A report on the use of coloured road surfacing materials was approved by the Director of Highways and Transportation on 29 May 2002. Over the intervening years, the use of coloured surfacing has increased, and it was thought prudent to re-assess our policy and ensure the benefits were not being diluted by over use.

**General Principles**

Coloured surfacing should be used as a measure of final resort and should be used in combination with other signs and markings.

The extent of surfacing should be kept to the minimum required to convey the intended message to road users.

Coloured surfacing should only be used in areas that drivers should avoid or where they should proceed with caution.

It is not as durable as normal surfacing, is expensive to manufacture, and can be expensive to apply because of the relatively small areas of application. Consideration should be given to the long term maintenance of the material and the subsequent implications on the revenue budget. Therefore the need for coloured surfacing should be reviewed prior to any planned maintenance to ensure it is still in line with current policy.

**Red Surfacing**

Red surfacing must be used on 24 hour bus lanes and at bus gates.

Red surfacing must be provided at Advanced Stop Lines (ASL) on junctions with multi-lanes (i.e. two or more adjacent traffic lanes) on roads with a speed limit of 40mph or more, and where there is a conflict.

The use of red surfacing may be appropriate in the following situations:

1. **Safety schemes**
   - To complement signs and markings in achieving road safety objectives
   - At a significant change in road character, such as at a rural village, or sub urban gateway
   - To complement measures as appropriate as part of safer routes to school initiatives
   - Red surfacing should not be generally used on the entry to 20mph zones. The only exception is where the entry point is on a straight stretch of road and there are no horizontal features provided

2. **Bus Lanes**
   - to highlight the markings at the entry points to sections of a part-time bus lane
3 Cycle Lanes

- To highlight the markings at the entrance to cycle lanes, both advisory and mandatory
- Across the mouths of side roads and heavily trafficked private accesses
- Where cycle lanes cross over a dedicated left turn lane at the approach to a junction
- At locations where motorists might encroach into a cycle facility (refer to LTN 2/08 for further advice)

Grey Surfacing

Where high skid material (i.e. Clause 924 material) is to be used purely for its physical properties, such as on the approaches to pedestrian crossings, roundabout circulation areas, and other high stress areas (as set out in the Surfacing Guidelines, Minimum PSV of chippings) grey coloured material is to be used at new locations, and on future maintenance schemes.

Specification

The use of red coloured surfaces has been extensive in recent years through road safety schemes, traffic calming measures and the introduction of cycle ways to mention a few. It has been common practice to specify high friction surfaces (HFS) for these purposes with little consideration being given to the frictional demands and skid resistance requirements of the surfaces at any specific location.

The use of Clause 924 HFS should only be considered where the location meets the requirements for PSV of 70 (See Surfacing Guidelines, Minimum PSV of chippings, Table 1).

Coloured surfaces should be specified with a PSV appropriate to the frictional demands of the site or location. The actual PSV shall not differ from that in adjacent lanes by more than 5 points.