



**STANDARD SPECIFICATION**

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**Street Name Blades**

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## Street Name Blades

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### 1. INTRODUCTION

Within the Waimakariri District, the requirements for street name blades shall be as specified in the *Guidelines for Street Name Signs* 1990, produced by the Land Transport Safety Authority, with the additions and alterations indicated in the WDC standard specification (this document).



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### 2. DESIGN OF STREET NAME SIGNS

#### 2.1 Colour

The whole blade background, including any fabrication, is to be the same shade of green. Where “paint” is used its colour is to be powder-coat “BP GREEN”.

Letters and numbers are to be white.

#### 2.2 Reflectorisation

Sign lettering shall be reflectorised with High Intensity Reflective materials on local roads and at local-local intersections, and Diamond Grade Reflective materials on all other road and intersection types.

#### 2.3 Lettering

The standard size lettering used in the Waimakariri District for street names is 100mm. At intersections with state highways 150mm lettering should be used.

Property numbers and “No Exit” supplements shall be 75mm.

##### 2.3.1 Letter Size & Spacing

Letters and numbers are to be single-spaced. There is to be a single blank space between arrows and adjacent letters or numbers. There is to be a single blank space between the “-” in number ranges and the adjacent numbers.

The alphabet used shall be Series C 100mm as defined in the *LTNZ Manual of Traffic Signs and Markings Part 1, Appendix A1 – Standard Alphabets*.

##### 2.3.2 Names

All names are to be fully spelt out, not abbreviated. The street type suffix to the name itself, such as “Street”, “Road” etc. (i.e. the “label”), should be abbreviated and capitalised in accordance with section 4.

The name should always be capitalised except for the “ac” or “c” in “Mac” and “Mc” and other letters in similar circumstances.

Punctuation should be used only where it is part of the name, e.g. in O’Rourke’s Road. It should not otherwise be used, especially for denoting the possessive, e.g. Browns Rd, not Brown’s Road. Pronunciation accents, such as à and ê, should not be used.

#### 2.4 Sign Size & Shape

Size shall be adequate for lettering, with a clear border of background colour at least 50mm wide around the lettering; therefore the maximum width of the sign should be 200mm.

Where the sign is greater than 1200mm in length, two support posts shall be required. Where more than two lines of lettering are required, two signs shall be used.

The blade material shall be rectangular and either one piece extruded “I” section aluminium or fabricated aluminium.

#### 2.5 “No Exit” Supplements

“No Exit” legends shall be incorporated wherever appropriate.

The words “NO EXIT” and any arrows are to be 75mm high. The legend is to be positioned on the name-blade, below the street name.

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### 2.6 Locality Identification

Locality identifiers, such as monograms and logos, are not permitted.

### 2.7 Property Numbers

Property numbers are to be 75mm high, and formatted and located so as not to detract from the main messages of the sign.

Property numbers are to be on the “line” immediately below the street name. The line height is to be appropriate and suitable for the size and style of the numbers. The arrow relating to the property numbers is to be located under the appropriate arrow of the street name.

At cross-roads, the blade should display the property numbers immediately adjacent to each side of the intersection. At T-intersections, the blade should display the range of numbers in the block, in the order they appear on the street when viewed from the location of the sign.

Note that property numbers are not required in the following situations:

- Where it is a “No-Exit” street;
- Where there are no properties opening onto the street;
- Where there is a number mismatch between the sides of the road, e.g. where the intersection breaks the road between numbers 20 and 22 on the left side and numbers 31 and 33 on the right.

### 2.8 Directional Indication

Retroflective chevrons or arrows at either end of the legend can be used as an indicator for road users. They are recommended on low mounted signs on medians or traffic islands, and in situations where the orientation of the street name sign does not clearly convey the direction of the street to which it refers.

Retroflective chevrons are always required on roundabouts, indicating the direction of travel.

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**3. LOCATION OF STREET NAME SIGNS**

Paragraphs in *italic* are specifications from the RTS-02, followed by WDC requirements where these are different from RTS-02.

**3.1 Height**

Street name signs should be mounted with their underside between 2.5m and 3.5m above ground level.

**3.2 Lateral Offset**

Signs should generally be mounted within 1500mm of the face of kerb or shoulder edge but at least 450mm behind the face of kerb on kerbed streets, 500mm behind the face of kerb on islands or medians, or 600mm from the shoulder edge on streets without kerbs.

**3.3 Number of Signs**

The number of signs at an intersection should be increased for more complex backgrounds, more important streets and wide streets.

**3.4 Advance Street Name Signs at Major Intersections**

Additional street name signs should be mounted on the central median or overhead in advance of intersections between two or more arterial or strategic roads.

**3.5 Recommended Sign Locations and Designs**

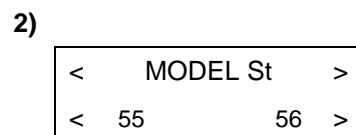
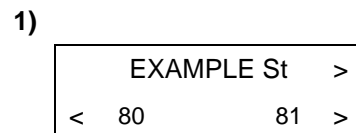
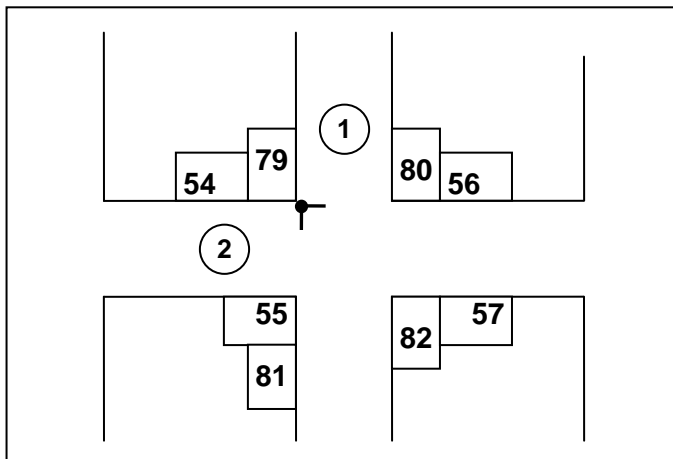
Signs must be located where they are visible over a distance appropriate to the operating speed and where possible within the area of the intersecting road reserve boundaries of the streets to which they apply.

All name blades for an intersection should be affixed to the same post, except when there is more than 1 sign post as detailed in paragraph 3.6. Each name-blade is to be double sided unless detailed otherwise.

The sign should be oriented to provide maximum visibility to the motorists on the major road. This can be achieved by placing the sign on the “traffic” side of the post.

Clauses 3.5.1, 3.5.2 and 3.5.3 show the standard sign layout for WDC roads. For complex, busy or significant roads, (for example, where the street name changes across the intersection), specific design may be required with approval from the Council. For intersections with State Highways, Transit NZ requirements apply.

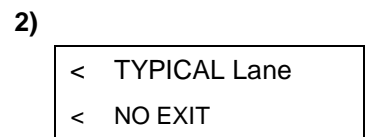
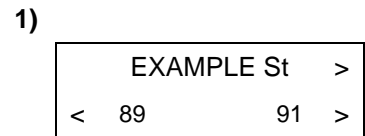
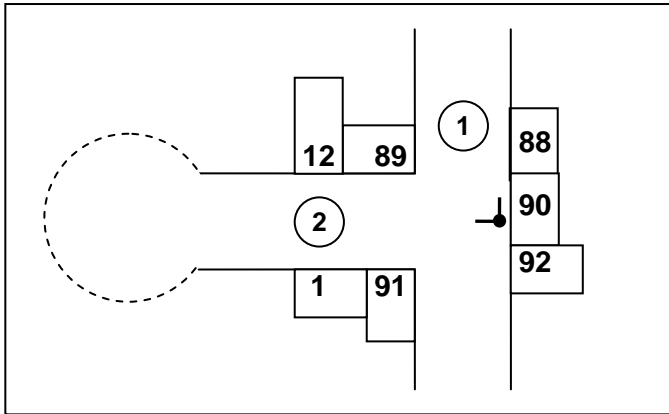
**3.5.1 Cross-intersections**



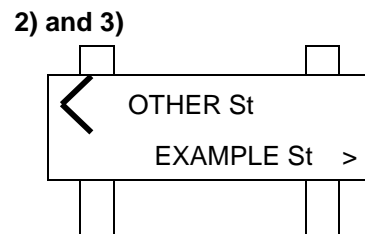
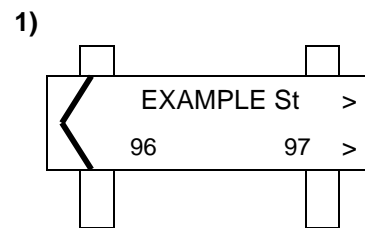
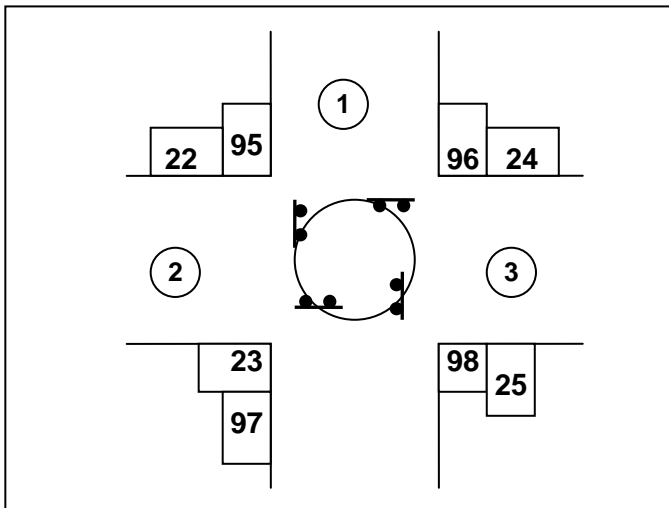
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3.5.2 Tee-intersections



3.5.3 Roundabouts



A sign showing the name of each street in the centre-left of the roundabout is sufficient. Note that a retroreflective chevron or large arrow shall be use to indicate the direction of travel.

**3.6 Posts**

Where there are existing posts in suitable locations these should be used in preference to placing new posts. "AA" posts and utility poles may be used. There shall be a maximum of four blades of any type on one post.

Where an existing post is suitable, but in a non-preferred or lowly location, and the post can be located to a more preferred location this should be done.

If the existing post is so close to the road that the sign may be hit by traffic the sign should be located on the other, or reverse, side of the post. The use of arrows on the sign will negate any confusion over the direction indicated.

Except on very busy roads (+ 10,000 vehicles / day), divided roads, where there are roundabouts or where the name of one of the roads changes at the intersection, one set of signs should be adequate.

Double Ended signs are to have at least one vertical end to allow use of standard mounting brackets.



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### 4. STANDARD STREET LABEL ABBREVIATIONS

Name	Abbreviation	Name	Abbreviation
Anchorage	Ancg	Elbow	Elb
Arcade	Acde	End	END
Avenue	Ave	Entrance	Ent
Belt	BELT	Esplanade	Esp
Bend	BEND	Expressway	Exwy
Boulevard	Blvd	Extension	Extn
Brace	Brc	Fairway	Fawy
Brae	BRAE	Footway	Ftwy
Break	Brk	Formation	Form
Bypass	Bypa	Freeway	Frwy
Causeway	Cwy	Frontage	Frnt
Centre	Ctr	Garden(s)	Gdn(s)
Chase	CHASE	Gate	GATE
Circle	Cir	Glade	Clade
Circlet	Clt	Glen	GLEN
Circuit	Crcs	Green	Green
Close	CLOSE	Grove	Grove
Colonnade	Clde	Heights	Hts
Corner	Cnr	Highway	Hwy
Concourse	Con	Hill	HILL
Court	Court	Interchange	Int
Courtyard	Ctyd	Intersection	Intn
Cove	COVE	Junction	Jnct
Crescent	Cres	Key	KEY
Crest	CREST	Lane	Lane
Cross	CROSS	Line	Line
Crossing	Crsg	Link	Link
Dale	Dale	Loop	Loop
Distribution	Dstr	Mall	MALL
Drive	Drv	Meander	Mndr
Edge	Edge	Mews	MEWS
Motorway	Mwy	Square	Sq
Mount	Mt	Stairs	Strs

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<b>Name</b>	<b>Abbreviation</b>	<b>Name</b>	<b>Abbreviation</b>
Outlook	Otlk	State Highway	SH
Parade	Pde	Steps	Stps
Park	PARK	Street	St
Parkway	Pkwy	Strip	Strp
Part	PART	Tarn	TARN
Pass	Pass	Terrace	Tce
Path	PATH	Thoroughfare	Thor
Pathway	Place	Tollway	Tlwy
Place	Pl	Top(s)	TOP(S)
Plaza	Plza	Tor	TOR
Point	Tp	Track	Trk
Port	PORT	Trail	Trl
Private Right of Way	R.o.W.	Trunkway	Tkwy
Promenade	Prom	Turn	Turn
Quad	QUAD	Vale	Vale
Quadrant	Qdrt	View	VIEW
Quay	QUAY	Villas	Vlls
Quays	Qys	Vista	VISTA
Ramble	Rmbl	Walk	Walk
Reserve	Res	Walkway	Wkwy
Rest	Rst	Way	WAY
Retreat	Rtt	Wynd	WYND
Ridge	Rdge	Yard	Yd
Rise	RISE		
River	R		
Road(s)	Rd(s)		
Roadway	Rdwy		
Rosebowl	Rsbl		
Rotary	Rty		
Route	Rte		
Row	ROW		
Rue	RUE		