

Traffic Note 49

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From Safer Roads
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Signature _____

No. of pages 3

Limit line and Give Way markings – Guidelines

Introduction

The *Land Transport Rule: Traffic Control Devices 2004* (the rule) is effective from 27 February 2005. The rule provides for a change in the way limit lines and Give Way markings are installed. This note provides guidance on how these changes might be applied.

Clause 3.2(1) of the rule indicates road controlling authorities may continue to use a device installed legally before 27 February 2005 as long as it remains fit for purpose and no other specific provision in the rule applies.

Limit line requirements

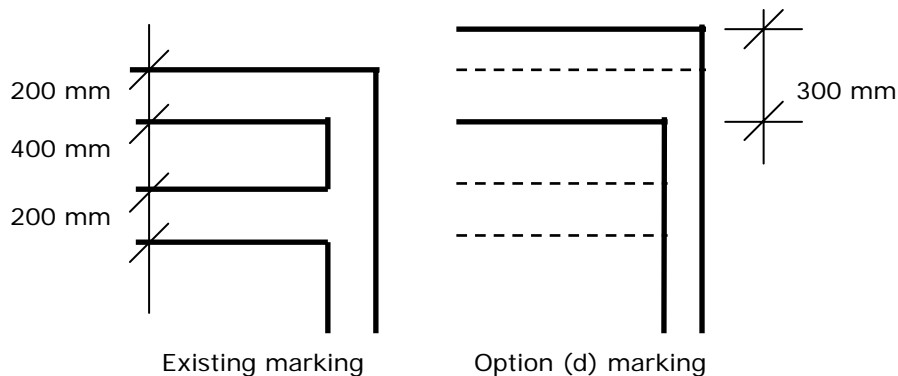
Limit lines are required at locations, including level crossings, controlled by Give Way and Stop signs and to define areas controlled by traffic signals. The marking described in *Traffic Regulations 1976* was two parallel lines at least 200 mm wide spaced not less than 400 mm apart. Limit lines for Stop control are yellow while for all other forms of control are white.

While the colour remains the same the requirement in the rule is for a single limit line of at least 300 mm. This uses less material and thus is cheaper and reduces the amount of paint in critical braking areas; it would still provide good 'target' value; is closer to general overseas practice; and, it would be simpler to install.

Options for implementing limit line change

Options for implementing the change could include:

- (a) Allow existing markings to fade and remark with the 300 mm line at some time in the future. This is unacceptable as the old lines would, during the process, cease to be fit for purpose and would no longer comply with the rule.
- (b) Mark the 300 mm lines after removing or painting over existing markings. Removing the lines, while no doubt meeting the legal requirement, is an expensive option and could have some unacceptable side effects in terms of skid resistance or, because of texture difference in the removed area, still be perceived by drivers as a separate line. This is more particularly a problem with the painting out option.
- (c) The area is resealed and the new limit line is painted to the 300 mm standard. This implies the existing double line is maintained until the reseal is carried out.
- (d) Mark the 300 mm line over the 200 mm line nearest the controlled area so they both have the same leading edge (see diagram). This complies with the regulations in force prior to the rule (ie both lines are at least 200 mm wide) and, as the line furthest from the controlled area gradually fades, the 300 mm line meets the requirements of the rule.



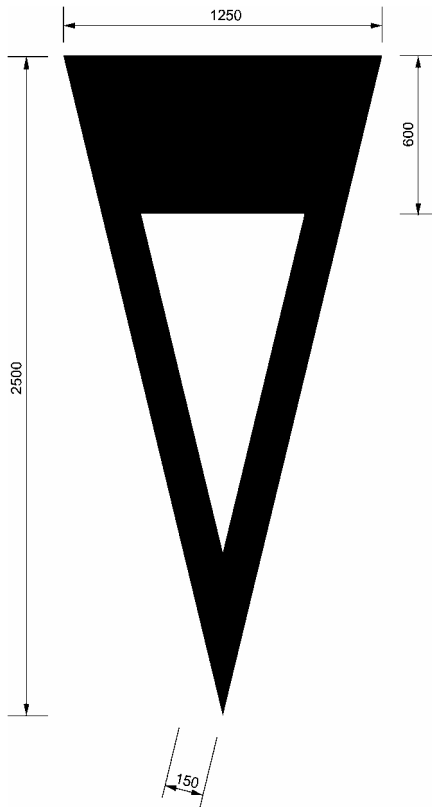
Recommendations

- It is recommended option (d) be adopted.
- When any new controls are installed or when the road is resealed the 300 mm limit line must be marked.
- Marking for parallel limit lines in rural areas was 300 mm wide lines with 600 mm spacing. It is recommended that when a single line is used the rural markings remain at 300 mm rather than proportionally increasing the width to 400 mm or wider (although that option might be appropriate in some circumstances and is not precluded).

Give Way marking requirements

Advance warning marking of a Give Way control ahead is required. The *Traffic Regulations 1976* required the word *WAY* marked within 10 m of the limit line preceded by *GIVE* in letters at least two metres high. The recommended practice, described in the *Manual of Traffic Signs and Markings*, was for the word *GIVE* to be marked 25 m and 15 m in advance of *WAY* in rural and urban areas respectively.

The rule requires a Give Way triangle, at least 2.5 m high, be marked within 20 m of the limit line. This was suggested as it would use less material and thus be cheaper and reduce paint in critical areas; is closer to general overseas practice; it would be simpler to install; and, it would overcome many of the problems reported with the former markings.



M6-2 Give Way triangle symbol

The following briefly describes some of the perceived problems of the GIVE WAY marking. Issues arose with the word sequence when they were marked closely together in urban areas. It was found difficult in many situations to fit all necessary markings in advance of an intersection (eg direction arrows, advance warning of a pedestrian crossing as well as GIVE WAY and zebra stripes in a Give Way-controlled slip lane with pedestrian crossing). In other situations markings could not conform to the normal standard (e.g. a side road in a rural area without the required length of seal or the stacking length between a level crossing and an intersection too short).

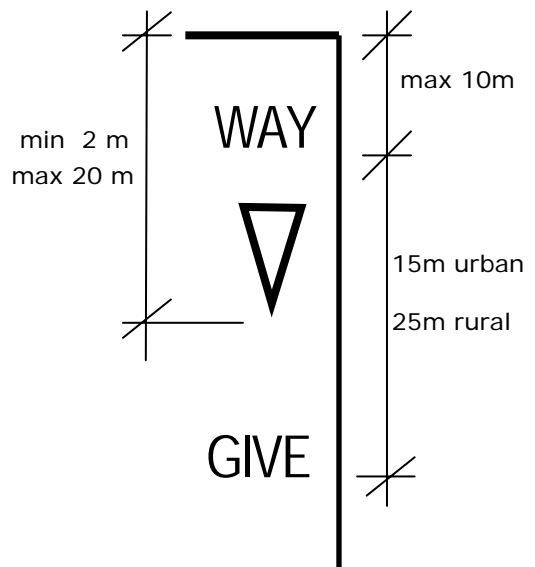
Options for implementing Give Way change

Options for implementing the change could include:

- (a) Allow existing markings to fade and remark with the triangle at some time in the future. This is unacceptable as the GIVE WAY marking would, during the process, cease to be fit for purpose and would no longer comply with the rule.
- (b) Mark the triangle after removing or painting over existing markings. Removing the GIVE WAY, while no doubt meeting the legal requirement, is an expensive option and could have some unacceptable side effects in terms of skid resistance.
- (c) The area is resealed and the triangle (and limit line) is marked to the new standard. This implies the existing GIVE WAY is maintained until the reseal is carried out. This option is provided for in *subclauses 9.4(6) and 10.3(2)* of the rule.
- (d) Where the spacing of the words permits, mark the triangle between GIVE and WAY. This complies with the regulations in force prior to the rule and, as the GIVE WAY markings gradually fade, the triangle meets the requirements of the rule.

Recommendations

- Where GIVE WAY is one of a number of markings on the approach to the control option (b) may be justified however it is recommended option (c) apply in this case.
- Where GIVE WAY is the only approach marking option (d) is recommended.
- Whenever, new controls are installed or the area is resealed the Give Way triangle must be applied.
- To ensure clear demarcation between the Give Way triangle and limit line there should be a gap of at least 2 m.



Option (d) layout