

DS.309 Chevron and hatched markings

Ver.	Status	Created by	Date	Approved by	Date
A	Final	D.Farnham/C.Agyei-Frempong	19.01.12	D.Waters	08.02.12
B	Final	G Lake	03.06.19	D Foden	25.06.19

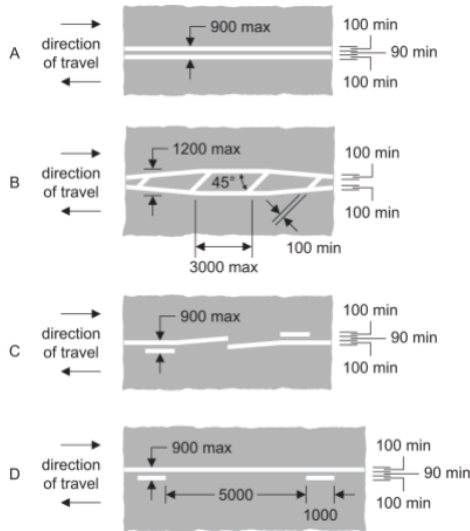


Diagram 1013.1 Alternative methods of indicating to vehicular traffic the requirements and the warnings in paragraph 9 and 10 of part 7.

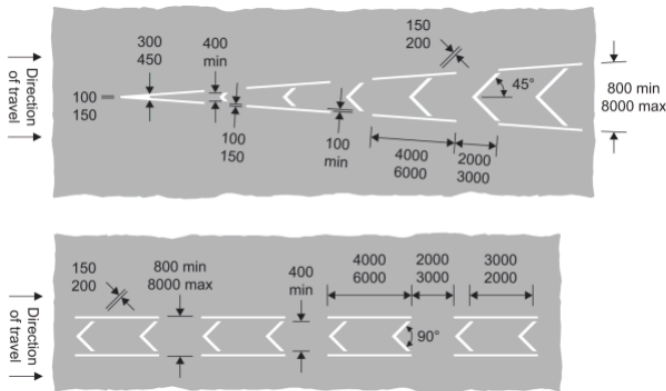


Diagram 1041 Part of the carriageway where vehicular traffic passes in the same direction on both sides of the marking, and should not enter the area covered by the marking unless it is seen by the driver that it is safe to do so.

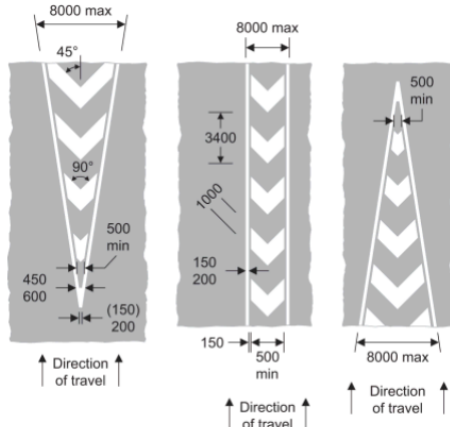


Diagram 1042 Division of lanes on a length of carriageway, or between the main carriageway and slip road, of a motorway or all purpose dual carriageway road, or part of the carriageway between two lanes at a roundabout which vehicular traffic must not enter except in an emergency (alternative types.)

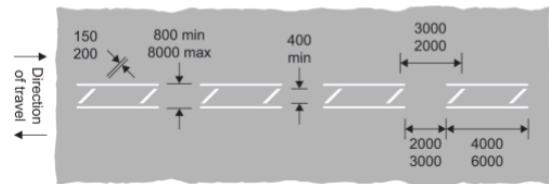
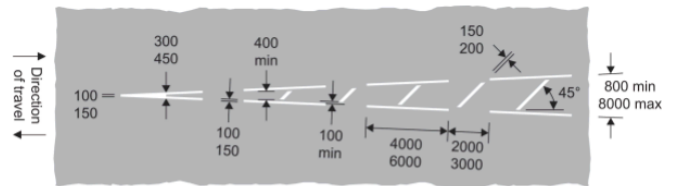


Diagram 1040 Part of the carriageway which vehicular traffic should not enter unless it is seen by the driver to be safe to do so (alternative types)

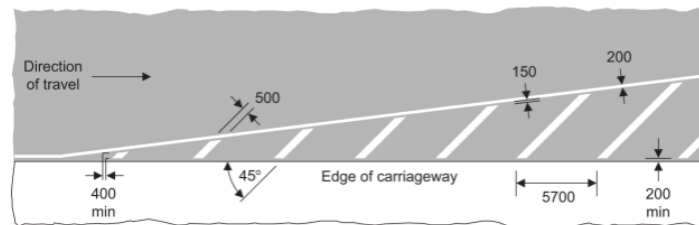


Diagram 1040.3 Reduction in the number of lanes, or area not available to traffic, on the main carriageway or slip road of a motorway or all purpose dual carriageway road.

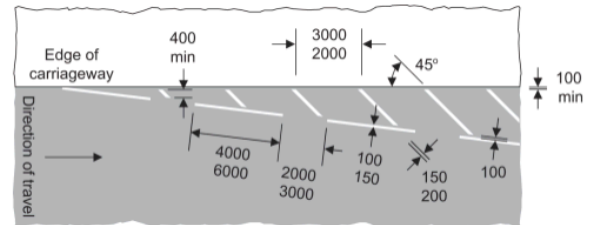


Diagram 1040.4 Part of the carriageway adjacent to the edge which vehicular traffic should not enter unless it is seen by the driver to be safe to do so.

1 Introduction

1.1 Notes

- a. This standard explains requirements about the use of various road markings that include areas of hatching or chevrons.
- b. See standard DS.300 for general requirements about the use of traffic signs and road markings, including sign sizes and lighting.

1.2 Discussion

- a. Various road markings within the TSRGD include areas of hatching. Rather than being something that can be added to other lines, these are part of a composite assembly. They are sometimes used to draw attention to potential hazards or add emphasis to lanes and divisions.
- b. Similar to most traffic signs in the TSRGD, there is no statutory requirement to introduce these markings. Designers will usually choose to introduce them to support some statutory duty (such as the promotion of road safety or the expeditious movement of traffic).
- c. Whilst they can be beneficial on high speed roads where significant advanced warning of lane divisions and obstruction is required, they are seldom necessary in lower speed urban areas where they contribute significantly to clutter (undermining quality of place) and may serve to distract road users from other important lines and signs. With the majority of streets in borough now having 20mph restrictions, use should be avoided.

2 Requirements

2.1 Use requirements

- a. No chevron or hatched road marking should be used with the Highway. (see note 1 for a list of included traffic signs). Use will always require a level 1 departure to ensure that there is legitimate safety need that could not be otherwise addressed (see note 2).

Note 1: The above requirement applies to TSRGD diagrams 1040, 1040.2, 1040.3, 1040.4, 1041, 1041.1, 1042 1042.1, 1013, 1013.1, 1013.3 and 1013.4.

Note 2: This includes to taper build ups to traffic islands or footway build outs, and to ghost medians and reservations.

2.2 Design requirements

- a. Where chevron and hatched road markings are permitted then arrangements will be agreed on a case specific basis with approving officer.