

4.6 Use of Regulatory Road Markings

4.6.1 Figure No. 506 is the transverse stop marking used at traffic light signals on private roads where alternate one way working is required. The line indicates the position where vehicles must stop in front of the traffic light when the red light is showing.



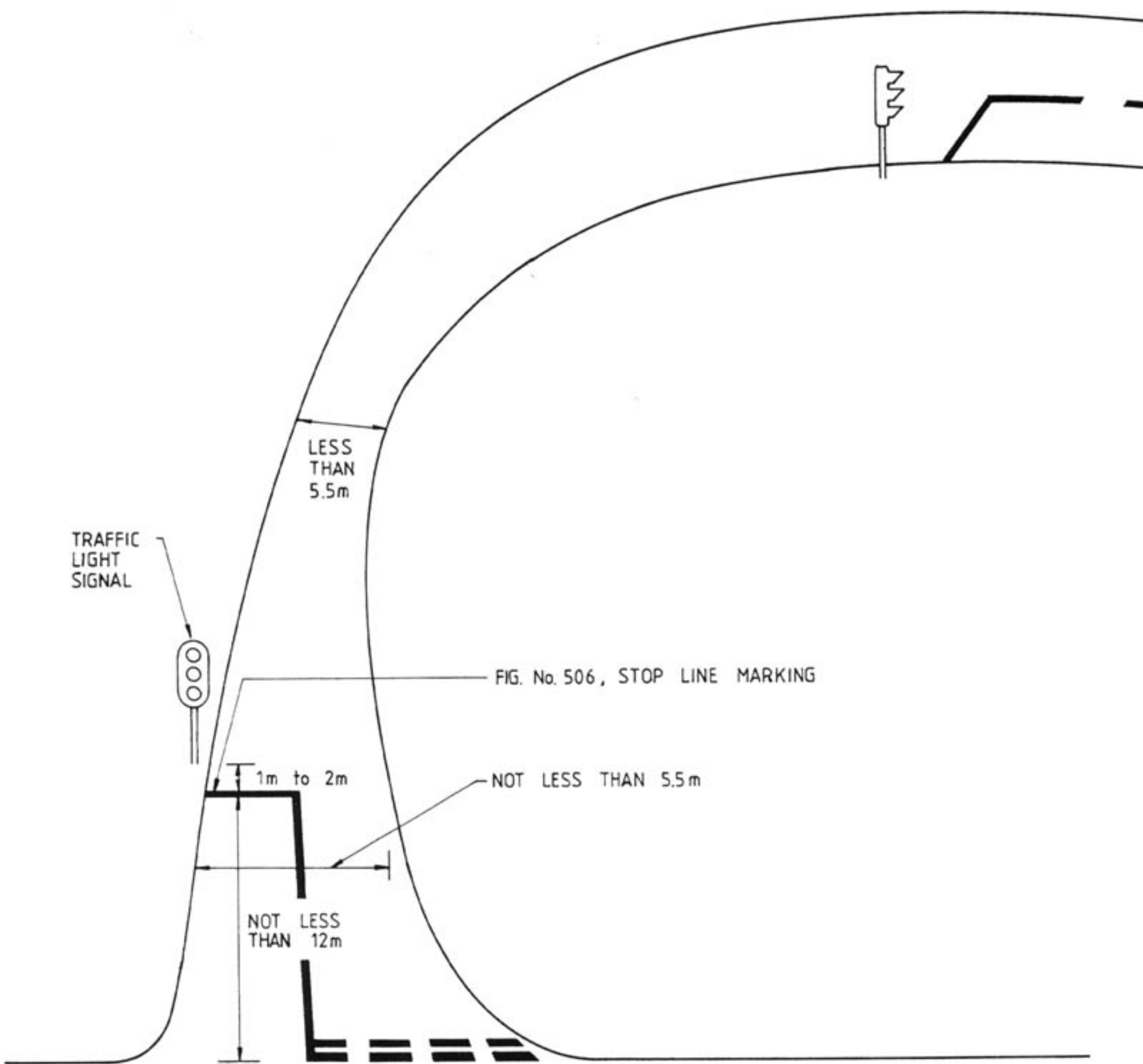
FIGURE No. 506
STOP LINE

4.6.2 Figure No. 506, "Stop Line", as indicated in Diagram 4.6.1, must be positioned back from the junction of the private road with the public road by at least 12m in order to allow two cars to wait in the private road whilst the lights are red. The stop line to Figure No. 506, should be positioned in advance of the traffic light signals by approximately 2m but never less than 1m. As generally there will not be a secondary signal the 2m spacing is preferred.

4.6.3 Figure No. 508, "Give Way" marking, is the transverse line marking used at a junction to indicate that traffic on the road on which it is marked must give way to traffic on the other road. It also indicates the position which traffic should not proceed beyond when giving way.



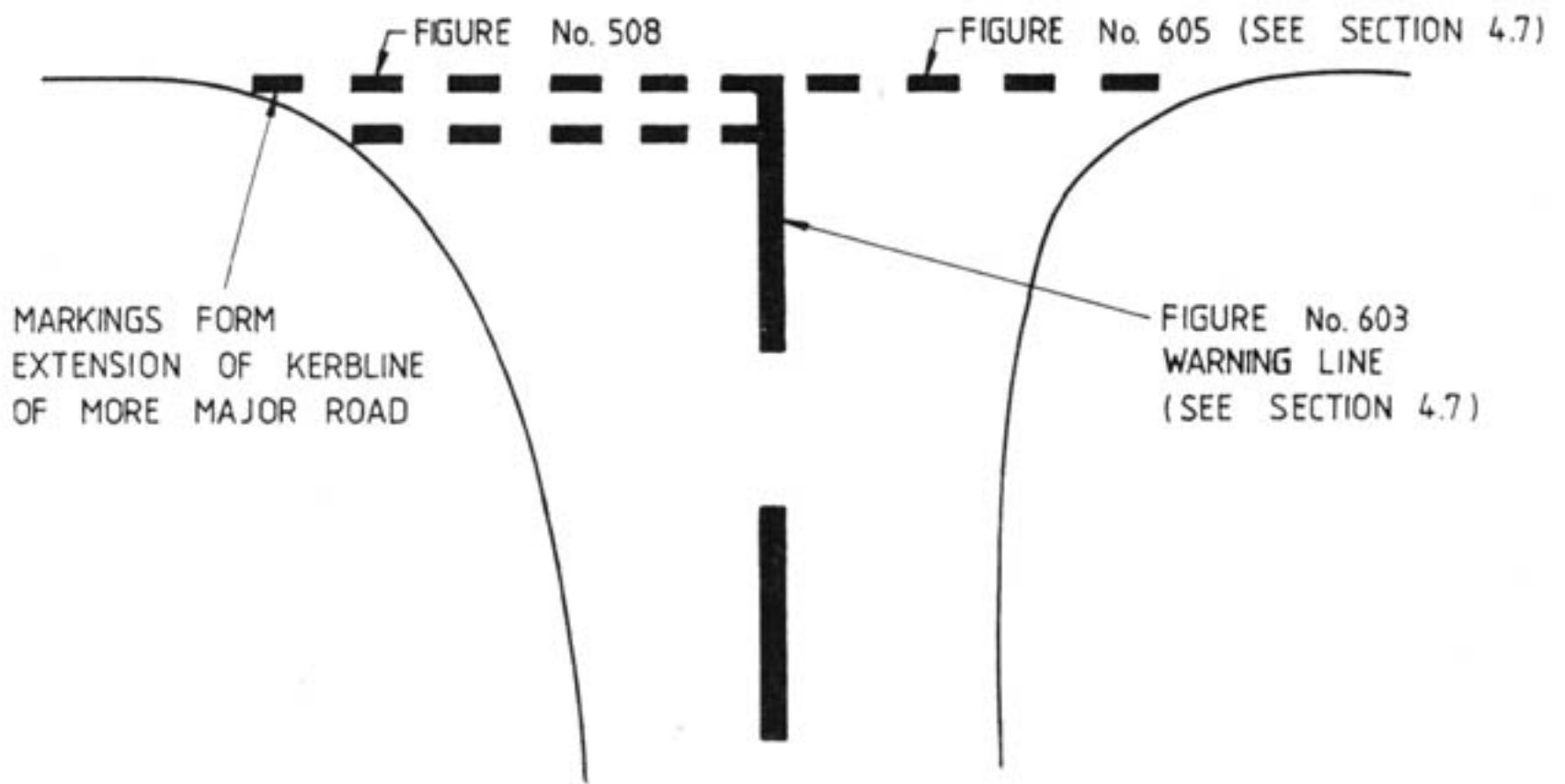
FIGURE No. 508
GIVE WAY TRANSVERSE MARKING



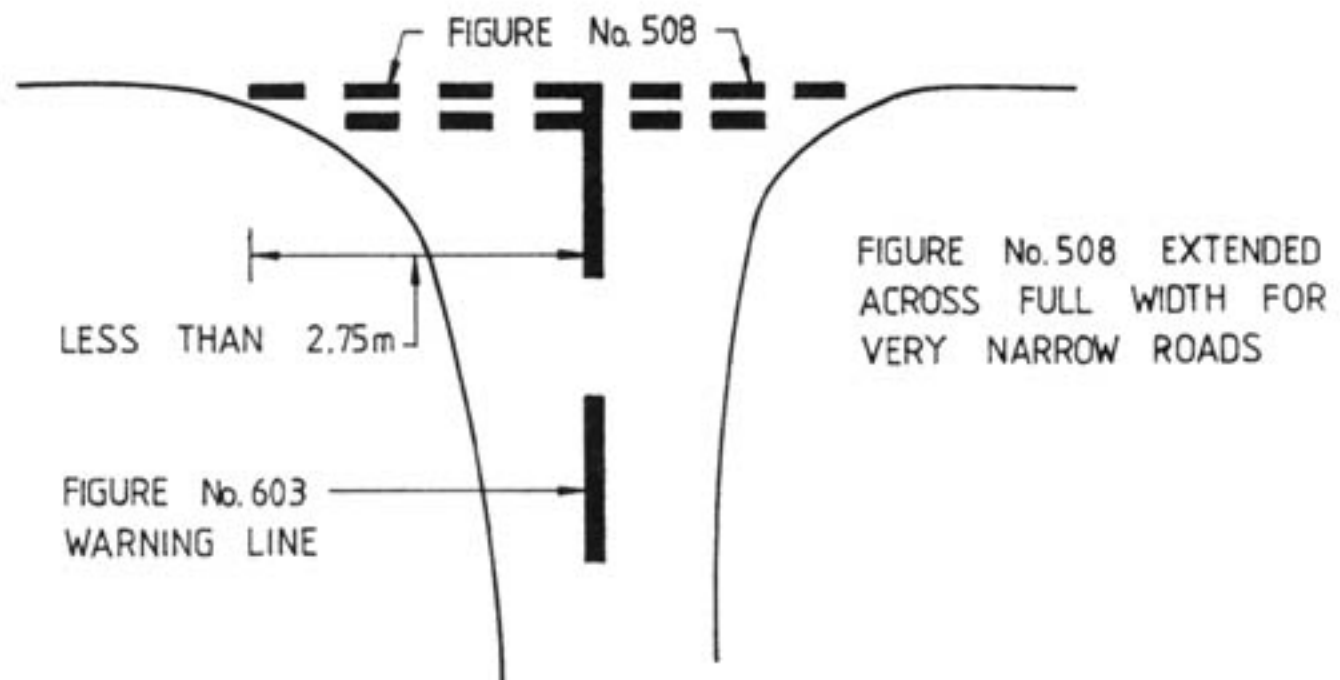
USE OF FIGURE No. 506, "STOP LINE"

DIAGRAM 4.6.1

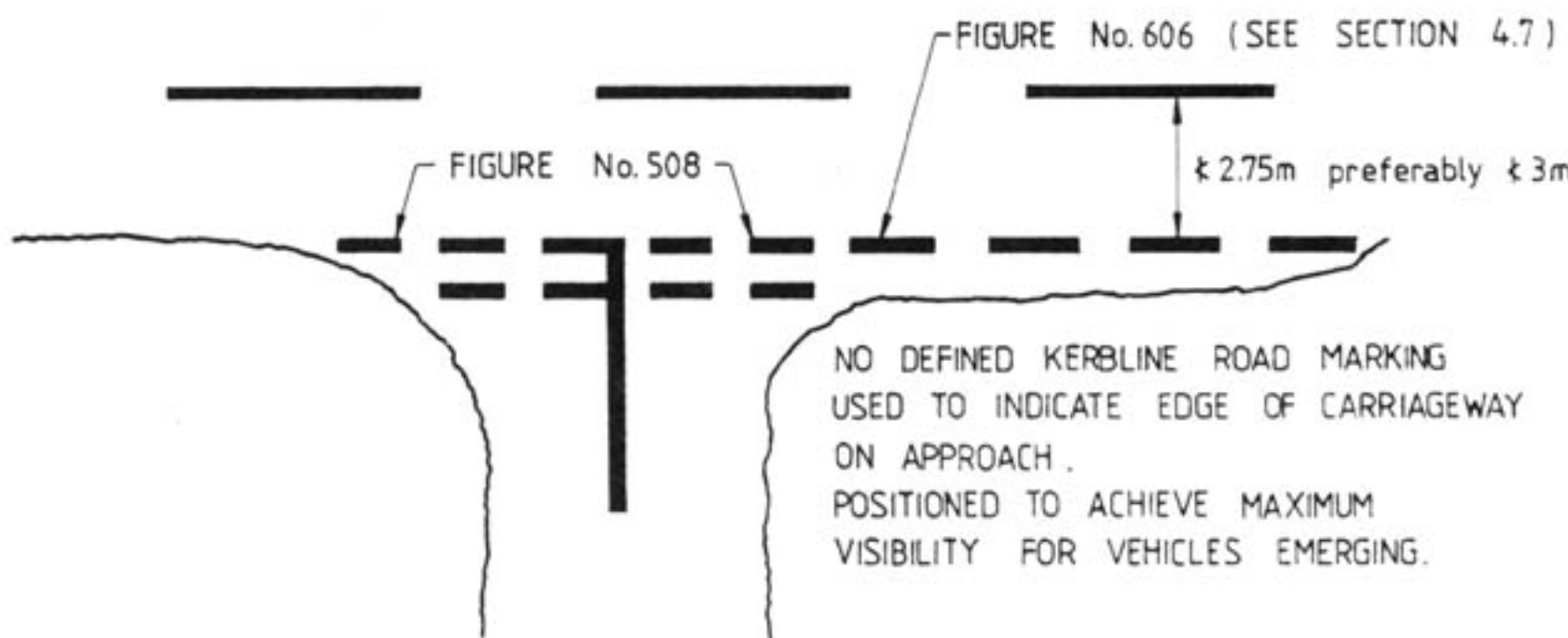
- 4.6.4 Figure No. 508, "Give Way", should be used at all junctions of private roads within an estate, where stop lines are not used. They are also appropriate to use at the junction with a public road providing this is not formed by a run-in across the footway or where there is traffic light signal control.
- 4.6.5 As indicated in (i) in Diagram 4.6.2, Figure No. 508 should extend half way across the width of the road to which it applies, and Figure No.605, on which further details are given in section 4.7, should be marked across the other half. However on very narrow roads where only marking half the road would result in the length of the marking to Figure No. 508 being less than 2.75m, then as shown in (ii) in Diagram 4.6.2, the marking should be extended across the full width of the road.
- 4.6.6 As indicated in Diagram 4.6.2 the marking to Figure No. 508 should form an extension of the kerblines of the more major road. However in some cases there may not be a clearly defined kerblines and as indicated in (iii) in Diagram 4.6.2 in such cases the marking should be laid as near as possible to the inner wheel path along the more major road. The location of Figure No. 508 in these circumstances should not make the resultant lane width on the more major road, preferably, not less than 3m and never less than 2.75m, as indicated in (iii) in Diagram 4.6.2.
- 4.6.7 Where at a junction the kerblines is not defined, in addition to the use of Figure No. 508, as shown in (iii) in Diagram 4.6.2, Figure No. 606, for which further information is given in Section 4.7 of this Code, may be used to extend the line formed by Figure No. 508 to a convenient point in advance of the junction. This enables vehicles on the minor road to have maximum visibility to vehicles approaching on the more major road, and vehicles travelling along the latter have a clearly defined road edge to guide them through the junction.
- 4.6.8 On all approaches where Figure No. 508, "Give Way", is used across the road, Figure No. 603, "Warning Line", should be used to separate traffic moving in opposite directions. Normally



(i) BASIC GIVE WAY MARKINGS



(ii) NARROW MINOR ROAD APPROACH



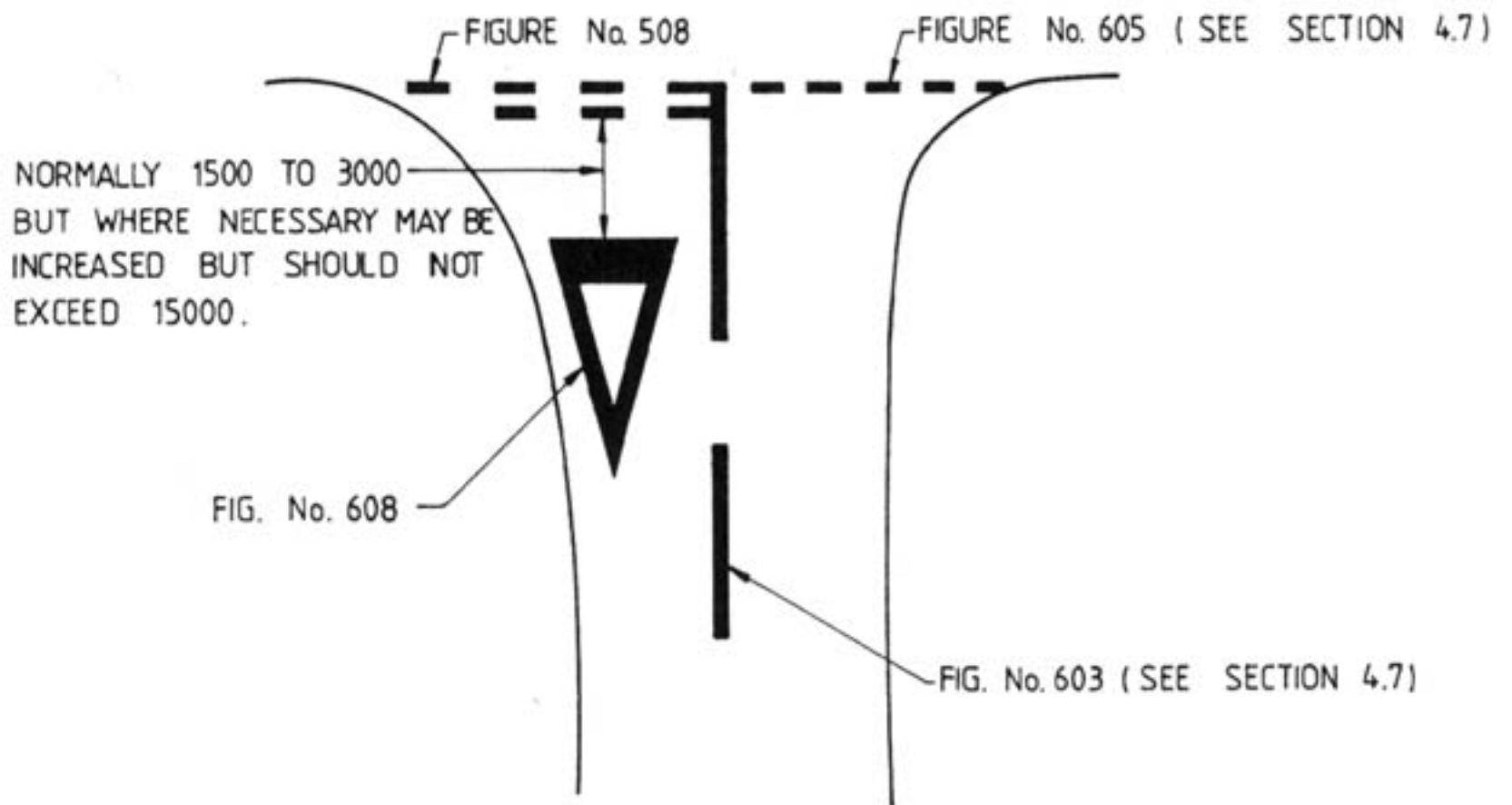
(iii) MINOR / MINOR ROAD JUNCTION WITH NO DEFINED KERBLINE

USE OF FIGURE No. 508 , "GIVE WAY"

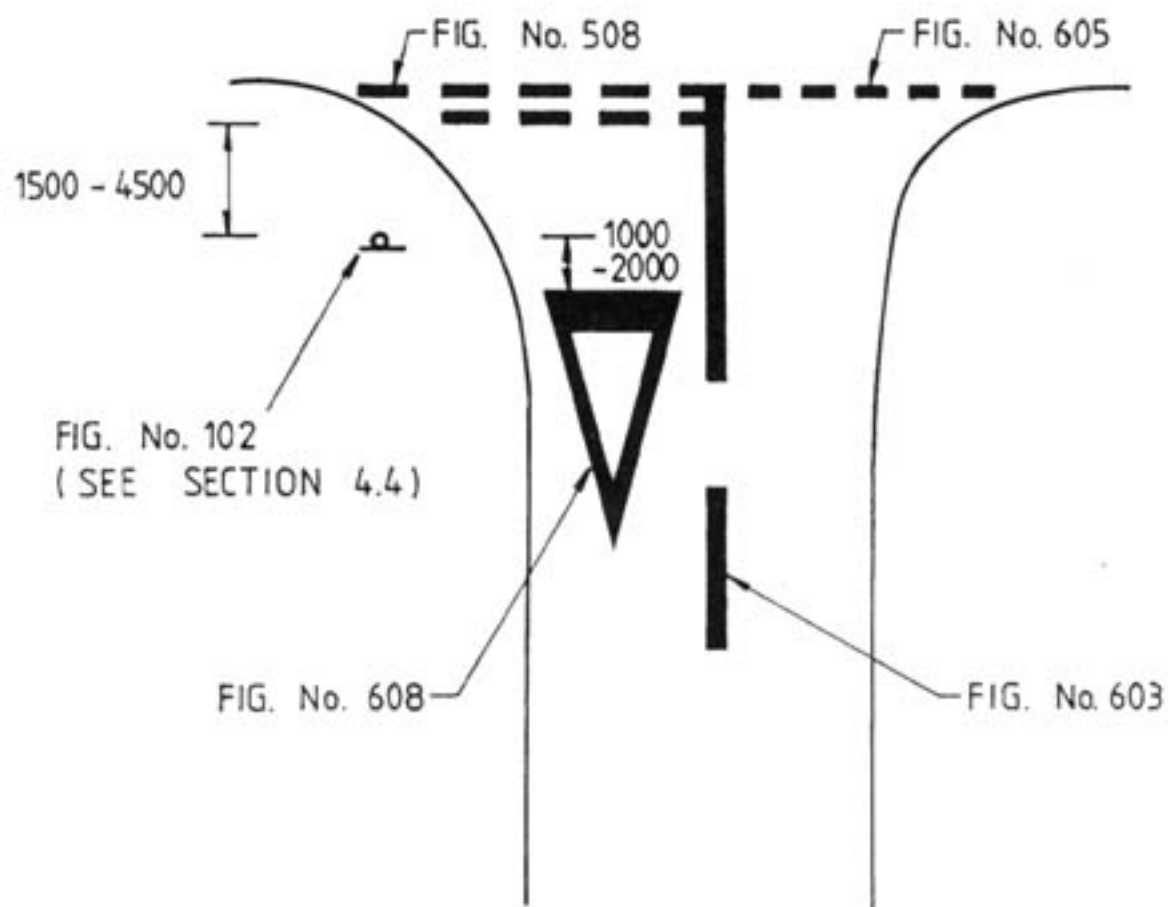
DIAGRAM 4.6.2

should be at least seven of the marks formed by Figure No. 603, but this may have to be adjusted to suit the circumstances of the road. Further details on the use of Figure No. 603 are given in Section 4.7.

- 4.6.9 Within larger private estates where traffic flows are relatively high or in situations where visibility at the give way line is restricted, it may be necessary to provide greater emphasis that drivers approaching the junction must give way. In these circumstances as indicated in (i) in Diagram 4.6.3, the give way triangular symbol, Figure No. 608 may be used in advance of Figure No. 508. The actual dimensions for Figure No. 608 are given in Section 4.7, but as indicated in (i) in Diagram 4.6.3. the symbol should normally be placed between 1.5m and 3m in advance of Figure No. 508. However this distance can be increased to suit the particular circumstances of the location but should never exceed 15m. It is also stressed that it is not appropriate to substitute the worded "slow", marking to Figure No. 615, for the triangular give way symbol or any other worded marking such as "Give Way", for the triangular symbol. As mentioned in Section 4.4, and as further detailed in Section 4.7, where approach speeds are likely to be at or exceed 50km/h the "Slow" marking to Figure No. 615 may be used well in advance of the junction, but its use is not appropriate at the junction.
- 4.6.10 Where two relatively major private roads intersect, or a major private road intersects with a major public road, then in addition to the "Give Way" triangular symbol to Figure No. 608, the "Give Way" sign to Figure No. 102 should be used. This is illustrated in (ii) in Diagram 4.6.3, and further details in respect of the use of the sign are given in Section 4.4, and therefore are not repeated here.
- 4.6.11 As explained in Section 4.4, at roundabout approaches, the give way marking, to Figure No. 508, should be used in conjunction with the "Give Way" sign to Figure No. 102, but it is not necessary to use the triangular symbol to Figure No. 608.



- (i) JUNCTION OF A MINOR PRIVATE ROAD WITH A MAJOR PRIVATE ROAD WHERE GREATER EMPHASIS OF THE NEED TO GIVE WAY IS REQUIRED



- (ii) INTERSECTION OF TWO MAJOR PRIVATE ROADS OR A MAJOR PRIVATE ROAD WITH A MAJOR PUBLIC ROAD

USE OF FIGURE No. 508 "GIVE WAY",
AND OTHER MARKINGS AT JUNCTIONS WITH
MAJOR PRIVATE ROADS

(ALL DIMENSIONS IN mm)

4.6.12 To indicate the direction ahead that vehicles must follow after having passed through a junction, or elsewhere, the directional arrows to Figure No. 509 may be used on private roads.

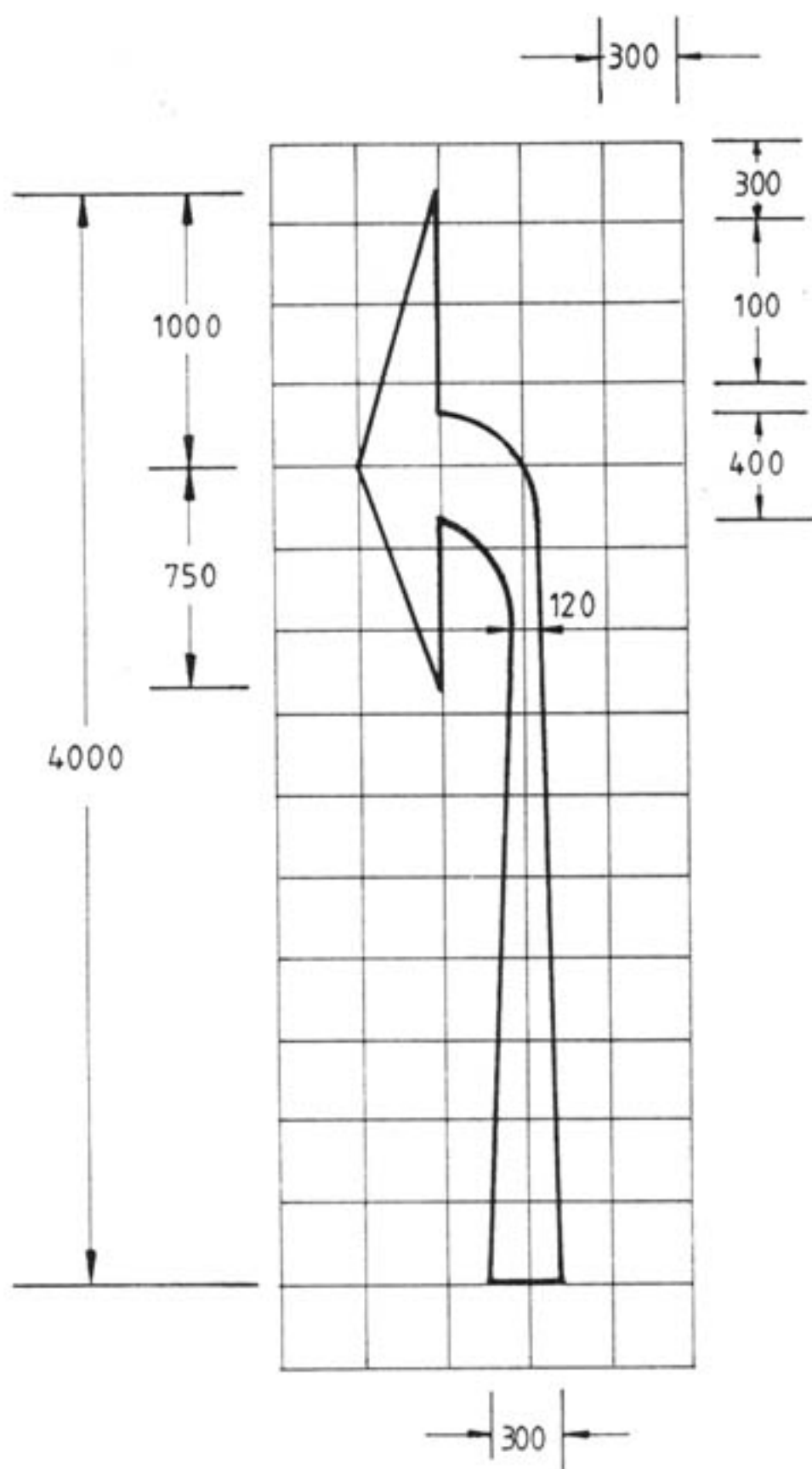


FIGURE No. 509
DIRECTIONAL ARROWS

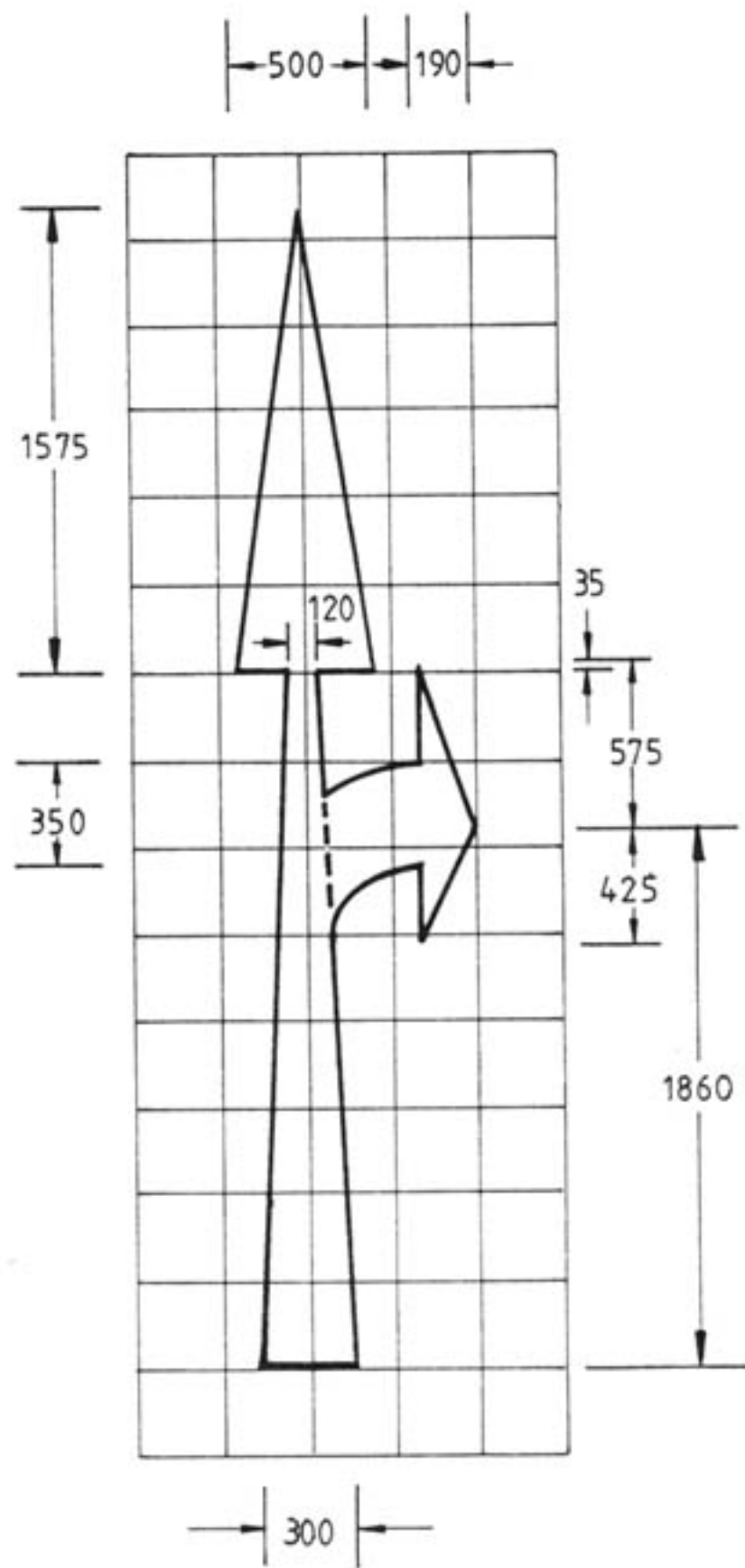
4.6.13 Although two different arrow sizes are specified in the schedules to the Road Traffic (Traffic Control) Regulations, the larger size is for roads having speed limits of 70km/h or more and is therefore normally not appropriate for use on private roads. The construction details of the 4000mm size arrows which are appropriate for use on private roads are shown in Diagram 4.6.4.

4.6.14 Directional arrows when used in conjunction with the give way markings to Figure No. 508, indicate the direction a vehicle must follow after having passed over the give way line. Before the give way line, if there is more than one lane and lanes are marked with different arrows drivers may change lanes so that their vehicles are in the correct lane at the give way line to Figure No. 508.

4.6.15 On private roads the situation should seldom arise where it is necessary to have to mark individual lanes with different directional arrows at junctions, and if at a junction vehicles can turn from a lane in any direction the use of arrows indicating this are not necessary. However if it is decided that it is necessary to designate particular lanes for particular movements, as shown in Diagram 4.6.5, two sets of arrows should be used, at the spacing indicated on this Diagram. Where a minor side road joins a one way road, generally two sets of arrows as shown in Diagram 4.6.5 along the minor road should be laid, but this can be reduced to one arrow located 15m from the junction if necessary.



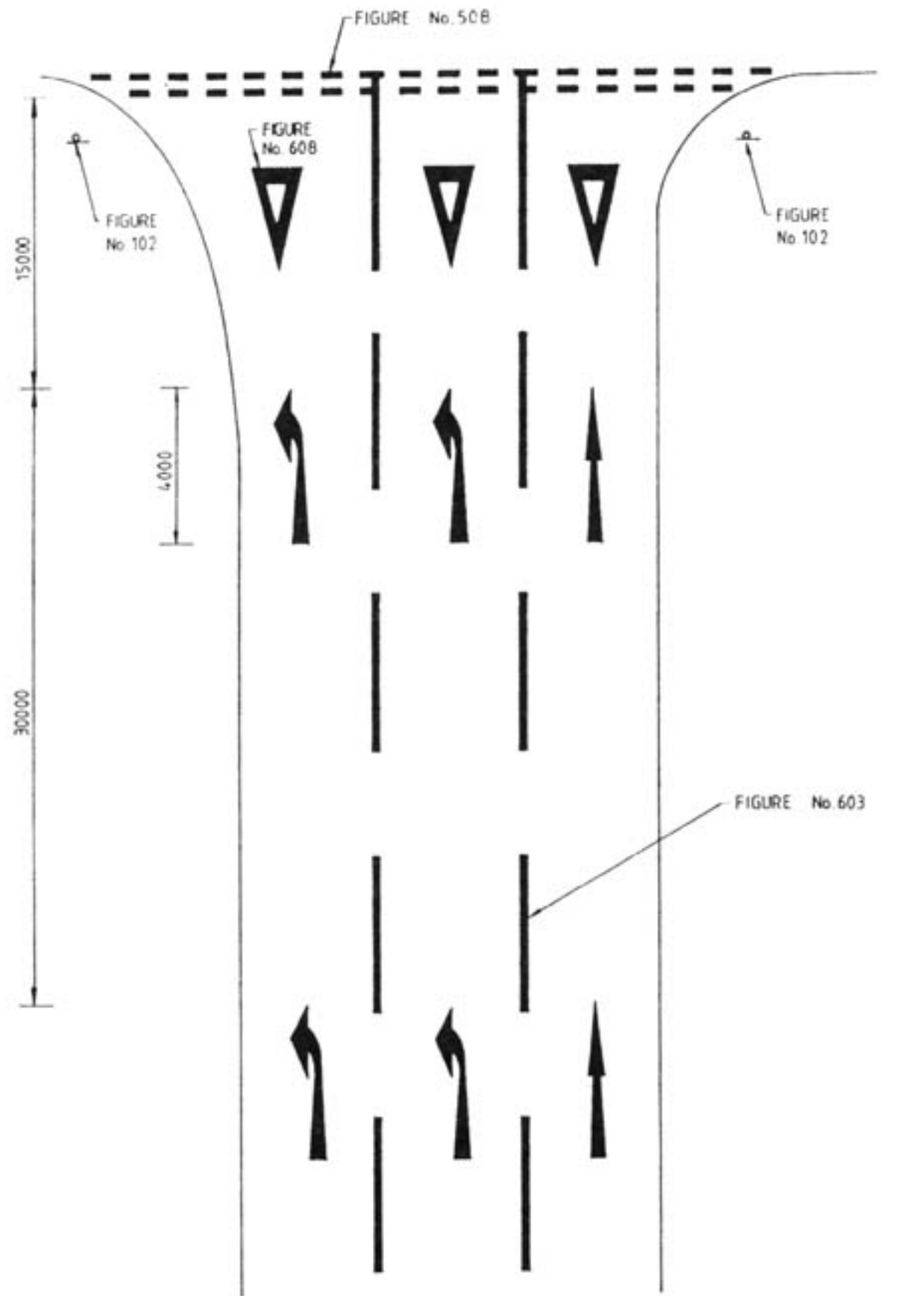
TURN LEFT ARROW
(REVERSED TO GIVE TURN
RIGHT ARROW)



STRAIGHT AHEAD AND COMBINED
STRAIGHT AHEAD AND TURN
RIGHT ARROW.
(REVERSED TO GIVE STRAIGHT
AHEAD AND TURN LEFT
ARROW)

CONSTRUCTION DETAILS FOR FIGURE No. 509,
DIRECTIONAL ARROWS

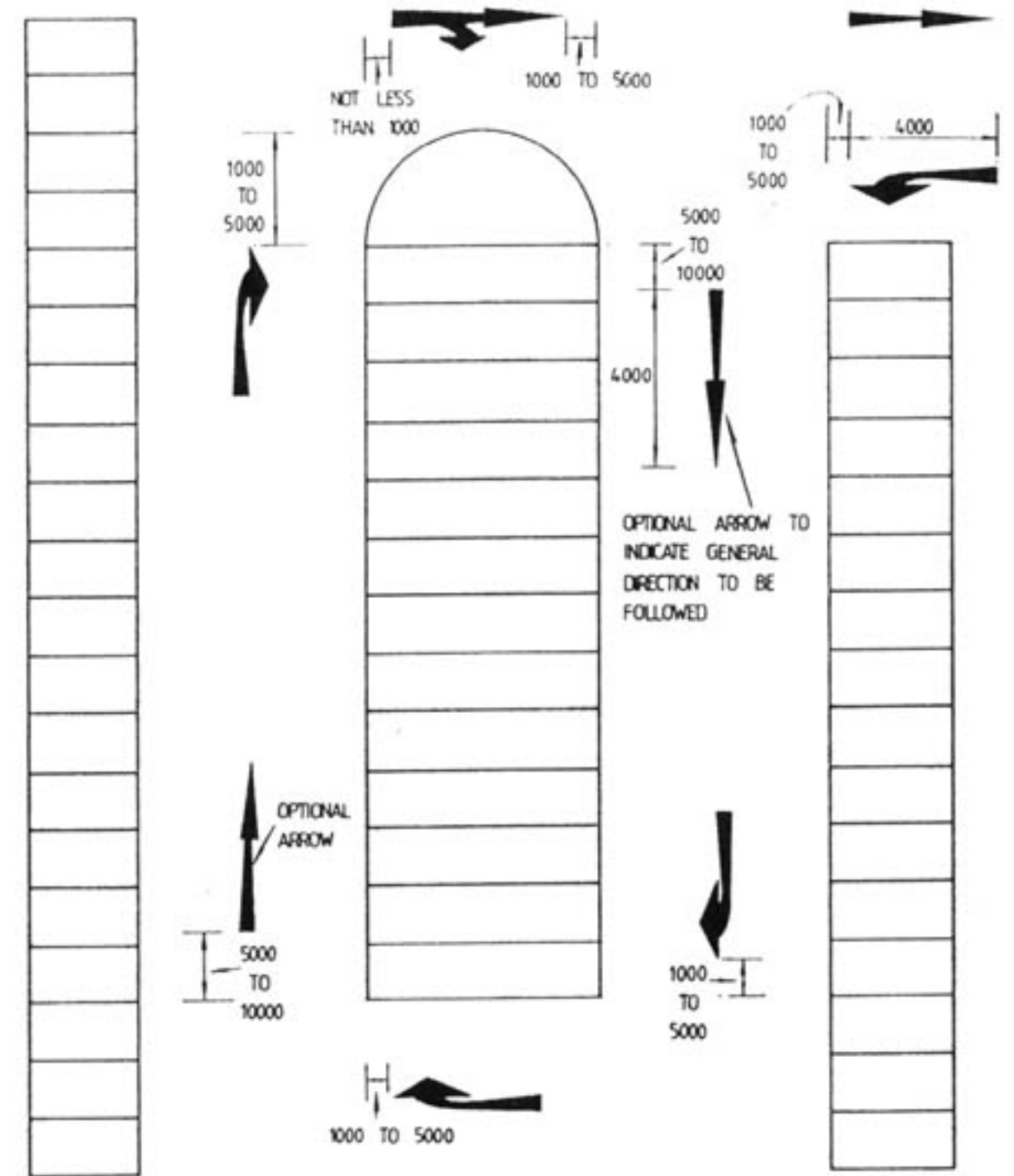
DIAGRAM 4.6.4



USE OF FIGURE No. 509 AT MULTI-LANE APPROACH
TO GIVE WAY JUNCTION

(ALL DIMENSION IN mm)

DIAGRAM 4.6.5



ALL DIMENSIONS IN MILLIMETRES

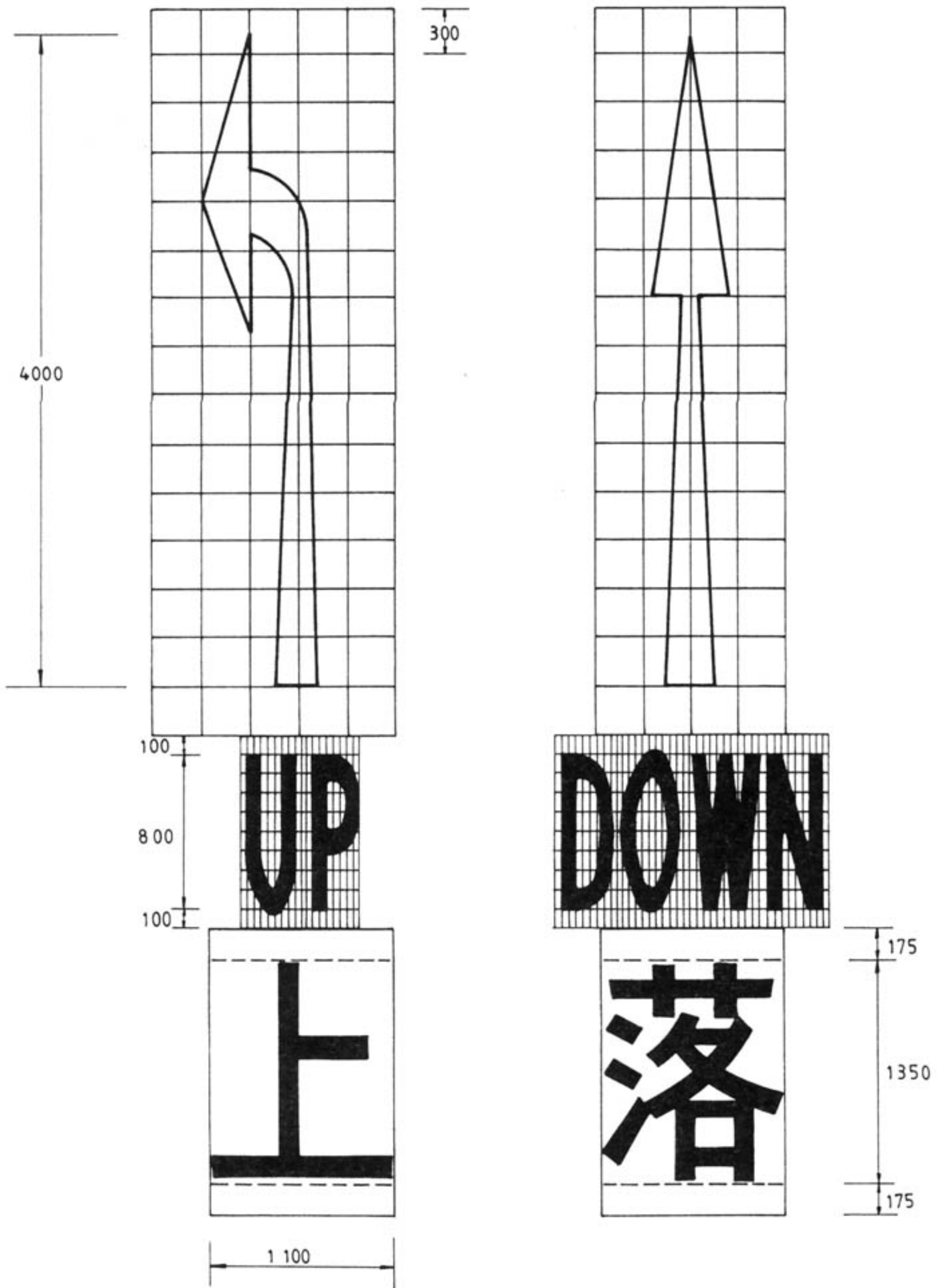
USE OF FIGURE No. 509, DIRECTIONAL ARROWS
IN CAR PARKS OR SIMILAR

DIAGRAM 4.6.6

- 4.6.16 Possibly the most common use of directional arrows on private roads will occur along, circulation aisles within car parks, and service roads around developments. In these situations the location of the arrows will depend upon the particular circumstances, but Diagram 4.6.6 provides some general guidance on this.
- 4.6.17 In car parks, directional arrows to Figure No. 509 may be accompanied by short written messages such as "Down", "Up", or "Exit", in both English and Chinese, and the letters and characters used in these circumstances should be elongated as shown in Diagram 4.6.7.
- 4.6.18 It is often the case in car parks, and particularly in multi-storey car parks, that there are adjacent to each other, circulation aisles that will take drivers either to the exit or to further parking spaces. Diagram 4.6.8 indicates suitable marking arrangements for this type of situation, although the letters and characters used in the Diagram are only indicative and will need to be changed to suit the particular circumstances.
- 4.6.19 In the situation that a private estate is served on a regular basis by a non-franchised bus service, and not a franchised service, a bus stop marking to Figure No. 517 may be used to indicate the position where the non-franchised bus may stop to pick up and/or set down passengers. If however a franchised bus service operates along a private road, Figure No. 517 must not be used to indicate a bus stop for a non-franchised bus operating in that estate.



FIGURE No. 517
BUS STOP



TYPICAL CAR PARK WORDED MESSAGE MARKINGS

DIAGRAM 4.6.7

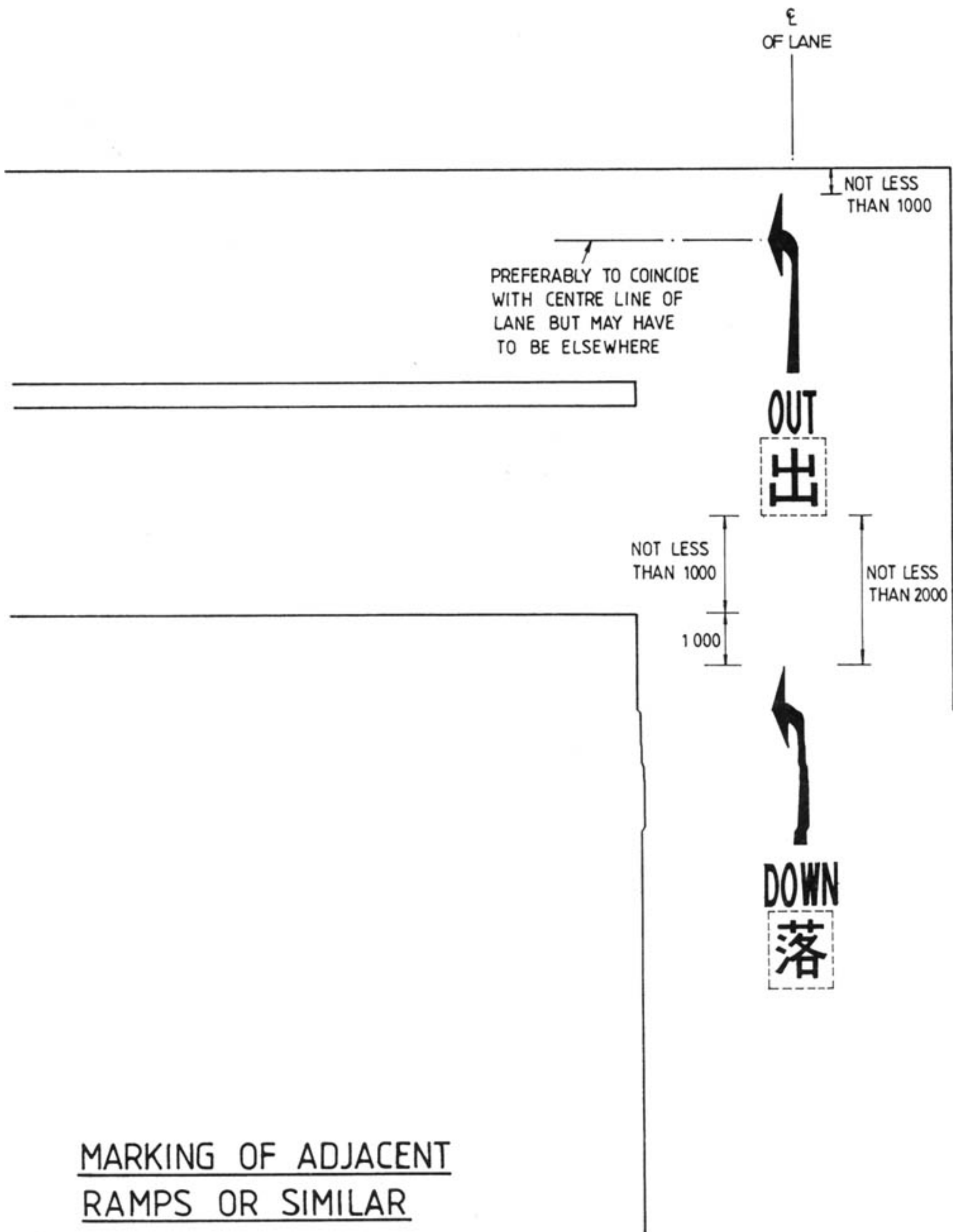
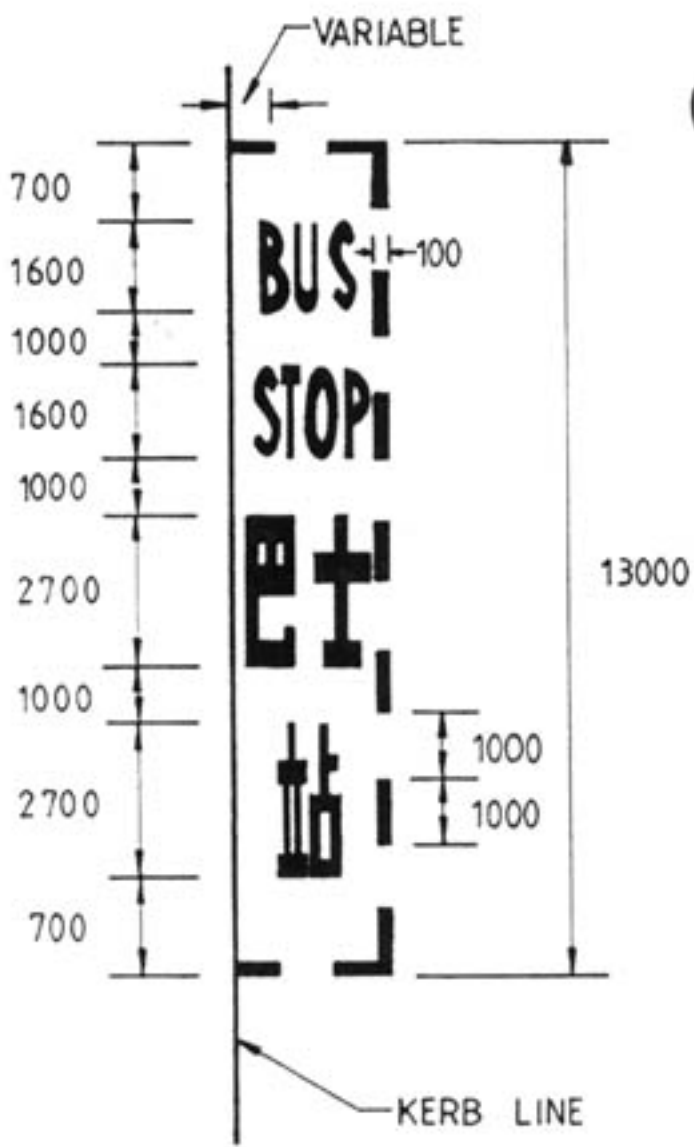
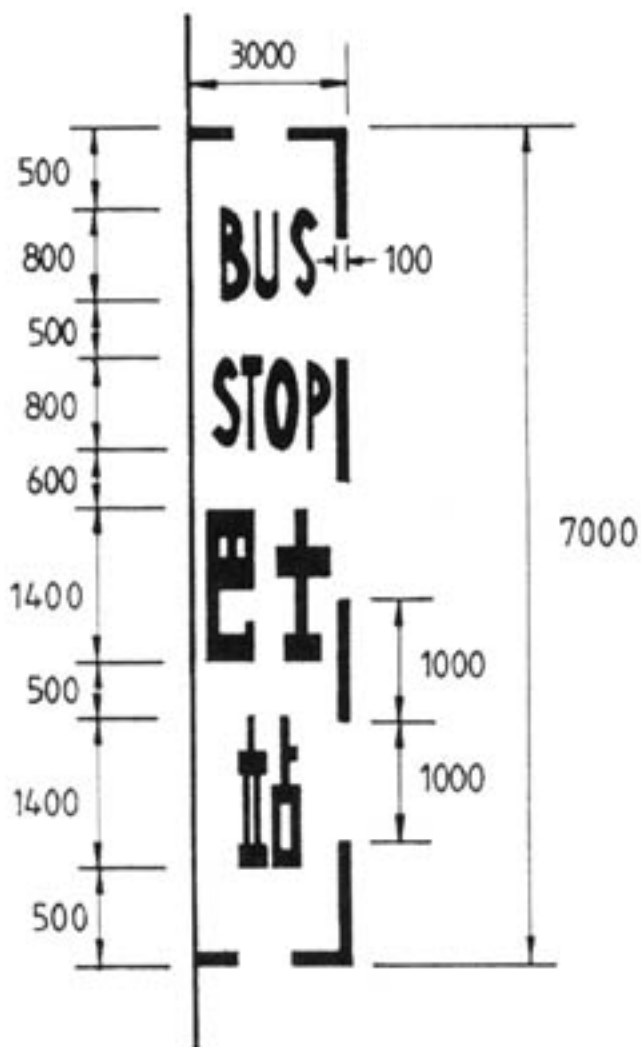


DIAGRAM 4.6.8

- 4.6.20 Diagram 4.6.9 illustrates the standard dimensions for bus stops for both, coaches and double deck buses, and light buses. The dimensions shown on the Diagram may be adjusted to suit the particular circumstances, with the proviso that the length of the bus stop for coaches and double deck buses should never be less than 10m and the width never less than 2.5m, similarly for light buses the length should never less than 6m and the width never less than 2.5m.
- 4.6.21 Elongated letters and characters are used to form "Bus Stop" and the dimensions for these are indicated in Diagrams 4.6.10 and 4.6.11, for the standard coach and double deck bus stop. For the light bus standard bus stop, the dimensions shown in Diagrams 4.6.10 and 4.6.11 in respect of the length should be halved, but the width dimensions should remain the same.
- 4.6.22 It is stressed that the bus stop marking to Figure No. 517 must only be used to indicate a bus stop, and it is not appropriate to use it to indicate a location where buses may park.



(i) STANDARD BUS STOP DIMENSIONS FOR USE BY COACHES AND DOUBLE DECK BUSES



(ii) STANDARD BUS STOP DIMENSIONS FOR LIGHT BUS USE

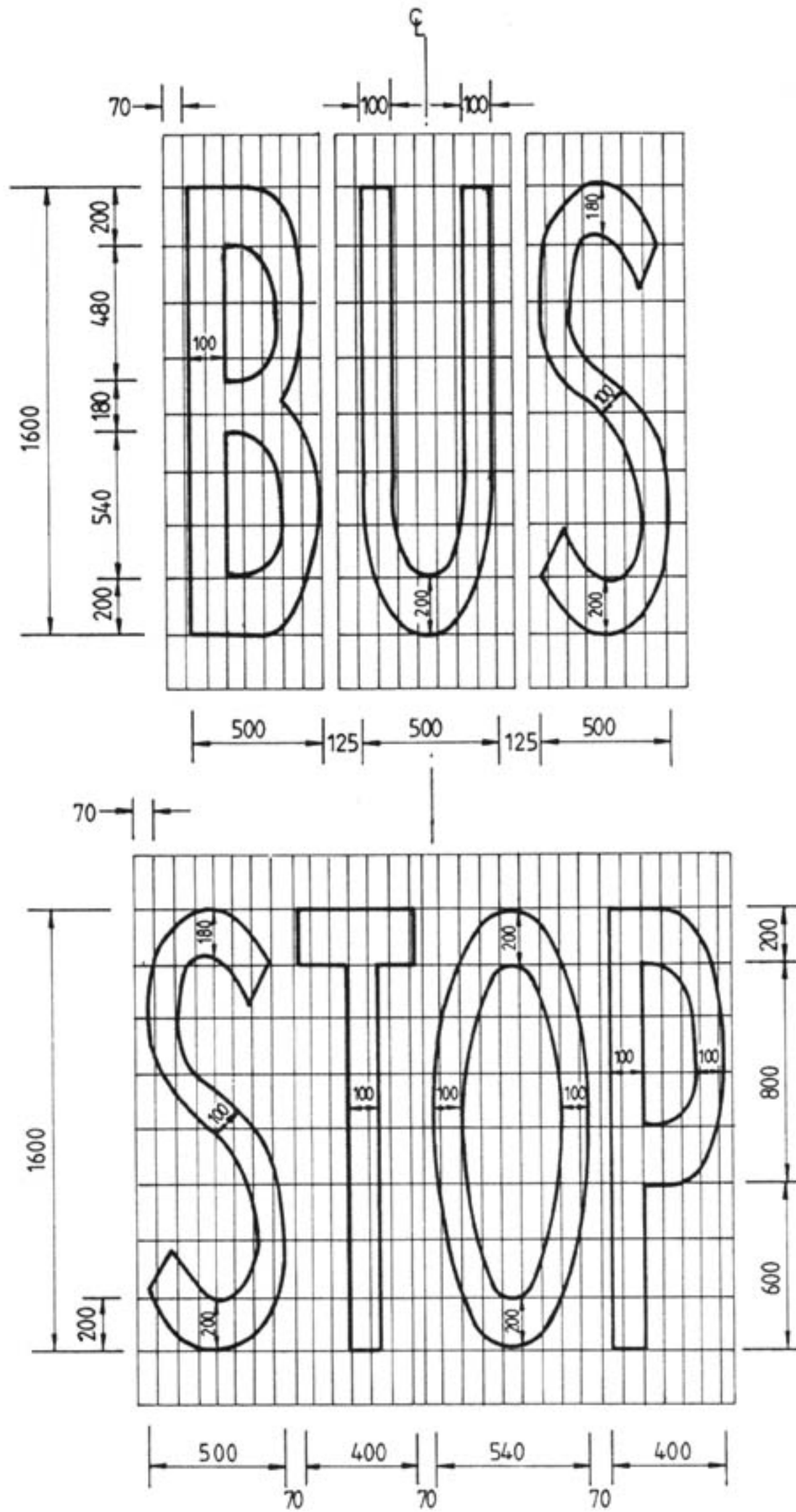


EXCLUSIVE BUS STOP LAYOUT

(iii) BUS LAY - BY ARRANGEMENT

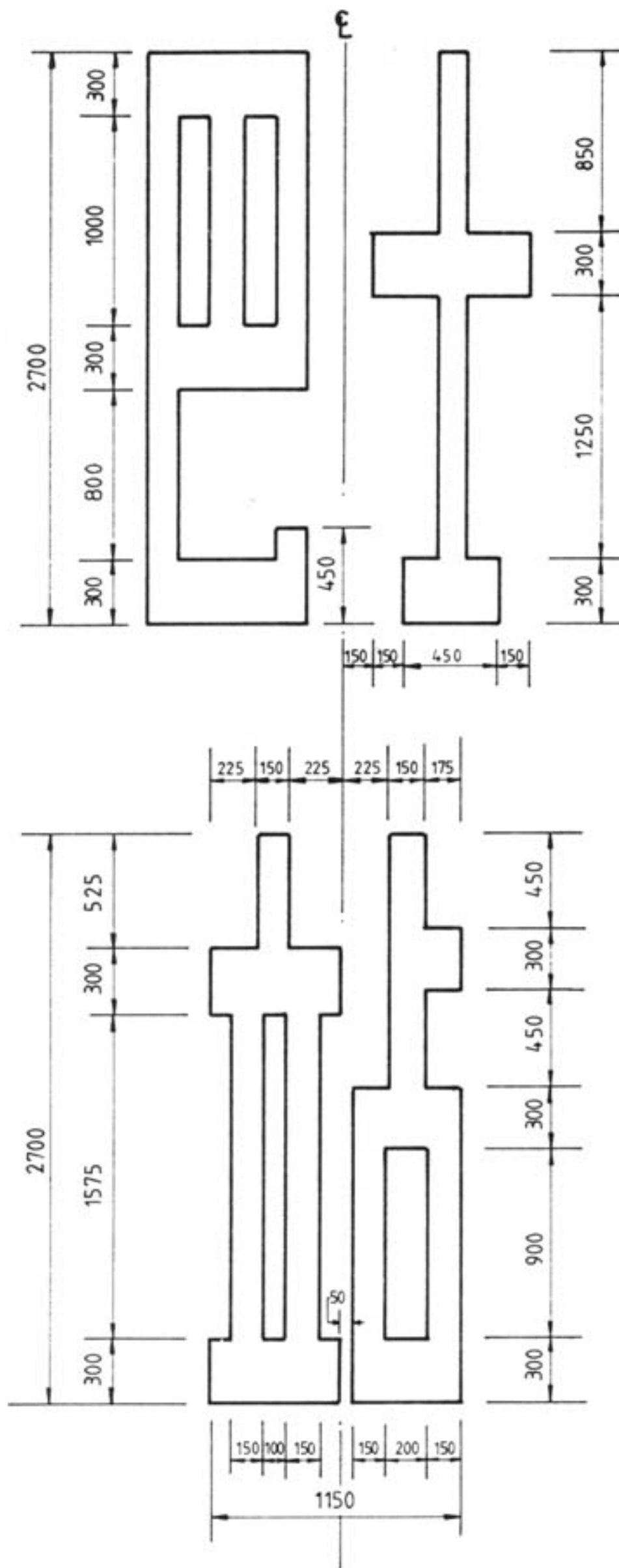
STANDARD BUS STOP DIMENSIONS AND ARRANGEMENTS

DIAGRAM 4.6.9



"BUS STOP" LETTER DIMENSIONS
FOR COACH AND DOUBLE DECK BUS,
BUS STOP

NOTE : FOR LIGHT BUS STOP, LENGTH DIMENSIONS SHOULD BE HALVED, BUT WIDTH DIMENSIONS REMAIN THE SAME.



“ BUS STOP ” CHARACTER DIMENSIONS
FOR COACH AND DOUBLE DECK BUS,
BUS STOP

NOTE : FOR LIGHT BUS STOP , LENGTH DIMENSIONS SHOULD BE HALVED , BUT WIDTH DIMENSIONS REMAIN THE SAME .

DIAGRAM 4.6.11