
STATUTORY INSTRUMENTS

1994 No. 1519

The Traffic Signs Regulations and General Directions 1994

PART I

THE TRAFFIC SIGNS REGULATIONS 1994

SECTION 4

ROAD MARKINGS

Road marking shown in diagram 1003 and its significance

25.—(1) The requirements conveyed to vehicular traffic on roads by the road marking shown in diagram 1003 shall be as follows.

(2) Except as provided by paragraphs (3) and (4), the requirement conveyed by the transverse lines shown in diagram 1003, whether or not they are placed in conjunction with the sign shown in diagram 602 or 1023, shall be that no vehicle shall proceed past such one of those lines as is nearer the major road into that road in a manner or at a time likely to endanger the driver of or any passenger in a vehicle on the major road or to cause the driver of such a vehicle to change its speed or course in order to avoid an accident.

(3) Wherever the transverse lines are placed in conjunction with the sign shown in diagram 602, and that sign is at the same time placed in combination with the sign shown in diagram 778 or 778.1 at a level crossing, then the requirement shall be that no vehicle shall proceed past such one of those lines as is nearer the level crossing in a manner or at a time likely to endanger the driver of or any passenger in a railway vehicle or tramcar, or to cause that driver to change the speed of his vehicle in order to avoid an accident.

(4) Wherever the transverse lines are placed in advance of a point in the road where the width of the carriageway narrows significantly, then the requirement shall be that no vehicle shall proceed past such one of these lines as is nearer to the point of narrowing in a manner or at a time likely to endanger the driver of or any passenger in a vehicle that is proceeding in the opposite direction to the first-mentioned vehicle, or to necessitate the driver of such a vehicle to change its speed or course in order to avoid an accident.

Road markings shown in diagrams 1013.1 and 1013.3 and their significance

26.—(1) A road marking for conveying the requirements specified in paragraph (2) and the warning specified in paragraph (5) shall be of the size, colour and type shown in diagram 1013.1 or 1013.3.

(2) The requirements conveyed by the road marking mentioned in paragraph (1) shall be that—

- (a) subject to paragraph (3), no vehicle shall stop on any length of road along which the marking has been placed at any point between the ends of the marking; and
- (b) subject to paragraph (4), every vehicle proceeding on any length of road along which the marking has been so placed that, as viewed in the direction of travel of the vehicle, a

continuous line is on the left of a broken line or of another continuous line, shall be so driven as to keep the first-mentioned continuous line on the right hand or off side of the vehicle.

(3) Nothing in paragraph (2)(a) shall apply—

(a) so as to prevent a vehicle stopping on any length of road so long as may be necessary for any of the following purposes—

(i) to enable a person to board or alight from the vehicle,

(ii) to enable goods to be loaded on to or to be unloaded from the vehicle,

(iii) to enable the vehicle to be used in connection with—

(a) any building operation or demolition;

(b) the removal of any obstruction to traffic;

(c) the maintenance, improvement or reconstruction of that length of road; or

(d) the laying, erection, alteration or repair in or near that length of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any telecommunications apparatus as defined in paragraph 1(1) of Schedule 2 to the Telecommunications Act 1984(1),

if the vehicle cannot be used for such a purpose without stopping on the length of road;

(b) so as to prevent a vehicle stopping in a lay-by;

(c) to a vehicle for the time being used for fire brigade, ambulance or police purposes;

(d) to a pedal bicycle not having a sidecar attached thereto, whether additional means of propulsion by mechanical power are attached to the bicycle or not;

(e) to a vehicle stopping in any case where the person in control of the vehicle is required by law to stop, or is obliged to do so in order to avoid an accident, or is prevented from proceeding by circumstances outside his control;

(f) to anything done with the permission or at the direction of a constable in uniform or in accordance with the direction of a traffic warden; or

(g) to a vehicle on a road with more than one traffic lane in each direction.

(4) Nothing in paragraph (2)(b) shall be taken to prohibit a vehicle from being driven across, or so as to straddle, the continuous line referred to in that paragraph, if it is safe to do so and if necessary to do so—

(a) to enable the vehicle to enter, from the side of the road on which it is proceeding, land or premises adjacent to the length of road on which the line is placed, or another road joining that road;

(b) in order to pass a stationary vehicle;

(c) owing to circumstances outside the control of the driver;

(d) in order to avoid an accident;

(e) in order to pass a road maintenance vehicle which is in use, is moving at a speed not exceeding 10 miles per hour, and is displaying to the rear the sign shown in diagram 610 or 7403;

(f) in order to pass a pedal cycle moving at a speed not exceeding 10 miles per hour;

(g) in order to pass a horse that is being ridden or led at a speed not exceeding 10 miles per hour; or

(h) for the purposes of complying with any direction of a constable in uniform or a traffic warden.

(5) The warning conveyed by the road marking mentioned in paragraph (1) shall be that no vehicle while travelling next to a broken line placed on the left of a continuous line, as viewed in the direction of travel of the vehicle, should cross or straddle the first-mentioned line unless it is seen by the driver of the vehicle to be safe to do so.

Permitted variants

27.—(1) Where the circumstances in which a road marking shown in a diagram in Schedule 6 is to be placed so require or where appropriate in those circumstances, the form of the marking shall or may be varied as follows

- (a) in the manner (if any) allowed or required in item 4 of the untitled table below or beside the diagram; or
- (b) in the manner allowed or required in column (3) of an item in Schedule 16, if the diagram is one whose number is given in column (2) of that item.

(2) In the road marking shown in diagram 1035, route numbers, place names and the direction in which any arrow-head points shall be varied to accord with the circumstances but the words “turn left”, “ahead” or “turn right” shall not be included in the marking.

(3) Where the form of a road marking is varied in accordance with this regulation, the information, warning, requirement, restriction, prohibition or speed limit conveyed by the marking is varied to accord with the form of marking as varied.

Illumination of road markings

28.—(1) Subject to paragraph (2) a road marking shown in diagram 1001, 1002.1, 1003, 1003.1, 1003.3, 1003.4, 1004, 1004.1, 1005, 1005.1, 1008, 1008.1, 1009, 1010, 1012.1, 1012.2, 1012.3, 1013.1, 1013.3, 1014, 1022, 1023, 1024, 1024.1, 1036.1, 1036.2, 1037.1, 1039, 1040, 1040.2, 1040.3, 1040.4, 1040.5, 1041, 1042, 1046, 1049, 1060, 1060.1, 1061 or 1061.1 shall be illuminated with retroreflecting material.

(2) Paragraph (1) shall not apply to a road marking shown in diagram 1003, 1023 or 1049 when varied for use on a cycle track as defined in the Highways Act 1980 or The Roads (Scotland) Act 1984.

(3) Subject to paragraph (4), studs incorporating reflectors or retroreflecting material and so spaced as to form a single line of studs not less than 3 nor more than 4.5 metres apart shall be fitted—

- (a) between the two lines constituting the marking shown in diagram 1013.1 unless that marking—
 - (i) is placed on an automatic level crossing;
 - (ii) is placed on a length of the road situated within 90 metres of the transverse stop line shown in diagram 1001 provided in association with any such crossing; or
 - (iii) is so placed that the continuous lines shown in version B of diagram 1013.1 are more than 175 millimetres apart and are separated by an area of cross-hatching so shown;
- (b) between the two continuous parallel lines forming part of the marking shown in diagram 1013.3.

(4) Where the marking shown in diagram 1013.1 is placed in any of the cases referred to in paragraphs (i), (ii) and (iii) of paragraph (3)(a) then the studs mentioned in paragraph (3) shall be fitted either in opposite pairs within the width of each of the two lines or in a single line between them.

(5) Subject to the foregoing provisions of this regulation, and to paragraph (6), any road marking may be illuminated with retroreflecting material, and studs incorporating reflectors or retroreflecting material may be used with a road marking shown in diagram 1004, 1004.1, 1005, 1005.1, 1008, 1008.1, 1009, 1010, 1012.1, 1012.2, 1012.3, 1025.2, 1025.3, 1035, 1040, 1040.2, 1040.3, 1040.4, 1040.5, 1041 or 1042 in such a manner that any such stud shall not be fitted to any part of the marking coloured white or yellow but shall be applied to the surface of the carriageway in the gaps between parts of the marking.

(6) In the case of a road marking shown in diagram 1012.1, 1012.2, 1012.3 or 1042 the studs shall, if fitted, be applied to the surface of the carriageway at the side of and adjacent to the line shown in the diagram.

(7) Reflectors or retroreflecting material incorporated in studs shall be white except that in the case of studs used with a road marking shown in diagram 1009, 1010, 1012.1, 1012.2, 1012.3, 1025.2, 1025.3, 1040.3, 1041 or 1042 the reflectors or retroreflecting material shall reflect—

- (a) red light where the near side edge of a carriageway is indicated to drivers of approaching vehicles, or when placed in conjunction with the markings shown in diagrams 1041 and 1042 to indicate the off side edge of a carriageway;
- (b) amber light to indicate the off side edge of a carriageway which is contiguous to a central reservation or to traffic cones or cylinders at road works or the road marking shown in diagram 1040.3, or which carries traffic in one direction only; and
- (c) green light when placed in conjunction with a road marking shown in diagram 1009, 1010, 1025.2 or 1025.3 where the edge of any part of the carriageway available for through traffic at a road junction, a lay-by or a parking place is so indicated to drivers of approaching vehicles.

(8) The colour of the parts of the stud other than the reflectors or retroreflecting material shall either be the same as the reflectors or retroreflecting material, or be white, or be a natural metallic finish or other neutral colour, or shall be fluorescent green/yellow in the case of studs placed temporarily at road works.

Height of road markings and size of studs

29.—(1) The size and shape of a stud incorporating reflectors or retroreflecting material shall be such that the part which is visible above the surface of the road can be contained within—

- (a) an overall length in the direction of travel of traffic of not less than 35 millimetres and not exceeding 250 millimetres; and
- (b) an overall width of not less than 84 millimetres and not exceeding 230 millimetres.

(2) No road marking or stud shall project above the surface of the adjacent carriageway more than 6 millimetres at any point except—

- (a) a depressible stud, which shall not project above that surface more than 25 millimetres at its highest point, whether depressed or not;
- (b) a non-depressible stud, which shall not project above that surface more than 20 millimetres at its highest point;
- (c) the road marking shown in diagram 1003.4, which shall not project above that surface more than 125 millimetres at its highest point or 6 millimetres at its perimeter;
- (d) the road marking shown in diagram 1012.2, the raised ribs on which shall project above the surface of the remainder of the marking by 11 millimetres; or
- (e) the road marking shown in diagram 1012.3, the raised ribs on which shall project above the surface of the remainder of the marking by 8 millimetres; and

- (f) the road marking shown in diagram 1049.1, the height of which above the surface of the adjacent carriageway shall be within the range of dimensions indicated on the second part of that diagram illustrating the cross-section of the marking.
- (3) In this regulation, the expression “depressible stud” means a stud so fitted that the height by which it, or part of it, projects above the surface of the adjacent carriageway is apt to be reduced when pressure is applied to the stud from above; and “non-depressible stud” and “depressed” shall be construed accordingly.