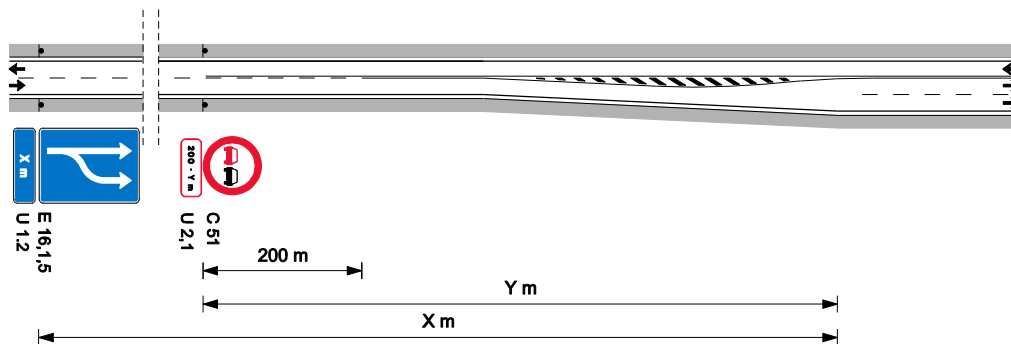


Figure 1.21 If an overtaking section is required at the road section with three lanes, no overtaking should be established for the opposing traffic by means of double continuous lines

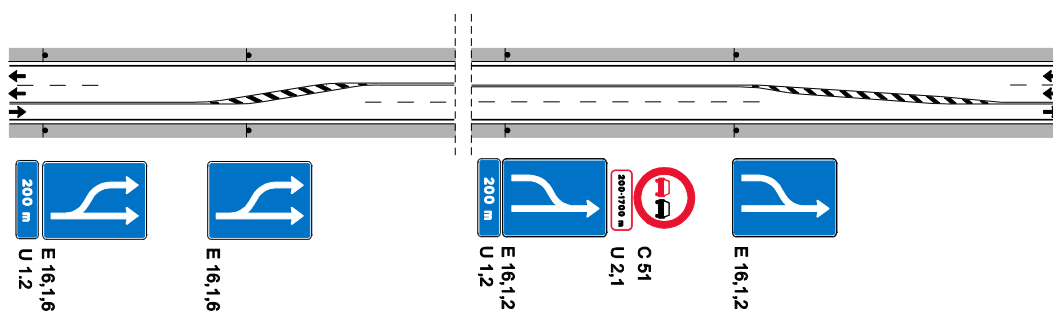


Figure 1.22 Road with three lanes and changing overtaking sections (2+1 solution). Signs are only provided for one direction

E 17 Pedestrian crossing



Executive Order on Road Markings, Signs and Signals, section 23, E 17 Pedestrian crossing:

Source: Executive Order no. 802 of 4 July 2012

Illumination of pedestrian crossing

Circular on traffic lighting, section 1:

Pedestrian crossings shall be illuminated, either by the normal traffic lighting or by separate lighting.

Source: CIR No. 152 of 12 October 1999

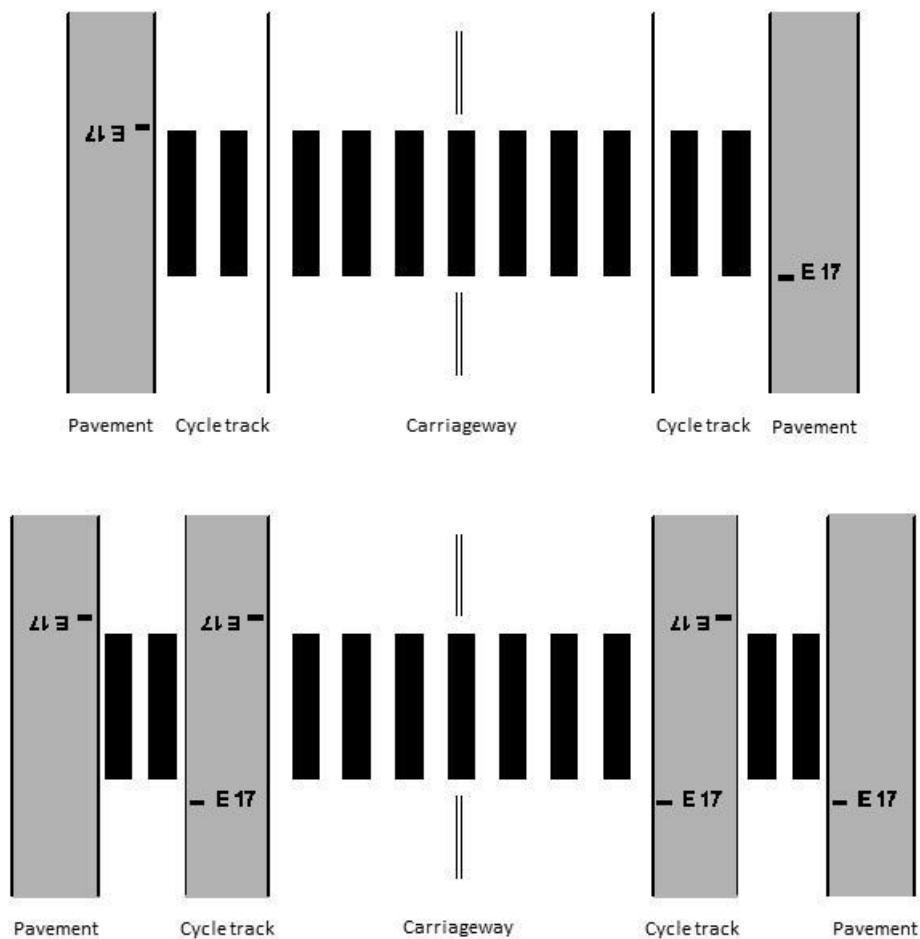


Figure 1.23 Principles for setting up E 17

Marking of pedestrian crossing**Executive Order on the Use of Road Markings, Signs and Signals, section 114:**

At pedestrian crossings without traffic light control, the markings on the carriageway, see section 184, shall be supplemented with sign *E 17*, which shall be separately illuminated. The sign may, however, be omitted at pedestrian crossings located immediately after a give way or stop line.

(2) *E 17* shall be provided either on both sides of the carriageway in front the pedestrian crossing as seen in the direction of travel or be suspended above the carriageway above each of the two directions of travel. Signs shall be double sided.

Source: Executive Order no. 801 of 4 July 2012

Sign *E 17* may be supplemented by *Z 93 Yellow flashing signal*, when the sign cannot immediately be seen within a sufficient distance – especially on roads with dense traffic.

For pedestrian crossings located outside an intersection but on a road with several lanes for the same direction of travel, sign *E 17* should be suspended above the carriageway.

When the sign is placed above the carriageway, the distance to the lower edge of the sign shall be greater than 4.5 m, see the handbook, *General information about road signs*.

However, the sign should not be placed higher than 6.0 m, measured to the top of the sign. The same applies when using *Z 93 Yellow flashing signal*.

The sign stand should not be placed so that it causes inconvenience to cyclists and pedestrians, see the handbook, *General information about road signs*.

Reference is also made to the provisions relating to sign *A 17 Pedestrian crossing* in the handbook on *Danger warning signs* and to *S 17 Pedestrian crossing* in the road standards for road markings, handbook on *Transverse markings*.

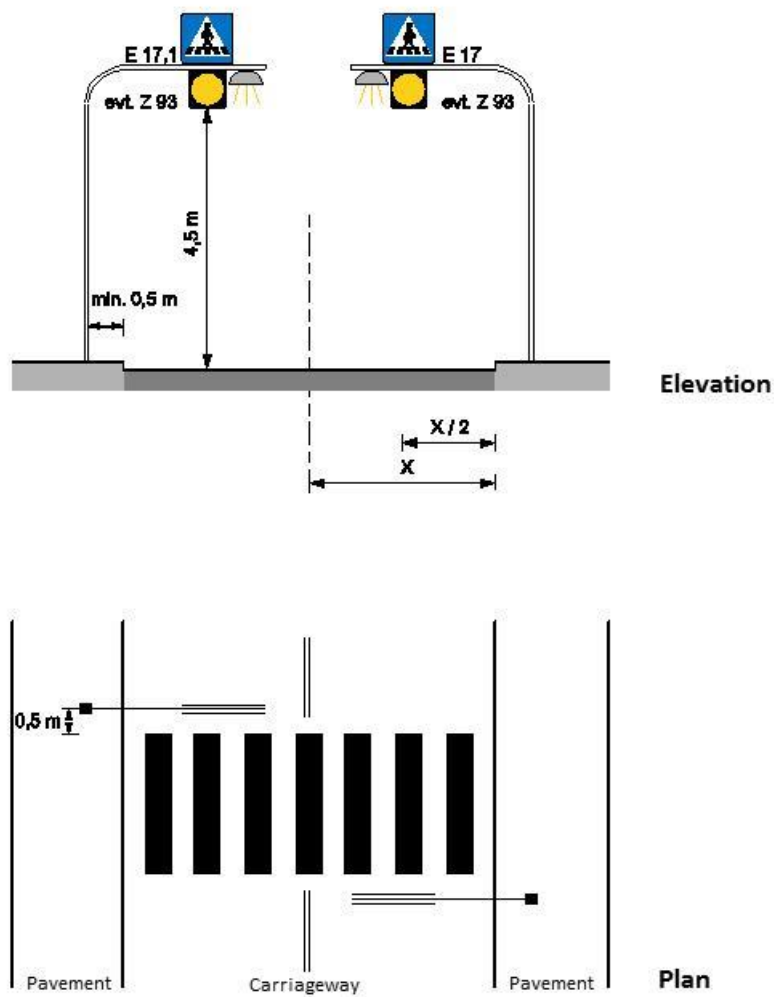


Figure 1.24 E 17 located in a high position, possibly supplemented by a yellow flashing signal

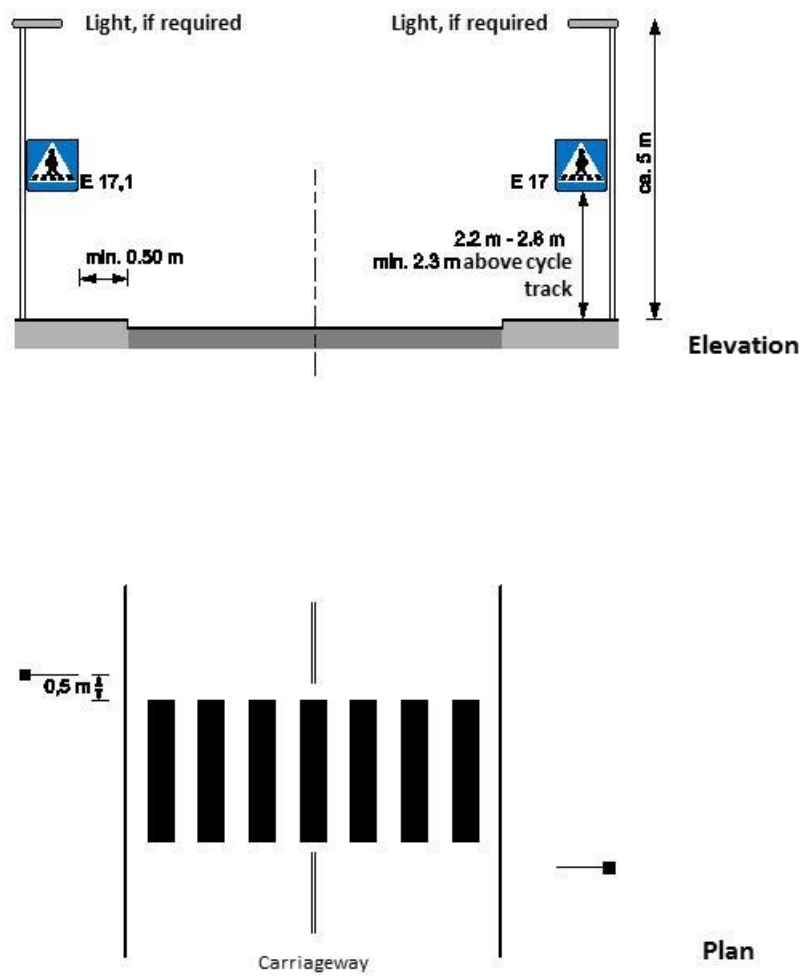
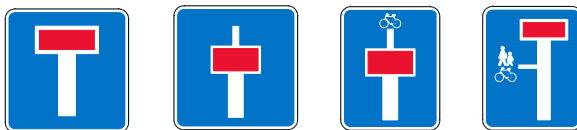


Figure 1.25 E 17 located in a low position

E 18 No through road for vehicles



Executive Order on Road Markings, Signs and Signals, section 23, E 18 No through road for vehicles:

With a thin white line it may be indicated that the road will continue in a path.

Source: Executive Order no. 802 of 4 July 2012

The sign can be put up at the beginning of a road, where it is not apparent for road users, that the road has a dead end.

E 18 No through road for vehicles should be used where road conditions makes it reasonable to try to use the road for through traffic.

Where the road continues in a path, this may be indicated by a thinner white line, possibly with symbols for the type of traffic allowed to use the path.

Used with the additional panel "Restricted area", *E 18* may be placed at the start of an access road to a residential area or the like, if the road is the only road leading to and from the area.

At less important dead end side roads, a minimised sign may be inserted on the road name sign, possibly with a horizontal symbol. See figure 1.26.

Where the sign is used in connection with road name signs, it should have a size corresponding to the height of the road name sign. See also Circular for setting up road name signs (CIR. 54 of 31 March 1981).

The sign should not normally be used on direction, position or indication signs.

A road is regarded as a dead end road, even when the road has side roads, when such side roads are closed and share their name with the first road.

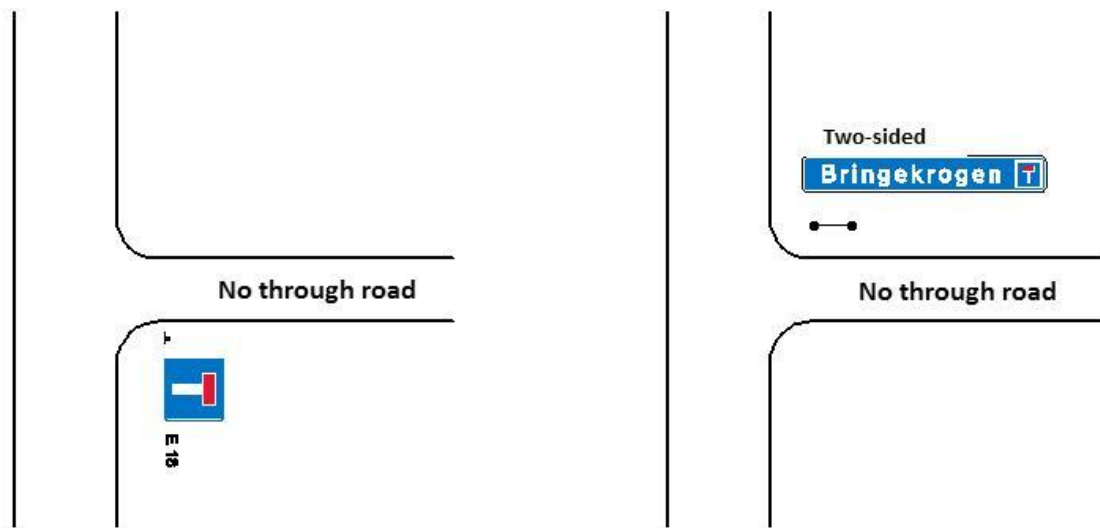


Figure 1.26 Examples of the use of the sign *E 18*

E 19 One-way traffic



Executive Order on Road Markings, Signs and Signals, section 23, *E 19 One-way traffic*:

Source: Executive Order no. 802 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 115:

E 19 shall be placed at all intersections on one-way roads, where vehicular traffic can get onto the road.

(2) Where the road is not one-way for certain types of traffic, e.g. cyclists, *E 19* shall be fitted with additional panels indicating the exceptions, see *U 5*.

(3) The lane reserved for contra-flow traffic shall be separated from the remaining carriageway by

double continuous lines. If the exception only includes bicycles and small mopeds, the double continuous line may be left out in exceptional cases apart from at intersections.

Source: Executive Order no. 801 of 4 July 2012

On roads with a central reserve, entries, local streets, etc. the sign should be used only where special conditions so require.

Sign *C 19 No entry* is usually placed against the one-way traffic. In case of partial one-way traffic, the prohibitory sign should be erected for the relevant traffic types.

Partial one-way traffic should not be used on roads with fast and dense traffic.

One-way traffic which does not include for instance cyclists should only be established for short sections, where introduction of full one-way traffic would result in a significant detour.

Where conditions so allow, cycle paths or cycle lanes should be established on the entire section, using at least double continuous lines to separate the cycle path or lane from the one-way carriageway; see figure 1.26. This marking implies no standing and parking on that side of the road.

Where there is a verge or traffic island between the carriageway and cycle path/cycle lane, *E19* without additional panel and *C19* may be used.

Cycle paths should be marked with *D 21 cycle path* and possibly *V 21 Bicycle symbol*.

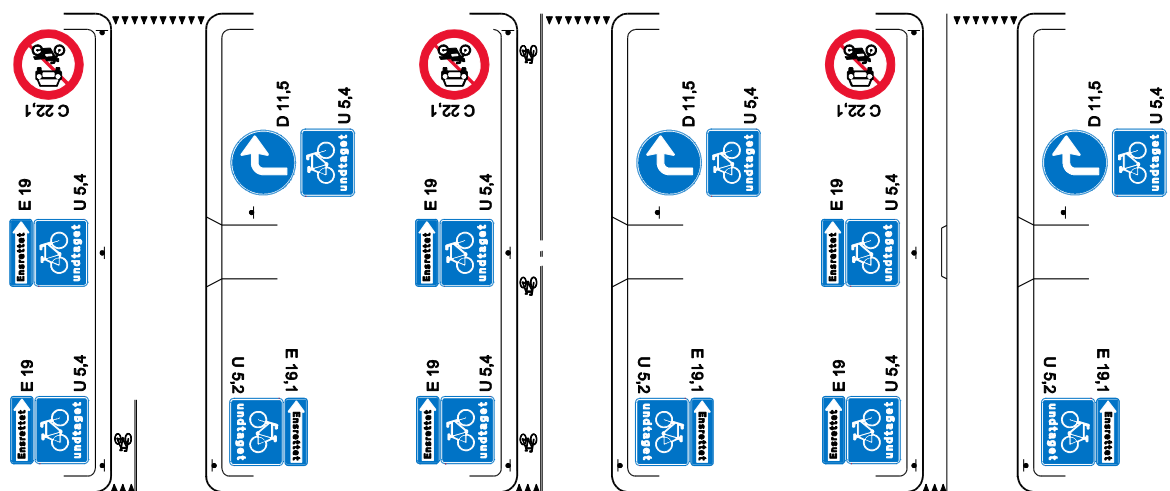


Figure 1.27 Two-way bicycle traffic in a one-way road. The situation furthest to the left shows that bicycles are permitted against the one-way traffic where a cycle lane is marked on the carriageway at the end of the intersection. The situation in the middle shows similar conditions for cycle lane on the entire section. The situation to the right shows similar conditions but with a cycle path on the entire section

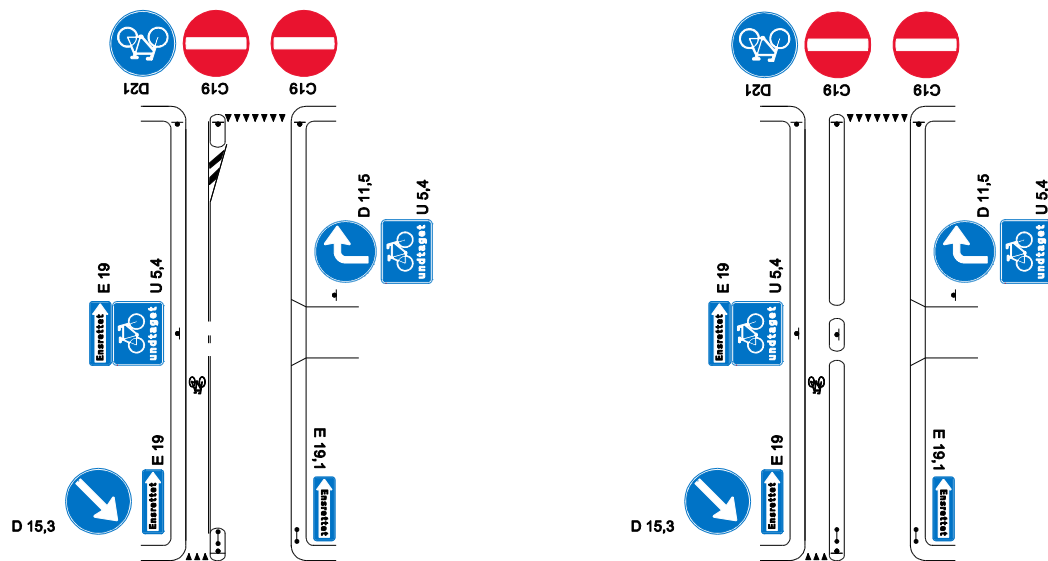


Figure 1.28 Two-way bicycle traffic in a one-way road

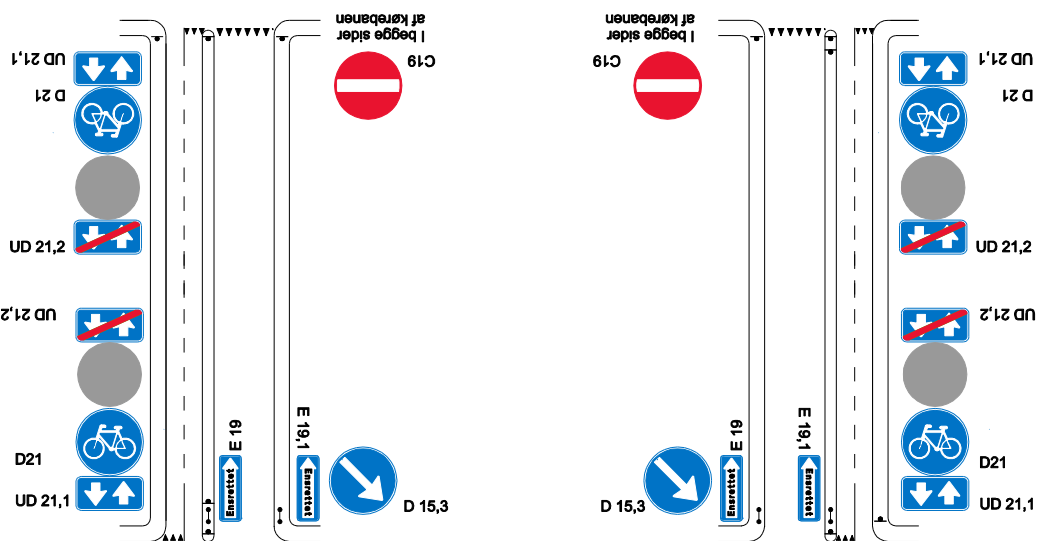


Figure 1.29 Bi-directional cycle path in a one-way road

E 21-22 Recommended route for specific traffic types

Executive Order on Road Marking, Signs and Signals, section 23, E 21-22 Recommended route for specific traffic types:

The signs indicate roads, paths or the like which may be used by the traffic types specified by the symbol.

Source: Executive Order no. 802 of 4 July 2012

Executive Order on Road Markings, Signs and Signals, section 23, Concerning E21,1–E21,4:

See also route indication for path users *F 21 Path direction, position or indication signs for cyclists, horse riders and pedestrians*, see section 30.

Source: Executive Order no. 802 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 257(3)-(5):

(3) If signs display service symbols, the symbol direction of travel shall be in accordance with the direction indicated, but see subsection 4.

(4) However, for direction straight ahead, the symbol shall be orientated to the left. M 12 Airport shall be orientated upwards.

(5) If more than one service symbol is displayed on a sign, the symbols used shall have the same height.

Source: Executive Order no. 801 of 4 July 2012

E 21,1 Recommended route for cyclists**Executive Order on Road Marking, Signs and Signals, section 23, E 21,1 Recommended route for cyclists:**

On routes marked with *E 21.1*, small mopeds may be prohibited on certain road sections.

Source: Executive Order no. 802 of 4 July 2012

In connection with route indication for paths, the sign may also be provided with a directional arrow.

The size of the sign should be as set out in the road standards for road signs, handbook on *Road signs on bicycle, bridle and walking routes*.

The sign should be used with destinations at the connection of general roads to motorways and expressways.

See also under *D 21 Cycle path* in the handbook on *Mandatory signs* and also in the handbook on *Road signs on bicycle, bridle and walking routes*.

E 21,2 Recommended route for walkers**Executive Order on Road Marking, Signs and Signals, section 23, E 21,2 Recommended route for walkers:**

Source: Executive Order no. 802 of 4 July 2012

In connection with route indication for paths, the sign may also be provided with a directional arrow.

See the road standards for road signs, handbook on *Road signs on bicycle, bridle and walking routes*.

E 21,3 Recommended route for horse riders



Executive Order on Road Marking, Signs and Signals, section 23, E 21,3 Recommended route for horse riders:

Source: Executive Order no. 802 of 4 July 2012

In connection with route indication for paths, the sign may also be provided with a directional arrow.

See the road standards for road signs, handbook on *Road signs on bicycle, bridle and walking routes*.

E 21,4 Recommended route for small mopeds



Executive Order on Road Marking, Signs and Signals, section 23, E 21,4 Recommended route for small mopeds:

Source: Executive Order no. 802 of 4 July 2012

E 22,1 Recommended route for trucks



Executive Order on Road Marking, Signs and Signals, section 23, E 22,1 Recommended route for trucks:

Source: Executive Order no. 802 of 4 July 2012

The sign is particularly used before road sections, where driving or passage with the vehicles in question is prohibited. It may, however, also be used alone to guide these vehicles. Directional arrows, destinations, etc. may also be provided on the sign.

The size of the sign should be as set out in the road standards for road signs, handbook on *Road signs for special vehicles*.

E 22,1 without an arrow can be added in reduced size to *G 14 Map-type sign* and *G 15 Lane direction sign*. It may also be erected as a special sign in the *G 11 overhead direction sign*.

When the sign is used as a stand-alone sign, it should be erected at the place, from which the recommended route can be followed. Where necessary, additional information may be provided on the road section.

See also the handbook on *Prohibitory or restrictive signs* and the road standards for road signs, handbook on *Road signs for special vehicles*.

E 22,2 Recommended route for vehicles carrying dangerous goods



Executive Order on Road Markings, Signs and Signals, section 23, E 22,2 Recommended route for vehicles carrying dangerous goods.

For the definition of dangerous goods, see text for *C 23,3 No vehicles carrying dangerous goods*.

Source: Executive Order no. 802 of 4 July 2012

E 23 Guidance for disabled



Executive Order on Road Marking, Signs and Signals, section 23, E 23 Guidance for disabled:

The sign may be provided with a ramp symbol and an additional panel may indicate the ramp slope. At parking bays, an additional panel may state that the reservation applies to one or more specific vehicles see section 92(3) of the Danish Road Traffic Act.

Source: Executive Order no. 802 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 116:

E 23 shall be used for accesses particularly suitable for disabled people.

Source: Executive Order no. 801 of 4 July 2012

It may be provided with an arrow and a destination. The sign may also be used at *T 33 Parking bay* which has the *V 23 Disabled symbol* in the bay.

In addition, the sign may be used as an additional panel to *E 33 Parking*. Like the symbol in the parking bay, this indicates that the area may only be used by vehicles carrying an approved disabled badge. If the signs are placed at parking bays so that it is clear which bays are reserved for these vehicles, the disabled symbol in the bays may be omitted.

On carriageways areas, *E 33 and E 23* should therefore be used, possibly combined with *V 23*. At parking facilities, only *E 23* should be used, possibly in combination with *V 23*. Parking bays should be designed as set out in the road standards for marking on the carriageway, handbook on *Standing and parking*.

If a parking area is only to be reserved for vehicles with disabled badge between certain hours or on certain weekdays, this should be indicated on the additional panel to *E 33* by the *E 23* symbol. In addition, the text "Free parking at other hours" may be stated at the bottom.

When the sign is designed with destinations, the size depends on the text. When the sign is used as an additional panel, it should have a size adapted to the conditions.

E 24 Guidance for visually impaired



Executive Order on Road Marking, Signs and Signals, section 23, *E 24 Guidance for visually impaired*:

Source: Executive Order no. 802 of 4 July 2012

For the use of *E 23* and *E 24* as road signs, see the road standards for road signs, handbook on *Road Signs for disabled*.

E 26 Pedestrian underpass or pedestrian bridge



Executive Order on Road Marking, Signs and Signals, section 23, *E 26 Pedestrian underpass or pedestrian bridge*:

Source: Executive Order no. 802 of 4 July 2012

If the underpass or bridge does not lead to the other side of the carriageway, this should be stated on an additional panel.

The sign may be provided with an arrow under the symbol, so that the arrow shows the direction to the start of the underpass or bridge.

The symbol shows a person going upwards where reference is made to a bridge, and a person going downwards where reference is made to an underpass.

The symbol may be reversed, and the sign can therefore be used so as to ensure that person's direction of motion corresponds to the direction to be followed to cross the road.

E 30 Light rail stop**Executive Order on Road Markings, Signs and Signals, section 23, E 30 Light rail stop:**

The sign indicates space where light rail may stop.

Source: Executive Order no. 802 of 4 July 2012

E 31 Bus stop**Executive Order on Road Markings, Signs and Signals, section 23, E 31 Bus stop:**

The sign indicates space, where buses may stop, and where the provisions of section 29(2) of the Danish Road Traffic Act apply. The space may only be used by buses in regular service.

Source: Executive Order no. 802 of 4 July 2012

Section 29(2) of the Danish Road Traffic Act

At bus stops, standing and parking is not allowed on the marked section on each side of stop sign. Where there is no such marking, the prohibition applies within a distance of 12 m on each side of the sign.

Source: Executive Order no. 1047 of 24 October 2011

E 32 Taxi rank**Executive Order on Road Markings, Signs and Signals, section 23, E 32 Taxi rank:**

Source: Executive Order no. 802 of 4 July 2012

The sign indicates a rank, where vehicles other than taxis are not allowed to stop according to the Danish Road Traffic Act.

The extent of the taxi rank may be indicated on an additional panel or by means of standing and parking regulations on the carriageway, see the road standards for marking on the carriageway, handbook of *Standing and parking*.

E 33 Parking

Executive Order on Road Markings, Signs and Signals, section 23, E 33 Parking:

The sign indicates areas designated for parking. On zone signs, the *E 33* sign shall only be used to specify restrictions on parking in that area. An angular roof symbol above the symbol indicates that it relates to indoor parking. Direction towards and/or distance to parking space and parking restrictions or relaxations may be indicated either on the sign itself or on an additional panel. For parking in a bay, see section 56, *T 33 Parking bay*.

If the parking area is situated on the carriageway without being marked on the carriageway, the extent of the parking area on the carriageway shall be indicated using the additional panels *UE 33,1-33,4*. In addition, the provision on parking applies in the same way, as referred to in section 17 concerning *C 61-62, UC 33 and UC 61-62*.

Where *E 33* is supplemented with the additional panel *E 23 Guidance for disabled*, this indicates that the parking area shall only be used for standing and parking of vehicles, which have authorisation issued in pursuance of section 88a of the Danish Road Traffic Act.

In areas with general parking restrictions for certain vehicles, this parking restriction may be terminated locally by supplementing *E 33* with an additional panel showing the symbol for the relevant vehicles with "Permitted" under the symbols.

A black additional panel may be used to refer to rules for privately managed parking arrangements.

Source: Executive Order no. 802 of 4 July 2012

**Executive Order on Road Markings, Signs and Signals, section 23, UE 33,1:**

Indicates that the parking provision applies both before and after the sign.

Source: Executive Order no. 802 of 4 July 2012

**Executive Order on Road Markings, Signs and Signals, section 23, UE 33,2:**

Indicates that the parking provision starts at the sign.

Source: Executive Order no. 802 of 4 July 2012

**Executive Order on Road Markings, Signs and Signals, section 23, UE 33,3:**

Indicates that the parking provision ends at the sign.

Source: Executive Order no. 802 of 4 July 2012

**Executive Order on Road Markings, Signs and Signals, section 23, UE 33,4:**

Indicates that the parking area shall only be used for standing and parking of electric cars.

Source: Executive Order no. 802 of 4 July 2012

E 33 may be used, where parking is permitted with or without restrictions. The sign may also be used to provide advance notification of parking areas and may then be supplemented with directional arrow and/or information about distance either on the sign itself or on the blue additional panel.

E 33 without restrictions is used only for parking facilities and parking areas delimited by road marking. Time constraints on parking may be stated on the main sign or on a blue additional panel.

When the parking area is situated on the carriageway without being marked out, *UE 33,1-3* should be used for delimitation in the same way as with *C 61* and *C 62*. For parking facilities and areas where the *E 33* sign is erected in parallel with the area restrictions, *UE 33,1-3* may be rotated so that the arrows are pointing horizontally, see *UC 60,1* in the handbook on *Prohibitory or restrictive signs*.

UE 33,1 - 3 may only be used in conjunction with *E 33*. *E 33* with angular roof symbol is used to indicate indoor parking.

For use of *E 23 Guidance for disabled* as an additional panel to *E 33*, reference is made to the section on *E 23*.

If permitted parking needs to be limited to specific hours, and *C 61* or *C 62* have been erected, *UC 33* should be used instead of *E 33*.

See also the section on standing and parking in the handbook on *Prohibitory or restrictive signs for parking*.

E 34 Emergency bay



Executive Order on Road Markings, Signs and Signals, section 23, E 34 Emergency bay:

The sign indicates a space that can be used for emergency stop.

E 34 may be supplemented with the additional panel *UE 34 Fire extinguisher and emergency telephone*.

Source: Executive Order no. 802 of 4 July 2012

UE 34 Fire extinguisher and emergency telephone



Executive Order on Road Markings, Signs and Signals, section 23, UE 34 Fire extinguisher and emergency telephone:

Source: Executive Order no. 802 of 4 July 2012

E 37 Crawler lane



Executive Order on Road Markings, Signs and Signals, section 23, E 37 Crawler lane:

The sign indicates a special lane to be used by vehicles driving at a lower speed than the speed specified on the remaining carriageway, see section 14(5) of the Danish Road Traffic Act.

Source: Executive Order no. 802 of 4 July 2012

It will often provide a better traffic flow if, instead of marking of a crawler lane, marking is used as shown in figure 1.29 so that the carriageway up hill will have an extra lane.

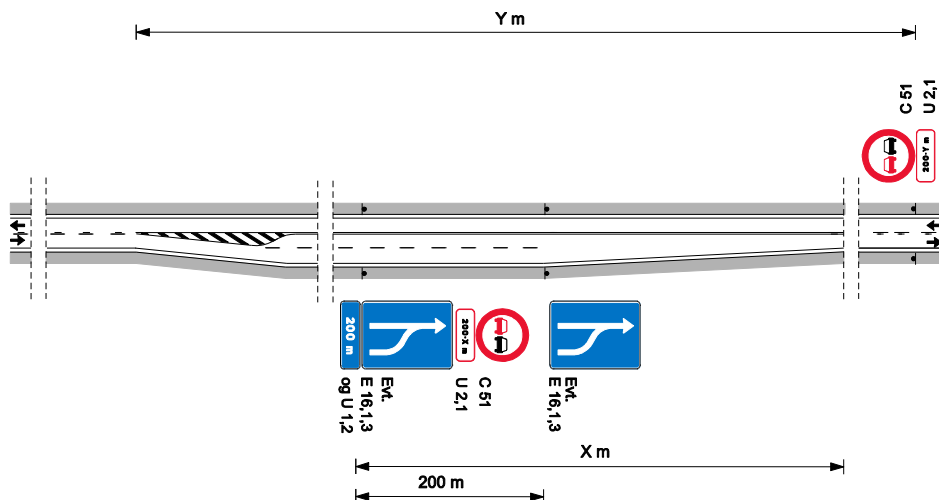


Figure 1.30 Extension to two lanes allowing for overtaking

The crawler lane is used by slow-moving vehicles, and the minimum speed shown on the sign should be decided taking into account the general or local speed limit on the road as well as an assessment of the impact of the uphill gradient on vehicle speed.

Executive Order on the Use of Road Markings, Signs and Signals, section 118

E 37 shall be provided at the start of the crawler lane, and advance notification shall be given approximately 200 metres before. Both signs shall specify crawler lane length. For indication of speed, see section 110, D 55 Minimum speed.

(2) At the end of the crawler lane, a continuous line shall, regardless of visibility, be established for the oncoming traffic to facilitate exit from crawler lane.

Source: Executive Order no. 801 of 4 July 2012

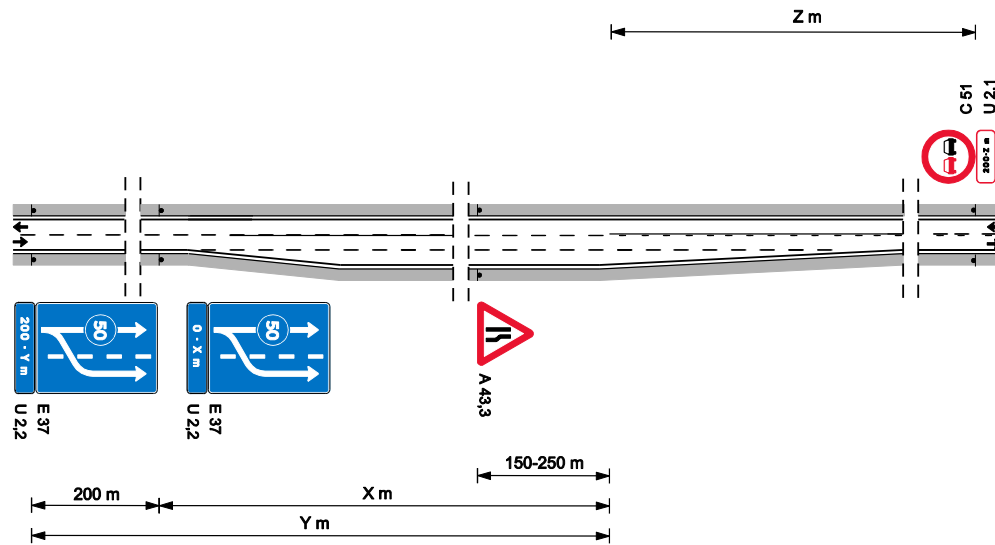


Figure 1.31 Crawler lane should end with A 43,3 Narrowed road on the right side

The length of the crawler lane should be stated section, e.g. "0 - 1500 m", and should be shown on additional panel U 2.

The sign should normally be provided in the road cross section, where crawler lane markings on the carriageway start as a wedge tip. Advance notification should be erected with corresponding sign approx. 200 m before the main sign. The advance notification additional panel may indicate section, e.g. "200 - 1700 m".

The crawler lane should terminate in a way that reasonably allows vehicles in the crawler lane to accelerate enough to weave with traffic in the other lane. If the crawler lane terminates in a way so that there is an appropriate acceleration lane to ensure weaving of traffic flows, the wide dotted line marking in the crawler lane may be replaced by marking for weaving and E 16 sign may be erected.

With regard to markings on the carriageway, reference is made to road standard for carriageway markings, Examples.

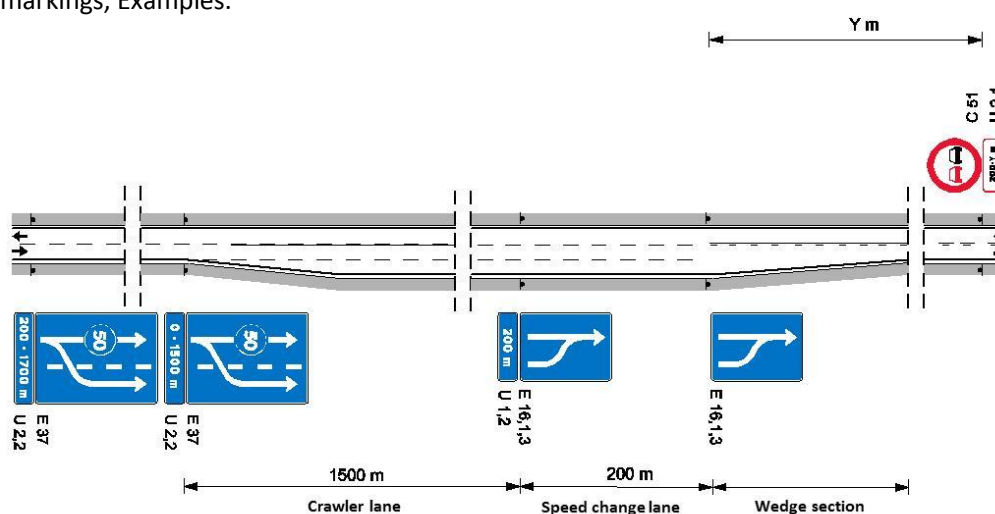


Figure 1.32 Crawler lane terminating after 1500 m. Speed change lane should be marked by broken lines followed by a wedge for weaving

If there is a fast lane up hill, double continuous lines should – except for roads with a central reserve – be established on the section, where visibility up hill is insufficient, see section 23, of the Danish Road Traffic Act.

Section 23(3) (iii) of the Danish Road Traffic Act

Overtaking shall not be carried out when visibility in front of or on a hill or in a road curve is limited, unless the carriageway in the direction of travel has at least two lanes, where oncoming traffic shall not occur.

Source: Executive Order no. 1047 of 24 October 2011

It will often be appropriate to establish double continuous lines on the entire section where the road has three lanes.

E 39 Recommended speed



Executive Order on Road Markings, Signs and Signals, section 23, E 39 Recommended speed:

The sign indicates that the road is not suitable for higher speeds than the speed indicated. The recommendation applies until terminated with the E 40 sign or for the distance indicated on the additional panel.

Source: Executive Order no. 802 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 119:

E 39 is used outside built-up areas. Speed indication shall be less than the general speed limit and shall be determined on basis of an overall assessment of the road facility, including an assessment of sight conditions to motor vehicles, cyclists and pedestrians, see sections 32 and 163.

Source: Executive Order no. 801 of 4 July 2012

E 40 End of Recommended speed



Executive Order on Road Markings, Signs and Signals, section 23, E 40 End of recommended speed:

Source: Executive Order no. 802 of 4 July 2012

E 41 Speed limit indication for exit



Executive Order on Road Marking, Signs and Signals, section 23, E 41 Speed limit indication for exit:

The sign indicates the speed at which a bend on an exit lane can under normal conditions be negotiated.

Source: Executive Order no. 802 of 4 July 2012

Executive Order on the Use of Road Signs and Signals, section 120:

E 41 shall be used at exits with abnormally sharp turns. After completing the turning manoeuvre, the speed shall be determined by the police with the consent of the road committee/road administration. The sign shall be placed at a distance, which ensures that the speed can be reduced before the turn.

Source: Executive Order no. 801 of 4 July 2012

The sign should generally be used only for turns in connection with exits on motorways, expressways, etc.

For determination of speed, reference is made to the handbook on *Danger warning signs, UA 41 Speed limit indication for exits*.

E 41 should be used where it is necessary to inform the driver of a sharp turn before N 43 *Pointed chevron sign*. The sign should be erected so that road users entering the exit lane are able to observe the speed indication and adjust speed before the turn.

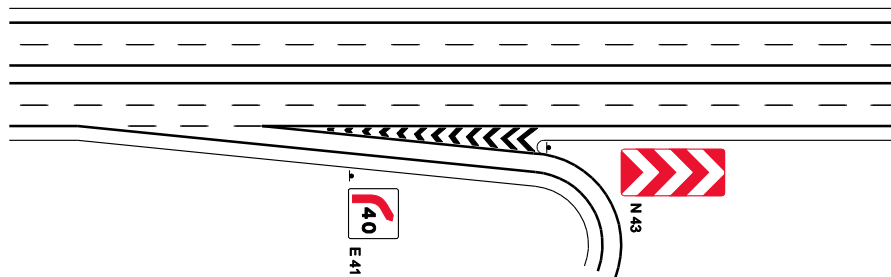


Figure 1.33 Example of the use of E 41

When E 41 is used, it is important to make sure that E 41 cannot mistakenly be perceived as applicable for road users, who continue along the motorway.

2 AREA SIGNS

These signs delimit an area of special traffic rules.

E 42 C Motorway



Executive Order on Road Markings, Signs and Signals, section 23, E 42 Motorway:

The sign indicates a road section, on which the special rules applicable for driving on motorways and on entries to and exits from motorways apply, see sections 44-47 of the Danish Road Traffic Act.

Source: Executive Order no. 802 of 4 July 2012

Executive Order on the Use of Road Signs and Signals, section 121:

E 42 shall be used where the motorway is a direct continuation of the normal road network and on entry lanes to motorways.

(2) The sign shall be erected at the point from which traffic is prohibited for road users who are not allowed on the motorway. If there is no reasonable possibility of diversion at this point, advance notification shall be given specifying the distance at a previous intersection.

Source: Executive Order no. 801 of 4 July 2012

The sign and any advance notification should be provided on both sides of the carriageway on motorways, which start in the immediate continuation of a normal road.

At ordinary entries to motorways, E 42 should normally only be provided on the right side of the carriageway.

Where there is a long section before the motorway which should not be used by other than those allowed to drive on the motorway, this approach section may be designed as an expressway. See also E 43 Expressway.

The motorway symbol is also used on roads signs leading to a motorway.

E 43 C Expressway



Executive Order on Road Markings, Signs and Signals, section 23, E 43 Expressway:

The sign indicates a road section, on which the special rules applicable for driving on expressways and on entries to and exits from expressways apply, see section 48 of the Danish Road Traffic Act.

Source: Executive Order no. 802 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 122:

E 43 shall be erected where the expressway starts and after each intersection with road or path open for road users not allowed using the expressway.

(2) Advance notification is subject to the same provision as for motorway.

Source: Executive Order no. 801 of 4 July 2012

According to section 91 of the Danish Road Traffic Act, the police will, subject to the consent of the road committee/road authority, lay down provisions for the establishment of expressways.

The sign and any advance notification should be erected on both sides of the carriageway where the expressway starts, and where it crosses important side roads at grade.

At crossings with less important side roads at grade and at entries from roads at different grades, the sign usually only needs to be provided on the right side of the carriageway.

Advance notification of crossing expressway is only to be used in special cases. It may be appropriate for instance where an important side road ends in a T-junction. Advance notification should be provided where there is a possibility of diversion.

The expressway symbol is also used on road signs leading to the expressway.

E 44 End of motorway**Executive Order on Road Markings, Signs and Signals, section 23, E 44 End of motorway:**

The sign is normally not used at exit road connections to the normal road network.

Source: Executive Order no. 802 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 123:

E 44 shall be erected at the point where the motorway ends, and advance warning shall be given about 400 m before this point.

(2) At exits, the sign shall only be used where it is not clear that the driver is leaving the motorway.

(3) The sign shall be provided on both sides of the carriageway.

Source: Executive Order no. 801 of 4 July 2012

E 44 will be erected at the point at which the road layout and design clearly show the road user that the road type changes. If this takes place in a signal-controlled intersection or in a roundabout, speed shall be reduced to 50 km/h before the intersection, unless special signal measures have been taken to prevent accidents.

The speed should be reduced by not more than 30 km/h at a time, see the rules for *C 55 Local speed limit*. *E 44* with indication of distance should be erected 50 m before the first *C 55* sign.

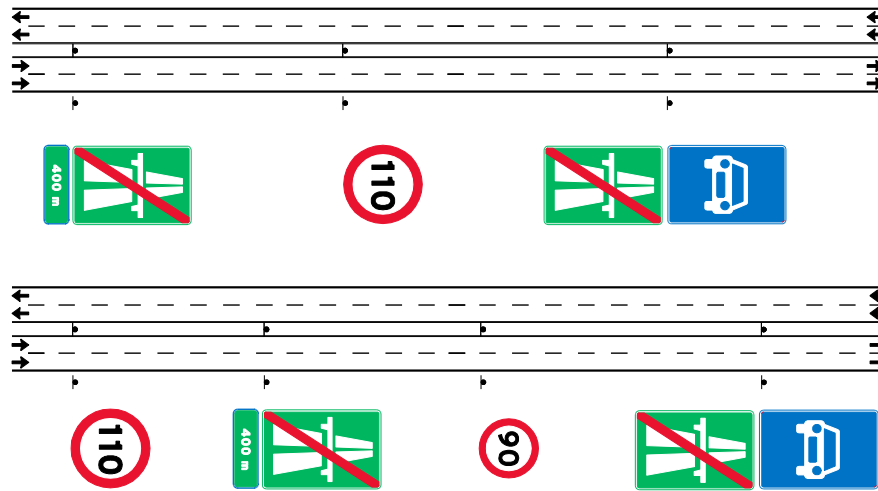


Figure 2.1 Examples of end of motorway with gradual reduction of speed limit

E 45 End of expressway



Executive Order on Road Markings, Signs and Signals, section 23, E 45 End of expressway:

The sign is normally not used on roads crossing the expressway or at exit road connections to the normal road network.

Source: Executive Order no. 802 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 124:

E 45 shall be erected at the point where the motorway ends, and advance warning shall be given about 200 m before this point.

(2) On side roads and exits, the sign shall only be used where it is not clear that the driver is leaving the expressway.

(3) The sign shall be provided on both sides of the carriageway if there is more than one lane in the direction of travel.

Source: Executive Order no. 801 of 4 July 2012

At major intersections or roundabouts where the intersecting roads are for normal traffic, the expressway should end as users may otherwise tend to believe that the expressway continues regardless of the road selected.

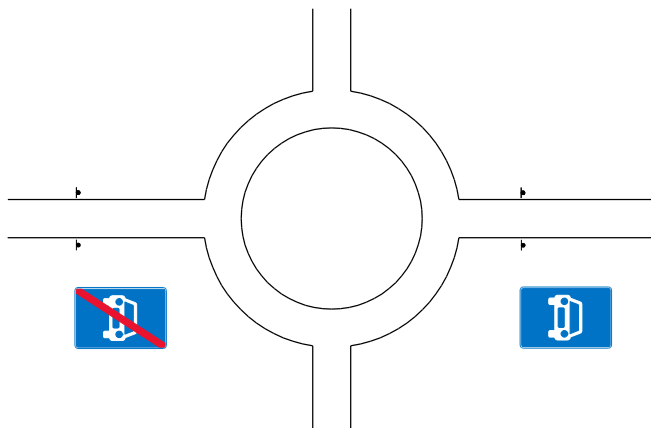


Figure 2.2 Example of end of expressway before roundabout

E 49 Pedestrian zone



Executive Order on Road Markings, Signs and Signals, section 23, E 49 Pedestrian zone:

The sign indicates an area, where the following specific traffic rules apply:

1. The area is reserved for pedestrians.
2. Authorisation to drive in the area may be given. In such case, driving shall be subject to the provisions in the items 4-8.
3. Any driving authorisation shall be shown on the additional panel as set out in section 16(3), items 2-5. Furthermore, the additional panel "Driving permitted" or other additional panels may be used, which specific traffic types. Authorisation on an additional panel may be limited in time, cf. section 9, sign U 3.
4. Vehicular traffic in the area is only allowed at very low speed (normally less than 15 km/h).
5. The drivers shall pay special attention and consideration to pedestrians, see section 27(3) of the Danish Road Traffic Act.
6. When the road is used by persons who may come into dangerous proximity of the vehicle during its passage, driving shall only continue once the driver has made sure that these persons are aware of the vehicle and have given space for passage. Such persons shall, however, not unnecessarily prevent the vehicles from moving.
7. Parking in a pedestrian area may not take place outside the specifically marked spaces. This does not, however, apply to bicycles, mopeds and two-wheeled motorcycles.
8. Drivers have the duty to give way when they exit a pedestrian zone, see section 26(3) of the Danish Road Traffic Act.

The sign can be used in combination with the additional panels U 1, U 2 or the U 6 for advance notification.

Source: Executive Order no. 802 of 4 July 2012

Mopeds mean both large and small mopeds.

The sign is generally used to define pedestrian zones. With regard to erection, reference is also made to chapter 3 on zones.

Executive Order on the Use of Road Markings, Signs and Signals, section 125:

E 49 shall be erected at any access point to the pedestrian zone.

Source: Executive Order no. 801 of 4 July 2012

Vehicular traffic may be permitted if stated on additional panels. When establishing exemptions for driving bans in a pedestrian zone, it should be ensured that exemptions from the driving ban only have an extent which is compatible with the nature of the pedestrian zone to be established.

The aim should be to set exceptions according to the guidelines described in Executive Order on Road Markings, Signs and Signals, section 9(3). The additional panels "Applies to passage only" may, however, never be used together with *E 49*, and the additional panel "Except for access" should generally not be used to define driving restrictions.

"Driving permitted" may be indicated on an additional panel, where it is compatible with the nature of the pedestrian zone not to impose restrictions on the vehicular traffic.

Pedestrian zones should appear as pedestrian areas throughout the road cross section, see the road standards on Traffic Areas, Urban areas, handbook on *Pedestrian areas*.

E 50 End of pedestrian zone



Executive Order on Road Markings, Signs and Signals, section 23, *E 50 End of pedestrian zone*:

Source: Executive Order no. 802 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 126:

E 50 shall be erected at any exit point from the pedestrian zone.

Source: Executive Order no. 801 of 4 July 2012

In connection with the definition of the pedestrian area attention should be paid to section 26(3) of the Danish Road Traffic Act, which imposes a duty to give way at the exit from a pedestrian zone.

The pedestrian zone should be discontinued where it is crossed by busy roads. Minor roads with limited traffic may, however, be interrupted by pedestrian zone.

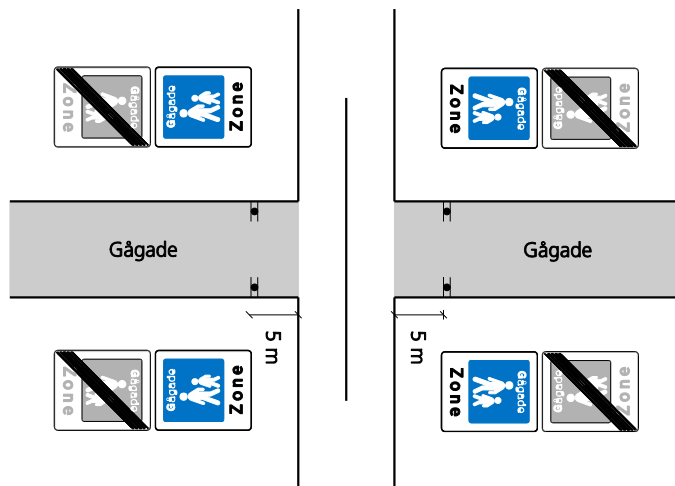


Figure 2.3 Pedestrian zone interrupted by crossing road

E 51 Residential area



Executive Order on Road Markings, Signs and Signals, section 23, E 51 Residential area:

The sign indicates an area, where the following specific traffic rules apply:

1. It is allowed to stay and play on the road in its entire width.
2. Vehicular traffic in the area is only allowed at very low speed (normally less than 15 km/h).
3. Drivers shall pay special attention and consideration to pedestrians. Where the direction of travel of drivers intersects with the direction of pedestrians, drivers shall give way to pedestrians.
4. When the road is used by persons who may come into dangerous proximity of the vehicle during its passage, driving shall only continue once the driver has made sure that these persons are aware of the vehicle and have given space for passage. Such persons shall, however, not unnecessarily prevent the vehicles from moving.
5. Parking in open spaces and play areas shall not take place outside the specifically marked spaces. This does not, however, apply to bicycles, mopeds and two-wheeled motorcycles.
6. Vehicular traffic has a duty to give way when leaving an residential area.

The sign can be used in combination with the additional panels *U 1*, *U 2* or the *U 6* for advance notification.

Source: Executive Order no. 802 of 4 July 2012

Mopeds mean both large and small mopeds.

Executive Order on the Use of Road Markings, Signs and Signals, section 127

E 51 shall be erected at any access point to the area.

(2) Roads in an residential area shall clearly appear as suitable for staying and playing all over the road. They shall not be divided into carriageway and pavement, and there shall be no height differences in the road cross section. However, the part of the road, which is suitable for vehicular traffic may be marked using e.g. surfacing in a different colour. For reconstruction of existing roads, kerbstones may, however, be maintained if clearly interrupted at intervals of no more than 25 meters.

(3) No danger warning signs shall be erected at the individual traffic calming measures in the area.

(4) No duty to give way shall be established in an intersection within the area.

Source: Executive Order no. 801 of 4 July 2012

The surfacing shall clearly show designated parking bays. See also the road standards for marking on the carriageway, handbook on *Standing and parking*.

Supplemented by an additional panel with information about distance, the sign may be used for advance notification of open spaces and play areas.

For design of open spaces and play areas, see the road standards for Traffic Areas, Urban areas.

E 52 End of residential area



Executive Order on Road Markings, Signs and Signals, section 23, E 52 End of residential area:

Source: Executive Order no. 802 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 128:

E 52 shall be erected at any exit point from an residential area.

Source: Executive Order no. 801 of 4 July 2012

E 53 Area with traffic calming measures



Executive Order on Road Markings, Signs and Signals, section 23, E 53 Area with traffic calming measures:

The sign indicates an area where the road is not suitable for higher speeds than the speed indicated.

The sign can be used in combination with the additional panels U 1, U 2 or the U 6 for advance

notification.

Source: Executive Order no. 802 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 129:

E 53 shall be erected at every access point to an area where the carriageway, by means of physical measures on road area, is designed so that is not suitable for speeds higher than the speed indicated.

(2) The Danish Road Directorate may give permission to not erect the sign if a newly constructed area is designed particularly for low speeds.

(3) Speeds between 20 km/h and 45 km/h shall be used. Speed indication of 45 km/h shall only be used on traffic calming roads designed for speeds of 45-50 km/h.

(4) No special danger warning signs shall be erected at the traffic calming measures in the area.

Source: Executive Order no. 801 of 4 July 2012

Speeds between 30 km/h and 40 km/h are normally used. Speed indication of 20 km/h may be used in special cases, e.g. in parking areas or areas which are not to be designed as open spaces and play areas.

Where access to the area will be directly from an residential area, the sign should be placed on the same post as E 52.

Advance notification should be given of the distance to the area with traffic calming measures if the section before the area with traffic calming measures is suitable for driving at a significantly higher speed than the speed the specified, or if the sign due to the road layout is difficult to see. It may be supplemented on the left side.

E 54 End of area with traffic calming measures



Executive Order on Road Markings, Signs and Signals, section 23, E 54 End of area with traffic calming measures:

Source: Executive Order no. 802 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 130:

E 54 shall be erected by any exit point from the area, unless the area is directly replaced by another area with traffic calming measures or by an residential area.

(2) The sign for end of area with traffic calming measures may be provided on the left side of the road on the back of the area signs.

Source: Executive Order no. 801 of 4 July 2012

The signs may be placed on high post or in low gallows.

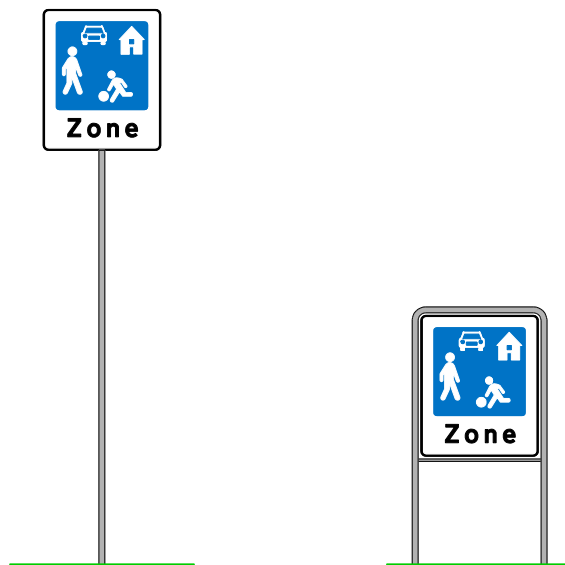


Figure 2.4 Mounting on high post and in low gallows

With regard to use of signs *E 49 - E 52*, reference is made to the road standards for Traffic Areas, Urban Areas, handbook on *Pedestrian areas*.

With regard to use of signs *E 53 - E 54*, reference is made to the road standards for Traffic Areas, Urban Areas, handbook on *Traffic calming measures*.

E 55 Built-up area and E 56 End of built-up area



Executive Order on Road Markings, Signs and Signals, section 23, E 55 Built-up area:

The sign indicates an area, where the provisions of the Danish Road Traffic Act on built-up areas apply.

The sign may be established as an additional panel and may then be provided as an additional panel to *C 56 End of local speed limit*.

Source: Executive Order no. 802 of 4 July 2012

The text on the E 55 sign normally indicates the name of the urban area entered.



Executive Order on Road Markings, Signs and Signals, section 23, E 56 End of built-up area:

Source: Executive Order no. 802 of 4 July 2012

The text on the E 56 sign normally indicates the name of the urban area left.

Executive Order on the Use of Road Markings, Signs and Signals, section 131

E 55 and *E 56* may be erected without stating the name of the urban area.

(2) On roads with more than 3 lanes, the signs shall be provided on both sides of the carriageway.

(3) *E 55* may be designed as an additional panel. This can be mounted below *C 56 End of local speed limit*, when, in a built-up area, this ends a local speed limit, which is higher than the general speed limit.

(4) *E 55* and *E 56* signs shall not be placed together with other signs.

(5) Cases concerning the erection or moving of *E 55* and *E 56* will be decided by the police after negotiations with the road committee/road administration.

Source: Executive Order no. 801 of 4 July 2012

E 55 should be erected where coherent settlement along the road gives road users the impression of driving in an urban area.

Two built-up areas can often be so close to each other that it may not be practical to provide separate signage for the areas. If the distance between such two areas is so great that the road user naturally prepares to drive outside built-up areas in the section between the two areas, separate signage should be provided for each area.

Buildings will in some cases be located mostly on one side of the road, e.g. at detours diverting traffic around villages, towns and cities. If there is no immediate access from the buildings to the road, the relevant road section should not be included in the built-up area.

However, if there are level crossings and access to the road from the buildings, it should be considered to include the road section in the built-up area.

The signs should always be situated on through roads in built-up areas.

The signs may be omitted on farm tracks and similar minor roads without surfacing, even when such roads lead into or out of a built up-area.

At ferry ports located in built-up areas, it may be appropriate to erect a sign, which indicates the built-up area immediately after the exit from the ferry.

Use of local speed limits should be included in the considerations about where the signs should be provided. For the use of local speed limits within built-up areas, reference is also made to the circular no. 72 of 5 July 1985 issued by the Danish Ministry of Justice on local speed limits.

The signs should be erected on the left side of roads where overtaking is permitted.

The signs should be mounted on posts or in gallows with at least 1.5 m to the lower edge of the sign.

Executive Order on the Use of Road Markings, Signs and Signals, section 26(4)

On roads with a permitted speed of 60 km/h or more, or on roads with dense traffic, signs shall be placed at a height of at least 1.5 m above the road. This does not, however, apply to the signs *A 75*, *D 15*, *D 16*, *N* and *O* signs and *P 11*.

Source: Executive Order no. 801 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 26(5)(v):

On roads with a permitted speed of less than 60 km/h, the following signs shall not be placed lower than 1.5 m above the road:

5. Special regulation signs *E 11, E 15-17, E 22, E 31, E 37, E 39-45, E 55, E 56 and E 68,4.*

Source: Executive Order no. 801 of 4 July 2012

See also under *C 55 Local speed limit* in the handbook on *Prohibitory or restrictive signs*.

3 ZONES

E 68 Zone sign

**Executive Order on Road Markings, Signs and Signals, section 23, E 68 Zone sign:**

The sign indicates an area where the provisions for the signs indicated as symbols, apply, but see *E 33 Parking*. The detailed content of the provisions and the distance to the beginning of the area may be indicated on the sign.

These provisions apply until they are terminated by sign *E 69* or until they are replaced by an indication concerning the same conditions on another zone sign. Within the area, the provisions of the zone sign may be deviated from by a local sign.

Source: Executive Order no. 802 of 4 July 2012

By means of local signage, the provisions of the zone signs may either be tightened or relaxed.

It is therefore possible in a no parking zone to indicate small areas for e.g. time limited parking.

In a parking zone where parking is subject to a fee (payment zone), this restriction applies until it is terminated, e.g. by the text "Free parking" or by ending the parking zone.

Executive Order on the Use of Road Markings, Signs and Signals, section 132

E 68 shall be erected on all roads leading into the area.

(2) The use of symbol for signs, which do not relate to local speed limits, environmental zone, standing and parking shall be approved by the Danish Road Directorate, but see subsection 3.

(3) On national roads, the use of symbol for signs, which do not relate to local speed limits, environmental zone, standing and parking shall be approved by the Danish Ministry of Transport.

Source: Executive Order no. 801 of 4 July 2012

Advance notification may be given of the sign on approach roads with an indication of the distance to the beginning of the zone.

E 69 End of zone



Executive Order on Road Markings, Signs and Signals, section 23, E 69 End of zone:

Source: Executive Order no. 802 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 133:

A zone shall be terminated using E 69 unless the zone is replaced by a new zone with more relaxed restrictions.

Source: Executive Order no. 801 of 4 July 2012

General information about E 68 and E 69

The road signs E 68 Zone sign and E 69 End of zone shall be erected on all roads leading into/out of an area where the provisions on the signs, which are indicated as a symbol, apply. Sign E69 should normally be mounted on the back of E 68.

Use

The zone signs E 68 and E 69 are normally only used in built-up areas.

The use of zone signs often results in a significant reduction in the number of signs and thus in an aesthetically better urban environment.

However, in some cases, it has proved difficult for road users to see and perceive the information on the zone sign when entering the area. Therefore, it may be appropriate to make campaigns in connection with the design and layout of zones.

Erection and location

Zone signs should be placed so that road users can easily see them.

Zone signs should be provided on both sides of the carriageway.

If the zone starts at an intersection, the signs should be placed so that road users turning into the zone have the signs in their field of vision immediately after the turning manoeuvre. This means that the sign should be placed at least 25 m after the intersection

In central urban areas with parking problems, however, it may be appropriate to place the signs about 10 m from the intersection to ensure that no vehicles are parked illegally in front of these.

Zone signs should be placed in accordance with the guidelines applicable to the main sign, which is inserted on the zone sign.

For highly placed signs there should, however, be a height of 2.2 m to the lower edge of the sign. If the sign is placed at a height lower than 2.2 m, it shall be ensured that vehicular traffic or parked cars do not block free sight to the signs. The height above a cycle path shall be at least 2.3 m. See also the handbook, *General information about road signs*.

Zone signs may be mounted in low gallows in connection with zone gateways. A gateway can be designed as a narrowing of the carriageway - see the example in figure 3.1. The detailed design depends on the desired speed and on the types of vehicles using the road. Note that low signs are particularly vulnerable to soiling and vandalism (e.g. graffiti).

A bicycle bypass should always be established in connection with the construction of gateways. Narrowings to one lane can be used on road sections with a desired speed of 40 km/h or less.

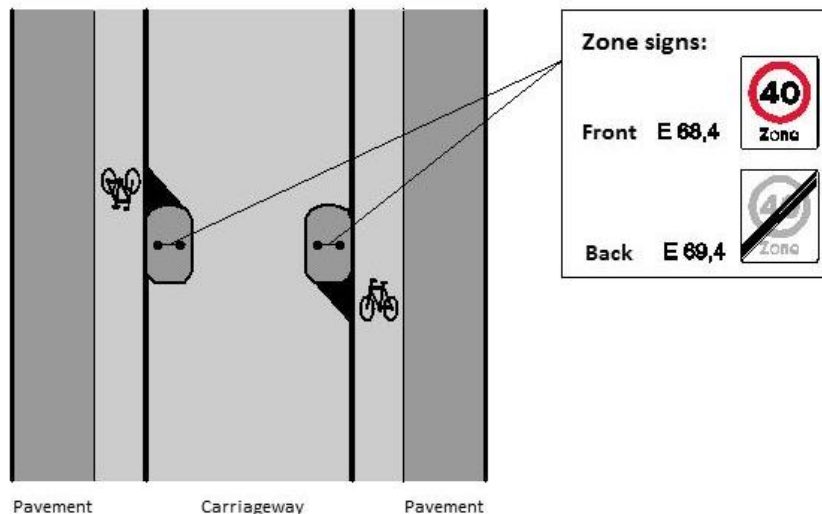


Figure 3.1 Example of gateway to zone with local speed limit

Gateway can be combined with traffic calming measures as described in the road standards for Traffic Areas, urban areas, handbook on *Traffic calming measures*. Efforts should be made to ensure that the gateway resembles any traffic calming measures inside the zonal area.

If the signs are erected on approach roads with high speed and possibly several lanes, advance notification signs should be provided.

If zone signs are placed above each other, the most restrictive zone sign should be placed at the top – see figure 3.2.

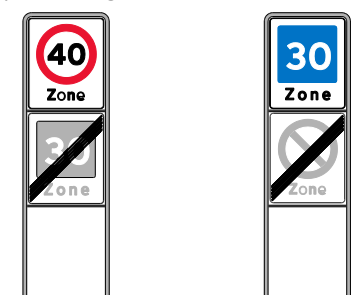


Figure 3.2 Two examples of location of zone signs where the most important zone sign is placed at the top

As set out in the road standards for road signs, handbook, *General information about road signs*, no more than two main signs should be erected with their respective additional panels on the same post for the same direction of traffic.

According to section 9 of the Executive Order on Road Markings, Signs and Signals, additional panels to zone signs shall have the same colour as the main sign.

When setting up the zone signs, the following should also be taken into account:

- that the area is not so large and heterogeneous (e.g. several separate urban areas), that road users see it as separate areas
- that the area demarcation is natural for the road users. It is an advantage if the area demarcation can be recognised in any other way than just by the signage
- that zone signs do not provide more restrictions than road users can reasonably perceive during the passage of the sign and remember during their stay in the area
- that the restrictions on zone signs are as simple as possible
- that the restrictions in the area do not include periods when they are not justified.

Size

The signs should be of a size that will allow road users sufficient time to perceive and respond to the conditions to which the signs relate.

The size of the signs should be adapted to speed, see the road standard for road signs, handbook on *Overview of road signs*.

Different zones

No standing and parking

If the zone signs *E 68,1 No parking* or *E 68,2 No stopping* is used to mark a parking area, e.g. a city centre where the area has uniform parking restrictions, the number of signs could be reduced significantly.



E 68 No parking zone



E 69 End of no parking zone



E 68,2 No stopping zone



E 69,2 End of no stopping zone

Stopping or parking restrictions, which can be marked using zone signs could e.g. be:

- General parking ban during rush hours in an urban area, e.g. a defined business area
- Time limited parking within an area
- No parking of trucks and caravans on the roads in an area, e.g. a residential or holiday home area
- No parking outside marked parking bays along roads in an area, e.g. a hospital area.

Local authority orders (formerly police proclamations) regarding standing and parking in an area may be indicated by zone signs if the provisions are not too complex. See the section on parking (including night parking).

By means of local signage, the provisions of the zone signs may either be tightened or relaxed. These provisions apply until they are terminated by sign *E 69,1/E69,2* or until they are replaced by an indication concerning the same conditions on another zone sign. See also the collection examples on Special regulation signs.

Sign *E 33,1 Parking* can be used where there is also no stopping or no parking or another parking restriction within a zone.

In areas with general parking restrictions for certain vehicles, such parking restrictions may be terminated locally by supplementing *E 33,1* with an additional panel, which shows the symbol for the relevant vehicles with "Permitted" under the symbols. See also the collection examples on Special regulation signs.

Reference is also made to the section on standing and parking in the handbook on *Prohibitory or restrictive signs*.

Parking (including night parking)



E 68,3 Parking zone



E 69,3 End of parking zone

An additional panel should always be used together with *E 68,3*.

On zone signs, the *E 33* sign should only be used to specify restrictions on parking in that area.

The zone is terminated by *E 69,3*.

In many towns and cities, there is a local authority order prescribing a general truck parking ban during the period 19.00 – 07.00 h. However, night parking spaces are established for trucks and/or trailers in certain areas within the same period of time. Night parking zones for certain vehicles are areas where special vehicles may only park in marked bays during a particular period of time.

When night parking zones are introduced, the road administration should ensure that lists are available with location of the areas where heavy vehicles and/or trailers are allowed to be long-term parked.

Speed zone (local speed limit)



E 68,4 Zone with local speed limit



E 69,4 End of zone with local speed limit

General

The purpose of establishing speed zones is normally to reduce the speed in an area, usually an area of housing and/or childcare facilities. By means of zone signage, the number of speed limit signs can be significantly reduced, but there is a risk that road users forget that they are driving in a speed restricted zone, especially if the area is large and only few traffic calming measures are used.

Legal framework

Executive Order on the Use of Road Markings, Signs and Signals, section 134

E 68,4 and *E 69,4* can be used for marking zones with local speed limits, as determined in accordance with section 92a(2) of the Danish Road Traffic Act, see section 42(4) and (5).

(2) The establishment of speed zones shall be in accordance with the rules set out in sections 135-143.

Source: Executive Order no. 801 of 4 July 2012

Application for establishment

Executive Order on the Use of Road Markings, Signs and Signals, section 135

Applications for establishment of a speed zone shall be sent to the police with the following documents enclosed:

1. Road plan to scale showing:
 - a. road and street names
 - b. road markings
 - c. location of signage
 - d. results of speed measurements $V_{85\%}$ (the speed observed by 85% of the road users).
2. Evaluation plan showing:
 - a. location of speed measurements
 - b. time of conclusion of the evaluation
 - c. whether campaigns are scheduled at the beginning of evaluation period.

Source: Executive Order no. 801 of 4 July 2012

Police approval is temporary. Final approval is usually not given until after approval of the evaluation report.

Erection of signs



When the zone signs *E 68,4 Zone with local speed limit* and *E 69,4 End of zone with local speed limit* are erected, the following should be taken into consideration:

- that the area is not so large and heterogeneous (e.g. several separate urban areas), that road users see it as separate areas
- that the area demarcation is natural for the road users. It is an advantage if the area demarcation can be recognised in any other way than just by signage.

Executive Order on the Use of Road Markings, Signs and Signals, section 143

Speed zone signs shall be mounted on independent posts and may not be combined with signs other than *E 53* or *E 54*.

(2) *E 68,4* signs shall be placed at least 25 m after intersections.

(3) *E 68,4* signs shall be erected at a height of at least 1.5 m measured from the surfacing to the lower edge of the sign.

(4) The signs shall be erected so that road users entering the zone are always able to see at least one sign indicating the zone.

Source: Executive Order no. 801 of 4 July 2012

Road signs *E 68,4* and *E 69,4* should be erected on all roads leading into/out of an area where the provisions on the signs, which are indicated as symbol, apply. Sign *E 69,4* should normally be mounted on the back of *E 68,4*.

Executive Order on the Use of Road Markings, Signs and Signals, section 136

A speed zone defined using *E 68,4* shall include at least two road sections.

(2) A partial section of a road may, however, in special cases and subject to police approval, be defined using *E 68,4* if it is in direct proximity to other areas defined using with *E 68,4*.

(3) On such partial sections, traffic calming measures shall be used corresponding to the signpost-speed, and the sections shall be longer than:

1. 100 m at 30 km/h
2. 300 m at 40 km/h
3. 500 m at 50 km/h

(4) A speed zone shall not be established if the maximum length of driving by direct passage of the zone exceeds 1500 m from passage of *E 68,4* at the entry of the zone to the destination.

Source: Executive Order no. 801 of 4 July 2012

Use of signs

Zone signs are normally used only in built-up areas, but can also be used outside built-up areas, as well as in holiday home areas and recreational areas.

Executive Order on the Use of Road Markings, Signs and Signals, section 137

In built-up areas marked by *E 55 Built-up area*, zones may only be established with speeds of 30 km/h or 40 km/h.

(2) Outside built-up areas, zones may only be established with speeds of 40 km/h or 50 km/h.

(3) In recreational areas and holiday home areas outside built-up areas, zones may be established with speeds of 30 km/h, 40 km/h or 50 km/h.

Source: Executive Order no. 801 of 4 July 2012

Placing of road signs

If the zone starts at an intersection, the signs should be sited so that road users turning into the zone have the signs in their field of vision immediately after the turning manoeuvre.

Advance notification may be given of the signs on approach roads with an indication of the distance to the beginning of the zone. Zone signs should be erected on the right side of the road, but often it will be advantageous to use the back sides of the signs to achieve double effect of both signs.

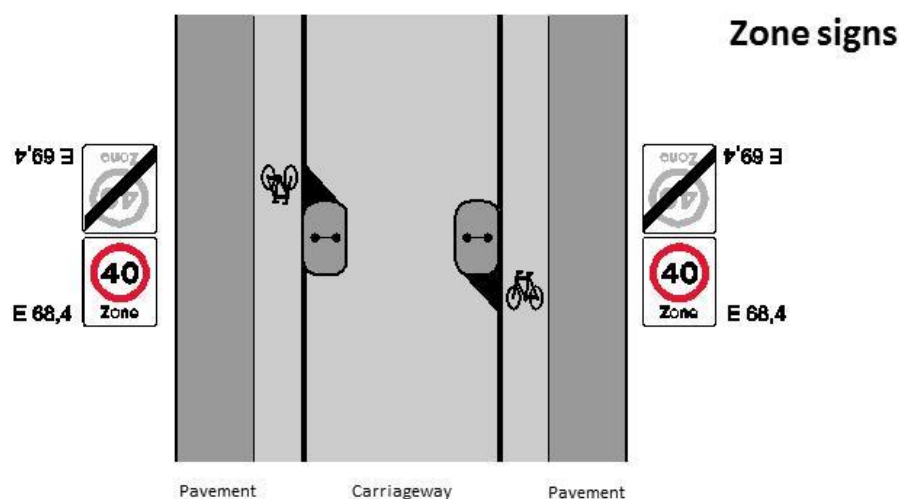


Figure 3.3 Example of gateway to zone with local speed limit

The signs shall be erected so that road users entering the zone are always able to see at least one sign indicating the zone.

Zone signs may be erected in connection with gateways designed as a narrowing of the carriageway.

The detailed design depends on the desired speed and on the types of vehicles using the road. A bicycle bypass should always be established in connection with the construction of gateways. Narrowings into one lane can advantageously be used on road sections with a desired speed of 40 km/h or less.

Individual measures such as traffic calming measures and the like in the area will help road users remember that they are driving in a zone with a local speed limit.

Siting and design of traffic calming measures

Traffic calming measures should first and foremost be located so that they do not come as a surprise to the road users.

Recognition distances shall be ensured to allow the road users to reduce speed. Traffic calming measures should be designed as set out in the road standards for Traffic Areas, urban areas, handbook on *Traffic calming measures*.

Siting should take into account parking, loading and unloading as well as private crossings. In addition, it should be taken into consideration that certain types of traffic calming measures may result in noise nuisances to the surroundings.

Executive Order on the Use of Road Markings, Signs and Signals, section 138

On the individual road sections within the speed zone, traffic calming measures shall be established, if the rectilinear part of the road section is longer than:

1. 100 m at sign-posted speed 30 km/h
2. 300 m at sign-posted speed 40 km/h
3. 500 m at sign-posted speed 50 km/h.

(2) However, this does not apply if V 85% is less than:

1. 36 km/h at sign-posted speed 30 km/h
2. 47 km/h at sign-posted speed 40 km/h
3. 58 km/h at sign-posted speed 50 km/h.

Source: Executive Order no. 801 of 4 July 2012

Speed measurements

Speed is measured at the point on the road where V 85% can be expected to be at its highest. This point will often be about two-thirds into the free road section.

Executive Order on the Use of Road Markings, Signs and Signals, section 139

Speed measurements shall be carried out on all roads in the zone with a straight section of more than 150 m, both before and after establishment of the speed zone.

(2) Speed shall be measured with equipment with an accuracy of +/- 3 km/h or better and speed measurements shall be made for single vehicles.

(3) Speed measurements shall be carried out for a period of 24 hours on a weekday with normal traffic and under normal weather conditions.

Source: Executive Order no. 801 of 4 July 2012

Speed measurements should be appended to the application for establishment of a zone with local speed limit.

Evaluation report

Executive Order on the Use of Road Markings, Signs and Signals, sections 140-142:

140 No later than 1.5 years after establishment of a speed zone, an evaluation shall be carried out and an evaluation report be submitted to the police.

(2) The evaluation shall start no earlier than two months after the establishment of the zone and completion of any campaign.

141 The evaluation report shall contain a road plan to scale showing:

1. road and street names

2. road markings
3. location of signage
4. location and type of any traffic calming measures
5. results of speed measurements V 85% before and after establishment of the speed zone
6. where the speed measurements were made.

(2) Where traffic calming measures are used to reduce passenger car speed and only to a limited extent to reduce the speed of heavy traffic, V 85% for both passenger cars and for heavy traffic shall be stated.

142 The section shall be supplemented by traffic calming measures, if the measurement of V 85% on a section is greater than:

1. 36 km/h at sign-posted speed 30 km/h
2. 47 km/h at sign-posted speed 40 km/h
3. 58 km/h at sign-posted speed 50 km/h.

(2) In that case, an additional evaluation shall be carried out 2-6 months after the end of the first evaluation, and an evaluation report shall be submitted to the police.

Source: Executive Order no. 801 of 4 July 2012

For the purpose of any revisions of road standards, the police will send a copy of the evaluation report to the Danish Road Directorate.

The above speeds are calculated as the sign-posted speed plus 10% and a tolerance of 3 km/h.

The evaluation report should include an assessment of the size of the speed zone, including whether the size of the zone should be reduced.

See also the collection examples on Speed signage.

No trucks



E 68,5 No truck zone



E 69,5 End of truck zone

Zone sign *E 68,5 No truck zone* is used at the entry to areas where trucks are unwanted.

When *E 68,5* is used, and an alternative route can be recommended, *E 22,1 Recommended route for trucks* should be used simultaneously.

When *E 68,5* is used, it should be ensured that it is possible for the truck driver to choose an alternative route. Turning manoeuvres should be avoided, but in those cases, it should be possible to make turning manoeuvres.

Advance notification should therefore be given of sign *E 68,5* to allow truck drivers to see where the zone starts. Advance notification may be provided by placing e.g. zone sign *E 68,5* on a map-type sign as shown in figure 3.11.

See also the road standards for road signs, handbook on *Types of road signs on general roads*, as well as the handbook on *Parking signs*.

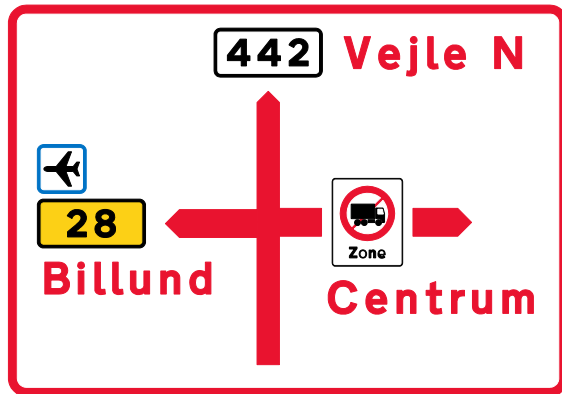


Figure 3.11 Advance notification of no truck zone

Relaxation of the ban should not normally be used, as the text of an additional panel will not normally be legible at an adequate distance, e.g. when the zone sign is inserted on a map-type sign.

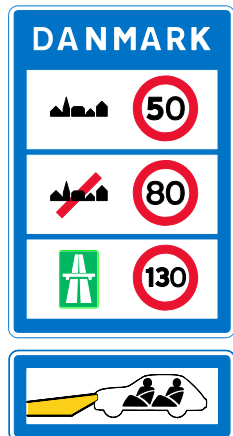
The relaxation "Only applies to passage" should not be used, as it might be difficult for the driver to decide when this is the case. Neither road network in the area nor the size of the area can immediately be recognised at zone entry. The relaxation "Only applies to passage to X road" should not be used either, as drivers not familiar with local conditions are unlikely to know where X road is located.

E 68,5 can also be provided with an additional panel *UC 23 Environmental Zone* that limits to the ban to apply to vehicles that do not comply with the requirements for driving in environmental zones.



The zone is terminated by zone sign *E 69,5 End of no truck zone*.

E 80 General speed limits



Executive Order on Road Markings, Signs and Signals, section 23, E 80 General speed limits:

The sign sets out the general speed limits that apply in the country.

Source: Executive Order no. 802 of 4 July 2012

Executive Order on Road Markings, Signs and Signals, section 23, UE 80 Mandatory seat belt and daytime running lights:

The UE 80 sign indicates that it is mandatory to use daytime running lights, seat belts and safety equipment for children.

Source: Executive Order no. 802 of 4 July 2012

The sign provides information on the general speed limits in built-up areas, outside built-up areas and on motorways. The additional panel gives information about important national traffic regulations, e.g. mandatory use of daytime running lights and seat belts.

Executive Order on the Use of Road Markings, Signs and Signals, section 144:

E 80 shall be erected at border crossings, in ferry ports and airports with international traffic.

(2) The sign shall be supplemented by UE 80.

Source: Executive Order no. 801 of 4 July 2012

It is usually not erected at any other places in the country.

4 OTHER SPECIAL REGULATION SIGNS

E 90 Automatic traffic control



Executive Order on Road Markings, Signs and Signals, section 23, E 90 Automatic traffic control:
The sign indicates that there may be automatic traffic control.

Source: Executive Order no. 802 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 145:

E 90 shall be erected at stationary equipment for automatic traffic control.

(2) The sign shall normally be erected according to the same principles as danger warning signs.

Source: Executive Order no. 801 of 4 July 2012

E 91 Speed display



Executive Order on Road Markings, Signs and Signals, section 23, E 91 Speed display:

The sign shows vehicle speed; on registration of speed above the permitted, white flashing lights are activated.

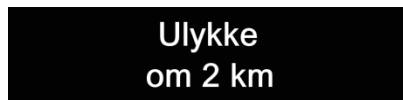
Source: Executive Order no. 802 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 146:

The text consists partly of fixed, black letters with a height of at least 143 mm, however, at least 170 mm at speed limits of 80 km/h, and partly of luminous, white, variable digits with a height of at least 250 mm, however, at least 400 mm at speed limits of 80 km/h.

(2) Display shall only be used on roads with a speed limit of 80 km/h or lower. By gradual reduction of the local speed limits, electronic speed displays shall only be erected after signposting of the final speed. The speed measuring shall be communicated clearly to the individual road user so that he or she has no doubt as to whom the current speed applies.

Source: Executive Order no. 801 of 4 July 2012

E 92 Variable message sign**Executive Order on Road Markings, Signs and Signals, section 23, E 92 Variable message sign:**

The sign shows information relevant for the traffic. The sign may have three lines of text.

Source: Executive Order no. 802 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 12:

Where variable message signs are used, all other signage shall be adapted so as to give coherent information from the overall marking.

Source: Executive Order no. 801 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 13:

Variable message signs shall be designed as prism signs or as illuminated signs.

(2) Variable message signs shall consist of no more than three lines of text.

Source: Executive Order no. 801 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 14:

Variable message signs shall only contain texts, which are listed in the columns "Approved display" and "Approved variations" in Annex 3, Display library for variable message signs.

(2) Use of texts other than those permitted, see subsection 1, shall be approved by the Danish Road Directorate, but see subsection 3.

(3) The Danish Ministry of Transport may approve that the Danish Road Directorate uses texts other than those permitted, see subsection 1.

Source: Executive Order no. 801 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 15:

Luminous variable message signs shall be designed with white text on a black background.

Source: Executive Order no. 801 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 16:

On variable message signs indicating danger immediately ahead on the same section, information shall be provided in the following order on the same variable message sign:

- 1) Description of a danger or event
- 2) Location
- 3) Instructions to road users.

(2) On variable message signs indicating danger immediately ahead on the same section or on a different road, information shall be provided in the following order on the same variable message sign:

- 1) Location
- 2) Description of a danger or event
- 3) Instructions to road users.

Source: Executive Order no. 801 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 17:

On variable message signs, only the following variable danger warning signs shall be used: A 20 *Queues likely*, A 39 *Roadworks*, A 95 *Side winds* or A 99 *Other danger*. These signs shall be located to the left of the text.

Source: Executive Order no. 801 of 4 July 2012

Executive Order on the Use of Road Markings, Signs and Signals, section 18:

Travel time information for motor vehicle shall be stated on variable message boards as driving time in minutes to well-defined points on road sections, e.g. a motorway exit. The displayed travel time shall respect the current speed limit on the section.

Source: Executive Order no. 801 of 4 July 2012

See also the road standards for traffic management systems, handbook on *Variable road signs*.



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