

DS.338 Coloured pavement surfaces

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A	Final	D.Farnham	20.01.12	D.Waters	08.02.12
B	Final	G Lake	04.06.19	D Foden	25.06.19



1 Introduction

1.1 Notes

- a. This standard explains requirements about the use of coloured pavement surfaces and surface dressings. This includes those used to cycle lanes, cycle tracks and bus lanes.

1.2 Discussion

- a. In the past, coloured surfaces have sometimes been introduced to vehicle lanes and tracks to help distinguish these from other areas. Examples include red surfaces to bus lanes, and green surfaces to cycle lanes and cycle tracks. However, there is no statutory requirement to do so. These are not traffic signs and do not form part of the signing requirements for these features.
- b. These surfaces have a substantial visual impact, contributing to street clutter and detracting considerably from quality of place. Whilst they can be useful in higher speed road environments for drawing attention to lanes and helping achieve safety aims, blanket use in lower speed urban environments is not generally necessary and is likely to undermine their benefits in drawing road users' attention to critical safety issues. Use should generally be carefully rationed.

2 Requirements

Use requirements

- a. New areas of unnatural coloured surfaces (e.g. red, blue or green) should not be introduced anywhere within the highway. This includes:
- Bus lanes and bus cages.
 - Cycle lanes, cycle tracks and advanced stop lines (though see note).
 - Traffic calming entry features (e.g. on entry to 20mph zones or 20mph limit streets).

However, on 30mph streets very small sections may be used within the carriageway where cycle lanes cross

side road junctions subject to agreement to a level 1 departure (see note). An evidenced safety justification will need to be demonstrated.

NOTE: The purpose of this should be to draw the attention of road users approaching on the minor road to the presence of cyclists crossing the junction.

- b. Existing instances of coloured surfaces (as described in 'a') should be left to fade (though see note). Upon resurfacing of the road they should be reviewed:
- Removal will require agreement to a level 1 departure (though see note). This will be provided with evidence that designers have considered whether the surface might serve any necessary safety role and found this not to be the case (else that this can be addressed by other means).
 - Retention will require a level 2 departure. An evidenced safety requirement that could not be addressed any other way will need to be demonstrated.

NOTE: Existing areas of blue coloured surfacing associated with Cycle Superhighway Routes may be retained and should be refreshed and maintained. In addition, where a departure has previously been granted to retain or provide any other area of coloured surface for some safety reason, then this should always be maintained and refreshed.

Design requirements

- c. Where introduction or any refreshing of coloured surfaces is permitted by authorisation of a departure, then design layouts and arrangement will be agreed with approving officers on a case specific basis.

NOTE: Generally this will be strictly rationed to the minimum possible area for necessary safety impact.