

Table 9-1 Size of emergency lay-by sign

85th percentile speed of private cars (mph)	Size of diagram 2713.1 (x-height of distance) (mm)
Up to 30	75
31 to 40	100
41 to 50	125
51 to 60	150
Over 60	200

NO STOPPING ON ENTRANCE MARKINGS

9.15 Guidance on the use of the KEEP CLEAR marking to diagram 1027.1 can be found in Chapter 5, paras 22.19 to 22.25. Where this marking is to be enforced by the making of an order, a sign to diagram 642.2A is required. It may be used outside a hospital or a fire, police or ambulance station, as well as at school premises. **The time period shown may be varied as appropriate but the legend "during term time" must not be used. This legend is not prescribed by the Regulations as not all drivers will be familiar with the exact dates of each school term, particularly as these can vary from one area to another.** When the "no stopping" order applies at all times, the time period is omitted as shown on working drawing P 642.2A (see para 1.9). The expression "at any time" must not be used as this does not comply with Schedule 16, item 38.



642.2A No stopping on entrance markings

May be used only in conjunction with the marking to diagram 1027.1. The time period may be varied or omitted. The "no stopping" symbol may be placed centrally above the top line of legend

9.16 The sign to diagram 642.2A is prescribed in only one size. As drivers should not stop on a KEEP CLEAR marking unless they already know they are outside its operational hours, it is not essential for it to face oncoming traffic, although this will make it more conspicuous and leave no doubt about when it applies. Where the road is two way, at least two signs will be required if they are to face oncoming traffic, one facing in each direction. In many situations the two signs can be mounted back to back near the centre of the road marking. Where this is not practicable (e.g. outside a fire station) the two signs should be erected separately near each end of the marking. Where more than one marking is used, in accordance with Chapter 5, para 22.21, a sign to diagram 642.2A will be required for each marking.

9.17 Where both the KEEP CLEAR marking and the mandatory sign to diagram 642.2A are used on a road that is also subject to a prohibition of waiting, the latter should be independently signed, with the yellow line to diagram 1017 or 1018.1 running behind the KEEP CLEAR marking (see para 22.25 in Chapter 5). As waiting restriction signs are spaced at approximately 60m intervals (see para 6.34), it is possible that there might not be such a sign alongside the KEEP CLEAR marking. However, it would be helpful to drivers to provide a sign (except where the restriction is no waiting at any time) as a reminder that waiting restrictions apply during times when the prohibition of stopping does not. The sign could be co-located with diagram 642.2A. This also applies within a controlled parking zone, where upright signs are normally dispensed with (see para 12.2). Where the prohibition of waiting applies only during times that are covered by the stopping prohibition, yellow lines and signs are not needed, except that yellow lines are still required within a controlled parking zone (see para 12.1(a)(i)). The signing and marking of a prohibition of loading should be treated in the same way as the prohibition of waiting.

BUS STOP CLEARWAYS

9.18 Before the 2002 Regulations came into force, an order was required for a bus stop clearway. The significance of the bus stop clearway markings shown in diagrams 1025.1, 1025.3 and 1025.4 (see Chapter 5, paras 17.20 to 17.23) is now specified and standardised by regulation 29(1) so that they can be used to convey the prohibition specified

Table 22-1 Details of HIGH VEHS marking

Speed limit (mph)	Width of diagram 1010 marking	Taper of diagram 1010 marking	Length of arrow (mm)	Size of HIGH VEHS marking	Gap between legend/legend or legend/arrow
40 or less	100	1 in 40	4500	1600	1000
50 to 60	150	1 in 50	6000	2800	1750

aim to provide as nearly as possible the full length indicated in figure 22-2. Where the carriageway is sufficiently wide to permit two-way flow of low vehicles, the centre line should be continued through the bridge as a warning line; if there is insufficient width the line should be discontinued.

22.7 The area between the edge lines and the edge of carriageway must not be filled in with hatched lines. If all vehicles are required to adopt the centre path route, hatched markings to diagram 1040.4 should be used in place of diagram 1010.

22.8 If high vehicles are guided to the middle of a road on which a double white line system is in use, the double white lines must be discontinued under the bridge and replaced by a warning line, so that drivers of high vehicles do not commit an offence by crossing the marking to gain access to the highest part of the bridge.

22.9 A priority system using Give Way lines to diagram 1003 or shuttle working signals may be used, in which case the carriageway may be reduced to a single lane under the bridge. In addition to guiding high vehicles through the highest point of the arch and thereby reducing the risk of bridge strikes, this may also permit the provision of a new footway or the widening of an existing one under the bridge.

22.10 Details of the size and layout of the markings are shown in table 22-1.

KEEP CLEAR MARKINGS

22.11 Keep clear markings to indicate areas of the carriageway that should be kept clear of stationary vehicles are prescribed in three forms:

- (i) diagram 1026, to allow the passage of vehicles into or out of a side road or access (see paras 22.12 to 22.14 and figure 22-3),
- (ii) diagram 1026.1, to keep accesses and dropped kerbs clear (see paras 22.15 to 22.18 and figure 22-4), and
- (iii) diagram 1027.1, to keep clear the access to a school, hospital or fire, police or ambulance station (see paras 22.19 to 22.25 and figure 22-5).

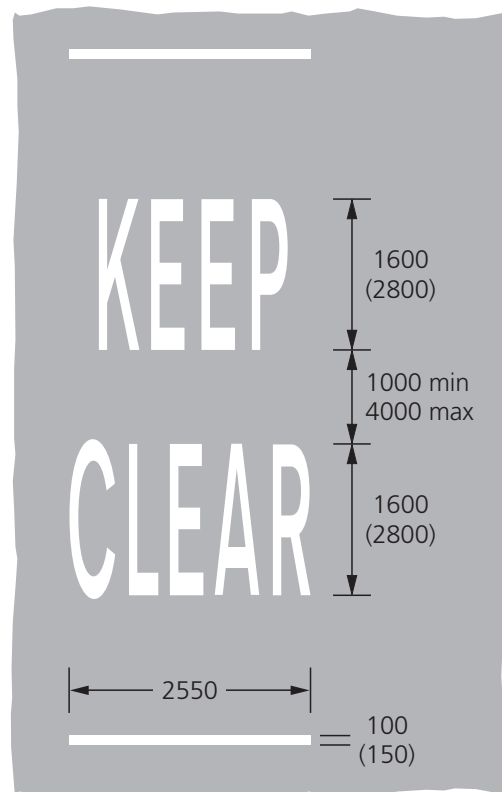


Diagram 1026

Figure 22-3

22.12 The advisory marking to diagram 1026 (see figure 22-3) is used mainly in urban areas where a queue of vehicles waiting at one junction blocks back across another, thereby obstructing the flow of cross traffic. It may also be used at a private entrance used by the general public, but only in places where it can genuinely be helpful in maintaining smooth traffic flow. It is not intended to keep areas of carriageway outside premises clear of parked vehicles.

22.13 The marking is prescribed in two sizes, the larger for use at particularly wide junctions or on multi-lane approaches. It is always coloured white.

22.14 The Regulations prescribe transverse lines to indicate the extent of the area to be kept clear of queuing vehicles where this is not obvious. They may be omitted if considered unnecessary, or if proximity to other markings or to traffic signals might cause confusion. Lines longer than prescribed must not be used; this can give the impression to side road traffic that vehicles on the main road are required to stop.

22.15 The marking to diagram 1026.1 (see figure 22-4) may be laid on part of the carriageway which should be kept clear of parked vehicles either outside an entrance to off-street premises, or where the kerb is dropped to provide a convenient crossing place for pedestrians.

22.16 It should normally be laid 75 mm wide for speed limits up to 40 mph and 100 mm when the limit is higher. The 50 mm size may be used in environmentally sensitive areas.

22.17 The marking is not legally enforceable. However, if used sparingly it may be helpful in discouraging inconsiderate parking, particularly where a problem is isolated and a traffic regulation order could not be justified or easily enforced. It may be used to mark the gaps across driveways between the ends of separate bays, except in controlled parking zones where every length of road outside the parking places must be marked with a yellow line (see para 20.29). This should reduce the risk of obstruction by non-residents, whilst avoiding the upright signs needed at each gap if a single yellow line were used instead (although signs would not be needed if double yellow lines were used). Yellow

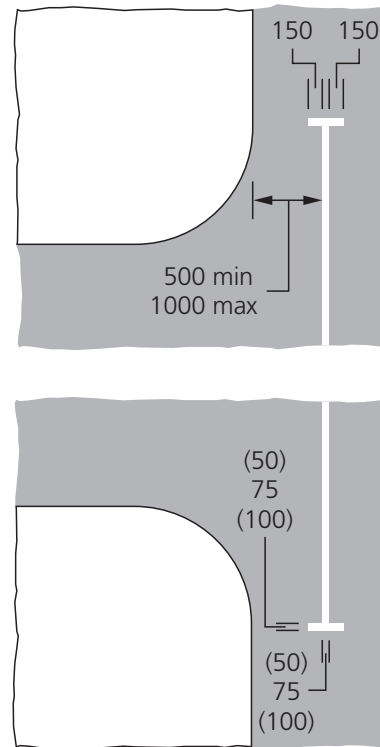


Diagram 1026.1

Figure 22-4

lines would however prevent residents from parking across their own driveways. The marking may also be used across a private entrance where there is a single yellow line, to keep the entrance clear at times when the restrictions are not in force; it should be laid on the carriageway side of the yellow line.

22.18 Where two or more closely spaced driveways are to be protected, it will be necessary to consider the distance between the markings to ensure it will accommodate at least one vehicle. An excessively long marking, or over-provision of markings will bring them into disrepute and compromise their effectiveness. The marking should not extend more than 1 m either side of the dropped kerb.

22.19 The KEEP CLEAR marking to diagram 1027.1 (see figure 22-5) is prescribed for use outside schools. This includes nurseries and playgroups, but where these occupy buildings other than schools, e.g. church or village halls, the word "SCHOOL" may be varied to "CHILDREN". "SCHOOL" must be omitted when the marking is used at fire, police or ambulance stations, or outside hospitals; these words must not however be used as part of the marking.

22.20 The overall length of the marking (using the word "SCHOOL") must not be less than 25.56 m more than 43.56 m. When the word "SCHOOL" is replaced by "CHILDREN", the maximum may be increased to 44.545 m. When the word "SCHOOL" and the short longitudinal line following it are omitted, two additional 3 m zig-zag modules are used symmetrically to give a minimum length of marking of 25.25 m. The overall length may be increased in increments of 6 m by the addition of a complete zig-zag module on each side up to the appropriate maximum. Further details may be found on the working drawing (see para 1.17).

22.21 The length of marking needs to be restricted to one which drivers will respect. Where an authority needs to mark a length greater than the maximum of 43.56 m, e.g. where the school is in a cul-de-sac or the marking is to extend across two entrances which are some distance apart, then two markings, varied in length if necessary (see para 22.20), may be used; they should be separated by a nominal gap of 100 mm. This will ensure that the legend is repeated at adequate intervals. When the marking is mandatory (see para 22.24) upright signs will be needed with each separate marking.

22.22 Where a larger gap would be safe, allowing at least 7 m between the two markings would provide a place for setting down children on their way to school. However, this might also encourage further vehicles to stop behind the first, and undermine compliance with the KEEP CLEAR marking.

22.23 The markings should not normally be placed on both sides of the road, but only on the side on which the entrance is situated. However, conditions may sometimes require otherwise, e.g. where there are school entrances on both sides of the road, or the road is so narrow that not to prevent parking on the opposite side to the school entrance is considered hazardous, or a patrol operates at that point.

22.24 The KEEP CLEAR marking is legally enforceable only when used in conjunction with an upright sign to diagram 642.2A and backed by a traffic regulation order. However, without regular enforcement action, the mandatory version is unlikely to be any better respected than the advisory marking.

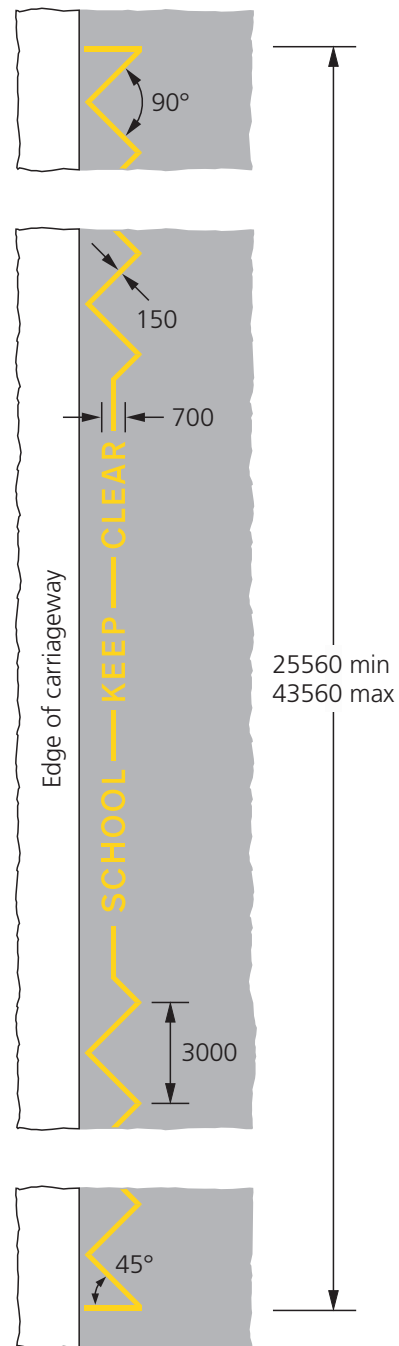


Diagram 1027.1

Figure 22-5

22.25 When the mandatory marking is used on a road where waiting restrictions apply, the yellow lines to diagram 1017 or 1018.1 are needed only if a restriction on the same length of road applies at times other than those covered by the stopping prohibition. If the KEEP CLEAR marking is advisory, yellow lines will always be needed if a waiting restriction is in force. The lines will be positioned