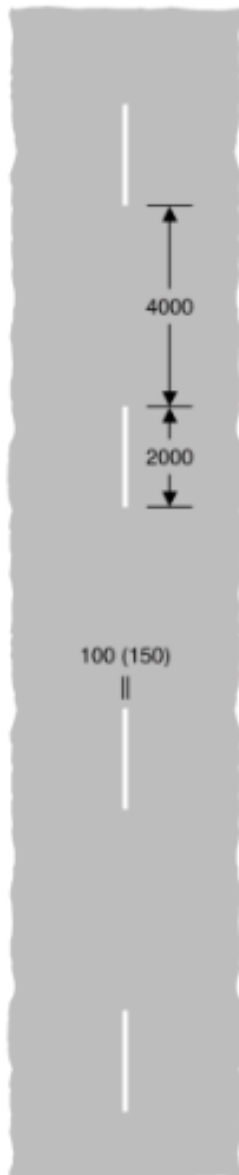


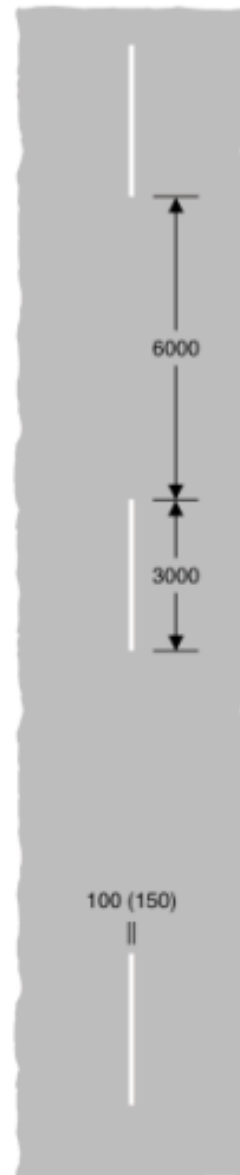
DS.301 Centre line markings

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	24.05.19	D Foden	21.06.19



1008

Division between opposing flows of traffic on a carriageway other than at places where the marking shown in diagram 1004 is used



1008.1

As diagram 1008 other than at places where the marking shown in diagram 1004.1 is used

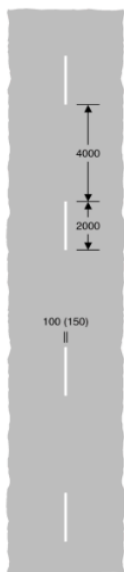
1 Introduction

1.1 Notes

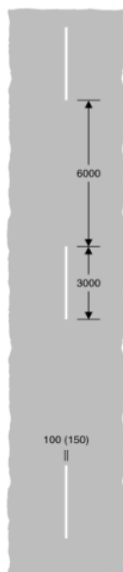
- This standard explains requirements about use and design of centre line road markings.
- See standard DS.300 for general requirements on the use of traffic signs and road markings, including sign sizes and lighting requirements.

1.2 Discussion

- Centre line markings to TSRGD diagram 1008 are sometimes used to delineate the divide between lanes of traffic that are moving in opposing directions within a carriageway or on a cycle track. Similar to most traffic signs in the TSRGD, no statutory requirement exists to provide centre line 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).

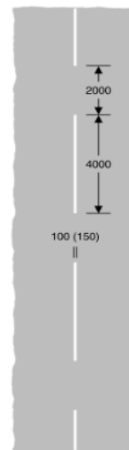


1008
Division between opposing flows of traffic on a carriageway other than at places where the marking shown in diagram 1004 is used

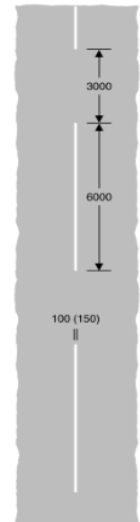


1008.1
As diagram 1008 other than at places where the marking shown in diagram 1004.1 is used

- Centre lines are regularly confused with diagram 1004 warning lines, with the latter being mistakenly used in their place. The warning lines use a longer line and shorter gap which makes them more visually intrusive. This mistaken use consequently adds needless clutter to the Highway.



1004
Vehicular traffic should not cross or straddle the line unless it is safe to do so, and when the line is used in conjunction with a sign shown in diagram 960.2 or 967 motor vehicles should not enter a cycle lane unless that lane is clear of pedal cycles



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Vehicular traffic should not cross or straddle the line unless it is safe to do so, and when the line is used in conjunction with the sign shown in diagram 967 motor vehicles should not enter a cycle lane unless that lane is clear of pedal cycles

- Recently, research has shown that leaving out centre lines can be effective at reducing traffic speeds. This also helps reduce street clutter and improves quality of place (as well as reducing potential distraction for drivers from other important signs and information).

2 Requirements

2.1 Use requirements

Cycle tracks

- Limited use of diagram 1008 'centre line' markings may be made at points of potential conflict where delineation of lanes is necessary (for instance, at corners along the track where visibility is limited or on the approach to give-way lines at track ends). The extent should be strictly minimised. Arrangements will be agreed on a case specific basis with approving officers.

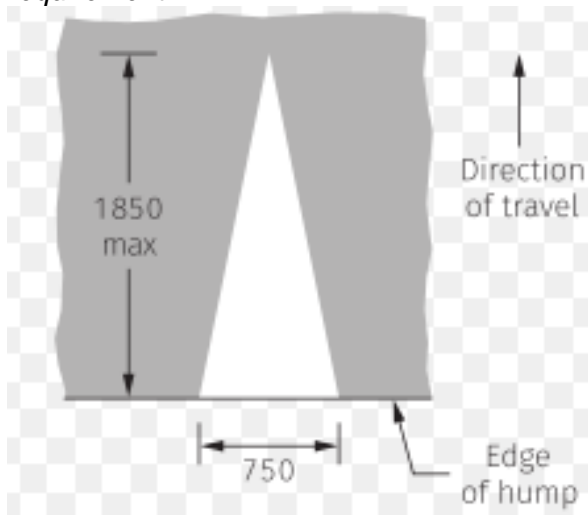
20mph streets

- Diagram 1008 'centre line' markings should not be used unless a level 1 departure is agreed.

Note: Potential instances when departure approval is likely to be forthcoming include:

- (1) When used in place of diagram 1004 'warning lines' on the immediate approach to giveaway lines at junctions. This can help reduce street clutter.*

(2) When used to ramp faces of vertical traffic calming features in place of diagram1004 'warning lines'. Again, this can help reduce street clutter, though note that when diagram 1062 'ascent arrow' markings are used to ramp faces then diagram1004 'warning lines' almost always have to be used in the vicinity of these as a statutory requirement.



(3) When a bus lane is present to one side of the street such that working within the remaining carriageway might otherwise be confusing.

30mph streets

- c. Diagram 1008 'centre' line may (but need not necessarily) be used. This is left to the designer's discretion.