



T.S.R.G.D. 2016 BRIEFING



INTRODUCTION & BACKGROUND:

In April 2016 a revised and updated version of the Traffic Signs Regulations and General Directions (TSRGD) was released. The purpose of this briefing is to provide a reference guide which can be of use to you as a Road Marking Operative. Some of the following information has been extracted from Update your Road Markings 2016 EDITION published by the Road Safety Markings Association (RSMA). This briefing has omitted a sizeable proportion of the legislation regarding the vast majority of vertical traffic signage, focusing primarily on road markings and vertical signage pertinent to the roadmarking industry.

The Appendix to this briefing consists of extracts from Update your Road Markings 2016 EDITION published by the Road Safety Markings Association (RSMA). The aim of this Appendix is to provide a more in-depth explanation of the regulatory changes associated with TSRGD 2016.

Each diagram and associated information can be referenced by Diagram Number. Each individual marking falls under a specific Schedule, Part and Item. The tables in this document will help make it easier to find relevant information in TSRGD 2016.

Working Drawings for certain Road Markings can be found at:

<https://www.gov.uk/government/collections/traffic-signs-signals-and-road-markings#traffic-signs-images-and-drawings>

When downloading refer to **Table 1** which relates the Diagram Number to the relevant Schedule, Part and Item numbers which are needed when looking up the drawings on the website.

Some diagrams are no longer present in TSRGD 2016 and are in **RED** on Table 1.

Table 2 gives each road-marking Diagram Number, a description and its page number in TSRGD 2016.

Where there has been a change in marking dimensions since TSRGD 2002 this has been noted in the description. Some road markings in Schedule 6 of TSRGD 2002 are no longer present in TSRGD2016. Some have been combined into one diagram showing the variations, while others that had one diagram with many different measurements have now been split into separate diagrams.

These differences are highlighted in **YELLOW**.

Where a more complete drawing is available for download, the relevant description is marked with an **★**



T.S.R.G.D. 2016
BRIEFING



TABLE 1

Pre-2016: Diagram Number	TSRGD 2016			Pre-2016: Diagram Number	TSRGD 2016		
	Schedule	Part	Item		Schedule	Part	Item
1001	14	2	46	1036.1	9	6	19
1001.1	14	2	47	1036.2	9	6	20
1001.2	14	2	48	1037.1	9	6	21
1001.3	14	2	51	1038	11	4	20
1002.1	9	6	1	1038.1	11	4	21
1003	9	6	3,9	1039	11	4	22
1003.1	11	4	1	1040	11	4	23
1003.2	14	2	68	1040.2	11	4	23
1003.3	9	6	6	1040.3	11	4	24
1003.4	9	6	5	1040.4	11	4	25
1004	11	4	2	1040.5	11	4	26
1004.1	11	4	3	1041	11	4	27
1005	11	4	4	1041.1	11	4	27
1005.1	11	4	5	1042	9	6	22
1008	11	4	6	1042.1	9	6	22
1008.1	11	4	7	1043	9	6	25
1009	11	4	8,9	1044	9	6	25
1010	11	4	10	1044.1	9	6	25
1012.1	11	4	11	1044.2	9	6	25
1012.2	11	4	12	1045	9	6	26
1012.3	11	4	13	1046	9	6	17,18
1013.1	9	6	23	1048	9	6	14
1013.3	11	4	23	1048.1	REMOVED		
	9	6	3	1048.2	9	6	16
1013.4	11	4	23	1048.3	9	6	15
	9	6	23	1048.4	REMOVED		
1014	2	4	4	1049	9	6	7,11
	11	4	14	1049.1	9	6	8
1017	7	4	2	1050	9	6	12
1018.1	7	4	1	1055.1	14	2	55
1019	7	4	4	1055.2	14	2	56
1020.1	7	4	3	1057	11	4	28
1022	9	6	2	1058	11	4	30
1023	9	6	4,10	1058.1	11	4	31
1024	11	4	15	1059	11	4	32
1024.1	2	4	4	1062	11	4	33
1025.1	7	4	9	1063	REMOVED		
1025.3	7	4	9	1064	11	4	34
1025.4	7	4	9	1065	10	2	9
1026	11	4	16	1066	11	4	36
1026.1	11	4	17				
1027.1	7	4	10				
1028.2	7	4	7				
1028.3	7	4	6				
1028.4	7	4	6				
1029	11	4	18				
1032	7	4	6				
1033	7	4	6				
1035	11	4	19				

TABLE 2

DIAGRAM NUMBER	DESCRIPTION	PAGE
1001	Vehicular traffic must not proceed beyond the line when required to stop by light signals, by a constable in uniform or by a traffic warden	468
1001.1	Tramcars must not proceed beyond the line when required to stop by light signals	469
1001.2	Alternatives to the stop line Diagram 1001, showing separate stop lines for pedal cycles proceeding in the cycle lane. The maximum distance for the advanced stop line has increased to 7500mm	469
1001.2 A	Alternatives to the stop line Diagram 1001, showing a separate stop line at a junction for pedal cycles proceeding through the cycle entry	471
1001.2 B	Alternative to the stop line Diagram 1001, showing separate stop lines for pedal cycles	470
1001.3	Zig-zag lines to indicate requirements or prohibitions relating to stopping or overtaking at a Puffin crossing, signal controlled crossing facility or portable signal-controlled pedestrian facility	472
1001.4	Zig-zag lines to indicate the requirements or prohibitions relating to stopping or overtaking at a Zebra crossing	474
1002.1	Vehicular traffic must not proceed beyond the line when required to stop by the stop sign	147
1003 A	Vehicular traffic must give way	148
1003 B	Cyclists must give way	150
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	223
1003.2	Pedestrians approaching a level crossing must wait behind the line when the barriers are closed	485
1003.3	Vehicular traffic approaching a roundabout with a small central island should give way to traffic circulating on the roundabout	149
1003.4	Mini roundabout island markings. ★	149
1004	Vehicular traffic should not cross or straddle the line unless it is safe to do so and when the line is used to indicate a cycle lane, motor vehicles should not enter that lane unless it is clear of pedal cycles (Longitudinal Warning Lines more commonly known as 4's & 2's)	224
1004.1	Vehicular traffic should not cross or straddle the line unless it is safe to do so and when the line is used to indicate a cycle lane, motor vehicles should not enter that lane unless it is clear of pedal cycles (Longitudinal Warning Lines more commonly known as 6's & 3's)	224
1005	Division of carriageway into traffic lanes on multi-carriageway roads where the speed limit is 40mph or less (Longitudinal centre lines more commonly known as 1's & 5's)	225
1005.1	As 1005 but on roads with a speed limit of over 40mph (Longitudinal centre lines more commonly known as 2's & 7's)	225
1008	Division between opposing flows of traffic on a carriageway with a speed limit of 40mph or less (longitudinal centre lines more commonly known as 2's & 4's)	226
1008.1	Division between opposing flows of traffic on a carriageway with a speed limit of over 40mph (longitudinal centre lines more commonly known as 3's & 6's)	226
1009 A	Edge of the carriageway at a road junction, exit from a private drive onto a public road, or the start of a cycle lane	227

TABLE 2

DIAGRAM NUMBER	DESCRIPTION	PAGE
1009 B	Edge of the carriageway at a junction of a cycle track and another road	227
1010	1m mark with a 1m gap used: (a) edge of the carriageway at a road junction or a lay-by, or at an exit from a private drive onto a public road; (b) the start of a traffic lane, the boundary of which is indicated by the road marking Diagram 1049-A, Bus Lane; (c) when used in conjunction with the road marking Diagram 1024.1, the most suitable path to be taken by high vehicles under a low bridge or to avoid an overhanging structure; (d) when laid alongside rails used by tramcars, the edge of the part of the carriageway used by the tramcars; (e) the division between the main carriageway and a traffic lane which leaves the main carriageway at a junction ahead; (f) the boundary between the main carriageway and either a diverging or merging traffic lane at a road junction; (g) the boundary between an emergency refuge area and either an actively managed hard shoulder or the edge of carriageway of a motorway; or (h) the division between the main carriageway and a cycle lane through a junction	228
1012.1	Solid white edge line used: (a) edge of the carriageway available for through traffic other than at a road junction, an exit from a private drive onto a public road, lay-by or emergency refuge area; (b) the back edge of a hard shoulder; (c) the edge of a footway where it passes over a railway or tramway level crossing; or (d) the boundary between the carriageway of a motorway and an actively managed hard shoulder	229
1012.2	Solid white raised rib edge line used: (a) edge of carriageway of a motorway other than at an emergency refuge area or a junction with a slip road; or (b) the back edge of an actively managed hard shoulder; and, in both cases, incorporating an audible and tactile warning ★	230
1012.3	Edge of carriageway raised rib on a road that is not a motorway and which has hard strips or hard shoulders, other than at a junction with a slip road, and incorporating an audible and tactile warning ★	231
1013.1	Drawings A, B, C and D showing variations of double solid and broken, white centre longitudinal lines	158
1013.5	Three drawings showing variations of ladder hatching for centre of road markings	159
1014	Commonly known as a kick-over arrow used: a) Direction in which vehicular traffic should pass a road marking; b) obstruction on the carriageway ahead; c) reduction in the number to traffic lanes in the carriageway ahead; or d) path to be taken by vehicular traffic to avoid a route available for tramcars only	232
1017	Single yellow line. Waiting of vehicles prohibited for a time that is not continuous throughout the year	116
1018.1	Double yellow lines. Waiting of vehicles prohibited at all times or stopping of vehicles in a layby prohibited except in emergency	116

TABLE 2

DIAGRAM NUMBER	DESCRIPTION	PAGE
1019	Single yellow kerb blips. Loading and unloading of vehicles prohibited for a time that is not continuous through the year	117
1020.1	Double yellow kerb blips. Loading and unloading of vehicles prohibited at all times	117
1022	STOP wording. Approach to a road junction or level crossing at or near which is placed the marking Diagram 1002.1 (Stop line) a stop sign	147
1023 A	Give-way triangle used on the approach to a road junction, level crossing or road narrowing at or near which is placed the marking Diagram 1003-A (Give-way lines)	148
1023 B	Approach to a road junction on a cycle lane or track, or a place where cyclists must give way to pedestrians	151
1024	SLOW wording. Vehicular traffic should proceed with caution because of potential danger ahead	233
1024.1	Road marking indicating path to be taken by high vehicles under a low bridge or to avoid an overhanging structure	57
1025.1	Bus Stop marking. Spacing between cage lines now 1250mm maximum	121
1026	KEEP CLEAR wording and markings. Part of the carriageway which should be kept clear of stationary vehicles	233
1026.1	i-bar entrance marking. Part of the carriageway outside a vehicular entrance to adjacent premises or a private drive, or where the kerb is dropped to provide a convenient crossing place for pedestrians, which should be kept clear of waiting vehicles	234
1027.1	SCHOOL KEEP CLEAR markings. Part of the carriageway outside an entrance where vehicles should or must not stop ★	121
1028.2	Area of carriageway reserved for Taxis or, where the legend is changed to Ambulances or Police Vehicles. Waiting by other vehicles is prohibited	118
1028.4	Alternative types of parking bay. There are many variations on the wording used. For example: Disabled, Doctor, Electric Vehicles or Permit Holders (Variations also shown in TSRGD 2002 Diagram 1032 & 1033) ★	119
1028.5	Area of carriageway reserved for Taxis or, where the legend is changed to Ambulances or Police Vehicles. Stopping by other vehicles is prohibited	120
1028.6	Parking bay for use by all vehicles or, where indicated by upright signs, by specified vehicles, and where at certain times, as indicated by upright signs, the bay is reserved for taxis, ambulances or police vehicles, where stopping by other vehicles is prohibited	120
1029	Direction in which pedestrians should look for approaching traffic (Look Left / Look Right) at pedestrian crossings. Drawings can be downloaded	235
1035	Various 4m & 6m arrows with wording to show appropriate traffic lanes for different destinations	236
1036.1	4m & 6m arrows with wording to show vehicular traffic must turn left	155
1036.2	4m & 6m arrows with wording to show vehicular traffic must only proceed ahead	155
1037.1	4m & 6m arrows with wording to show vehicular traffic must turn right	156
1038	4m, 6m & 9m arrows to show appropriate traffic lanes for different manoeuvres. More complete drawings can be download ★	237
1038.1	Curved arrows to show appropriate direction to be taken by traffic turning within a junction. More complete drawings can be downloaded ★	238
1039	8m, 16m & 32m lane arrows showing places where traffic streams divide or bifurcate ★	239

TABLE 2		
DIAGRAM NUMBER	DESCRIPTION	PAGE
1040	Hatching showing part of the carriageway which vehicular traffic should not enter unless it is seen by the driver to be safe to do so	240
1040.3	Edge of carriageway hatching showing a reduction in the number of lanes, or area not available to traffic, on the main carriageway or slip road of a motorway or all-purpose dual carriageway road	241
1040.4	Edge of carriageway hatching showing a part of the carriageway adjacent to the edge which vehicular traffic should not enter unless it is seen by the driver to be safe to do so	242
1040.5	End of a hard shoulder hatching	243
1041	Chevron hatching with broken lines showing part of the carriageway where vehicular traffic passes in the same direction on both sides of the marking, and should not enter the area covered by the marking unless it is seen by the driver to be safe to do so	244
1042	Chevron hatching with solid lines. Indicates a division of traffic lanes on a length of carriageway or between two lanes at a roundabout which vehicular traffic must not enter except in emergency	157
1043	Yellow box junction marking	160
1045	Yellow box junction marking the area of carriageway, subject to two-way traffic, at a level crossing which vehicles must not enter	161
1045.1	Yellow box junction marking the area of carriageway, subject to one-way traffic, at a level crossing which vehicles must not enter	162
1046	Worded markings showing No Entry for vehicular traffic	154
1046.1	Worded markings showing entry by vehicular traffic to a Play Street is restricted	154
1048	Bus Lane markings indicating a traffic lane reserved for buses and other vehicles as indicated by upright signs (e.g. Motorcycles)	153
1048.2 A	Tram Only worded marking indicating a road or part of a road with access permitted only for tramcars	153
1048.5	Bus Gate markings indicating a road or part of a road with access permitted only for buses and other vehicles as indicated by upright signs (e.g. Motorcycles)	153
1049 A	Solid white line indicating boundary of a bus lane or other designated lane used by motor vehicles. Now only 250mm or 300mm wide	151
1049 B	Solid white line indicating boundary of a mandatory cycle lane or division of a route into that part reserved for pedal cycles and that part reserved for pedestrians	150
1049.1	Raised profile solid white line indicating division of a route into that part reserved for pedal cycles and that part reserved for pedestrians	150
1050	Ahead arrows with split to the left to show direction of possible traffic movements at the end of a nearside bus lane or other designated lane. Also used where there is an intermediate discontinuation of the lane on the approach to a junction. New measurement of 700mm defining the width of the left arrow head ★	152
1050.1	Ahead arrows with split to the right to show direction of possible traffic movements at the end of an off side bus lane or other designated lane. Also where there is an intermediate discontinuation of the lane on approach to junction. New measurement of 700mm defining the width of the right arrow head	152
1055.1	Square white crossing dots showing a place suitable for pedestrians to cross at a signal or used as part of a zebra crossing	478
1055.2	Square white crossing dots used along with 1055.1 to add an additional crossing point for equestrians	480



T.S.R.G.D. 2016 BRIEFING



TABLE 2		
DIAGRAM NUMBER	DESCRIPTION	PAGE
1055.3	Larger square white crossing dots indicating a route for vehicular traffic consisting solely of pedal cyclists across a signal controlled junction. Also a route for vehicular traffic consisting solely of pedal cyclists across a parallel crossing	481
1057	Symbol. Cycle lane, track or route ★	245
1057.1	A number of a cycle route	245
1058	Worded marking showing the end of a cycle lane, track or route	246
1058.1	Worded SLOW marking showing pedal cycles should proceed with caution because of potential danger ahead	246
1059	Various arrows giving directions in which pedal cycles should travel along a cycle lane, track or route. More complete drawings can be downloaded ★	247
1062	Triangular road hump marking, more commonly known as dragons teeth	248
1064	Long chevron marking used with a sign to advise drivers to keep 2 chevrons apart	248
1065	Roundel road marking indicating the maximum speed limit. More complete drawings can be downloaded ★	180
1066	Yellow dots to show the edge of part of the road used by tramcars	250