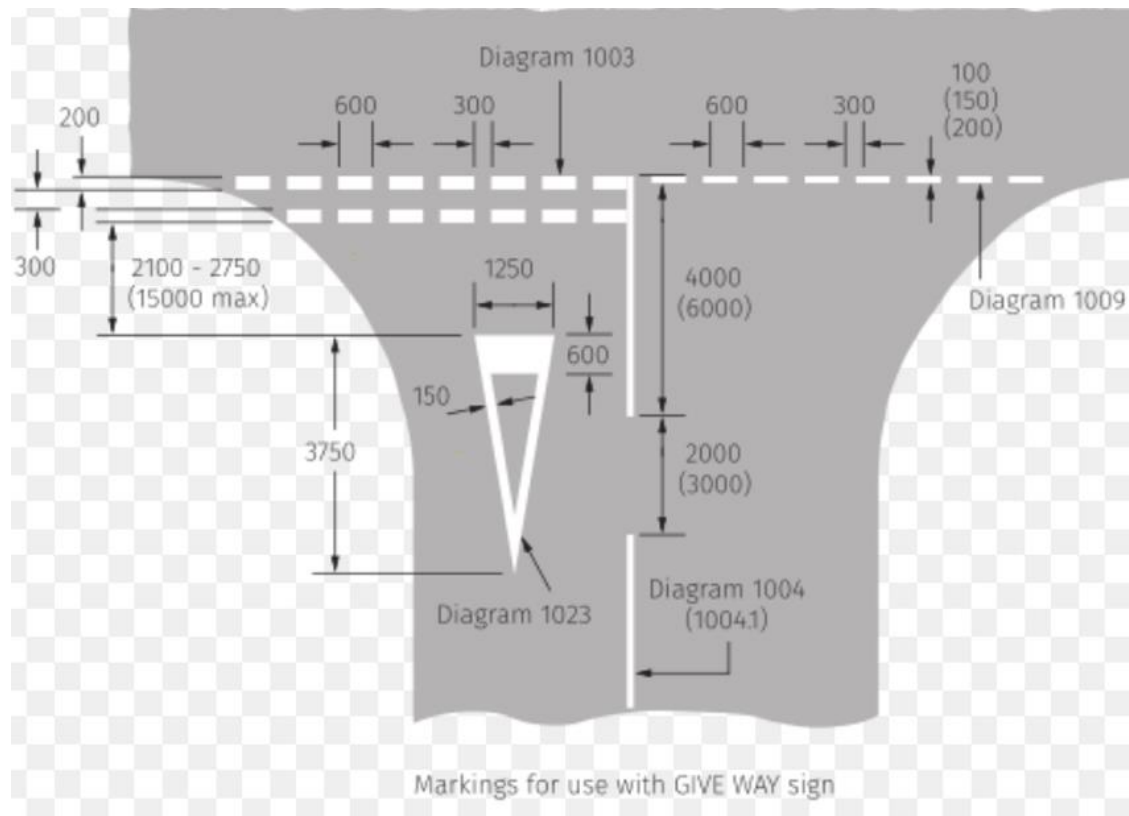


DS.302 Give-way line markings

Rev.	Status	Created by	Date	Approved by	Date
A	Final	D.Farnham/C.Agyei-Frempong	15.02.12	D.Waters	10.04.12
B	Final	D.Farnham	01.05.13	D.Waters	08.05.13
C	Final	G Lake	28.05.19	D Foden	21.06.19



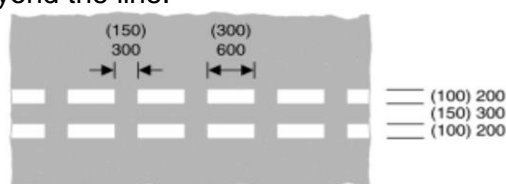
1 Introduction

1.1 Notes

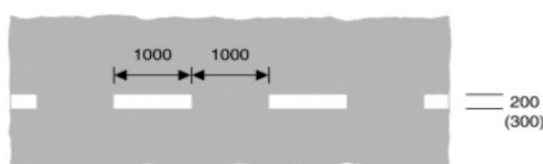
- a. This standard explains requirements about the use and design of give-way line markings on Highways. It also explains similar requirements for use of other associated upright signs and road markings, including: give-way triangle road markings; upright give-way signs; edge of carriageway markings; and central warning lines on approaches to give-way lines.
- b. See standard DS.300 for general requirements on the use of traffic signs and road markings, including sign sizes and lighting requirements.
- c. See the SSDM webpages at [Southwark SSDM](#) about the design of streets and spaces.

1.2 Discussion

- a. Give-way line markings to TSRGD diagram 1003 (or 1003.1 at roundabouts) are one of the minority of traffic signs for which statutory requirements that must be followed by road users are stated in the TSRGD. No separate Traffic Management Order is required to enforce these. Broadly, these require road users to give way to other road users passing beyond the line.



1003
Vehicular traffic must give way in accordance with the requirements of regulation 25



1003.1
Vehicular traffic approaching a roundabout should give way at or immediately beyond the line to vehicular traffic circulating on the carriageway of the roundabout

- b. Similar to most traffic signs in the TSRGD, in the majority of instances no statutory requirement whatsoever exists to introduce give-way lines. Designers will usually choose to provide them to support some statutory duty (such as the promotion of road safety or securing the expeditious movement of traffic). The same is true in most instances for the majority of other road markings and upright signs that are often introduced alongside give-way lines.
- c. Notwithstanding the above, give-way lines are a means of indicating priority at junctions and other points of conflict that is well understood by road users.

2 Use Requirements

2.1 Use for general traffic in relation to the signed speed limit of road

2.1.1 30mph streets

- a. Diagram 1003/1003.1 'give-way line' road markings should be used at all junctions on 30mph streets that are not Signalised Junctions.

2.1.2 20mph streets

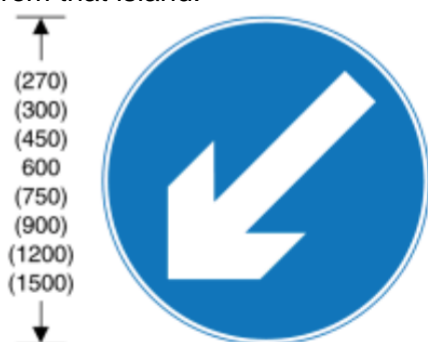
- a. Diagram 1003/1003.1 'give-way line' road markings may be omitted from junctions on 20mph streets that are not subject to another form of traffic control where a level 1 departure is agreed. This will be subject to the following:
 - i. They may be omitted with no other physical treatment where the following apply:
 - There is no 'see-through' at the junction on the approach from the minor road (e.g. a building or other built feature on the far side of the major road clearly caps views ahead).
 - The minor road status of the side road is clearly emphasised by road geometry, with the minor road being broadly perpendicular to the major road with tight corner radii.
 - There is sufficient visibility between all roads (see DS.114).

- The requirements of sections 2.3 are met.
- ii. In all instances other than where 'i' applies, omission will be subject to provision of one of the following additional features:
 - Either a Side Road Raised Table spans the minor road or an Intersection Raised Table spans the entire junction (see note 1)
 - Some other non-raised treatment to the side road crossing or entire junction space to make this distinct from the minor road approach (e.g. a paved entry band).

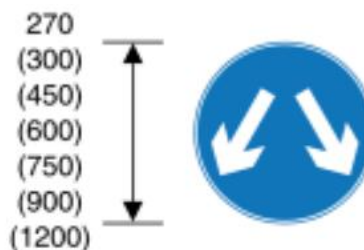
In either instance, it will need to be demonstrated to the satisfaction of approving officers that the 85th percentile speed through the junction does not or (after improvements) would not exceed 24mph. Any such departure should be provided initially In Principal Only. The suitability of the junction proposals should then be raised as a Point of Enquiry in a Road Safety Audit (RSA). Final Confirmation to the departure should be withheld until the findings of the resulting RSA Audit Report have been reviewed.

NOTE: See standard DS.111 for more information about raised table crossings.

- b. At non-Signalised Junctions, diagram 1003/1003.1 'give-way line' road markings should always be provided where there is traffic island in the mouth of the minor road and diagram 610/11 'keep to sides' signs are being omitted from that island.



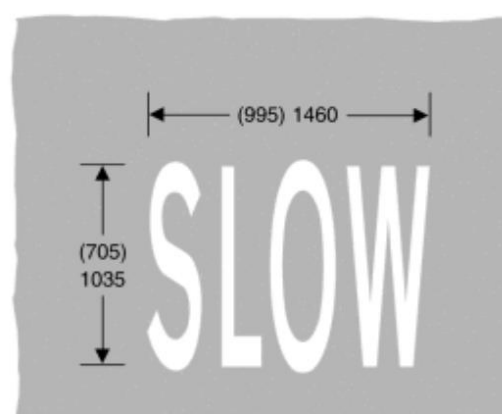
610
Vehicular traffic must comply with the requirements prescribed in regulation 15



611
Vehicular traffic may reach the same destination by proceeding either side of the sign

2.2 Use to facilities for pedal cyclists

- a. A diagram 1003/1003.1 'give-way line' road marking should be provided in the following circumstances:
 - i. At the exit end of an advisory or mandatory contra-flow cycle lane or route on a minor road at its junction with a major road. See standard DS.304 for related requirements.
 - ii. At the junction between a section of 'adjacent use' cycle track and 'shared use' cycle track or at any point where a section of cycle track that cyclists are about to leave interfaces with an area that would be used by pedestrians through which cyclists would have access. A diagram 1058.1 'slow' marking should be used in advance of this within the track.



1058.1
Pedal cycles should proceed with caution because of potential danger ahead

Use should also be considered at the ends of cycle tracks where these rejoin carriageways but may not be necessary in all circumstances. Approving officers may instruct their introduction or removal in such circumstances at their discretion. Designers should note that TSRGD Direction 18(6) permits the use of a smaller size variant of this line than usual for cycle tracks and cycle lanes. This should be used wherever permitted.

2.3 Use of other road markings associated with give-way lines

- a. Diagram 602 'give-way' upright signs and diagram 1023 'triangle' road markings should not be used with diagram 1003/1003.1 'give-way line' road markings except for in the circumstance permitted in 'b'. In all other instances a level 2 departure will be required. An evidenced safety requirement will need to be demonstrated. This will normally be on the basis of the findings of a Road Safety Audit Report.

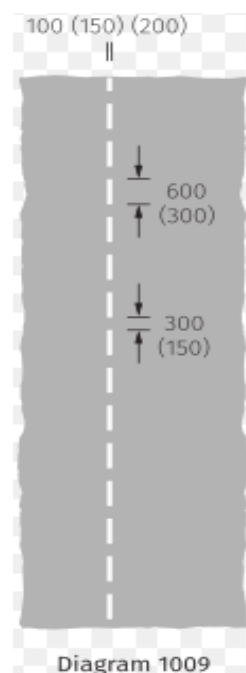


- b. As a permitted exception to 'a', diagram 1023 'triangle' road markings should be used in association with give-way lines to contra-flow cycle lanes or advisory routes. They may also be used by agreement to a level 1 departure at the ends of cycle tracks where these return to carriageways and where a diagram 1003 'give-way line' marking is also permitted or required (for which see section 2.2). Designers should note that

TSRGD Directions 18(5) and 18(6) permit the use of a smaller size variant of this marking than usual in such circumstances. This should be used wherever permitted.

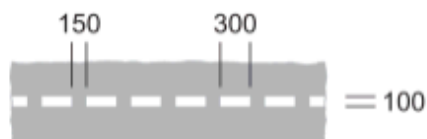
- c. See standard DS.307 about the potential use of diagram 1004 'warning line' markings on the approaches to give-way lines.

- d. Diagram 1009 'edge of carriageway' markings may be used in association with diagram 1003/1003.1 'give-way line' markings. However, there is no requirement to do so unless stated in other design standards. This is generally left to the designer's discretion except for in the following circumstances wherein they should not be provided (though see also note):



- i. Where a paved edge channel or kerb is continued across the junction mouth which clearly differentiates the edge of the major road.
- ii. Where a modular unit surfaced ramp face or entry band which is part of an entry treatment extends along the edge of carriageway at the junction mouth, and this is surfaced in a material that differs from that of the immediately adjoining main road carriageway.
- iii. Where neither 'i' or 'ii' are present but corner radii are $\leq 1.5\text{m}$, and the general geometry of the junction serves to clearly define the major road. Approving officers may instruct the omission of diagram 1009 'edge of carriageway' markings where they consider this to be the case
- iv. Where the control area markings (zig-zag lines) of any Stand Alone Controlled Crossing on the major road extends across the entire width of all the entry lanes to the side road.

Where diagram 1009 'edge of carriageway line' markings are used to the ends of cycle tracks then designers should note that TSRGD Direction 18(6) permits the use of a smaller size variant than usual. This should be used wherever permitted.



NOTE: Approving officers may also instruct the use of diagram '1009 'edge of carriageway line' markings at their discretion in any circumstance.

NOTE: Highway Code rules require vehicle users to exercise caution in urban areas. In line with this, the council wish to promote cautious driving at low speeds from drivers and riders when passing through junctions, including those approaching along the major road. Sometimes, the emphasis lent to the major road by various longitudinal road markings extending along it through the junction space (including give-way lines) can encourage a lack of regard for traffic approaching on side roads. Setting back give-way lines may help reduce this but must be done with caution. However, given the potential for this to create confusion over priorities, it is advisable that complete omission of give-way lines as '2.1.2a' is also considered.

3 Design requirements

- a. On 30mph streets diagram 1003/1003.1 'give-way line' road markings should be located strictly at the edge of the major road carriageway or circulatory carriageway to a roundabout.
- b. On 20mph streets diagram 1003/1003.1 'give-way line' road markings should generally be located at the edge of the major road carriageway or circulatory carriageway to a roundabout. However, where a level 1 departure is agreed they may be set back down the minor road by a distance of up to 5m (see note) – though they may not coincide with any controlled or uncontrolled pedestrian crossing facilities. Consideration of road safety concerns including visibility and traffic flows will need to be demonstrated. Any such departure should be provided initially In Principal Only. The suitability of the junction proposals should then be raised as a Point of Enquiry in a Road Safety Audit (RSA). Final Confirmation to the departure should be withheld until the findings of the resulting RSA Audit Report have been reviewed.