



Department
for Transport

The Traffic Signs Regulations and General Directions 2015: Consultation Response

November 2014

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Foreword

Great Britain is widely acknowledged to have one of the best traffic signing systems in the world. The signs, in use since 1964, have become instantly recognisable and a familiar part of our everyday lives. This has played a key role in creating our good road safety record.

While the signs themselves continue to perform well, in recent years it's become clear that the legislation that underpins them, the Traffic Signs Regulations and General Directions (TSRGD), is out of date and in need of an overhaul. To help work out how it should change, we carried out a complete review of signing policy culminating in 'Signing the Way', published in 2011, which set out recommendations for delivering a modernised TSRGD.

We are now presenting a radically different TSRGD, which will provide significant benefits for local authorities responsible for designing and installing signs on their roads. TSRGD has been restructured to provide more flexibility and a much greater range of sign designs that should substantially cut the need for the Department to specially authorise signs. This will be a significant saving for local authorities, and reflects the fact that they are best placed to know what signing solutions are suitable for their roads.

Our consultation was launched on 1 May 2014 and closed on 12 June 2014. We received 442 responses (273 of those online) which included 154 local authorities in Great Britain.

A new structure for TSRGD

Question 1

- 1.1 The policy review paper 'Signing the Way', published in October 2011, considered the existing complex structure of TSRGD in detail. It recommended revising it completely to increase flexibility and improve accessibility and understanding. The new structure which has been developed achieved this by using tables to group together the requirements for signs in a more accessible way.
- 1.2 A draft of a new DfT Circular, explaining the changes and giving worked examples was included with the consultation document and during a series of nationwide workshops local authority staff were given the opportunity to work through the document in greater detail.

Question 1

If you are responding as a traffic signs practitioner, from the draft you have seen in this consultation, do you believe the new structure and provisions of TSRGD will give you the flexibility to design and use the signs you need to help manage traffic?

Strongly Agree

Agree

Neither Agree nor Disagree

Disagree

Strongly disagree

Table 1.1 All responses				
Strongly agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
17%	57%	19%	4%	3%

Table 1.2 Local Authority responses

Strongly agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
20%	70%	8%	2%	0%

- 1.3** The consultation responses demonstrated considerable support for the new approach. 74% of all respondents and 90% of local authority respondents agreed that the revised TSRGD will provide more flexibility.
- 1.4** There were numerous supportive comments from organisations and local authorities. The British Parking Association said, "We support the general approach to TSRGD 2015 to provide less regulation and more flexibility for highway authorities and local councils." London Councils said "London Councils believes that the new structure and format is clearer and provides the flexibility that authorities require. This will allow suitable local discretion to design signs and lines that are tailored to local circumstances."
- 1.5** The Chartered Institution of Highways and Transportation stated, "Greater flexibility and clarity of instruction will assist sign designers. The inclusion of additional signs previously non-authorized is a positive move forward to enable designers to tailor local sign designs for local circumstances." The Institute of Highway Engineers added, "The IHE welcomes the proposed new format of TSRGD and the flexibility it brings."
- 1.6** However, some respondents expressed concern that the greater flexibility could diminish consistency, which could have implications for the enforcement of parking and other restrictions.

Question 2A

- 2.1** TSRGD 2002 requires certain safety-critical and enforceable traffic signs to be directly lit, within street-lit areas, throughout the hours of darkness.
- 2.2** However, direct lighting for traffic signs impacts on carbon emissions and energy costs for local authorities. While TSRGD 2002 significantly reduced the requirement for direct lighting of many warning signs, the review recommended that the new TSRGD should look to deregulate sign lighting further.
- 2.3** The new TSRGD will remove the lighting requirements from the following sign categories:
- Warning signs
 - Regulatory cycle signs
 - Bus gate and tramway terminal signs
 - Lane closures and contra-flow working at road works
 - Retroreflective self-righting bollard mounted signs
- 2.4** Because they are safety critical, the following sign categories will retain the existing illumination requirements:
- Height limit warning signs
 - Signs such as 'Give Way', 'No Entry', vehicle restrictions including height and width restrictions, and banned manoeuvres
 - Signs used on motorways

Question 2A

2A) We would like your views on extending deregulation of sign lighting. The proposal is that any signs within 20 mph limits and zones would no longer need to be lit. This is on the basis that at slower speeds there is more time available to drivers to read the signs.

Do you agree that all signs within a 20 mph limit/zone, particularly safety critical signing such as "no entry" signing, should be subject to local authority judgement only?

Strongly Agree

Agree

Neither Agree nor Disagree

Disagree

Strongly disagree

Table 2.1 All responses

Strongly agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
26%	44%	8%	15%	7%

Table 2.2 Local Authority responses

Strongly agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
35%	43%	10%	9%	3%

- 2.5** 70% of all respondents and 78% of local authority respondents supported the decision to relax the requirement to light signs within 20mph zones and limits.
- 2.6** Many highlighted that retroreflective signs (particularly on streets where mean speeds are low) are more than adequate and as such lighting is not necessary. Some commented that this could save the authority resources in scheme implementation, ongoing maintenance and energy costs.
- 2.7** However, some expressed concerns over national consistency and the need for robust guidance from this department. Another concern was that with the increase in authorities switching off street lighting overnight, it may be going too far to reduce lighting requirements as many signs may not be illuminated by car headlights on dipped beam and that even at low speeds it is easy to miss signs.

Government response

- 2.8** The revised TSRGD will remove the requirement to light traffic signs within street lit areas within 20mph limits and zones.
- 2.9** The relaxation of the requirement to light traffic signs within street lit areas has been a key contribution to the deregulation of TSRGD. This proposal extends this by allowing local traffic authorities to leave all signs unlit where the speed limit is 20mph, if they consider it appropriate. In most cases the slower speed limit will provide the road user with further time to read the sign. Local authorities will need to consider whether to light each sign based on the location and their engineering judgement.

Question 2B

Question 2B

2B) Do you agree that the requirement to light 'two-way traffic ahead' signs is safety-critical, and should remain, or should be removed in line with other warning signs?

Strongly Agree	<input type="checkbox"/>
Agree	<input type="checkbox"/>
Neither Agree nor Disagree	<input type="checkbox"/>
Disagree	<input type="checkbox"/>
Strongly disagree	<input type="checkbox"/>

Table 2.3 All responses

Strongly agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
17%	30%	21%	23%	9%

Table 2.4 Local Authority responses

Strongly agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
14%	28%	23%	28%	7%

2.10 For this question 47% of all respondents and 42% of local authority respondents agreed with the proposal to retain the requirement. It is also worth noting that 32% of all respondents disagreed with 35% of local authority respondents disagreeing.

2.11 A number of those who wanted the sign to remain lit explained that it was because the sign is safety critical in the circumstances where it is used. Some expressed the opinion that if given the choice, to save money none would ever be lit.

2.12 Some of those who believed the requirement should be removed explained that this was because in the majority of locations in which the sign is used, it is clear from the carriageway and surroundings that flows change ahead from one direction only to two.

2.13 It was also suggested in the comments that the question we asked was ambiguous. We have therefore used the information from the comments to provide clarity in considering our response. The figures in table 2.5 are based on these comments.

Table 2.5 All responses from comments		
Remove lighting requirement	Keep lighting requirement	Undecided
52%	40%	8%

Government response

2.14 The revised TSRGD will remove the requirement to light warning signs indicating two-way traffic ahead (TSRGD diagram numbers 521 and 522) .

2.15 The Department had previously announced that it would remove the requirement for sign lighting for all warning signs except those which illustrate safety-critical height limit information, and two signs to warn that there is two-way traffic ahead. The relaxation of sign lighting requirements within street lit areas has been a key contribution to the deregulation of signing. To promote a consistent approach for warning signs, we will now extend the removal of sign lighting requirements to the 'two-way traffic ahead' signs, following this consultation. The decision on whether to light these signs will be for local authority engineering judgement.

Question 2C (i)

2.16 When the consultation was launched we also provided a consultation stage [Impact Assessment](#). This provided estimated savings to local authorities as a result of the changes to TSRGD, based on research into the number of traffic signs in England. We did however require some further information, which we asked below.

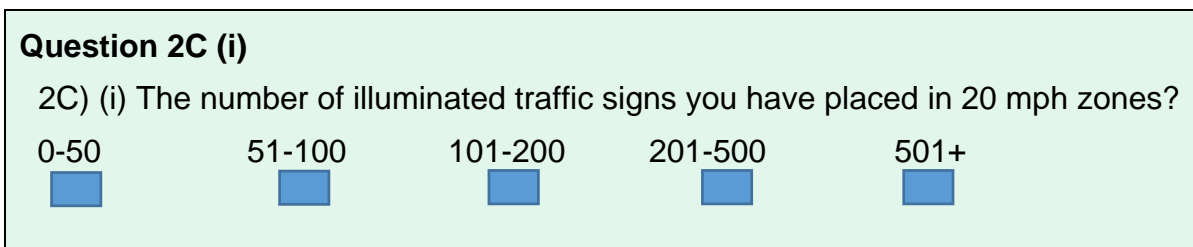


Table 2.6 Local Authority responses				
0-50	51-100	101-200	201-500	501+
37	17	8	13	10
44%	20%	9%	15%	12%

2.17 The responses show that 44% of local authority respondents have between 0-50 illuminated traffic signs within 20mph zones and 20% have between 51-100. Therefore the majority of local authorities (64%) have 0-100.

Question 2C (ii)

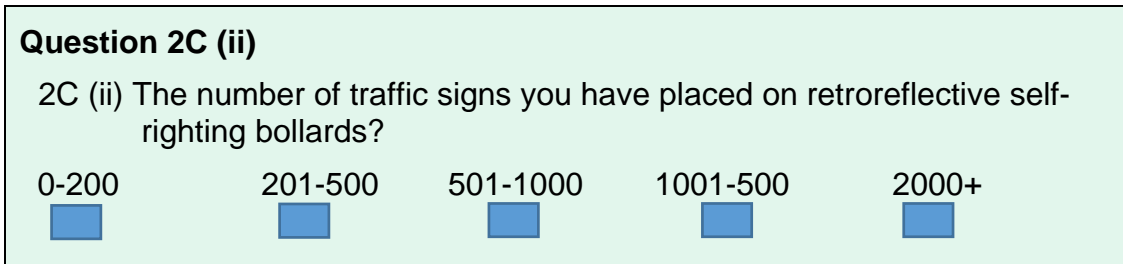


Table 2.7 All responses			
0-200	201-500	501-1000	1001-2000
56	23	4	5
63%	26%	4%	7%

2.18 The responses show that 63% of local authority respondents have between 0-200 signs placed on retroreflective self-righting bollards and 26% have between 201-501. Therefore the majority (89%) have 0-501.

Question 2C (iii)

Question 2C (iii)

2C (iii) On average what is your estimated yearly energy cost of lighting a single traffic sign?

2.19 We received a number of estimates for this question which resulted in an overall average estimate of £12.94 as the yearly energy cost of lighting a single traffic sign.

Question 3A

- 3.1** Reducing sign clutter was one of the key recommendations from the Review, and one to which the Government remains committed. Research carried out by the Department, has shown that the number of traffic signs has doubled in the last 20 years. This is unsustainable, and bears out the need to reduce signing wherever possible.
- 3.2** Over-provision of signs can have a detrimental impact on the environment and can dilute important messages. If they result in information overload for drivers they can contribute to driver distraction, which can have an impact on road safety.
- 3.3** Whilst traffic signs are prescribed in TSRGD, decisions on how to use them to sign restrictions and manage traffic are for local authorities. Sign clutter is frequently a result of poor design and placement of signs.
- 3.4** The new TSRGD aims to give local authorities a much more proactive role in deciding when and where to place signs. For example, it removes many of the requirements to place both road markings and traffic signs such as those required to indicate a parking bay. Whilst using both sign and marking will still be permitted, and in some cases will be the best approach, allowing restrictions to be signed with either one or the other will allow traffic authorities much greater scope to place fewer new signs and to remove existing signs.
- 3.5** The changes to sign illumination requirements will also help reduce clutter, by removing the need for luminaires in many cases, which can be unsightly.
- 3.6** This approach relies on local authorities making good use of their judgement to ensure signing solutions are effective. In 2013 we produced detailed guidance on designing and placing traffic signs to reduce their environmental impact as far as possible, in [Traffic Advisory Leaflet 1/13: Reducing Sign Clutter](#).
- 3.7** We also published advice on the use of traffic bollards and low level signs, in [Traffic Advisory Leaflet 3/13: Traffic bollards and low level traffic signs](#). Traffic bollards provide a valuable contribution to road safety, but their over provision can have an unduly negative impact on streetscape and energy consumption.
- 3.8** The new flexibility in TSRGD, along with the design advice in our guidance, will enable authorities to go further in reducing the number of unnecessary signs on their roads as far as possible.

Question 3

3A) Is there anything more we can do within TSRGD to reduce sign clutter?

Yes



No



Table 3.1 All responses

Yes	No
54%	46%

Table 3.2 Local Authority responses

Yes	No
54%	46%

- 3.9** In respect of sign clutter, 54% of all respondents and local authority respondents indicated that there was more we could do within TSRGD to reduce sign clutter. A number of respondents indicated that the new TSRGD would encourage the removal of unnecessary sign clutter.
- 3.10** Within the comments there were suggestions that traffic engineers and local authority staff should be trained in understanding what they can do to reduce sign clutter. There was strong support for the Traffic Signs Manual to be updated and for it to reinforce the message that signs are only required where necessary.
- 3.11** There were some concerns that leaving decisions to designers and local authorities could lead to inconsistency across the country and that additional funding would be required to enable the removal of unnecessary signs.

Question 3B

Question 3B

3B) If you are responding as a traffic signs practitioner, will you take advantage of the greater flexibility within the new TSRGD to reduce sign clutter?

Yes No

Table 3.3 All responses	
Yes	No
95%	5%

Table 3.4 Local Authority responses	
Yes	No
98%	2%

- 3.12** There was an overwhelming response that traffic signs practitioners would take advantage of the new TSRGD to reduce sign clutter, with 95% of all respondents and 98% of local authority respondents saying that they would do so.
- 3.13** A number of respondents suggested that one way this could be achieved may be through improved asset management, as well as applying the relaxations in the new TSRGD. One local authority commented, "It will give us the opportunity to reduce the sign clutter throughout the area and help achieve our urban design [objectives] whilst not compromising safety".

Government Response

- 3.14** The Government has already demonstrated its commitment to reduce unnecessary traffic signing. It has written to local authorities urging them to review and remove signs that are not necessary; it has reduced the requirement to place traffic signs; provided detailed advice for local authorities and funded a new 'Reducing Sign Clutter' award for local authorities to encourage and reward good practice.
- 3.15** The response to these questions has clearly demonstrated that the revised TSRGD will provide traffic sign engineers and practitioners with the tools to

help reduce the number of traffic signs placed on the road network. Almost every local authority that responded has committed to using the new flexibility within the revised TSRGD.

- 3.16** Many of the respondents commented that the Traffic Signs Manual should give greater emphasis to high quality sign design which is appropriate and minimises the impact on the environment.

Question 4A

- 4.1** We are considering removing the requirement for yellow line restrictions to have an associated traffic order (TO). This will apply to:
- Single yellow lines
 - Double yellow lines
 - Yellow 'school keep clear' zig-zag markings
- 4.2** In the same way as bus stop clearways and yellow box markings, the marking itself will become the prohibition and can be enforced against.
- 4.3** Removing the need for a TO for these restrictions would enable traffic authorities to manage their networks more efficiently and cost effectively. Even minor revisions to yellow lines, such as short extensions or reductions of only a few yards, still require authorities to go through the process of making a new TO.
- 4.4** However, the removal of the requirement for a TO would also remove the right of local people to object. From the experience with yellow box markings and bus stop clearways, there is no evidence to suggest that traffic authorities would not continue to undertake effective consultation in order to meet the needs and expectations of their local residents.

Question 4A

4A) Do you support the proposals to allow changes to yellow line restrictions to be made without an associated Traffic Order (TO) process?

Yes No

Table 4.1 All responses

Yes	No
61%	39%

Table 4.2 Local Authority responses

Yes	No
72%	28%

- 4.5 61% of all respondents supported the proposal to allow yellow line restrictions to be made without an associated Traffic Order. 72% of local authority respondents supported this.
- 4.6 A number commented that the proposal would be very beneficial to local authorities and would allow them to respond to traffic management issues more quickly, and that there would be a significant cost saving from such a provision.
- 4.7 There was some concern that by removing the Traffic Order requirement, members of the public would have less input to the creation or removal of restrictions. There were also concerns that local authorities may simply put down yellow lines and enforce them with no real justification for their presence, and that there would be inconsistency across local authorities in implementing this approach.

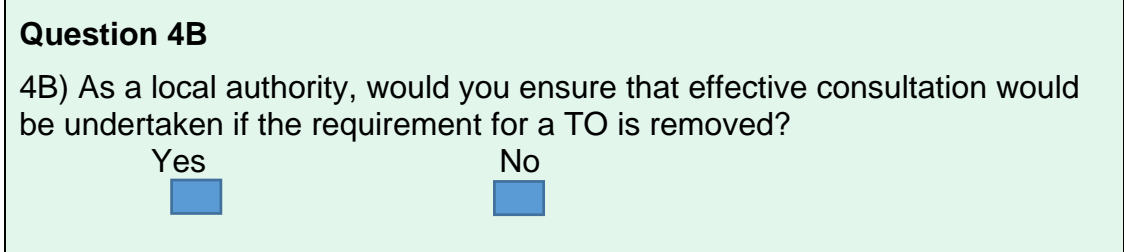


Table 4.3 Local authority responses	
Yes	No
95%	5%

- 4.8 There was a strong indication that local authorities would continue to conduct effective communication if the traffic order requirement was removed, with 95% telling us that they would.
- 4.9 Most of the respondents told us that they would consult as a matter of course on any changes to the public highway, and that they want to provide people with the opportunity with the chance to respond as part of local democracy.
- 4.10 There was, however, concern that when there is local pressure for something to be brought in quickly, the consultation process would be dropped or be minimal. Ministers are giving further consideration to this

Government Response

- 4.11 The consultation raised a number of significant issues on this matter. Ministers are giving further consideration to these responses to ensure that their decision is both informed and appropriate.

Question 5A

Question 5A

To inform our final Impact Assessment please can you provide us with estimates within your local authority on the number of cycle schemes you have introduced over the last 10 years using the following signs?

5A) 'Except cycles' plate when it is placed directly beneath the following signs that already have an associated Traffic Order:

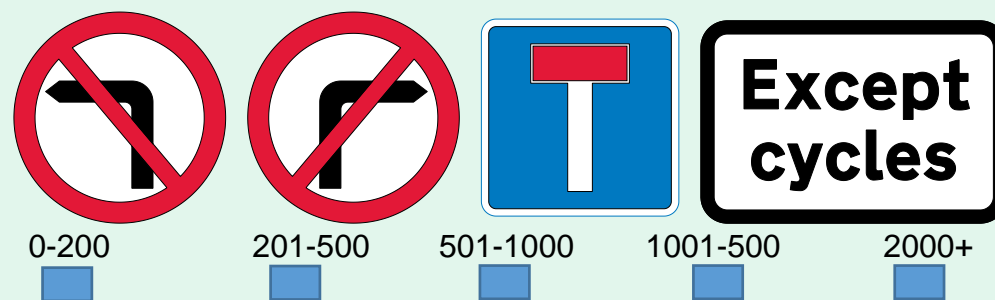


Table 5.1 Local Authority responses


0-200	201-500	501-1000	1001-2000	2000+
88	3	0	0	0
97%	3%	0%	0%	0%

5.1 It is clear from the responses to this question that local authorities have fewer 'except cycles' restrictions than was initially estimated, with 97% having 0-200 and 3% having 201-500.

Question 5B

Question 5B

5B) With-flow cycle lane and one way traffic with contra-flow cycle lane sign, along with the white lane marking:



0-200 201-500 501-1000 1001-500 2000+

Table 5.2 Local Authority responses

0-200	201-500	501-1000	1001-2000	2000+
86	4	0	0	0
96%	4%	0%	0%	0%

5.2 Similarly, 96% of local authority respondents indicated they had 0-200 with-flow and contra-flow cycle lane signing and marking, with 4% having 201-500.

Question 5C

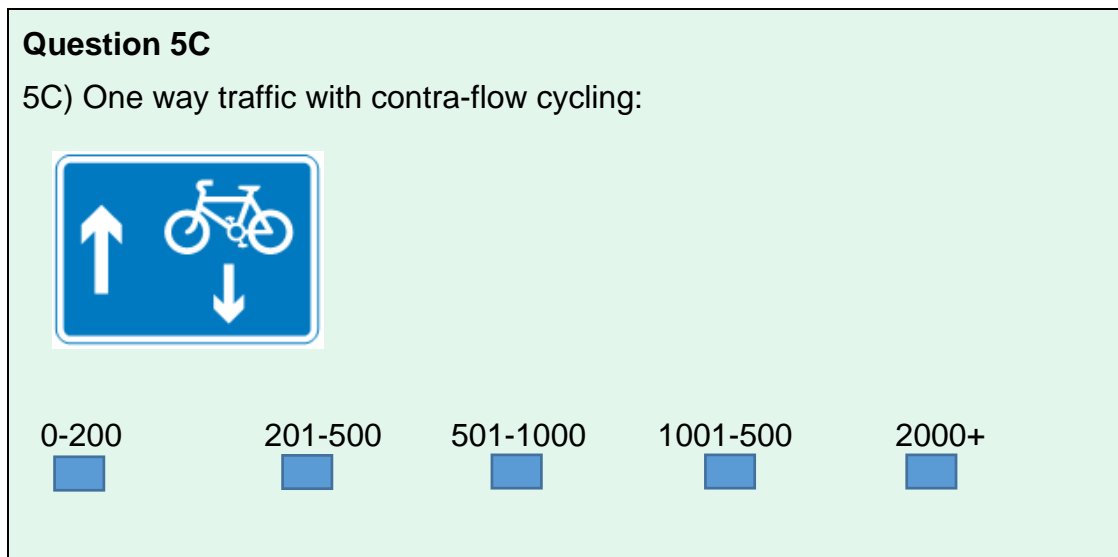


Table 5.3 Local Authority responses

0-200	201-500	501-1000	1001-2000	2000+
85	0	0	0	0
100%	0%	0%	0%	0%

5.3 As can be seen, no local authority respondents had more than 200 one way traffic with contra-flow cycling schemes.

Government Response

5.4 The consultation included the proposal to remove the need for a supporting Traffic Order (TO) when placing a new 'except cycles' plate with an existing sign showing a banned movement and for contra-flow cycling. It has come to light during the consultation that there are some technical difficulties in removing the TOs for these regulatory signs. We are working within the tight programme to deliver the revised TSRGD to resolve these issues.

Question 6

- 6.1** This revision also provided an opportunity to look at the various crossing types and see if changes needed to be made. Pelican crossings have been in use since the 1970s and while still useful, cannot provide the benefits available with more modern crossings such as puffins. Many authorities are now choosing to install puffin crossings as their default crossing type.
- 6.2** Puffin crossings give more benefits to pedestrians than pelicans by using detectors to monitor the crossing and give people extra time to cross if needed. This is especially useful to more vulnerable pedestrians, such as older people, and people with mobility issues. Research has shown that these crossings are considerably safer than pelican crossings.
- 6.3** Authorities that want to retain the farside signals but provide the benefits of puffin crossings can also use what is known in London as a 'pedex' crossing. These crossings use the familiar farside signals of a pelican, but do not have the flashing green man or flashing amber. They can be used with similar detectors to puffins, and the new countdown signals (included in the new TSRGD) developed to show how much time is left to cross the road during the blackout period.
- 6.4** The number of pelican crossings has been declining steadily as puffin crossings increase in numbers. With this, and the development of countdown and pedex crossings, we are proposing that pelican crossings are no longer prescribed.
- 6.5** This will not mean that pelican crossings will need to be removed from roads. Local authorities will not be required to remove or replace any crossing and existing pelican crossings can stay in place until the equipment naturally reaches the end of its life. In most cases, this is about 15-20 years.

Question 6A

6A) Do you agree that pelican crossings should not be included in TSRGD?

Yes



No



Table 6.1 All responses

Yes	No
64%	36%

Table 6.2 Local Authority responses

Yes	No
74%	26%

Question 6B (i)

6B (i) If No, should they be allowed for:

i) Multi-lane approaches?

Yes



No



Table 6.3 All responses

Yes	No
57%	43%

Table 6.4 Local Authority responses

Yes	No
64%	36%

Question 6B (ii)

6B (ii) for any site?

Yes



No



Table 6.5 All responses

Yes	No
68%	32%

Table 6.6 Local Authority responses

Yes	No
65%	35%

- 6.6** The majority of responses were positive, with many local authorities indicating that they have already adopted a policy to no longer install pelican crossing. 64% of all respondents and 74% of local authority respondents told us that they were happy for pelican crossings to be removed. Groups representing road users including Sustrans, Guide Dogs and Living Streets were in favour on safety grounds.
- 6.7** Some respondents indicated that they felt not including pelican crossings would be inconsistent as they are still present on-street. However, the saving in TSRGD would mean any existing pelican crossing installed under the Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997 would be lawful.
- 6.8** Some respondents were concerned that removal of pelican crossings would mean only puffin-style nearside crossings could be used. However, the proposal to retain in TSRGD an alternative to pelican crossings that uses far-sided signals should address these concerns.

Government response

- 6.9** The revised TSRGD will not prescribe pelican pedestrian crossings.
- 6.10** The majority of responses were in favour of no longer prescribing pelican crossings, with many local traffic authorities indicating that they are already placing other crossing types which they consider to be safer and give more benefits to pedestrians. Given the majority positive response, we will no longer prescribe pelican crossings but we will protect existing crossings by providing a lifetime saving.

Question 7

- 7.1 We are introducing greater flexibility to the design of boundary signs, to enable authorities to foster a better sense of place, and the historic and geographic qualities often associated with particular areas.
- 7.2 To enable this, the new TSRGD includes the ability to sign historic county boundaries. Authorities will also be able to put up boundary signs for designated geographical areas such as National Parks and Areas of Outstanding Natural Beauty.
- 7.3 In conjunction with the Department for Culture, Media and Sport and signing manufacturers, we developed new designs of boundary signs aimed at promoting a greater sense of local identity. These signs incorporate photographic images and are a new and radical change to the traditional sign design process. Following a successful pilot in Plymouth, these signs have attracted a considerable amount of interest from other local authorities and are included in the new TSRGD.

Question 7

If you are responding on behalf of a local authority, are you likely to make use of the flexibility within the new TSRGD to put up:

7A) Signs indicating the present county boundaries?

Yes

No

Table 7.1 Local Authority responses

Yes	No
62%	38%

- 7.4 Most local authority respondents welcomed the opportunity to put up signs indicating present county boundaries, with 62% supporting the flexibility to do so.
- 7.5 In the comments many indicated that they already display present county boundary signs and agreed that they would be useful.
- 7.6 Some had concerns however that cuts in funding provision for highway spending would prevent them from doing so and others felt that it would encourage sign clutter.

Question 7B

7B) Signs indicating historic county boundaries?

Yes



No



Table 7.2 Local Authority responses

Yes	No
26%	74%

- 7.7** There was limited support in the consultation responses for the use of historic boundary signs with 26% of respondents saying that they would use them.
- 7.8** Some felt that it was possible that there may be requests from various Town or Parish Councils to highlight their historic significance, which they felt may be hard to justify. Others however did not see indicating historic boundaries as a significant issue and were concerned that this proposal would contribute to unnecessary sign clutter.

Question 7C

7C) Signs indicating designated geographical areas?

Yes



No



Table 7.3 Local Authority responses

Yes	No
58%	42%

- 7.9** There was a mixed response to this question with a fairly even split. 58% of local authority respondents would welcome the opportunity to display signs indicating designated geographical areas without the need for authorisation.
- 7.10** Some felt that it would enable greater flexibility with regards to requests received from elected members, parish council and residents.
- 7.11** Others wanted clarity on the definition of "designated", and robust explanation before it is introduced, to ensure that use would be limited to suitable sites.

Question 7D

7D) Photographic boundary signs?

Yes



No



Table 7.4 Local Authority responses

Yes	No	Don't know
60%	39%	1%

- 7.12** There was clear support in the consultation responses to this question with 60% showing interest in using photographic boundary signs.
- 7.13** Some local authority respondents expressed their support on the basis that it will encourage more people to visit the area and will promote tourism to help the local economy.
- 7.14** Others cited funding, maintenance and sign clutter as their main concerns.

Government response

- 7.15** The revised TSRGD will prescribe new boundary signs for historic counties and designated geographical areas, and will permit the use of photographic images.
- 7.16** The majority of respondents were in favour of the opportunity to place boundary signs that can give a better sense of place and differentiate the characteristics of local areas. Our guidance will emphasise that these signs should be placed carefully so as not to add to traffic sign clutter and will promote design rules that help ensure photographic images add value.


Question 8

- 8.1 Brown signs for tourist destinations are prescribed in TSRGD, but the definition of what constitutes a 'tourist destination' is not clear.
- 8.2 In Scotland and Wales, Visit Scotland and the Wales Tourist Board must recognise individual tourist attractions and facilities as qualifying for a brown sign under TSRGD. However, Visit England does not carry out a similar function for tourist attractions in England. This has brought pressure from private enterprises, such as retail parks, on traffic authorities in England to represent their business as tourist destinations on traffic signs. This can lead to unnecessary sign clutter.
- 8.3 To help with this, we propose to include a new definition of a 'tourist destination' in TSRGD, to separate those genuine tourist destinations – i.e. those whose primary function is other than retail - from businesses with a purely commercial interest.
- 8.4 This will need the help of Visit England in agreeing to recognise genuine tourist functions in this way. We have been in discussion with them, and they have agreed to consult with the tourist industry in parallel to this consultation.

Question 8

8) Do you support the proposal to include new definition of tourist destination for England within TSRGD?

Yes



No




Table 8.1 All responses	
Yes	No
89%	11%

Table 8.2 Local Authority responses	
Yes	No
94%	6%

- 8.5** There was strong support for a new definition of tourist destination within the new TSRGD. 89% of all respondents and 94% of local authority respondents welcomed this change.
- 8.6** A number of respondents felt that the proposal will enable authorities to continue to sign genuine tourist destinations whilst eliminating more commercial establishments.
- 8.7** Of those who were against the proposal, some felt that the flexibility should remain to allow directions to commercial areas and estates.

Government response

- 8.8** The revised TSRGD will provide new powers to manage tourism signing.
- 8.9** There was overwhelming support for the proposal to tighten definitions for tourism signing. The revised TSRGD will only permit brown signs for those attractions that are presently prescribed or are recognised by VisitEngland (TSRGD already gives similar powers to VisitScotland and the Wales Tourist Board).

Question 9

- 9.1** Direction signs are covered by complex design rules. We are proposing to simplify this by removing what are known as 'the Guildford Rules'. These were introduced into TSRGD in 1994, and use colour coded 'panels' to show the route hierarchy on advanced direction signs.
- 9.2** The proposal is to revert to colour coding only the route number for higher status routes, and not the destination. An example of signs designed with and without the Guildford Rules is shown below.

Example of direction signs designed with (l) and without (r) the Guildford Rules



- 9.3** We are also standardising the width of route arms on map-type signs to 5 stroke widths. These currently vary in accordance with the route status. Removing this requirement will simplify sign design considerably.
- 9.4** By making these changes, direction signs will be less cluttered, as well as smaller and cheaper in many cases. This will also help reduce visually intrusive sign clutter.

Question 9

Do you support the proposal to remove the Guildford rules from sign design?

Yes

No

Table 9.1 All responses

Yes	No
54%	46%

Table 9.2 Local Authority responses

Yes	No
70%	30%

- 9.5** The support for the removal of the Guildford rules was slightly more prevalent amongst local authority respondents than from all respondents with 70% support from local authority respondents and 54% support from all respondents
- 9.6** Many who supported the removal expressed the opinion that the distinction of road hierarchy is of little interest to the majority of road users who only wish to know which direction their chosen destination is, and that many drivers are not even aware of this distinction.
- 9.7** However those who were against their removal stated that the 'Guildford Rules' provide benefits to road users by clearly denoting the standard and type of routes available, for example, on direction signs in advance of complex junctions. This is beneficial in terms of the strategic primary network, as motorists can ignore the white patches and concentrate on the information provided on the green background.

Government response

- 9.8** We have decided to retain the 'Guildford Rules', although many of the wider industry and professional bodies supported their removal. We were concerned that the removal would lead to a patchwork approach on the road network where some destination signs followed the Rules and others did not. This could lead to road user confusion and loss of continuity of direction signing.
- 9.9** The consultation draft also included proposals to simplify sign design by standardising the route arm thickness for direction signs. We have decided to retain differential arm widths for major and minor routes following comments from several key stakeholders who were concerned about possible road safety implications.

Question 10

- 10.1** The current TSRGD prescribes blue positive signing for bus gates and bus only streets which cycles and taxis may also enter, as shown below.



- 10.2** However, we have authorised a range of exceptions to the 'no entry' prohibition signs in a limited number of situations and are considering prescribing these extra exceptions in TSRGD.
- 10.3** This would mean it may be necessary to remove the blue positive signing from TSRGD, to avoid having two different signing approaches for the same restriction. As well as incurring a cost to authorities, this approach may also 'water down' the safety-critical 'no entry' sign by allowing multiple exceptions. There may also be limits to the number of exempted vehicles that can be displayed on the combined traffic sign.

Question 10

Do you support the proposal to expand the use of exceptions to 'no entry' signs?

Yes

No

Table 10.1 All responses

Yes	No
56%	44%

Table 10.2 Local Authority responses

Yes	No
68%	32%

- 10.4** Among all respondents, 56% supported the use of further exceptions for no entry signs and 44% were against. The responses for local authorities show 68% in favour and 32% against.
- 10.5** Many of those in favour felt that the "No Entry" sign is widely understood and is a quick and simple method of providing information on access restrictions. Some felt that the 'no vehicle' and 'no motor vehicle' signs (TSRGD diagrams 617 and 619) remain poorly-understood by the public.
- 10.6** A number of those against the proposal felt that exception plates devalue one of the most well-understood and safety-critical signs within TSRGD. Any increase in the number of exceptions may encourage more drivers to contravene the restriction, either due to confusion or because they feel they may be able to get away with it.

Government response

- 10.7** The revised TSRGD will not further extend the use of exceptions to the "no entry" sign.
- 10.8** The Department has always held the view that the "no entry" sign is safety critical and any extension of its use would dilute its message. We have authorised a test case to see whether enforcement would be improved by the placing of combined "no entry" signs and plates displaying more exceptions. The results have not been conclusive. The Department's research into the public's understanding of traffic signs demonstrated that the 'no vehicles' and 'no motor vehicle' signs are in fact well understood.
- 10.9** We were also concerned that the removal of the blue "positive" signing for bus priority would lead to confusion for road users and create problems with enforcement.

Question 11

- 11.1** 'Signing the Way' recommended a requirement for traffic authorities to provide an accompanying plate for the pedestrian and cycling prohibition signs displaying the text 'No pedestrians' and 'No cyclists' respectively, to reinforce the message for these signs.
- 11.2** Research has shown these signs, as currently prescribed, are well understood. We would like your views as to whether the recommendation would be helpful, or would contribute to sign clutter

Question 11

Explanatory plates for pedestrian and cyclist prohibitions

In your view, would a sub-plate on these signs be helpful in understanding these prohibitions?

Yes
No

Table 11.1 All responses

Yes	No
55%	45%

Table 11.2 Local Authority responses

Yes	No
62%	38%

- 11.3** The majority of all respondents felt that a sub-plate would be helpful in understanding these prohibitions. 55% of all respondents and 62% of local authority respondents supported this.
- 11.4** Many in support felt that the option to provide sub-plates would help ensure compliance, particularly in town centre and pedestrianised areas. Some were insistent that explanatory sub plates are necessary for road users to understand what is and is not prohibited.
- 11.5** Others indicated that these signs are already recognisable and there is no need for additional wording. There was some concern that this would set a

precedent for all signs to have both symbols and text, leading to an unnecessary increase in signing.

Government response

- 11.6** The revised TSRGD will not prescribe "no cyclists" and "no pedestrians" plates.
- 11.7** We understand that these prohibitory signs can be safety critical but we consider that these plates would be unnecessary, contribute to sign clutter, and impose a financial burden on local traffic authorities.

Question 12

- 12.1 Where authorities make use of camera enforcement, we are seeking views on a revised sign to inform drivers that cameras are in use and who is operating them, to better accord with data protection requirements.
- 12.2 We have discussed with the ICO the use of the existing planning regime that already enables traffic authorities to place notices containing the required information. This would enable them to meet the data protection requirements without the need for further traffic signs.
- 12.3 However, as an alternative, we are considering prescribing new versions of existing traffic signs, although this would increase their size which could lead to an increase in sign clutter. A suggested design for the sign is shown below.



Question 12

In your view, are revised signs indicating the operator of enforcement cameras necessary.

Yes



No



Table 12.1 All responses

Yes	No
17%	83%

Table 12.2 Local Authority responses

Yes	No
14%	86%

- 12.4** The majority of respondents opposed the proposal to revise these signs to include the name of the relevant operator of enforcement cameras (usually the traffic authority), with 83% of all respondents and 86% of local authority respondents feeling that it was unnecessary.
- 12.5** Some of those in favour felt that the current signs are inconsistent and ambiguous, that they do not comply with data protection legislation and that information on operators of camera enforcement is essential information that citizens should be provided with as a matter of course.
- 12.6** Some of those against the proposal indicated that motorists already understand existing camera enforcement signs and that additional wording would be confusing. It would detract from the purpose of the sign, which is to inform motorists of the presence of enforcement cameras only.

Government response

- 12.7** The revised TSRGD will permit the name and crest of the local traffic authority to be included on camera enforcement traffic signs. Whether or not to do so will be a decision for the authority, and it will remain the case that placing camera enforcement signs will not be mandatory.
- 12.8** We understand that this proposal is unpopular and will create larger signs. However, we believe it will provide local authorities with one way to inform road users of the purpose and operator of enforcement camera systems, as required under the Data Protection Act 1998.
- 12.9** This provides an additional option to the advice in the Information Commissioner's Office Code of Practice on Surveillance. This has recently been updated, and now requires that where "signs under road traffic sign regulations are used and these don't explain which organisation is operating the cameras then supplementary signs should be used such as those permitted by Town and Country Planning (control of advertisements) Regulations 2007". This means that authorities may be required to use posters installed under the planning regime to fulfil their duties under data protection legislation, if there are no appropriate traffic signs.

Question 13

Question 13

Do you have any other comments on the draft Schedules?

Yes

No

- 13.1** We received a large number of helpful comments on the draft TSRGD schedules which have greatly assisted us with preparing the final version. We would like thank everyone who took the time to check the document and provide their thoughts.

Other issues

- 14.1** In order to improve road safety and compliance, Ministers have decided that the revised TSRGD will no longer prescribe imperial-only height and width limit signs. Imperial only signs can remain in place only until such time that they become life-expired, or replaced during routine maintenance, at which time the dual-unit equivalent must be used.