
STATUTORY INSTRUMENTS

2002 No. 3113

The Traffic Signs Regulations and General Directions 2002

PART I

THE TRAFFIC SIGNS REGULATIONS 2002

SECTION 4

ROAD MARKINGS

Road marking shown in diagram 1003: give way

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

(2) Except as provided by paragraphs (3) to (6), 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 those 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 cause the driver of such a vehicle to change its speed or course in order to avoid an accident.

(5) Where the transverse lines are placed in conjunction with the sign shown in diagram 611.1 at a junction marked with the road marking shown in diagram 1003.4, then the requirement shall be that no vehicle shall proceed past such one of those lines as is nearer to the road marking shown in diagram 1003.4 in a manner or at a time likely to endanger the driver of or any passenger in a vehicle circulating past that road marking from the right of the first-mentioned vehicle or to cause the driver of the second-mentioned vehicle to change its speed or course in order to avoid an accident.

(6) Where the transverse lines are placed in advance of a length of the carriageway of the road where a cycle track crosses the road along a route parallel to the transverse lines, then the requirement shall be that no vehicle shall proceed past such one of those lines as is nearer the cycle track, in a manner or at a time likely to endanger any cyclist proceeding along the cycle track or to cause such a cyclist to change speed or course in order to avoid an accident.

Road markings shown in diagrams 1013.1, 1013.3 and 1013.4: double white lines

26.—(1) A road marking for conveying the requirements specified in paragraph (2) and the warning specified in paragraph (7) shall be of the size, colour and type shown in diagram 1013.1, 1013.3 or 1013.4.

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

- (a) subject to paragraphs (3) and (5), 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 (6), 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 so as to prevent a vehicle stopping on any length of road so long as may be necessary for any of the purposes specified in paragraph (4) if the vehicle cannot be used for such a purpose without stopping on the length of road.

(4) The purposes are—

- (a) to enable a person to board or alight from the vehicle,
- (b) to enable goods to be loaded on to or to be unloaded from the vehicle,
- (c) to enable the vehicle to be used in connection with—
 - (i) any operation involving building, demolition or excavation;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of the length of road; or
 - (iv) the laying, erection, alteration, repair or cleaning in or near the 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 kept installed for the purposes of a telecommunications code system or of any other telecommunications apparatus lawfully kept installed in any position.

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

- (a) so as to prevent a vehicle stopping in a lay-by;
- (b) to a vehicle for the time being used for fire brigade, ambulance or police purposes;
- (c) 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;
- (d) 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;
- (e) 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
- (f) to a vehicle on a road with more than one traffic lane in each direction.

(6) 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 mph, 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 mph;
- (g) in order to pass a horse that is being ridden or led at a speed not exceeding 10 mph; or
- (h) for the purposes of complying with any direction of a constable in uniform or a traffic warden.

(7) The warning conveyed by a 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.

Road marking shown in diagram 1001.3: zig-zag lines—no stopping

27.—(1) In this regulation and regulation 28—

“controlled area” means a length of carriageway—

- (a) which is adjacent to a signal-controlled crossing facility and has a zig-zag line marked along each of its edges (with or without zig-zag lines also marked down its centre); and
- (b) in or near which no other signs or markings have been placed except ones comprised in the combination of signs and markings indicating the presence of the facility or shown in diagram 610, 611, 612, 613, 616, 810, 1029 or 1062;

“local service” does not include an excursion or tour as defined by section 137(1) of the Transport Act 1985; and

“vehicle” does not include a pedal bicycle not having a sidecar attached to it, whether or not additional means of propulsion by mechanical power are attached to the bicycle.

(2) Subject to paragraphs (3) and (4) and without prejudice to regulation 28, a zig-zag line shall convey the requirement that the driver of a vehicle shall not cause any part of it to stop in the controlled area in which it is marked.

(3) Paragraph (2) does not prohibit the driver of a vehicle from stopping it in a controlled area—

- (a) if the driver has stopped it for the purpose of complying with an indication given by a light signal for the control of vehicular traffic or the direction of a constable in uniform or a traffic warden;
- (b) if the driver is prevented from proceeding by circumstances beyond his control or it is necessary for him to stop to avoid injury or damage to persons or property; or
- (c) when the vehicle is being used for police, fire brigade or ambulance purposes.

(4) Paragraph (2) does not prohibit the driver of a vehicle from stopping it in a controlled area—

- (a) for so long as may be necessary to enable the vehicle to be used for the purposes of—
 - (i) any operation involving building, demolition or excavation;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of a road; or
 - (iv) the laying, erection, alteration, repair or cleaning in or near the controlled area of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any telecommunications apparatus kept installed for the purposes of a telecommunications code system or of any other telecommunications apparatus lawfully kept installed in any position;

- (b) in the provision of a local service, and the vehicle, having proceeded past the light signals to which the controlled area relates, is waiting in that area in order to take up or set down passengers; or
- (c) if he stops the vehicle for the purpose of making a left or right turn.

Road marking shown in diagram 1001.3: zig-zag lines—no overtaking

28.—(1) Without prejudice to regulation 27, a zig-zag line shall convey the requirement that, whilst any motor vehicle (in this regulation called “the approaching vehicle”) or any part of it is within the limits of a controlled area and is proceeding towards the signal-controlled crossing facility to which the controlled area relates, the driver of the vehicle shall not cause it or any part of it—

- (a) to pass ahead of the foremost part of any other motor vehicle proceeding in the same direction; or
 - (b) to pass ahead of the foremost part of a vehicle which is stationary for the purpose of complying with the indication given by a traffic light signal for controlling vehicular traffic.
- (2) In paragraph (1)—
- (a) the reference to a motor vehicle in sub-paragraph (a) is, in a case where more than one motor vehicle is proceeding in the same direction as the approaching vehicle in a controlled area, a reference to the motor vehicle nearest to the signal-controlled crossing facility to which the controlled area relates; and
 - (b) the reference to a stationary vehicle is, in a case where more than one vehicle is stationary in a controlled area for the purpose of complying with the indication given by a traffic light signal for controlling vehicular traffic, a reference to the stationary vehicle nearest to the signal-controlled crossing facility to which the controlled area relates.

Road markings shown in diagrams 1025.1, 1025.3, 1025.4, 1043 and 1044: bus stop and bus stand clearways and box junctions

29.—(1) The road markings shown in diagrams 1025.1, 1025.3 and 1025.4 shall convey the prohibition specified in Part I of Schedule 19.

(2) The road markings shown in diagrams 1043 and 1044 shall convey the prohibition specified in Part II of Schedule 19.

Permitted variants of road markings

30.—(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

31.—(1) Subject to paragraph (2) a road marking shown in diagram 1001 (except when used in conjunction with the road marking shown in diagram 1001.3), 1001.1, 1001.2, 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, 1013.4, 1014, 1022, 1023, 1024, 1024.1, 1036.1, 1036.2, 1037.1, 1039, 1040, 1040.2, 1040.3, 1040.4, 1040.5, 1041, 1041.1, 1042, 1042.1, 1046, 1049, 1062, 1064 or 1065 shall be reflectorised.

(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.

(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, except where that marking 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 diagrams 1013.3 and 1013.4.

(4) Where the marking shown in diagram 1013.1 is placed as mentioned in the exception to paragraph (3)(a), 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 those lines.

(5) Subject to the foregoing provisions of this regulation, and to paragraph (6), any road marking may be reflectorised, 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, 1010, 1012.1, 1012.2, 1012.3, 1025.3, 1025.4, 1035, 1040, 1040.2, 1040.3, 1040.4, 1040.5, 1041, 1041.1, 1042 or 1042.1 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 a broken line, or alongside a solid line, forming part of the marking.

(6) In the case of a road marking shown in diagram 1012.1, 1012.2, 1012.3, 1042 or 1042.1 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 1010, 1012.1, 1012.2, 1012.3, 1025.3, 1025.4, 1040.3, 1040.4, 1040.5, 1041, 1041.1, 1042 or 1042.1 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, 1041.1, 1042 and 1042.1 to indicate the off side edge of a carriageway;
- (b) amber light to indicate the off side edge of a carriageway which—
 - (i) is contiguous to a central reservation or to traffic cones or cylinders at road works or to the road marking shown in diagram 1040.3; or
 - (ii) carries traffic in one direction only; and
- (c) green light when placed in conjunction with a road marking shown in diagram 1010, 1025.3 or 1025.4 where the edge of any part of the carriageway available for through traffic at a 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

32.—(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 190 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 central circular part of 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 not more than 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 not more than 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.