

SCHEDULE 11

Signs that give information, are advisory or guide traffic

PART 6

Requirements applying to signs in Parts 2 and 4

1. Where the sign is placed temporarily on a road by a constable or person acting under the instructions (whether general or specific) of the chief officer of police in connection with a temporary statutory provision, the diameter may be reduced to not less than 200 mm.

2. The letters and numerals in the first diagram must have the proportions and form shown in Part 1 of Schedule 17.

3. The road marking must not project above the surface of the adjacent carriageway by more than 6 mm except for the raised ribs which may project above the surface of the remainder of the marking by not more than the maximum dimension indicated on the lower part of the diagram illustrating the side elevation of the marking.

4.—(1) Subject to sub-paragraphs (2) and (3), where the sign is erected on a road subject to a speed limit greater than 20 mph and is within 50 metres of any lamp which forms part of a system of street-lighting, the illumination requirements for the sign are—

- (a) where that system of street-lighting is illuminated throughout the hours of darkness, the sign must be illuminated by internal or external lighting and may also be reflectorised; or
- (b) where that system of street-lighting is not illuminated throughout the hours of darkness—
 - (i) the sign must be illuminated by internal or external lighting for so long as that system is illuminated and must also be reflectorised; or
 - (ii) the sign must be illuminated throughout the hours of darkness by internal or external lighting for so long as that system is illuminated and may also be reflectorised.

(2) Sub-paragraph (1) does not apply to a sign mounted on a self-righting bollard.

(3) Where the sign is mounted on a bollard fitted with a means of lighting it internally, the sign must be illuminated throughout the hours of darkness by that means of internal lighting.

5. The sign need not be illuminated.

6. The parts of the sign coloured orange and white must be reflectorised and the parts of the sign coloured orange may also be fluorescent.

7. The marking must be reflectorised.

8. Studs incorporating—

- (a) reflectors;
- (b) retroreflecting material;
- (c) a light source which emits a steady light during the hours of darkness; or
- (d) any combination,

may be used with the road marking provided they are placed in the gaps between parts of a broken line, or alongside a solid line.

9. Studs incorporating—

- (a) reflectors;

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- (b) retroreflecting material;
- (c) a light source which emits a steady light during the hours of darkness; or
- (d) any combination,

may be used with the road marking provided they are placed at the side of, and adjacent to, the line shown in the diagram.

10. The light reflected by the reflectors or retroreflecting material, or emitted by the light source, from a stud must be white.

11. The light reflected by the reflectors or reflecting material, or emitted by the light source, from a stud must be—

- (a) red—
 - (i) when placed in conjunction with the marking shown at item 27 of the table in Part 4 of this Schedule, as viewed in the direction of travel;
 - (ii) when placed in conjunction with a road marking to indicate the nearside, as viewed in the direction of travel, edge of the carriageway of any road, except a motorway alongside which there is an actively managed hard shoulder; or
 - (iii) when placed in conjunction with the marking at item 11 in the table in Part 4 of this Schedule, to indicate the boundary between the carriageway of a motorway and an actively managed hard shoulder;
- (b) amber, 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 at item 24 of the table in Part 4 of this Schedule; or
 - (ii) carries traffic in one direction only; and
- (c) green, when placed in conjunction with a road marking at item 10 of the table in Part 4 of this Schedule, 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.

12. The external part of a stud that is visible when the stud is placed must be—

- (a) the colour of the reflectors or retroreflecting material (where used);
- (b) white;
- (c) of a natural metallic finish;
- (d) of another neutral colour;
- (e) clear; or
- (f) any combination,

but when the stud is in place temporarily during road works it must be fluorescent green-yellow except to the extent it consists of reflectors or retroreflecting material necessary to reflect the colour required under paragraph 10 or 11 or it is necessary for it to be a different colour or clear in order for the stud to emit, by a light source, the colour of light required under paragraph 10 or 11.

13. Any frame used must not be reflectorised.

14.—(1) When placed on the main carriageway, the leading edge of each bar marking must be placed at the appropriate distance specified in the table below.

(2) For the purposes of this paragraph—

- (a) each bar marking is referred to in the table below by the capital letter D followed by a number;

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- (b) a bar marking is placed at the appropriate distance specified in the table below if the distance between the point at which the leading edge of the marking is placed and the point at which the leading edge of bar marking D1 is placed is the distance specified in relation to the marking in the table; and
- (c) the distance specified in relation to a bar marking is the distance in metres which appears immediately below the reference to the bar marking in the table below.

Bar no.		D2	D3	D4	D5	D6	D7	D8	D9	D10	D11	D12	D13	D14	D15
Distance to D1 (m)		2.75	5.50	8.25	11.05	13.90	16.80	19.70	22.60	25.55	28.55	31.60	34.65	37.70	40.80
Bar no.	D16	D17	D18	D19	D20	D21	D22	D23	D24	D25	D26	D27	D28	D29	D30
Distance to D1 (m)	43.95	47.15	50.35	53.55	56.80	60.10	63.45	66.80	70.15	73.60	77.05	80.55	84.10	87.65	91.30
Bar no.	D31	D32	D33	D34	D35	D36	D37	D38	D39	D40	D41	D42	D43	D44	D45
Distance to D1 (m)	94.95	98.65	102.40	106.15	110.00	113.85	117.75	121.70	125.65	129.70	133.75	137.85	142.00	146.15	150.40
Bar no.	D46	D47	D48	D49	D50	D51	D52	D53	D54	D55	D56	D57	D58	D59	D60
Distance to D1 (m)	154.65	158.95	163.35	167.75	172.25	176.75	181.30	185.95	190.60	195.35	200.10	204.90	209.80	214.70	219.70
Bar no.	D61	D62	D63	D64	D65	D66	D67	D68	D69	D70	D71	D72	D73	D74	D75
Distance to D1 (m)	224.70	229.80	234.90	240.10	245.40	250.70	256.10	261.50	267.00	272.60	278.20	283.90	289.60	295.45	301.30
Bar no.	D76	D77	D78	D79	D80	D81	D82	D83	D84	D85	D86	D87	D88	D89	D90
Distance to D1 (m)	307.25	313.90	319.35	325.55	331.75	338.15	344.65	351.35	358.30	365.50	373.20	380.90	388.60	396.25	403.95

15.—(1) When placed on a slip road, the leading edge of each bar marking must be placed at the appropriate distance specified in the table below.

(2) For the purposes of this paragraph—

- (a) each bar marking is referred to in the table below by the capital letter D followed by a number;
- (b) a bar marking is placed at the appropriate distance specified in the table below if the distance between the point at which the leading edge of the marking is placed and the point

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at which the leading edge of bar marking D1 is placed is the distance specified in relation to the marking in the table;

- (c) the distance specified in relation to a bar marking is the distance in metres which appears immediately below the reference to the bar marking in the table below.

Bar no.		D2	D3	D4	D5	D6	D7	D8	D9	D10	D11	D12	D13	D14	D15
Distance to D1 (m)		2.75	5.55	8.45	11.35	14.35	17.40	20.50	23.70	26.90	30.20	33.55	37.00	40.50	44.05
Bar no.	D16	D17	D18	D19	D20	D21	D22	D23	D24	D25	D26	D27	D28	D29	D30
Distance to D1 (m)	47.70	51.45	55.30	59.20	63.15	67.20	71.35	75.60	79.90	84.30	88.80	93.45	98.20	103.00	107.90
Bar no.	D31	D32	D33	D34	D35	D36	D37	D38	D39	D40	D41	D42	D43	D44	D45
Distance to D1 (m)	112.90	118.00	123.30	128.70	134.20	139.80	145.50	151.35	157.40	163.60	170.00	176.70	183.90	191.60	199.30