



*INTERNATIONAL
FEDERATION OF
PEDESTRIANS*

Living End Roads

signage status & proposal

Geert van Waeg – IFP

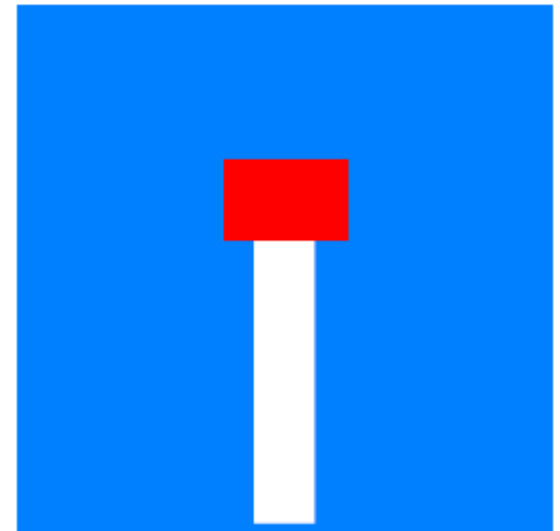
CONVENTION ON ROAD SIGNS AND SIGNALS

VIENNA , 8 NOVEMBER 1968

Section G.V.3. "NO THROUGH ROAD" sign

- Sign G, 13, "NO THROUGH ROAD", placed at the entry to a road, shall mean that there is no throughway.

also known as "dead end street"



G, 13

dead end signs (Europe)



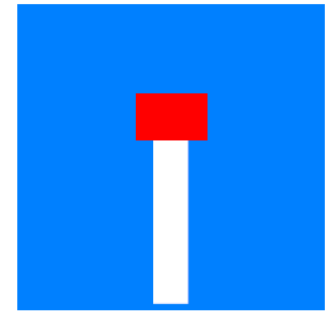
G, 13

	Austria	Belgium	Czech Republic	Denmark	Finland	France	Germany	Greece	Hungary	Iceland	Ireland
No through road											 or

Italy	Netherlands	Norway	Poland	Russia & Belarus	Slovakia	Spain	Sweden	Switzerland	Ukraine	United Kingdom

source: Wikipedia

dead end signs (rest of world)



G, 13



Tanzania
South Africa



UAE



Jamaica



New Zealand



Canada



Canada (Quebec)





KAMPENHOUT

(Kampenhout)

STATION

N21

Het Turfboek

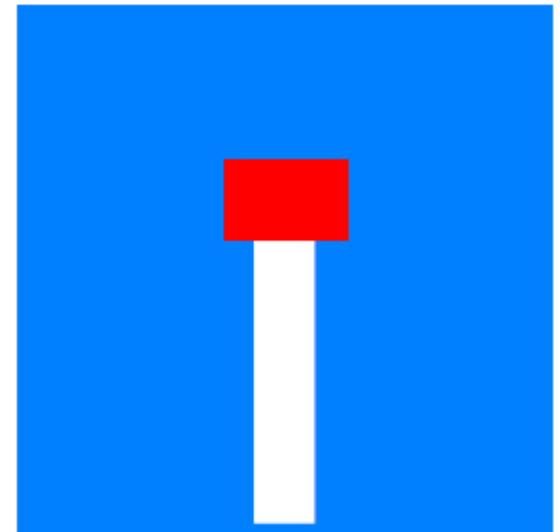
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no throughway
for whom?



G, 13

Living end roads

a project of the International Federation of Pedestrians

- a road which continues as a road or path usable by pedestrians or cyclists
- need for appropriate signage



**DECADE OF ACTION FOR
ROAD SAFETY 2011-2020**

Living end roads: why?

- **dead end signage generally car-focused**
- **the sign discourages pedestrians and cyclists from taking that road**
- **while often, they are the most appropriate itineraries for them**
- **UN Decade of Action on Road Safety**



**DECADE OF ACTION FOR
ROAD SAFETY 2011-2020**

Use of under panels



size ?



height ?



pedestrians ?





Undersigns

- **language issue (except /sauf /
uitgezonderd/...)**
- **legal issue: except ped?**
- **extra cost**
- **pole height**
- **high threshold to use**

CONVENTION ON ROAD SIGNS AND SIGNALS

DONE AT VIENNA ON 8 NOVEMBER 1968

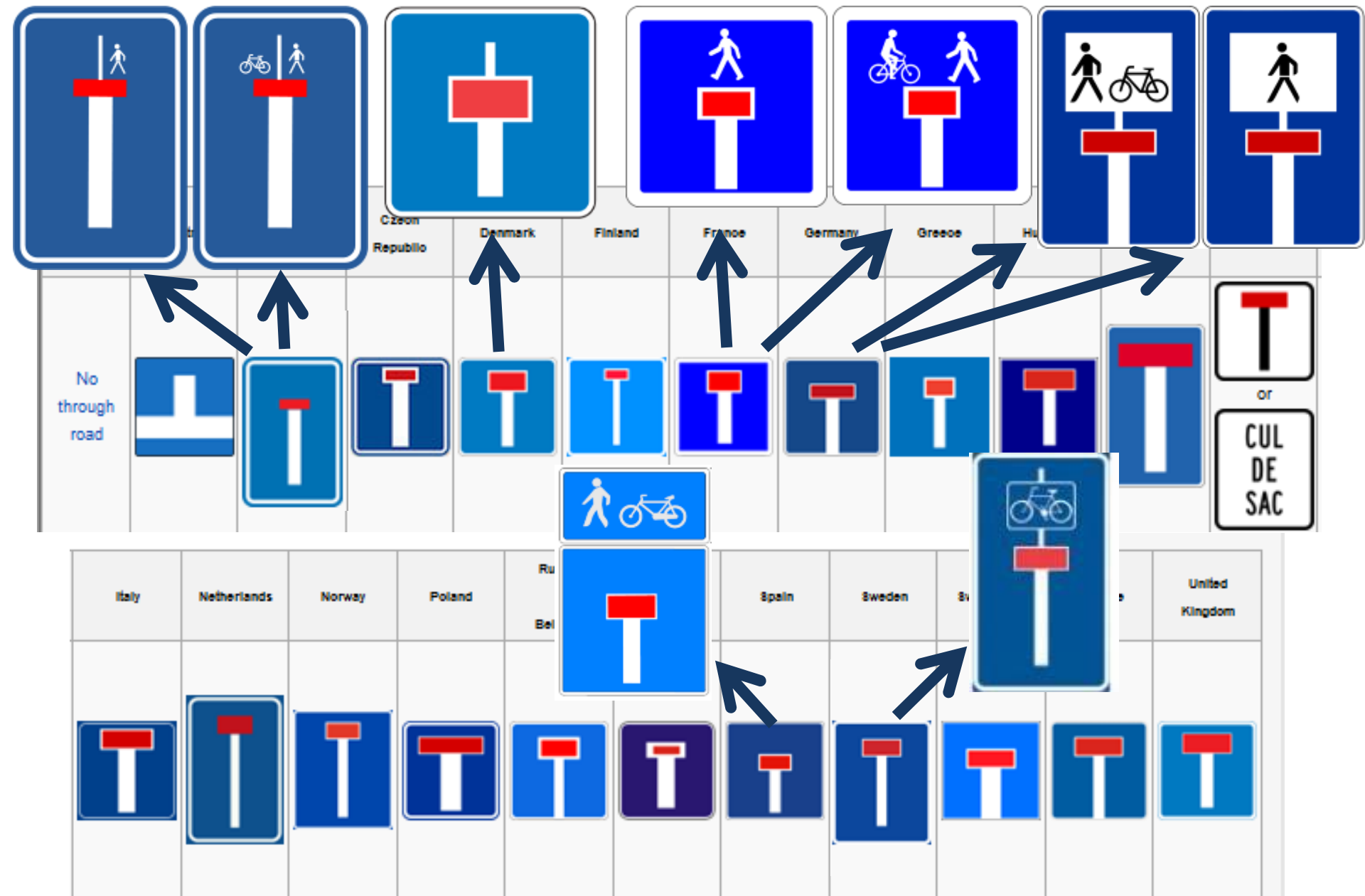
ARTICLE 6.1

- Signs shall be so placed that the drivers **for whom they are intended can recognize them easily and in time.**

ARTICLE 8.3

- Nothing in this Convention shall prohibit the addition, mainly in order to facilitate the interpretation of signs, of an inscription in a rectangular panel below the sign or in a rectangular panel containing the sign; ***such an inscription may also be placed on the sign itself, if this does not make the sign more difficult to understand for drivers who cannot understand the inscription.***

living end signs



Vienna Convention allows customization



need to adapt variant signs



and to adapt
living end to
situation



proposal / questions

- **workgroup to propose living end signage to WP1**
- **what to propose:**
 - **size: car readable / non-cluttering / in between?**
 - **ped & cycle / ped alone / others?**
 - **possibility to adapt to local situation**



Thank you !

Geert van Waeg
International Federation of Pedestrians