

4.7 Use of Informatory Road Markings

4.7.1 Figure No. 602, centre line marking, is used to separate traffic moving in opposite directions at locations away from junctions or other hazards. The use of Figure No. 602 is further illustrated in (i) in Diagram 4.7.1.

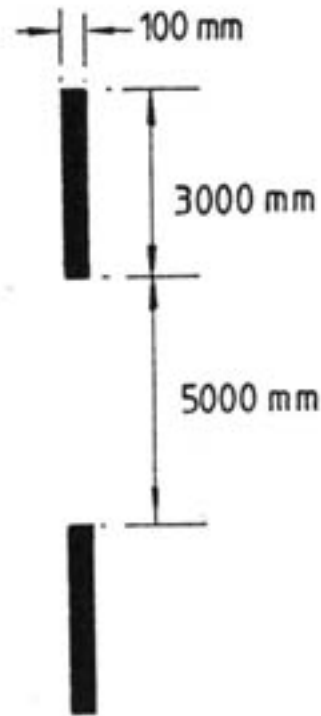


FIGURE No. 602
CENTRE LINE

4.7.2 Where in a private road there is more than one lane which can be used by traffic in the same direction then the individual lanes, at locations away from junctions and other hazards, should be separated by the lane line marking to Figure No. 601, as indicated in (ii) and (iii) in Diagram 4.7.1.

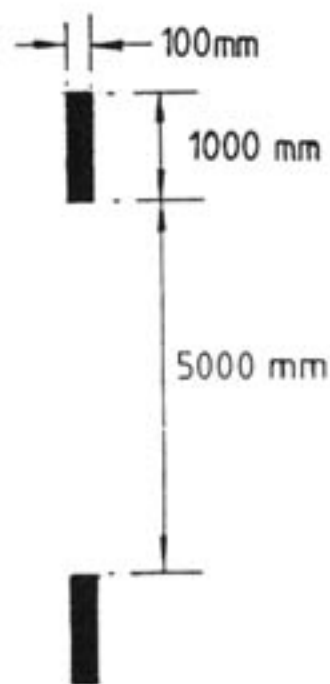
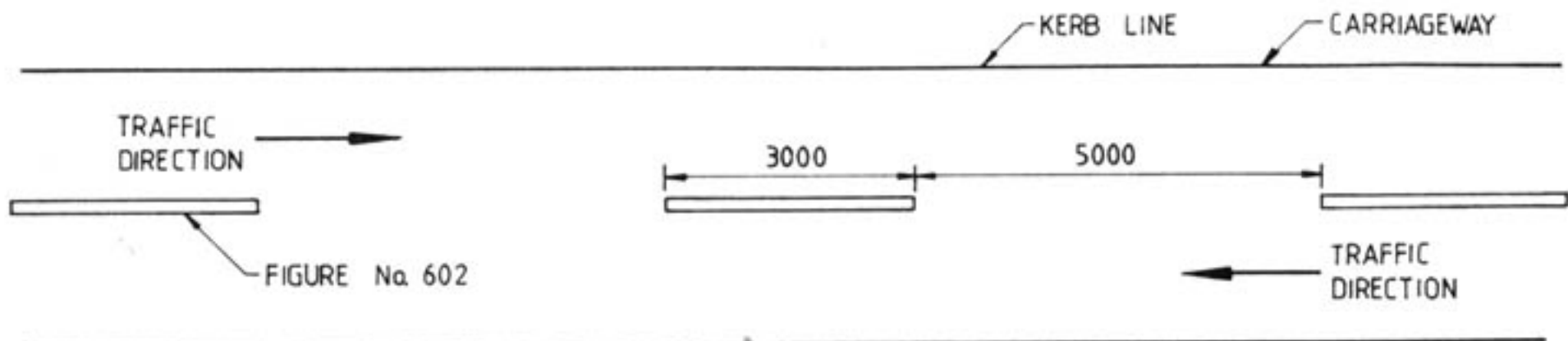
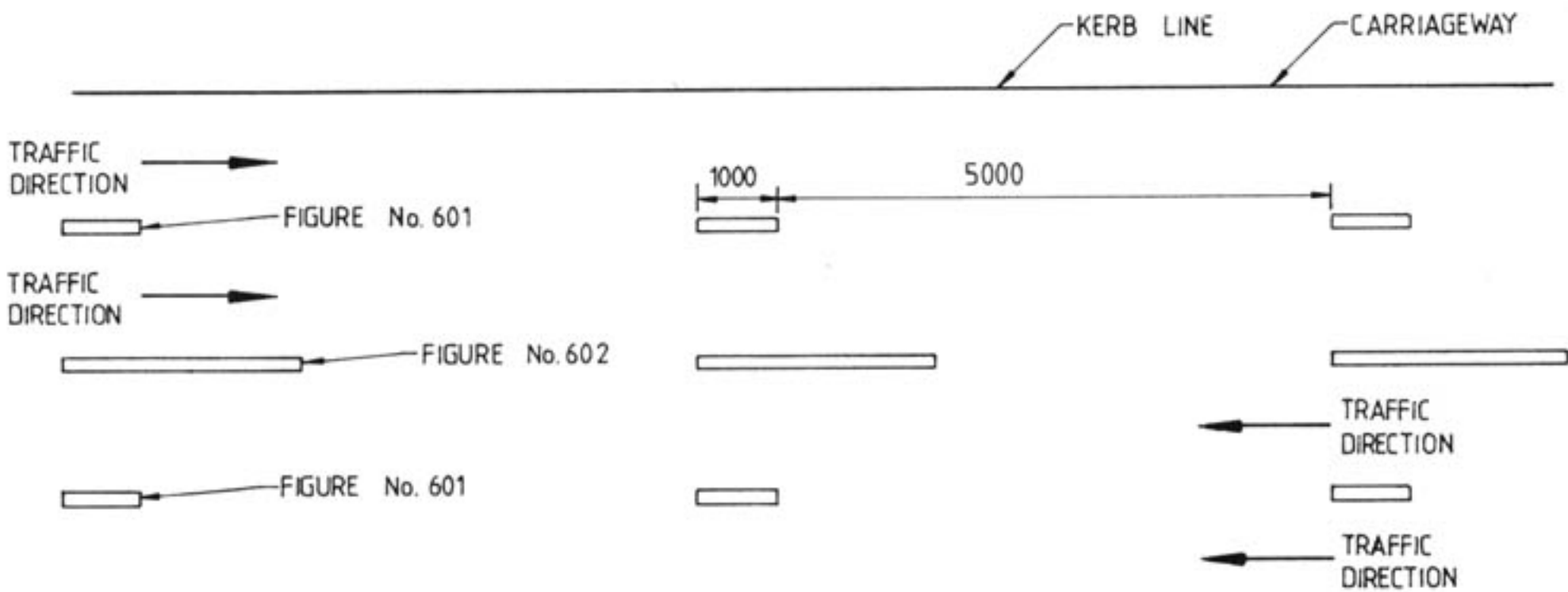


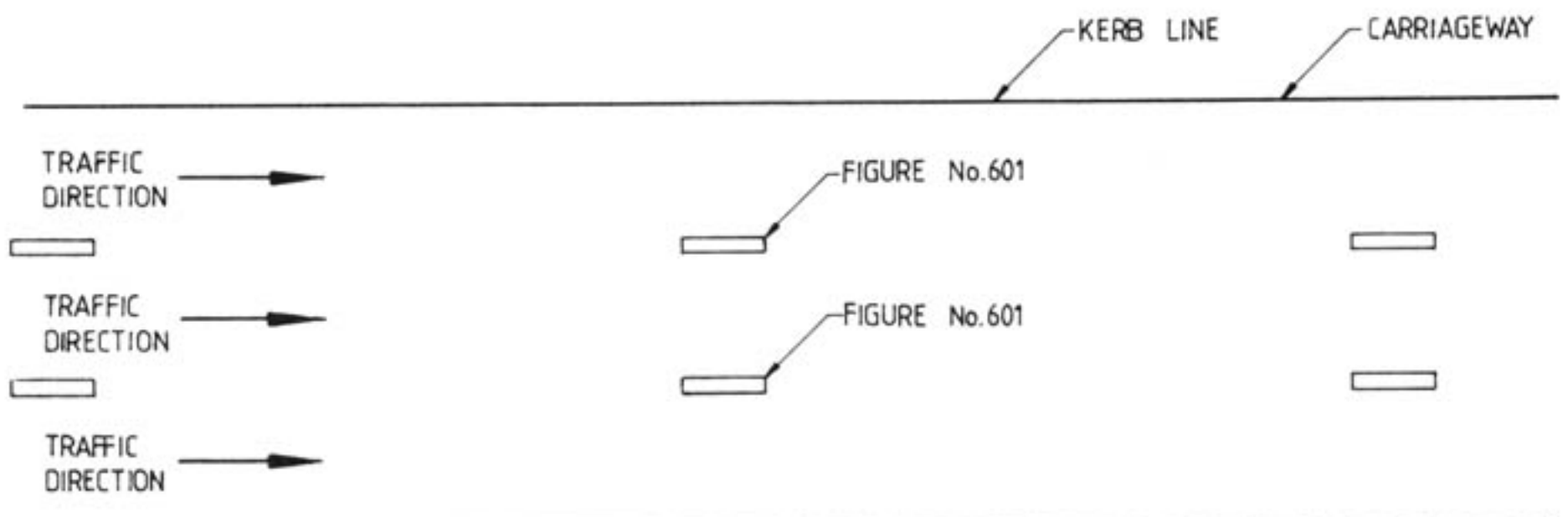
FIGURE No. 601
LANE LINE



(i) CENTRE LINE MARKING FOR 2-LANE TWO WAY ROAD



(ii) LANE & CENTRE LINE MARKINGS FOR 4 OR MORE LANE TWO WAY ROAD



(iii) LANE LINE MARKINGS FOR 2 OR MORE LANE ONE WAY ROAD

USE OF FIGURE No. 601 , LANE LINE ,
AND FIGURE No. 602 , CENTRE LINE

4.7.3 Two sizes of marking are prescribed for the warning line marking to Figure No. 603, but the larger size, that is 6000mm mark and 3000mm gap, is only applicable on private roads to warn of road humps, and Section 3 and Diagram 3.1.3 should be referred to in respect of this.

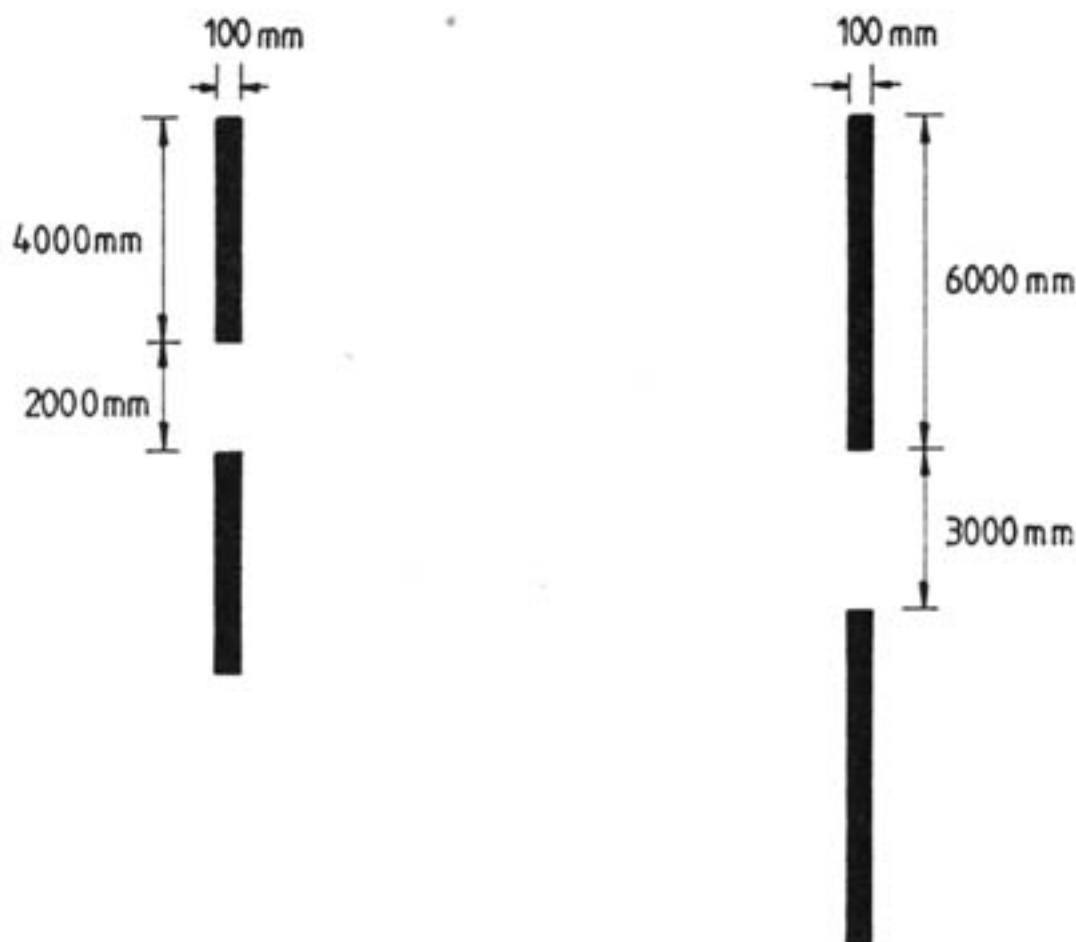
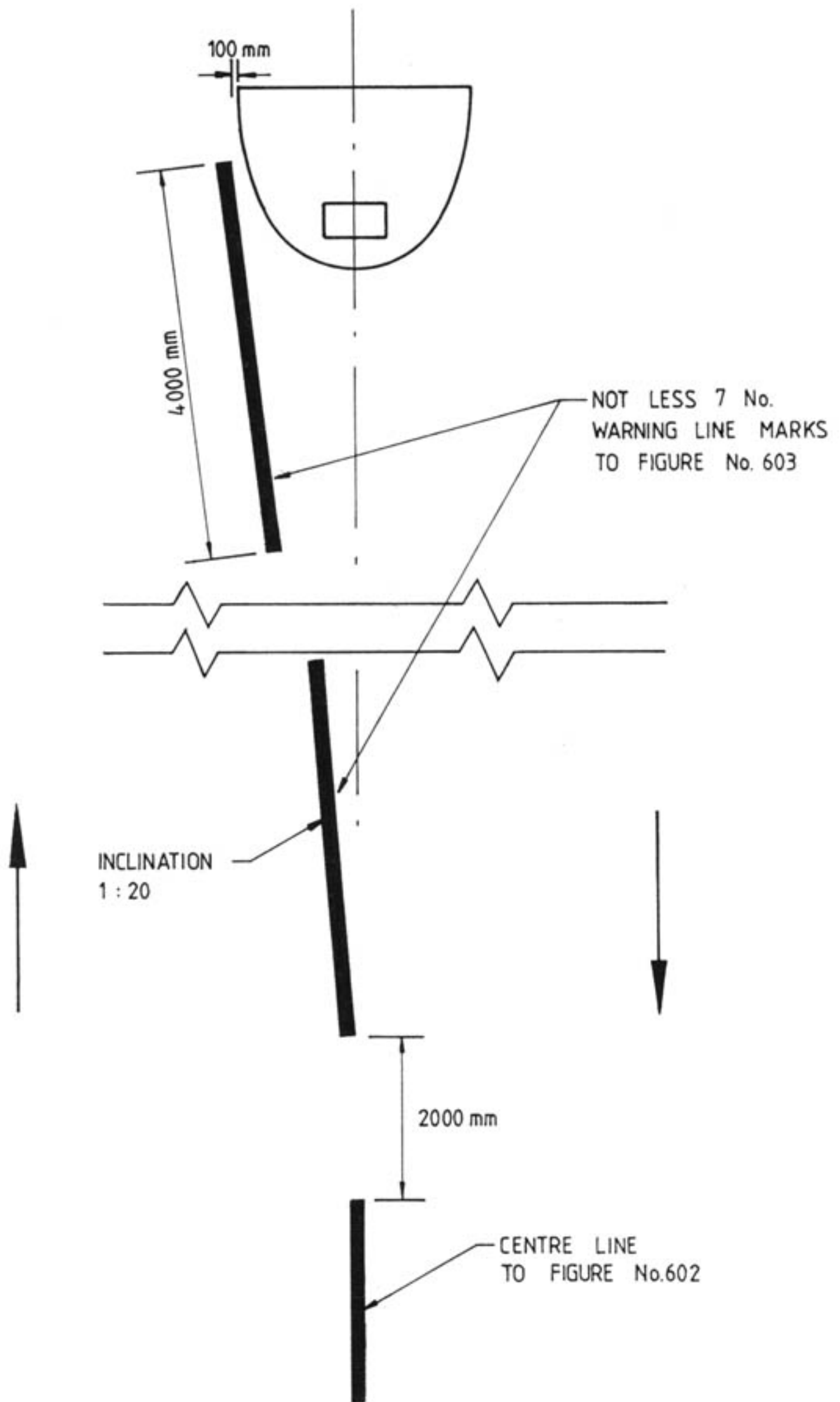


FIGURE No. 603

WARNING LINE

4.7.4 The warning line marking should be used as indicated in Section 4.6, on the approaches to all junctions, replacing any centre line marking to Figure No. 602, and any lane line markings to Figure No. 601. Normally at least seven marks should be used in advance of the give way line, but for very minor roads this may be reduced, but on other roads it may be necessary to use more marks.

4.7.5 On the approach to a central refuge island Figure No. 603, may be used, as shown in Diagram 4.7.2, inclined to direct traffic around the island. Again a minimum of seven marks should be used in front of the island, and the line should be inclined not greater than 1 in 20.



INCLINED WARNING LINE TO FIGURE No. 603,
AT REFUGES

4.7.6 In the situation that on a private road there is a relatively sharp bend, but it is not considered necessary to erect a warning bend sign to Figure No. 208, warning lines to Figure No. 603 may be used on the approach to and through the bend, as indicated in (i) in Diagram 4.7.3, to clearly indicate to drivers the division of the carriageway. In this latter situation Figure No. 603, should be laid so that there are at least seven marks before the bend, and these are then continued through the bend to the tangent point, where a further seven marks will be required for traffic in the opposite direction. If the road is one way the marking to Figure No. 603 can be terminated at the tangent point. If the severity of the bend justifies a bend warning sign, then as shown in (ii) of Diagram 4.7.3 the warning line should commence where the sign is erected.

4.7.7 Figure No. 605 is the transverse line used in conjunction with Figure No. 508, give way line, across the entry part of a "Give Way" junction. Its use is illustrated in Diagram 4.6.3 of Section 4.6.



FIGURE No. 605

4.7.8 Figure No. 606, is a longitudinal line used to indicate the edge of the carriageway at lay-bys or similar as illustrated in Diagram 4.7.4.

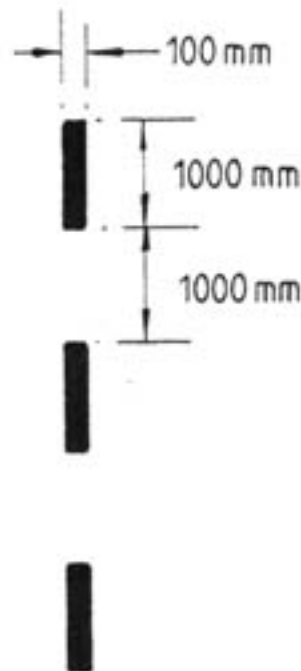
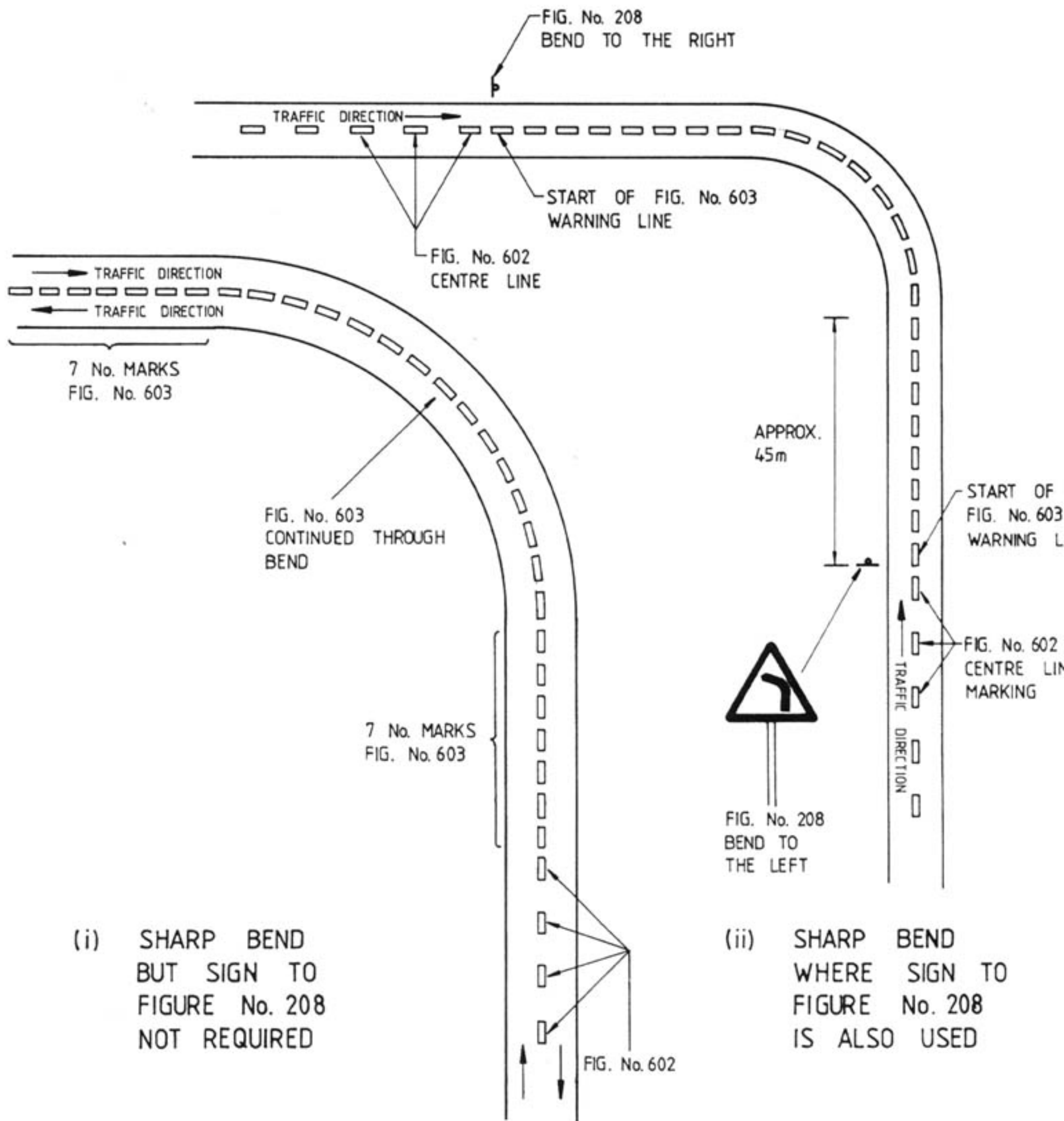
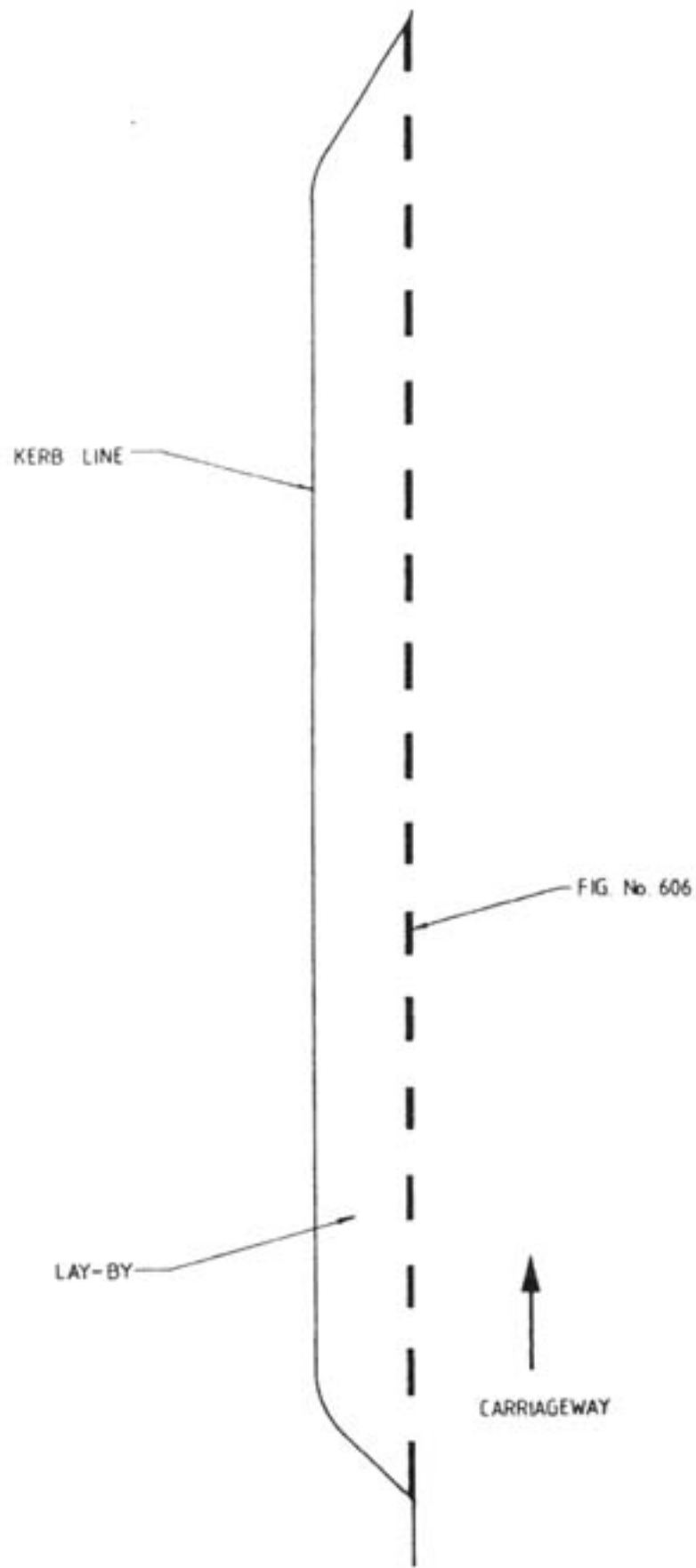


FIGURE No. 606



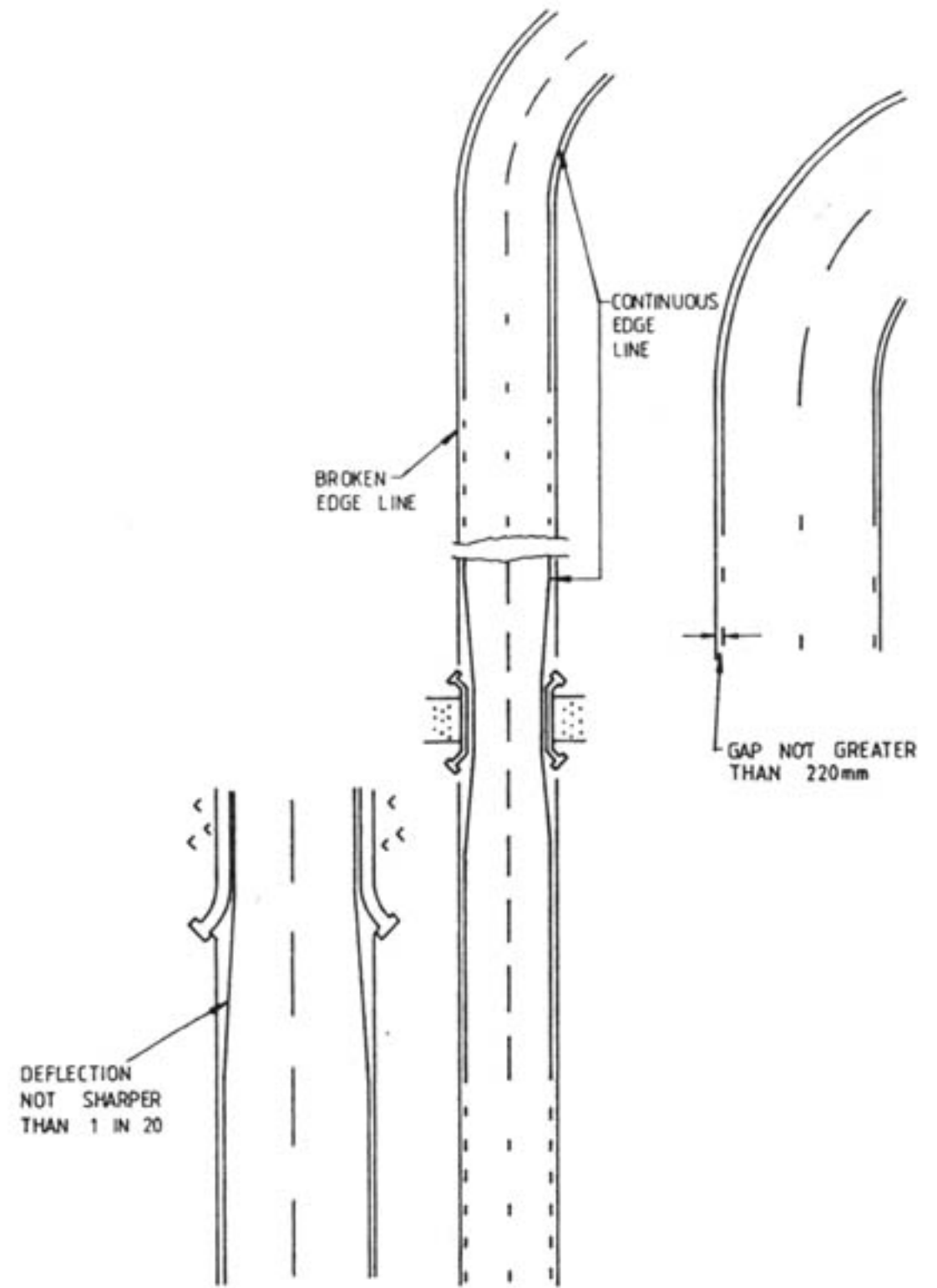
USE OF FIGURE No. 603 , WARNING LINE
ON BENDS

DIAGRAM 4.7.3



USE OF FIGURE No. 606 , EDGE LINE
AT A LAY-BY

DIAGRAM 4.7.4



USE OF FIGURE No. 607 ,
EDGE OF CARRIAGEWAY MARKINGS

DIAGRAM 4.7.5

4.7.9 The Figure No. 607 markings, are edge line markings used to delineate the edges of a carriageway in the situation where there is no clearly defined kerbline.

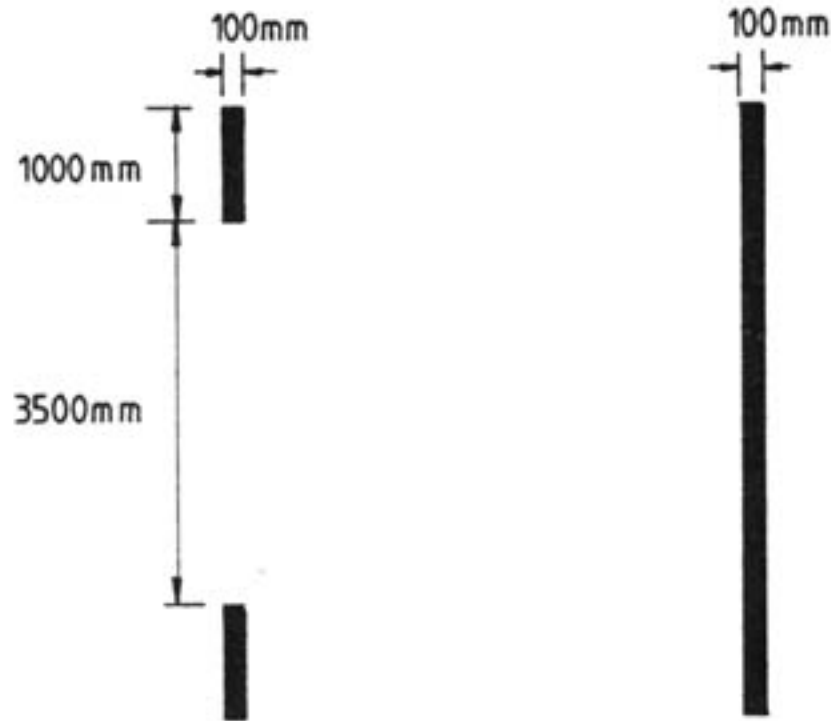


FIGURE No. 607
EDGE OF CARRIAGEWAY MARKINGS

4.7.10 Although Figure No. 607 may be used in the form of either a broken line or a continuous line, it is preferable that the continuous line form is generally used as it gives a better indication of the edge of the carriageway. Certainly in the situation, as indicated in Diagram 4.7.5, where a road narrows the continuous line should be used over the section of the narrowing, even if the broken line is used on the approaches.

4.7.11 Figure No. 608 is the "Give Way" triangular road marking whose use is described in Section 4.6. Diagram 4.7.6 provides dimension details.



FIGURE No. 608
GIVE WAY SYMBOL

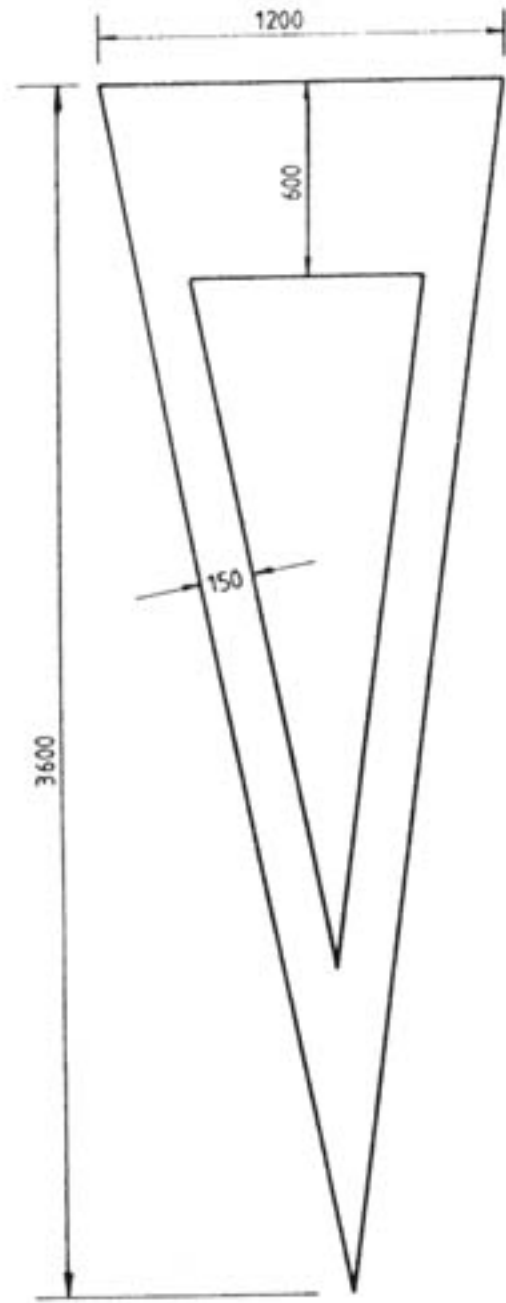
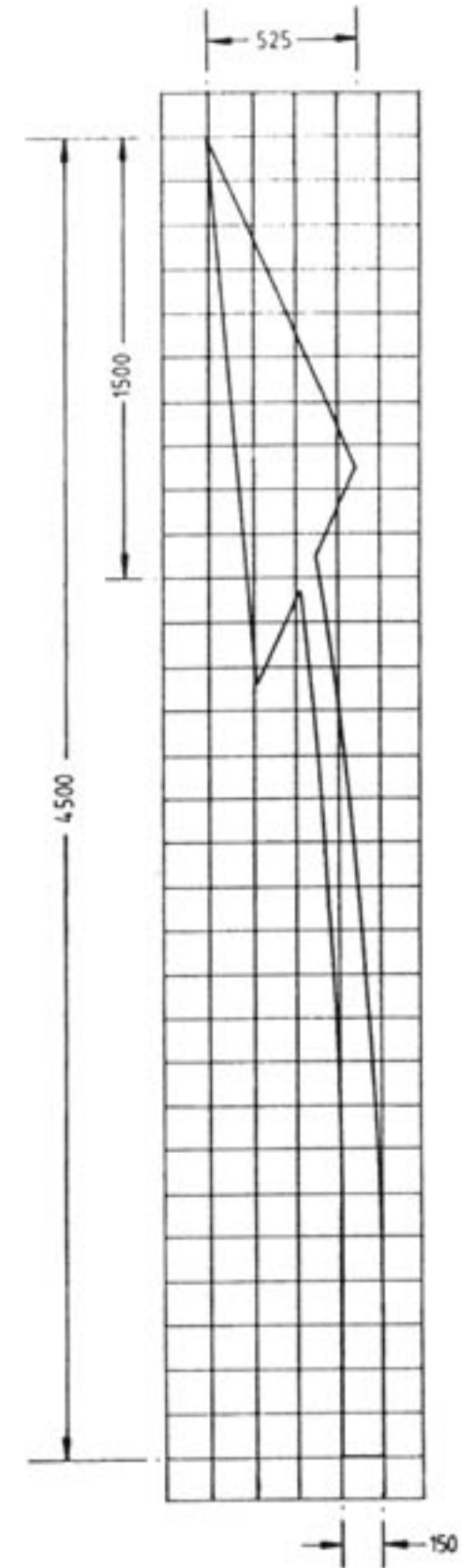


FIGURE No. 608
"GIVE WAY" SYMBOL
 ALL DIMENSIONS IN MILLIMETRES

DIAGRAM 4.7.6



CONSTRUCTION DETAILS
FOR FIGURE No. 609,
WARNING ARROW
 (ARROW MAY BE OPPOSITE HANDED TO
 INDICATE MOVEMENT TO THE RIGHT)

DIAGRAM 4.7.7

4.7.12 Figure No. 609 is a warning arrow used to indicate to drivers that they should move over to the left, or, if reversed, to the right.

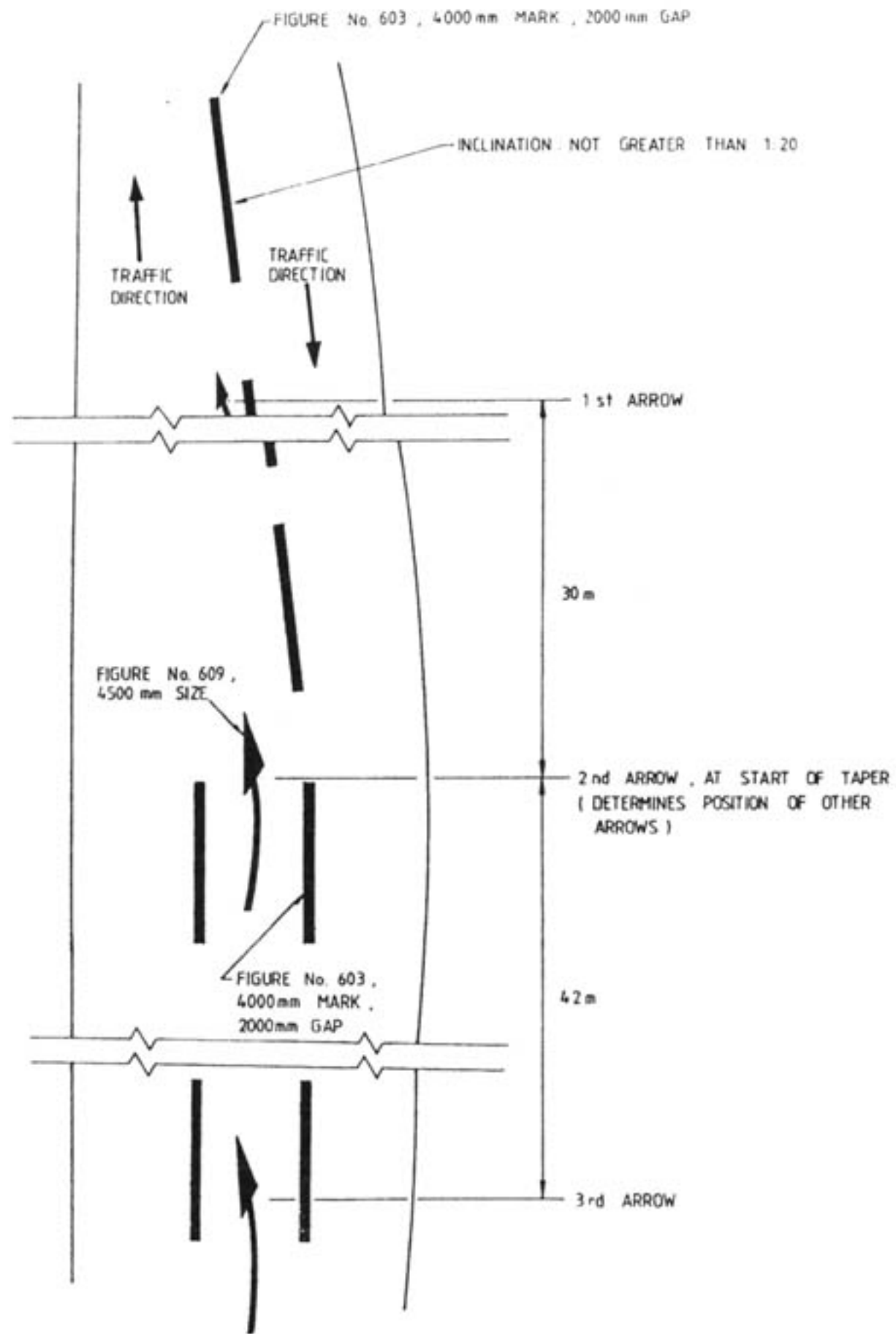


FIGURE No. 609
WARNING ARROW

4.7.13 Figure No. 609, warning arrow, should not be confused with the "Turn Left" or "Turn Right" directional arrows to Figure No. 509. The former is normally used to indicate the narrowing of a carriageway, whilst the latter indicates the directions to be turned at a junction. It follows therefore that Figure No. 609 is not appropriate for use at junctions, and must not be used at these locations.

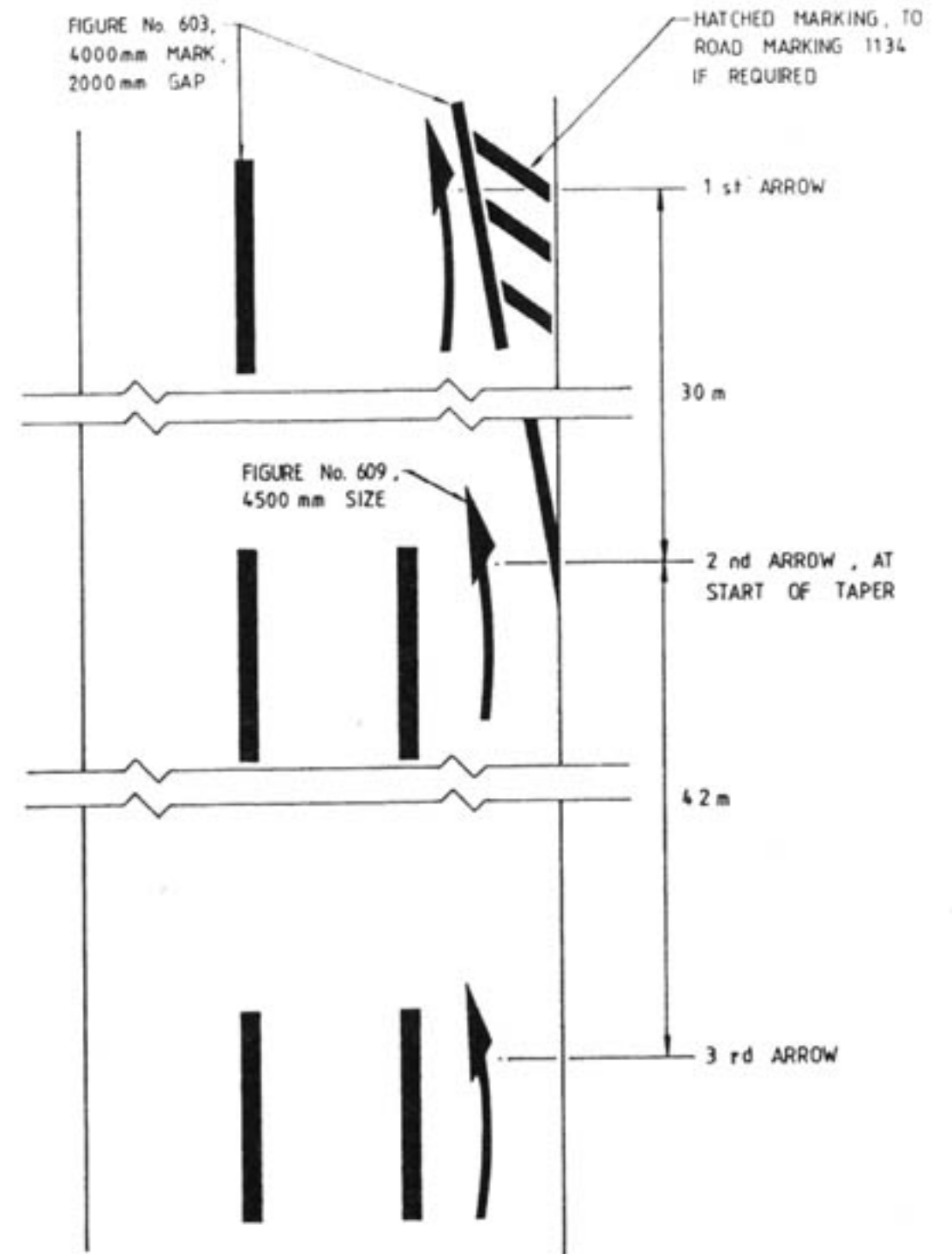
4.7.14 Diagram 4.7.7 indicates the construction details for Figure No. 609 in respect of the 4500mm arrow, which is appropriate for private roads.

4.7.15 As mentioned in paragraph 4.7.13, the most general use of Figure No. 609, on private roads will be in advance of locations where there is a reduction in the number of lanes along the carriageway. As indicated in Diagrams 4.7.8 and 4.7.9, two situations exist where lanes may be reduced, that is along a two way road and along a one way road. For both situations, three arrows to Figure No. 609 are used, with the second arrow, as defined on the Diagrams, determining the position of the other arrows and being located at the start of the taper, as also shown in the Diagrams. Both Diagrams 4.7.8 and 4.7.9 illustrate the situation when the off-side lane is "dropped", but the same location of the arrows is appropriate if the nearside lane is "dropped", though for the latter the arrow will point to the right rather than the left.



USE OF FIGURE No. 609, WARNING ARROW ON TWO WAY ROADS

DIAGRAM 4.7.8



USE OF FIGURE No. 609, WARNING ARROW ON A ONE WAY ROAD

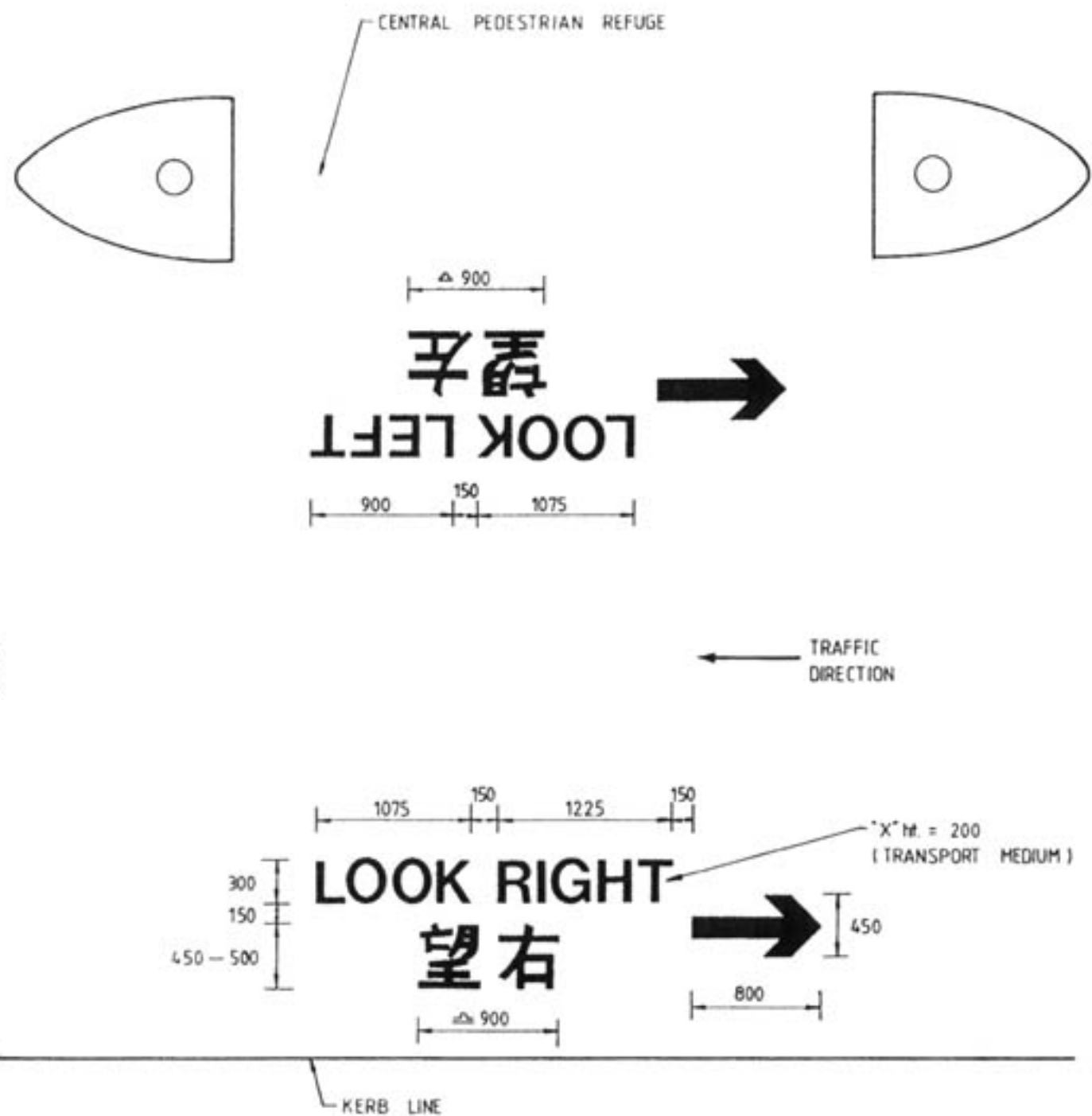
DIAGRAM 4.7.9

- 4.7.16 Figure No. 604, Look Right, Look Left, are the markings that may be used at cautionary crossings, that is those crossings which are neither a light controlled crossing nor a zebra crossing, to indicate to pedestrians in which direction they should look before crossing a road.



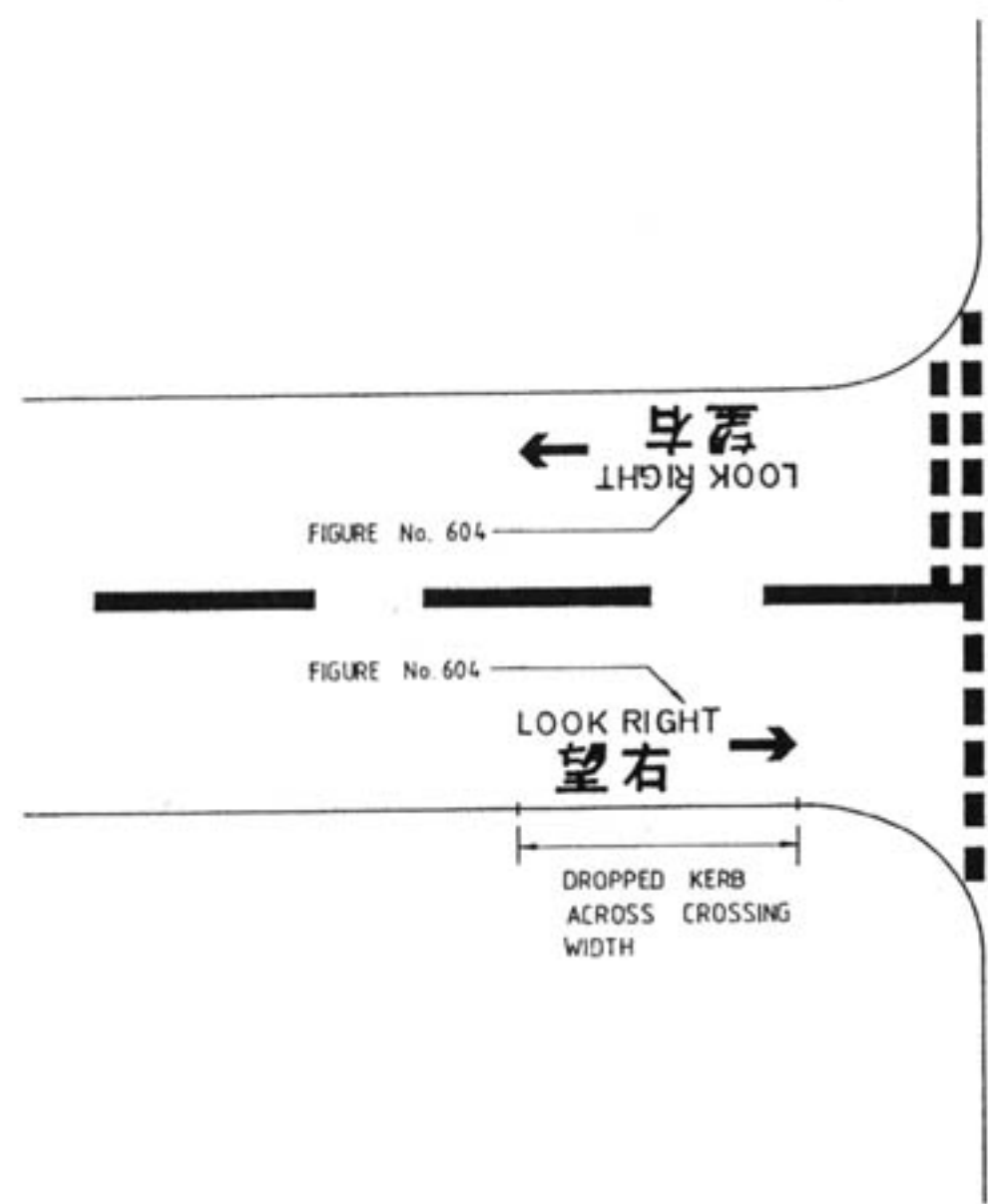
FIGURE No. 604

- 4.7.17 Diagram 4.7.10 indicates the location and appropriate size of the markings to Figure No. 604. The Diagram only illustrates the markings for one half of a two way road and the marking would of course be repeated for the opposite direction. Where there is no central pedestrian refuge, the markings would be as shown in Diagram 4.7.11. For one way streets the markings should be positioned such that the arrows are pointing towards approaching vehicles. It is stressed that not every cautionary crossing needs to have markings to Figure No. 604, and generally in fact they will not be necessary. However they can be helpful where vehicles approach from what might be regarded as an unexpected direction as in a one way street, or at a junction where pedestrians may need to be reminded that vehicles may approach from behind their normal field of vision.



USE OF FIGURE No. 604 , "LOOK LEFT",
"LOOK RIGHT" MARKINGS

DIAGRAM 4.7.10



USE OF FIGURE No. 604
AT A JUNCTION

DIAGRAM 4.7.11

- 4.7.18 Figure No. 615, "Slow" is used, to indicate to drivers that they should slow down because of a hazard ahead. The marking will normally be used in association with a warning traffic sign explaining the nature of the hazard. The markings however must not be used on the approach to a give way marking to Figure No 508 as a substitute for the give way symbol to Figure No. 608.



FIGURE No. 615

- 4.7.19 Figure No. 615 is formed from elongated letters and characters, and Diagram 4.7.12 provides details of how the letters and characters should be formed.
- 4.7.20 As indicated in Diagram 4.7.13, Figure No. 615 should be located so that the upper most part of the marking coincides with the warning sign indicating the nature of the hazard. It is not necessary to use Figure No. 615 at every location where a hazard warning sign is erected, and in fact it should only be used where additional emphasis is required, as for example on a steep downhill approach to a sharp bend, where the degree of the bend or the steepness of the hill may not be readily apparent.
- 4.7.21 On private roads, as public roads, the general speed limit of 50km/h will apply, and as mentioned in Section 5.1 the application of speed limits lower than 50km/h will seldom be permitted. Therefore as a general warning to drivers on private roads to keep their vehicle speeds low the "Slow" marking to Figure No. 615, may be used at the entrance to a private road as illustrated in Diagrams 4.7.14 and 4.7.15, providing this does not conflict with any other road markings.

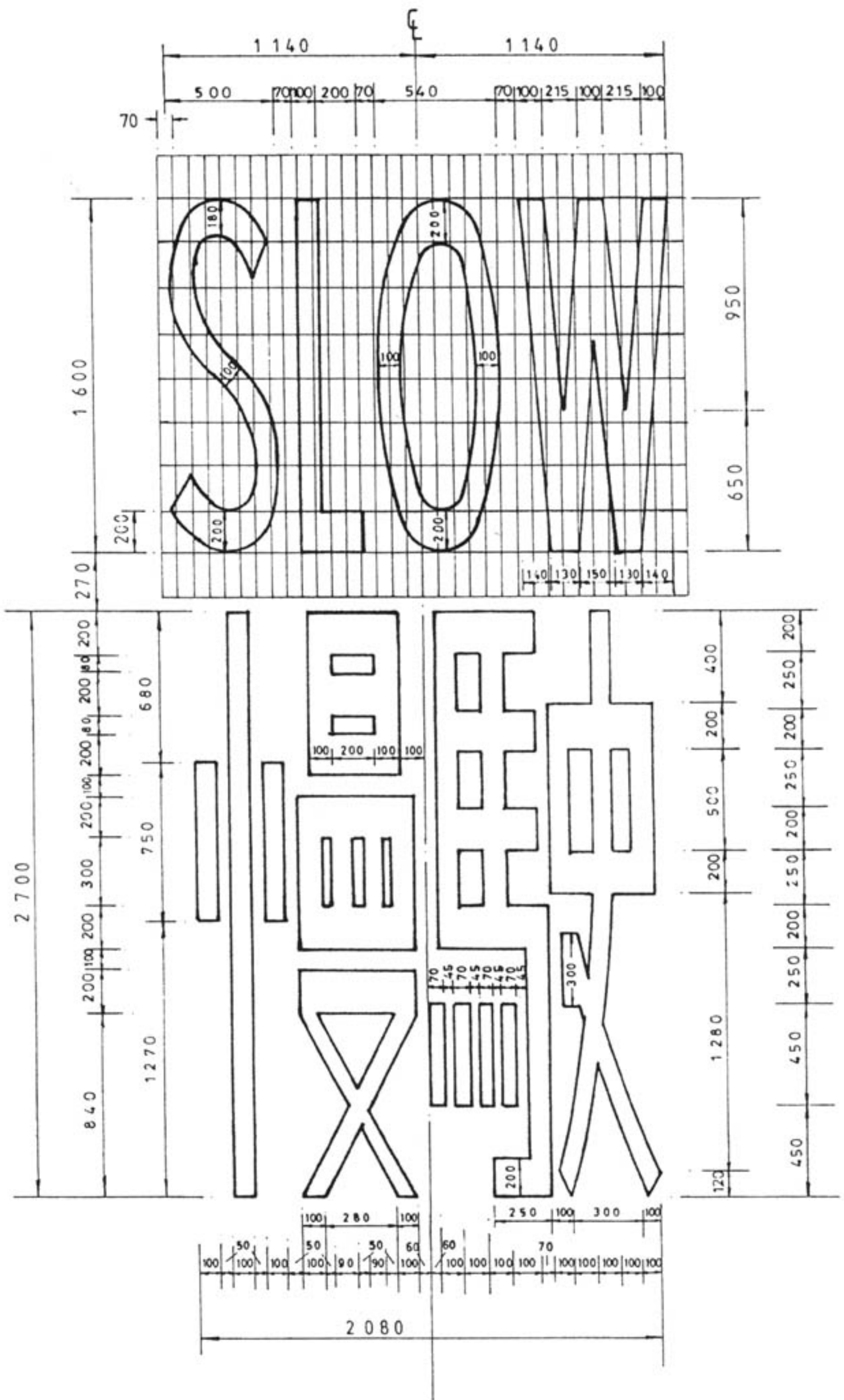
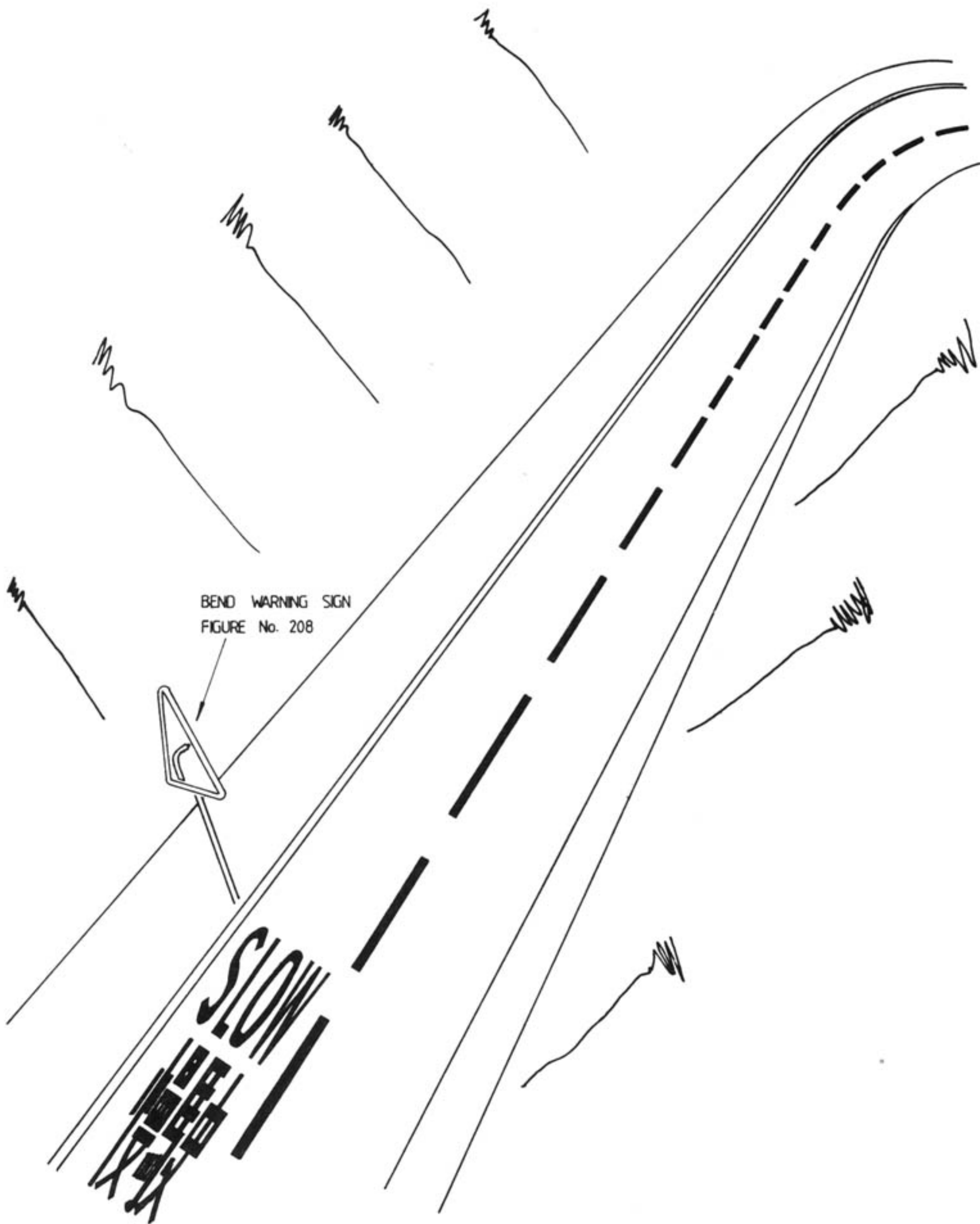


FIGURE No. 615, CONSTRUCTION DETAILS

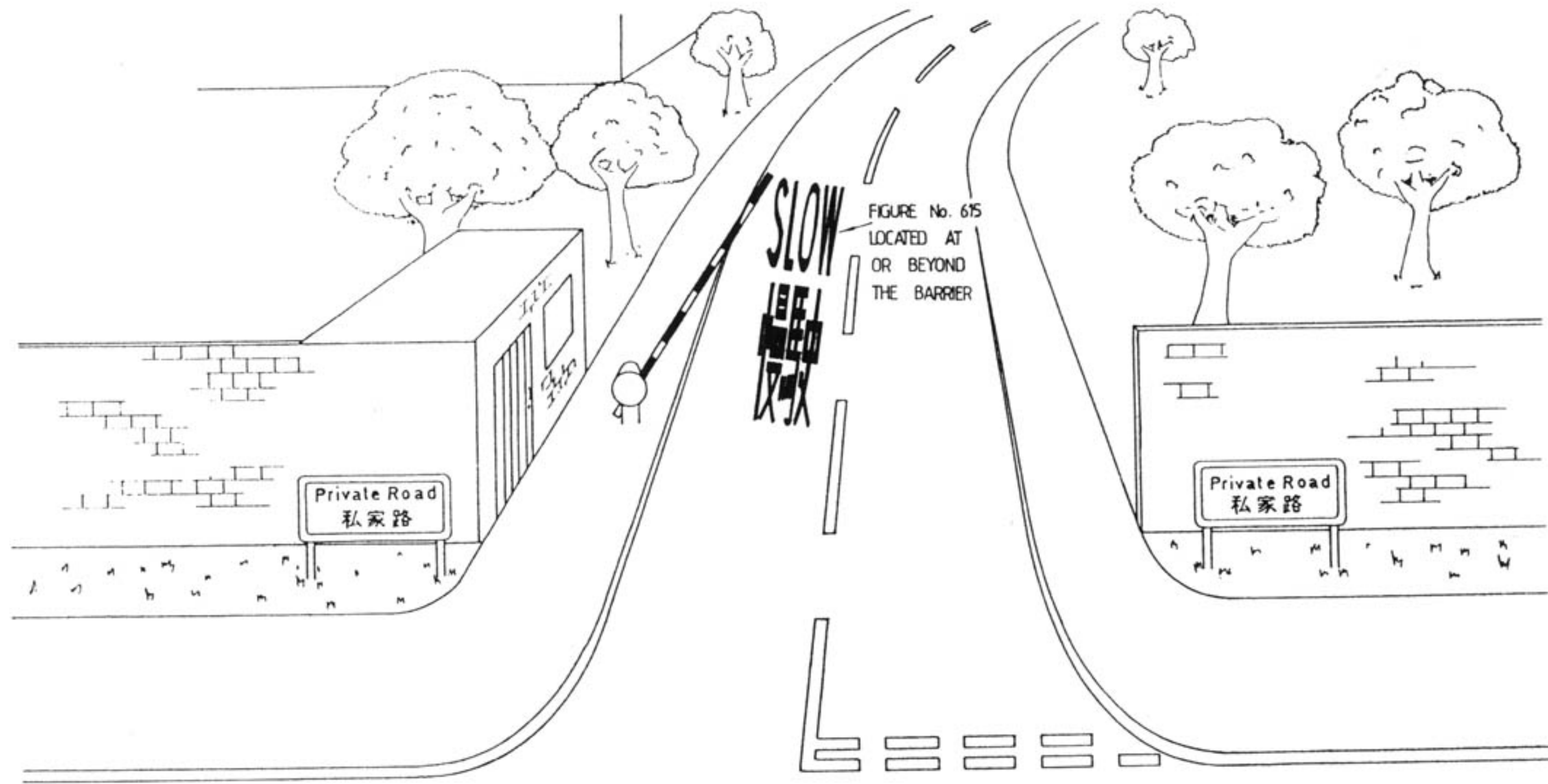


USE OF FIGURE No. 615, "SLOW" WITH WARNING SIGN
ON A DOWNHILL APPROACH TO A BEND



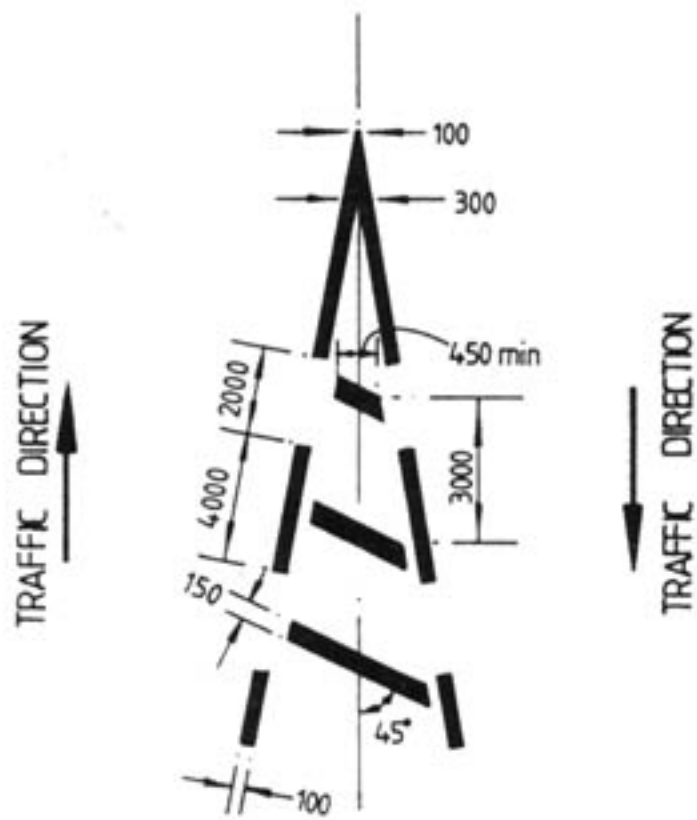
USE OF FIGURE No. 615, "SLOW", AT THE ENTRANCE
TO A SMALL DEVELOPMENT

DIAGRAM 4.7.14

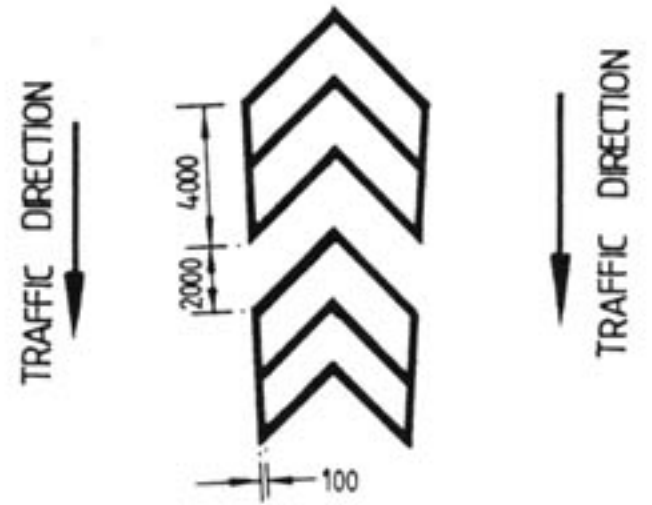


USE OF FIGURE No. 615, "SLOW" AT ENTRANCE TO A PRIVATE ROAD

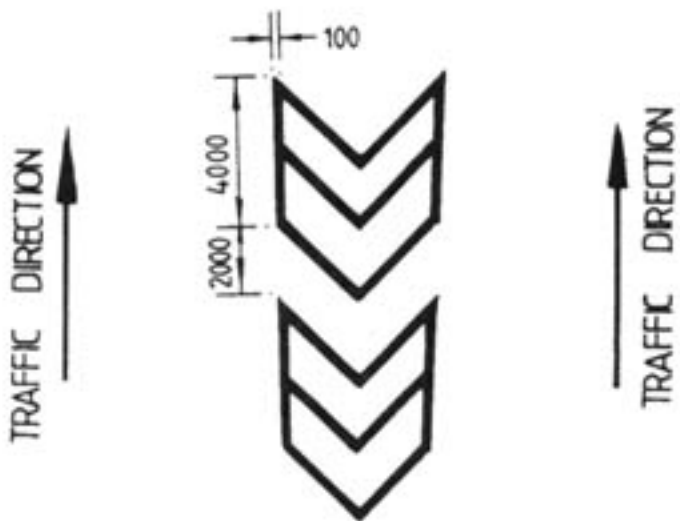
- 4.7.22 Diagram 4.7.16 illustrates markings generally associated with traffic islands and junctions, which although not prescribed in the Road Traffic (Traffic Control) Regulations may be used on private roads, as advisory markings.
- 4.7.23 Road marking 1127, warning hatched marking, is used on the approach to a traffic island on a two way road to provide a warning to drivers of the traffic island, as illustrated in Diagram 4.7.17. Normally, it will not be necessary to use this marking, as the warning line to Figure No. 603, as illustrated in Diagram 4.7.2, will be sufficient. However, on busy streets or where there are wide refuges road marking 1127 may be more appropriate in order to provide a clearer direction to drivers.
- 4.7.24 Where road marking 1127 is used, for clarity it is preferable to have at least seven boundary marks. However, often, particularly on the more minor roads, this is not possible and therefore the actual number of boundary marks that can be used will be dictated by the circumstances of the location.
- 4.7.25 Where carriageway merge and diverge, chevron markings to road markings 1129 and 1131 are used to direct vehicles through the merge and diverge points, as illustrated in Diagram 4.7.18.
- 4.7.26 As far as possible at least seven marks of the chevron markings in road markings 1129 and 1131 should be laid, but as with the warning hatched marking this sometimes is not possible to achieve and therefore the number of marks may be reduced to suit the particular circumstances.
- 4.7.27 The semi-hatched marking, road marking 1134, is most commonly used where vehicles are required to be channeled onto a particular path, and the carriageway is therefore marked to direct vehicles into that path. Diagram 4.7.19 indicates a typical arrangement of this marking around a traffic island, and it should be noted as in all markings that employ hatching, that the hatch mark is inclined to face oncoming vehicles. Road marking 1134, is also used in situations where a lane is 'dropped', as illustrated in Diagram 4.7.9.



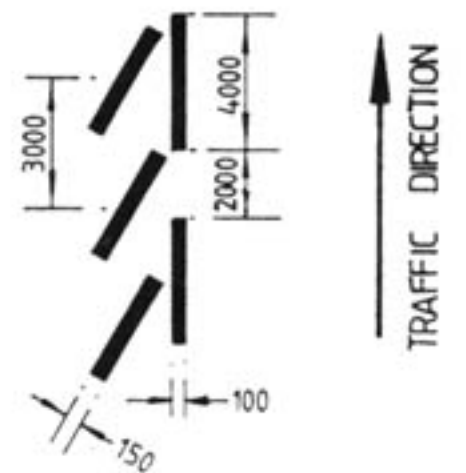
ROAD MARKING 1127
HATCHED MARKING



ROAD MARKING 1129
CHEVRON MARKING



ROAD MARKING 1131
CHEVRON MARKING



ROAD MARKING 1134
SEMI HATCHED MARKING

NON - PRESCRIBED MARKINGS THAT MAY BE
USED ON PRIVATE ROADS

DIAGRAM 4.7.16

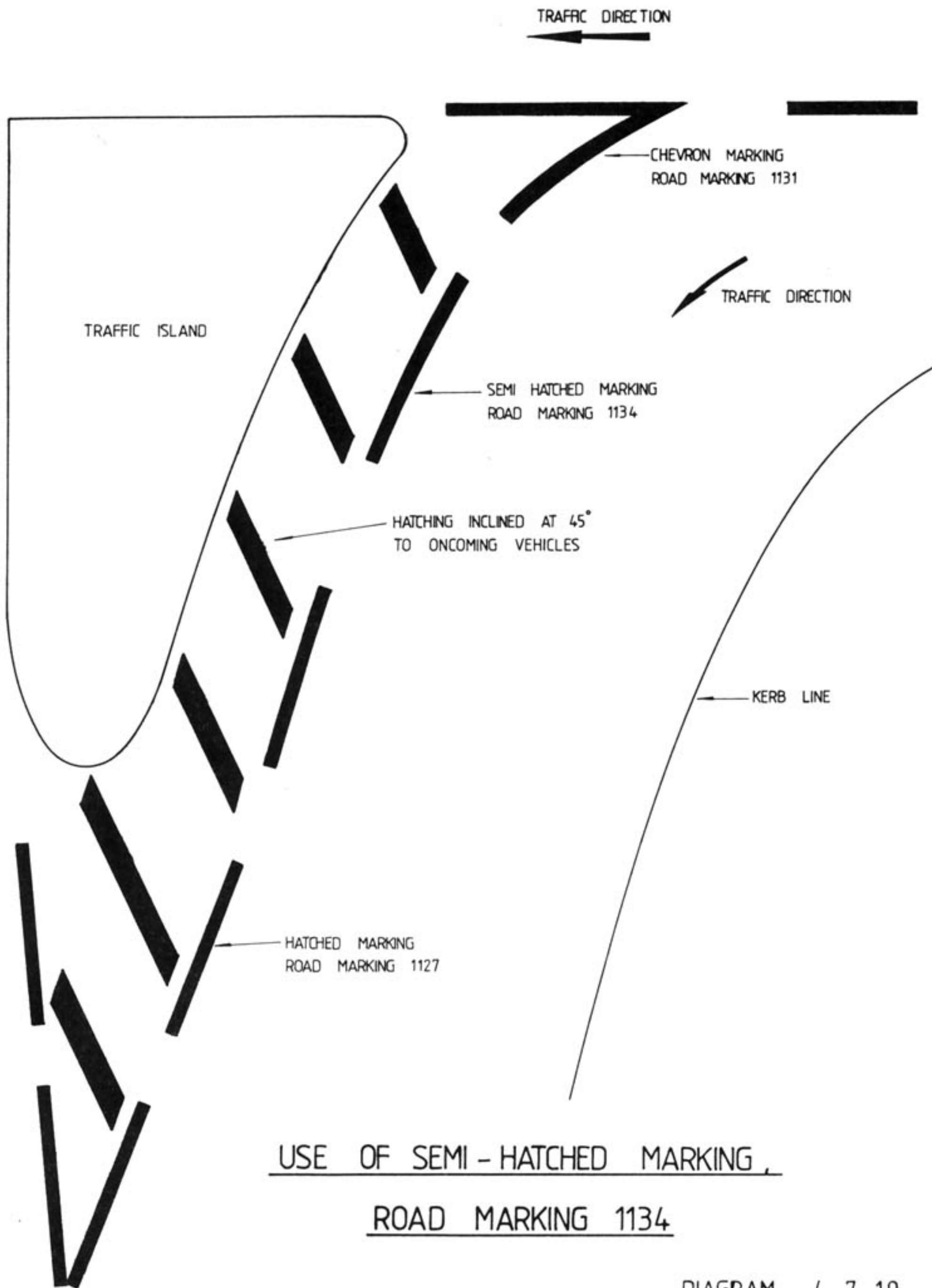


DIAGRAM 4.7.19

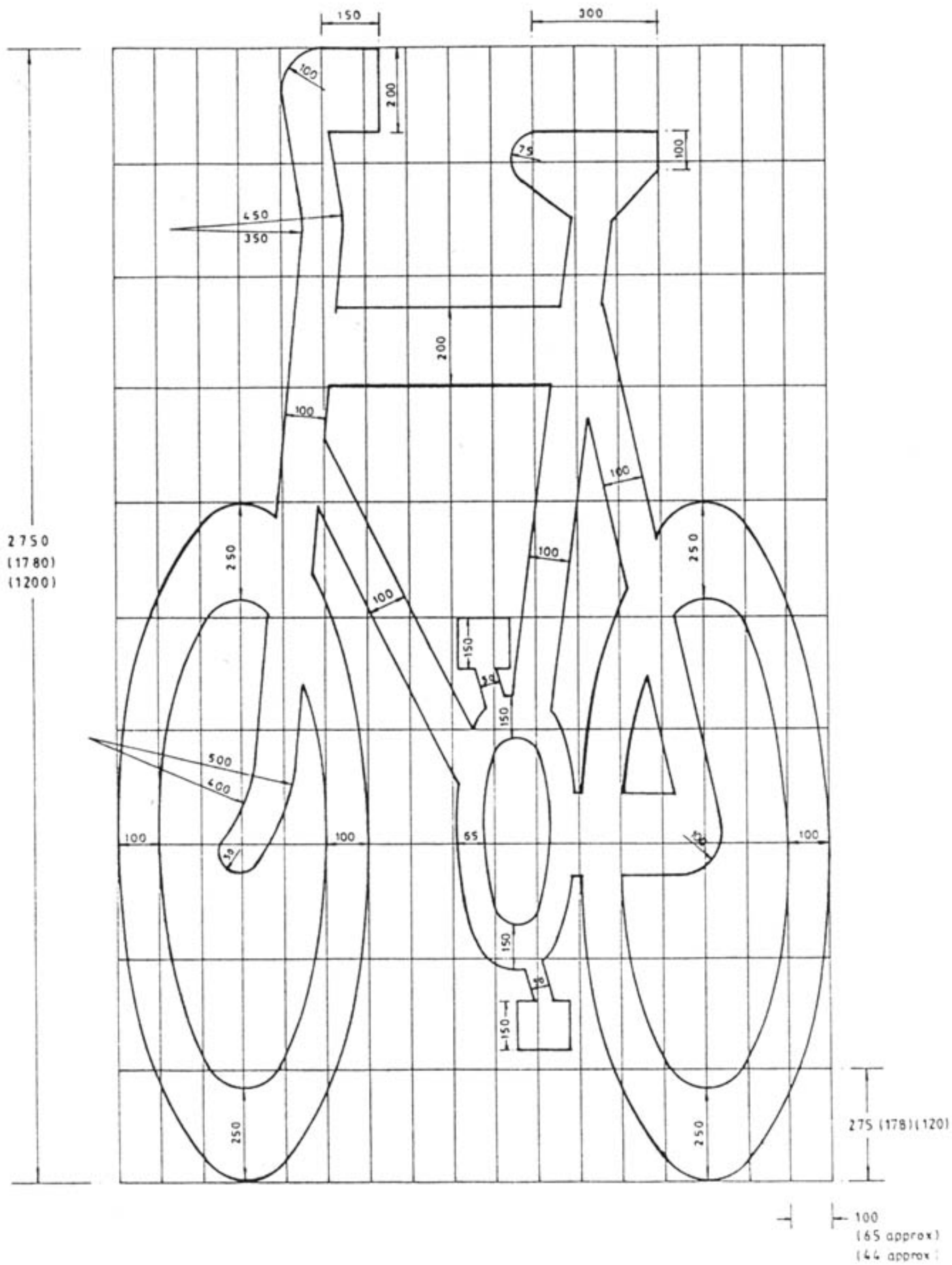
4.7.28 Where considered necessary, Figure No. 619 may be laid along a cycle track or similar to indicate that the route is used by cyclists.



FIGURE No. 619

4.7.29 The cycle symbol, Figure No. 619, may be used in three different sizes to suit the particular circumstance, and Diagram 4.7.20 indicates the dimensions for the 2750mm length size. The dimensions for the 1780mm length and 1200mm length sizes, as indicated on this Diagram, are proportionally smaller.

4.7.30 The cycle symbol should always be laid transversely across a cycle track and such that the wheels of the cycle on the symbol are nearest to an approaching cyclist on that side of the cycle track.



CONSTRUCTION DETAILS FOR CYCLE SYMBOL

DIAGRAM 4.7.20