

DEPARTMENT FOR TRANSPORT

DfT Circular 02/2003

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31 January 2003

THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS (TSRGD) 2002

1. The Secretary of State has laid before Parliament the Traffic Signs Regulations and General Directions 2002. SI 2002 No 3113 revokes the Traffic Signs Regulations and General Directions 1994 and subsequent amendments and replaces them with updated, revised and consolidated TSRGD, which come into force on 31 January 2003. Copies of the new SI are available from TSO price £40.00 each.
2. The TSRGD 2002 prescribe the designs and conditions of use for traffic signs to be lawfully placed on or near roads in England, Scotland and Wales. Traffic signs are essential for the implementation of traffic management schemes and for the enforcement of road traffic law. This Circular needs to be read in conjunction with a copy of SI 2002 No 3113 by all those involved in designing and implementing traffic management schemes and in road traffic regulation generally.
3. The TSRGD 2002 include many new signs and additional variants that have previously required special authorisation from the Secretary of State (or Scottish Ministers or the National Assembly for Wales). Part I comprises the Traffic Signs Regulations 2002 and consists of 58 regulations and 19 Schedules, which specify the indications given by prescribed traffic signs and their size, colour and type. Part II comprises the Traffic Signs General Directions 2002 and consists of 59 general directions and one Schedule, which lay down the circumstances in which, and the conditions under which, certain traffic signs may be placed on or near roads.

SCHOOL CROSSING PATROLS

4. Signs for school crossing patrols and their significance have been prescribed in separate regulations, (SI 2002 No 3020 in respect of England and Wales, SSI 2002 No 549 in respect of Scotland) to take account of the devolution of the relevant powers in respect of Scotland to Scottish Ministers in 1999. There is no equivalent of regulation 39(1) from TSRGD 1994 in the TSRGD 2002, and the school crossing patrol sign, diagram 605.2, has been omitted from Schedule 2.

THE TSRGD 2002 INCLUDE:-

5. Items which were not included in the TSRGD 1994:~

- Clarification of the requirements indicated by mini-roundabout signs and “Give way” markings, and advanced stop lines for pedal cycles.
- Clarification of the requirements for placing stop signs and “Give way” signs and markings.
- The addition to regulation 10(1) (signs to which section 36 of the Road Traffic Act 1988 applies and which can therefore be enforced without an order) of the signs to diagrams 615 (traffic must give way to oncoming vehicles) and 609 (traffic must turn in a particular direction ahead) and the markings in diagrams 1025.1, 1025.3 and 1025.4 (bus stop clearways).
- Changes to signals, including the introduction of light signals, both near side and far side, for Toucan and equestrian crossings, and zig-zag markings for standalone crossings (which can now be enforced).
- Provision to exempt vehicles used by the National Blood Service from the need to stop at red traffic light signals (comparable with the exemption for fire, police and ambulance service vehicles – but not extending to speed limits). This is also now extended to vehicles used by bomb disposal teams.
- Removal of the requirement for “At any time” plates to be used with double yellow lines.
- New signs for parking places, including shared use bays for permit holders and pay and display, and more flexibility (through amendments to Schedule 16) in the information that can be included on parking and other regulatory signs.
- Replacement of the orange badge symbol by the new blue badge symbol and provision (diagram 1028.3) to reintroduce narrow (1.8m) parking bays for the disabled, for use on roads where wider bays cannot be accommodated without obstructing the passage of through traffic.
- Standardisation of the significance of bus stop clearway markings (diagrams 1025.1, 1025.3 and new diagram 1025.4), apart from times of operation. The signs and markings can now be installed without a Traffic Regulation Order, and the markings are prescribed in regulation 10(1) as signs to which section 36 of the Road Traffic Act 1988 applies.
- Yellow box markings (diagrams 1043, 1044) at traffic-signalled roundabouts (as specified in Regulation 29 and Schedule 19).
- Even more flexibility (in Schedule 16) in the permitted variants for existing directional signs, as well as extending the purposes for which temporary signs may be used under regulation 53 (replacing regulation 41 of the TSRGD 1994).
- Provision for the legend and background on pedestrian fingerpost signs to diagram 2607 to be any contrasting colours, so that they can be co-ordinated with other street furniture.
- A number of new directional signs, including an advance direction sign for new housing developments (diagram 2701.1), recycling centre signs (diagrams 2139, 2140), a new slip road sign for motorway to motorway junctions (diagram 2913.1) and a new slip road sign for use where a motorway slip road ends at a grade-separated junction with another motorway (diagram 2914.1).

- A range of additional white on brown tourist attraction symbols and signs (Schedules 7 and 14).
- Changes to services signs, for all classes of road (Schedule 7 parts IV and X) – green background signs are no longer prescribed.
- More flexibility in the design of boundary signs (diagrams 2401, 2402.1, 2403.1 and 2928).
- A number of informatory signs, including signs indicating a reduction in the number of lanes on a dual carriageway or a one-way street (diagram 872.1), Home Zone signs (diagrams 881, 882), a temporary sign indicating a new extension of a 30mph limit on a road with street lighting (diagram 7032), a traffic calmed area sign (diagram 883), police speed check area sign (diagram 829.5), and speed/red light camera signs (diagrams 878 - to which have been added bus lane cameras and police and traffic enforcement cameras – 879, 880).
- A number of new warning and regulatory signs, including “Queues likely” (diagrams 584 and 584.1), priority merge signs (diagrams 508.1 and 509.1), 18 tonne and 26 tonne weight limit signs (diagrams 622.1A, 626.2A) and dual imperial–metric width restriction signs (diagram 629A).
- Additional plates for hazard warning signs, including “Pedestrians crossing” as a variant of diagram 563 for informal crossing points. Arrows and distances (to the nearest mile, quarter mile or 10 yards) can now be included on plates with many warning signs to avoid the need for an additional plate.
- Replacement of the “Humped Zebra Crossing” and “Humped Pelican Crossing” plates by a new “Humped crossing” plate (diagram 547.8) that can also be used at humped Toucan crossings.
- Provision to allow the use of the “Frail elderly or disabled pedestrians likely to cross the road ahead” sign to diagram 544.2 without a supplementary plate (the “Elderly people” supplementary plate is no longer prescribed).
- A number of new road markings, including a new marking for traffic turning at a junction (diagram 1038.1), additional markings for bus lanes, bus routes and trams (diagrams 1048.2, 1048.3, 1048.4), a “SLOW” marking for pedal cyclists (diagram 1058.1), more flexibility in road hump markings (diagram 1062), “keep your distance” chevrons on motorways (diagram 1064 – to be used with upright signs to diagram 2933) and elongated speed limit roundels (diagram 1065). The chevron marking to diagram 1042 can now be used on all-purpose dual carriageways as well as on motorways.
- A direction (57) calling up appropriate performance requirements for road studs from the European Standard EN 1463, replacing the former national type approval system.
- A number of additional messages for use on variable message signs and provision in Schedule 15 to increase the range of permissible combinations of messages.
- A number of vehicle-activated signs, which can be used with a “SLOW DOWN” message (regulation 58).

- A number of additional road works signs in Schedule 12, including convoy working (diagrams 7025, 7026, 7027, 7028, 7029, 7030), and free recovery (diagram 7291), a double-sided stop /stop sign (diagram 7031) for works of short duration, and provision in regulation 56 to allow the bases of traffic cones to be any single colour.
 - A relaxation of illumination requirements in Schedule 17 for some (verge-mounted) blue background motorway signs, and for some warning and informatory signs on single carriageway non-principal roads with low speed limits.
 - Provision in direction 41 for the posts for traffic signs to be any single colour, rather than restricted to black or grey. (This direction applies only to posts that are provided specifically for the purpose of mounting traffic signs, and means that these can now be co-ordinated with other street furniture). Direction 46 allows posts provided for signals to be grey, black, brown, dark blue or dark green.
6. Some signs have been superseded or discontinued. Regulation 3 allows certain signs and markings to be retained until they would have needed replacing anyway because of wear and tear. Such signs must in any event be removed by a specified date. Examples are 1 January 2005 for the sign to diagram 784 used to instruct drivers of large or slow vehicles to phone at automatic level crossings, 1 January 2007 for 17 and 25 tonne weight limit signs, and bus stop bays that are not clearways. Regulation 3 also provides that certain signs complying with the TSRGD 1994 may continue to be placed for a period of 12 weeks from the date of coming into force of the TSRGD 2002.
 7. Some signs have been re-numbered because they have been moved to a different Schedule or part of a Schedule.
 8. A guide to the main changes in the new TSRGD by subject area is contained in Annex A to this Circular. Annex B covers changes to waiting restriction signs and markings. A more detailed comparison of how the Traffic Signs Regulations and General Directions 2002 differ from TSRGD 1994, and a full list of changes to the diagrams in the Schedules is available on the DfT traffic signs website or can be obtained by e-mailing or writing to the Traffic Signs Branch, Department for Transport, Zone 3/21, Great Minster House, 76 Marsham Street, London SW1P 4DR, telephone 020 7944 2974 e-mail traffic.signs@dft.gsi.gov.uk.
 9. Working drawings for new sign diagrams will also be made available on the Department's website.
 10. It is intended that the TSRGD 2002 should be amended regularly to keep them up to date. Further revisions are likely to be made when the results of current research, particularly on pavement parking and zonal signing of waiting restrictions, are available.
 11. This Circular should be brought to the attention of local authorities' Chief Legal Officers as well as the Road Safety, Traffic Management and Traffic Signs sections, and others involved in implementing highway and traffic schemes or road works.

CONTENTS

Mini-roundabouts	6
Give way markings	6
Stop signs	6
Traffic signals	6
Toucan and equestrian crossings	6
Advanced stop lines (ASL)	7
Emergency vehicles	8
Parking and waiting restrictions	8
Bus stop clearways	9
Yellow box markings at signalled roundabouts	10
Directional signs	11
Tourist signs	11
Boundary signs	11
Services signs	12
Directional signs to car parks	13
Signs for cycle facilities	13
Finger post signs	13
Motor cycles	13
Signs to indicate the start of a restriction, requirement or prohibition	14
20mph zones	14
Carriageway speed limit roundel markings	14
Speed limits at road works	14
Speed checks and camera enforcement signs	15
Speed limit informatory signs	15
Variable signs	16
Temporary signs	16
Home Zones	17
Weight limits	17
Sign illumination	17
Backing boards	18

MINI-ROUNDAABOUTS

1. The significance of the signs and markings used at mini-roundabouts is now specified in item 5 of the table in regulation 16 rather than in the caption beneath diagram 611.1 in Schedule 2. Because the previous requirement couldn't be met by large vehicles, the wording of the requirement has also been modified to make it clear that a vehicle must go around the centre of a mini-roundabout unless its size, or the layout of the junction makes it impracticable to do so. The revised requirement now corresponds more closely with rule 164 in the current Highway Code.

GIVE WAY MARKINGS

2. Direction 34 is a new direction clarifying that give way markings to diagram 1003, which are intended to give a clear indication of priority, may not be used on both roads at a junction or in both directions at a pinch point, and may not be used without the sign to diagram 602 at a roundabout. It may only be used at a level crossing in the circumstances specified in regulation 25(3). The marking to diagram 1023 may now be used with one to diagram 1003.3 at a mini-roundabout.
3. Regulation 25(6) covers the use of the marking to diagram 1003 at cycle crossings, where motor vehicles can now be required to give way to cycles - but direction 34(2) limits this to cycle tracks crossing on humps constructed in accordance with the relevant Road Humps Regulations for England and Wales or Scotland.

STOP SIGNS

4. Direction 30 clarifies that stop signs to diagram 601.1 may not be used on both roads at a junction. The effect of this in addition to direction 34 is that 4-way stops or give ways - or combinations of the two - are prohibited.

TRAFFIC SIGNALS

5. Section 5 of the Traffic Signs Regulations (Light signals and warning lights) and Schedule 8 (Light signals for the control of vehicular traffic) have been modified to take account of the introduction of European Standard EN12368:2000. The regulations in Section 5 have also been re-ordered and re-numbered. The green arrow signal (now diagrams 3001.2 and 3001.3) has been re-designed with a diameter of 200mm. The 300mm diameter version is no longer prescribed (although existing 300mm signals are saved indefinitely). Signals for trams (diagrams 3013 – 3013.5) remain unchanged. New diagrams 954.5, 954.6, 954.7 can now be used in signal aspects to indicate exemptions from banned turns for buses etc. Diagram 4002.1 (200mm diameter signals for pedestrians) replaces diagram 4002, and diagram 4003.1 prescribes near side signals for pedestrians.

TOUCAN AND EQUESTRIAN CROSSINGS

6. Provisions dealing with signals and markings for signal-controlled crossings for pedestrians, horse riders and pedal cyclists, have been added to the Traffic Signs Regulations (see regulations 27, 28 and 47-49 and Schedules 6 and 9, and to the General Directions (see directions 49 and 54 and the Schedule).

7. Diagrams 4003.2, 4003.3, 4003.4, 4003.5, 4003.6 and 4003.7 in Schedule 9 prescribe the sizes, colours and types of near side and far side signals for pedestrians, horse riders (equestrians) and pedal cyclists at signal-controlled crossing facilities not covered by the Zebra, Pelican and Puffin Pedestrian Crossings Regulations 1997. These no longer require special authorisation. The requirements for and significance of the signals are prescribed in regulations 47, 48 and 49.
8. The zig-zag road markings, indicating the extent of the controlled area for different types of standalone signal-controlled crossings, are prescribed in diagram 1001.3 in Schedule 6. Item 4 in the table below the diagram allows them to be varied in the same manner as markings placed under the Zebra, Pelican and Puffin Pedestrian Crossings Regulations 1997. Regulation 10(1) makes it an offence under s36 of the Road Traffic Act 1988 to fail to comply with the requirements indicated by the marking to diagram 1001.3. Regulation 10(2) makes it an offence which attracts the penalty specified in column 5 of the entry in Schedule 2 to the Road Traffic Offenders Act 1988 (endorsement and discretionary disqualification).
9. Direction 49 requires the placing of zig-zag markings at standalone signal-controlled crossings for pedestrians, cyclists and equestrians, while specifying that they are not to be used at a junction at which the priority for motor vehicles is regulated by traffic light signals. If the layout of a particular crossing near a junction makes it difficult to establish whether it is a crossing at a junction or a standalone crossing, DfT's Traffic Management and Traffic Control branch should be consulted. Where standalone crossings have been installed before 1 April 2003 without zig-zag markings, authorities have been given until 1 January 2007 to add the markings.
10. Direction 54 and a new Schedule to the General Directions specify conditions for the placing of signals at standalone signal-controlled crossings that are similar to those applying to crossings provided under the Zebra, Pelican and Puffin Pedestrian Crossings Regulations 1997.
11. Section 23 of the Road Traffic Regulation Act 1984 requires consultation with the police and giving public notice if existing pedestrian crossings are to be altered, but this requirement does not apply to the provision of new Toucan or equestrian crossings at locations where no crossing previously existed. However, since the establishment of such crossings will affect local residents, and enforcement of such crossings will be the responsibility of the police, it is recommended that Councils should follow similar procedures as when installing new Zebra, Pelican or Puffin crossings. There is, however, no requirement to notify the Secretary of State (or Scottish Ministers or the National Assembly for Wales).

ADVANCED STOP LINES (ASL)

12. A new regulation 43 clarifies the meaning of "primary signal", "secondary signal" and "stop line" (previously given in the old regulation 33(6)) in relation to light signals, including those at junctions where there are two stop lines. Regulation 43(2) specifies and clarifies the significance of each of the stop lines shown in the advanced cycle stop line layout prescribed in diagram 1001.2 in Schedule 6 so that it is consistent with the advice given in rule 154 of the current Highway Code.
13. All vehicles are required to stop at any stop line when a red signal is showing, or, if they can safely stop, an amber one. If an ASL is provided, all vehicles must stop at the

second stop line if they have already passed the first when the signal changes to red. All ASL layouts are required to have an approach cycle lane, whether advisory or mandatory. If a red signal is showing, pedal cyclists may only enter the reservoir ahead of the first stop line via the cycle lane. They may not do so by crossing the stop line. Traffic authorities need to provide layouts that allow pedal cyclists to access the reservoir via the cycle lane without being obstructed by other vehicles. The cycle lane should be long enough for cyclists to bypass the queue of motor vehicles without weaving. An advisory approach lane can be indicated by use of the markings to diagrams 1057 and 1004 or 1004.1, without an upright sign to diagram 967.

14. Direction 18(2) specifies that the ASL marking to diagram 1001.2 may be placed only at a signalled junction - it may not be used at level crossings or standalone signal-controlled crossings (for pedestrians, cyclists or equestrians).

EMERGENCY VEHICLES

15. Regulations 15 and 36 now allow vehicles being used for bomb or explosive disposal or the national blood service to pass to the right of a keep left arrow or to pass a red signal, but not in a manner or at a time likely to endanger any person (or, in the case of a red signal, to cause the driver of another vehicle to change speed or course to avoid an accident). These exemptions are permitted only in circumstances where complying with the arrow or stopping at the signal would hinder the use of the vehicle for its purpose (on a similar basis to the exemptions in the Zebra, Pelican and Puffin Pedestrian Crossings Regulations 1997). It is intended that they should only be exercised when the vehicles are being used in accordance with the conditions under which the Road Vehicles Lighting Regulations 1989 permit the use of flashing blue lights.

PARKING AND WAITING RESTRICTIONS

16. "At any time" plates are no longer required with double yellow lines if the prohibition on waiting applies at any time throughout the year. Diagram 637 of TSRGD 1994 has been omitted from TSRGD 2002. No time limit has been set for the removal of existing signs – it is expected that traffic authorities will be able to programme this into normal maintenance within 4 years, (but a piecemeal approach could lead to confusion if some double yellow lines have time plates while others do not). Signs to diagram 638 are still required to indicate a prohibition on loading at any time – because the double kerb markings to diagram 1020.1 are less conspicuous than double yellow lines to diagram 1018.2, and because of the need for loading prohibitions to be clear to disabled badge holders.
17. New signs and road markings have been prescribed in Schedules 2 and 6 for part-time waiting restrictions, shared use permit and pay and display parking bays and footway parking. Diagram 639.1B replaces 639.1A for use where parking is prohibited at certain times but permitted under certain conditions at others. To reduce the environmental impact of signs indicating complex waiting restrictions, the minimum x-height for the legend on shared use and some other parking and loading signs (mainly those that comprise two or more panels) is now 15mm, although 20mm is still the minimum prescribed for simpler signs, to ensure that they are large enough for drivers to notice them.

18. The sign prohibiting stopping on school entrance markings – diagram 642.2 – has been replaced by diagram 642.2A, prohibiting stopping on entrance markings. This can now be used with the marking to diagram 1027.1 at other entrances besides schools, and will generally result in a smaller sign.
19. A blue badge symbol for disabled badge holders replaces the orange badge symbol, reflecting the change in design of the disabled persons' parking card. Signs including the orange badge symbol can remain in place until 31 December 2009. Bay markings for disabled badge holder parking spaces (diagram 1028.3) may be reduced to a width of 1800mm where, on account of the nature of the traffic using the road, the width of the carriageway is insufficient to accommodate a wider bay.
20. Parking bays for buses are now prescribed as a variant of diagram 1028.3 (white marking and legend) rather than diagram 1028.2.
21. A new variant of the bay marking to diagram 1028.4 allows bays to be marked “Permit holders only”, which may be helpful where adjoining sets of bays are reserved for different classes of user.
22. Signs to diagram 650.1 can now be used to indicate that stopping is prohibited at certain times in bays reserved for taxis, ambulances or police vehicles. In such cases, diagram 1028.2 in Schedule 6 now requires the addition of a wide yellow line (similar to that used at bus stop clearways) through the bay marking, along the edge of the carriageway. It is recommended that a yellow line 200mm or 300mm wide be added to existing bay markings when they are renewed. The sign to diagram 650.2 has similarly been extended to cover ambulances and police vehicles.
23. More detailed advice on use of the new signs for parking places and waiting restrictions is given in Annex B. The Department also intends to publish good practice guidance on signing of parking places and waiting restrictions when the results of research currently in hand (on zonal signing of waiting restrictions) are available. All signs and markings for waiting restrictions should be checked regularly to ensure that they are adequate to indicate the restrictions clearly.

BUS STOP CLEARWAYS

24. Preventing the obstruction of bus stops by parked cars is particularly important for enhancing the attractiveness of the bus as a means of transport in urban areas. It has become even more important with the provision of buses that are fully wheelchair accessible in accordance with the requirements of the Disability Discrimination Act 1995. The benefits of low-floor and “kneeling” buses are considerably reduced if the bus cannot get to the kerb.
25. In the light of the consultations held in 1999 and 2001 on proposals for simplifying the introduction and operation of bus stop clearways, diagrams 1025 and 1025.2 of the TSRGD 1994 have been omitted from the TSRGD 2002. A new marking, diagram 1025.4, has been included for use where a bus stop clearway occupies the whole of a layby.
26. Not all bus stops will have to be clearways if the bus stop flag sign is the only sign used (as may be appropriate on roads where buses can always pull up at the stop without

being obstructed by parked vehicles). But any bays marked out for bus stops or stands after the TSRGD 2002 have come into force will have to include the edge of carriageway clearway marking shown in diagrams 1025.1, 1025.3 or 1025.4, and be accompanied by an upright sign to diagram 974 or 975 indicating that stopping by vehicles other than buses (or local buses) is prohibited.

27. A saving has been included in regulation 3 for existing bays to diagrams 1025 and 1025.2 to be retained until 31 December 2006 – by which time the bays should either have been converted to clearways by the addition of a continuous yellow line along the edge of carriageway, or the bay marking should have been removed.
28. In the light of the responses to consultation, it is no longer proposed that all bus stop clearways should operate for 24 hours a day, 7 days a week. The times shown on the signs to diagrams 974 and 975 can be varied to indicate the times at which the prohibition on stopping applies, but must be omitted if the clearway restrictions apply at all times.
29. A new regulation 29(1) specifies and standardises the significance of bus stop clearway markings so that they can now be used to convey the prohibition specified in Part I of Schedule 19 without any requirement for a Traffic Regulation Order. Regulation 10(1) makes it an offence to fail to comply with the indication given by these markings. This also means that there is no specific requirement under the Road Traffic Regulation Act 1984 to consult those affected over proposals to install bus stop clearway signs and markings at particular locations, or to hold a public inquiry to consider any unresolved objections. The Department nevertheless recommends that those likely to be affected should be consulted over the location and times of operation of clearway restrictions, and that the hours of operation and enforcement should take account of the hours when buses are operating.
30. A separate Statutory Instrument will amend section 76 (and paragraph 2 of Schedule 3) of the Road Traffic Act 1991 to include stopping on a bus stop clearway among the decriminalised offences that local authorities can enforce without a Traffic Regulation Order if they are also operating decriminalised parking enforcement.
31. Where bus stop clearways have already been installed under Traffic Regulation Orders, the conditions of those orders continue to apply, unless Councils opt to revoke the orders and apply the standard national conditions set out in Part I of Schedule 19 of TSRGD 2002.
32. If authorities wish to prohibit waiting but permit loading outside the hours of bus operation, direction 24(2) allows the use of “no waiting” signs to diagram 639 in conjunction with the bus stop clearway signs and markings instead of a single yellow line to diagram 1017.

YELLOW BOX MARKINGS AT SIGNALLED ROUNDABOUTS

33. Regulation 29(2) and Part II of Schedule 19 modify the requirements relating to yellow box markings at junctions – specifically to cover signalled roundabouts, at which the use of yellow box markings has not previously been permitted. Yellow box markings are still not permitted on roundabouts without full-time signals, because this is likely to cause confusion about priorities when signals are not operating, and lead to

accidents. Also, free-flowing vehicles on the inside of the roundabout turning right would be obscured from the view of drivers entering the roundabout while the traffic in the outside lane was stationary. The exemption to allow right turning vehicles to enter the box marking does not apply if the box marking is placed on a signalled roundabout.

DIRECTIONAL SIGNS

34. New directional signs and additional variants are prescribed in Schedule 7 and Schedule 16.

TOURIST SIGNS

35. The definition of “tourist attraction” in regulation 4 has been replaced by a definition of “tourist destination” embracing both tourist attractions and facilities. Signs for tourist attractions and information centres are prescribed in part III of Schedule 7 while signs for services and tourist facilities are prescribed in part IV.
36. The range of tourist symbols available in Schedule 14 has been increased and new signs and variants have been added to Schedule 7. Diagram 2215 can be used to indicate the symbols to be followed to reach several tourist attractions accessed from the same junction, but it is now clarified that the number of attractions shown must not exceed 5 - to prevent sign overload. For the same reason the number of symbols that can be shown on the bypassed community sign to diagram 2328 is limited to 4 unless part of the legend is omitted. Signs to diagrams 2217 and 2927.1 can be used (on all-purpose roads and motorways respectively) to indicate that a particular attraction can be reached by following signs to another destination.

BOUNDARY SIGNS

37. Signs to diagram 2401 can now be used on all-purpose roads to sign administrative area boundaries of county, district and London borough councils in England, county or county borough councils in Wales, and councils in Scotland, as well as the boundaries between England and Wales and England and Scotland. The overall number of words that can be used on the sign in addition to the place name is still limited to prevent sign overload, but has been increased from 4 to 8 and there is more flexibility over the content of the wording. The shape, font and layout of the sign may be varied provided the place name remains the most prominent feature. The colours of the background and legend may also be varied (except to red).
38. The town and village boundary signs to diagrams 2402 and 2403 have been replaced by 2402.1 and 2403.1. 2402.1 is intended for use in environmentally sensitive situations where it is desirable to minimise signing, and also for gateway treatments where the boundary sign is co-located with a terminal speed limit sign and it is important not to distract drivers' attention from the speed limit sign. There is no provision to vary the shape, colour or font of signs to diagram 2402.1. However, unlike other signs it may be mounted on a non-rectangular backing board (eg when co-located with a speed limit roundel – see direction 42(7)). A safety message of up to 5 words can be included, and a further 5 words indicating an item of local or geographical interest if the words “Welcome to” are omitted.

39. A sign to diagram 2403.1 can be varied to any shape, font and colour (except red) and can contain more information than a sign to diagram 2402.1, but direction 42(8) specifies that it should not be co-located on a backing board with any other sign. The inclusion of a sponsorship panel is not permitted on these or other traffic signs. It is recommended that boundary signs on roads where the speed limit is 50mph or higher should contain less information than is shown in diagram 2403.1. Limiting the amount of information will help to minimise the reading time and the risks associated with large signs and their mountings.
40. Boundary signs on motorways (diagram 2928) can be used to sign council boundaries in Scotland and Wales but are limited in England to the area of a county council. Signs to diagram 2928 can also be used to display the name of a river or inland waterway. They can be black legend on white (Transport Heavy alphabet) as an alternative to white on blue (Transport Medium). There is no provision to vary the shape.

SERVICES SIGNS

41. Motorway service area signs can now include an LPG (liquefied petroleum gas) symbol as shown in diagrams 2310.1 and 2919.1 (and a black on white version can be included on services signs on all-purpose roads). The double petrol pump symbol has been deleted and the petrol price, when shown, refers to unleaded petrol.
42. In diagrams 2919.1 and 2920.1 the list of permitted variants has been clarified to indicate that the operator's logo, as well as name, may be included on the header board - but the overall height of the header board is limited to not more than 3 times the height of the capital letter on the lower part of the sign.
43. Blue background signs with white legend (diagrams 2310.1, 2311.1 and 2312.1) are prescribed for use on all-purpose roads to direct traffic to off-line motorway service areas. Signs to diagram 2310.1 must include a geographical name as well as the word "services" (this is optional on signs to diagrams 2311.1 and 2312.1), but may not include the name of the operator nor the price of petrol. Item 35 of Schedule 16 lists the directional signs to which a blue panel with the legend "Services" (which can also include the geographical name of the services) may be added.
44. Black and white signs to diagrams 2313.1 and 2313.2 are prescribed for use on any all-purpose road to indicate any single-site services that are not MSAs, and can include a geographical name as well as the word "services". (Diagrams 2313.3, 2313.4, 2313.5 and 2313.6 indicate services that are not open for 24 hours, which are available for lorries only, or are not available for lorries.) Item 35 of Schedule 16 lists the directional signs to which a white panel with the legend "Services" may be added. ("Services" may be varied to a geographical name and "services".) A deadline of 1 January 2015 has been set for replacing existing green background signs on primary routes.
45. The blue and white local services signs prescribed in TSRGD 1994 have been replaced by black and white local facilities signs to diagrams 2308.1 and 2309.1), to indicate the availability of facilities at various premises during normal shop opening hours, and avoid possible confusion over the meaning of the expression "services".
46. Signs to diagrams 2330 and 2918.1 can be used (on all-purpose roads and motorways respectively) to indicate where no services are available on a motorway.

DIRECTIONAL SIGNS TO CAR PARKS

47. Additional flexibility in directing traffic to car parks has been provided by the addition of several variants to diagram 2505 in Schedule 7 Part VI, including, if appropriate and agreed with the operator, the information that a car park is “Secured” - ie has been approved as a secured car park by the police under the ACPO secured car park scheme. To assist local authorities in meeting their responsibilities under the Crime and Disorder Act 1998 new signs to diagrams 2511 and 2512 have also been included to direct traffic to secured car parks.
48. All car park directional signs, including flag signs, may now include variable panels to indicate whether the car park currently has spaces available (but not how many) or is full or closed. A new map-type sign (diagram 2513) has been added, and a new stack-type advance direction sign indicating parking places (diagram 2505.1).

SIGNS FOR CYCLE FACILITIES

49. There are a number of new directional signs for cyclists, reflecting the increasing number of routes. Diagram 2601.1 prescribes a directional sign for numbered national and regional routes and diagram 2602.1 prescribes signs indicating the direction and distance to destinations along the route. Diagram 2602.2 can be used by itself as a confirmatory sign, or in combination with a white arrow (diagram 2610.2) as a directional sign. Diagram 2602.3 is a route number plate for use with a cycle route sign to diagram 955, 956 or 957. The route number patches may be omitted when the signs indicate routes that are not part of a numbered national or regional route.
50. Diagram 2601.2 prescribes signs showing the route for cycles across the entry slip road at a junction ahead. No equivalent signs are prescribed for exit slips because the cyclist cannot see when it is safe to cross the exit slip (approaching vehicles may exit without signalling, and will probably be travelling at higher speeds than vehicles on entry slips).

FINGER POST SIGNS

51. Finger post signs were prescribed as diagram 2807 in TSRGD 1994, so that they could continue to be used and replaced on minor rural roads where traffic speeds are low or which are so lightly trafficked that it doesn't matter if the driver has to slow down or even stop the vehicle to read the sign. However, they are not appropriate for busier roads. The diagram has therefore been renumbered as 2141 in Part II of Schedule 7 which covers signs for use on non-primary routes. It is no longer limited to rural roads and can be used to direct traffic anywhere on a minor route to a destination reached along another minor route. (“Minor route” is defined in direction 13(4) as any road except one to which the Secretary of State (or the Scottish Ministers or the National Assembly for Wales) has assigned a number prefixed by the letter A, B or M). A straight ended version is now permitted as well as the pointed one.

MOTOR CYCLES

52. The caption to diagram 619.1 in Schedule 2 has been brought more closely into line with the meaning of the sign in the Vienna Convention (which prohibits motor vehicles other than two-wheeled motor cycles without sidecars). The caption to diagram 619.2 now indicates that solo motor cycles are prohibited and a solo motor cycle is defined in regulation 4 as a motor cycle without a sidecar and having two wheels.

53. Schedule 4 now includes a sign to diagram 804.4 to indicate a parking place for solo motor cycles. This sign can be used only in combination with the “P” sign to diagram 804, and at parking bays marked “SOLO MOTORCYCLES ONLY”, “SOLO M/CYCLES ONLY” or “SOLO M/CS ONLY” (permitted variants of diagram 1028.4). Use of the sign 804.4 in addition to the bay marking is discretionary. If there are restrictions on the use of the bay they should be indicated by an appropriate variant of the sign to diagram 661.1 or 639.1B in Schedule 2.

SIGNS TO INDICATE THE START OF A RESTRICTION, REQUIREMENT OR PROHIBITION

54. Direction 8(4) now permits the use of certain regulatory signs (other than speed limits) on one side of the road only at a junction if the carriageway (rather than the whole road) is less than 5 metres wide and the sign is so placed that its centre is within 2 metres of the edge of the carriageway. The signs to which this relaxation applies include “No entry signs” to diagram 616, and entry signs for controlled parking zones and pedestrian zones.
55. Diagrams 667 - 668.1 (signs for parking on the verge or footway) have been removed from the requirement for signs to be on both sides of the road, as exceptions from a general ban on footway parking frequently apply only on one side of the road.

20MPH ZONES

56. Direction 16 incorporates the 1999 amendment on placing of signs for a 20mph zone, but now specifies that there must be no point on any road to which the 20mph limit applies which is situated more than 50 metres (previously 100 metres) from a traffic calming feature. The intention was always that traffic calming features should be no more than 100 metres apart, but the wording of the 1999 amendment did not achieve this. The revised requirement applies only to 20mph zones implemented and signed after the TSRGD 2002 come into force; whether additional measures are needed in existing zones is a matter for local authorities to consider in the light of local circumstances.

CARRIAGEWAY SPEED LIMIT ROUND EL MARKINGS

57. Speed limit carriageway markings to diagram 1065 can be used in conjunction with upright speed limit signs to diagram 670 or the 20mph zone sign to diagram 674. Repeater signs to diagram 670 are required (by direction 11(2) and (4)) for a 30mph limit on unlit roads but 30mph repeaters (whether upright signs or carriageway markings) are prohibited (by direction 11(4)) on roads with a system of street lighting.

SPEED LIMITS AT ROAD WORKS

58. Direction 10(3) requires the placing of signs to diagram 670 or 671 at the end of road works (in addition to the “End of road works restrictions” signs to diagram 7006, or 7001 combined with an “End” plate to diagram 645) if the stretch of road covered by the temporary restrictions includes a point at which the permanent speed limit has changed. The significance of the sign to diagram 7006, and of the sign to diagram 645 when used with diagram 7001, is specified as “End of all restrictions or prohibitions associated with road works”, and this includes temporary speed limits. Where the temporary restriction ends, apart from the general requirement in direction 11 to

provide speed limit repeater signs at regular intervals (on roads other than 30mph roads with street lighting or unlit roads subject to the national speed limit) there is no specific statutory requirement to sign the speed limit at the end of road works if it is the same as the limit at the start of the works (although it is not prohibited either, except on a 30mph road with street lighting).

SPEED CHECKS AND CAMERA ENFORCEMENT SIGNS

59. Police speed check area signs have been included in Schedule 4 as diagram 829.5. Direction 39 specifies that they may only be used under the instructions or authority of the police and on or near a road where police speed checks are from time to time carried out.
60. Camera enforcement signs have been included in Schedule 4 as diagrams 878, 879 and 880. Signs to diagram 878 can be used to indicate traffic signal cameras, speed cameras, traffic signal and speed cameras, traffic enforcement cameras, police cameras, police enforcement cameras and bus lane cameras. Direction 32(1) limits the use of these signs, and the camera symbol repeater sign to diagram 879, to routes or areas where enforcement cameras are from time to time in use.

SPEED LIMIT INFORMATORY SIGNS

61. The sign to diagram 880 is a new sign to inform drivers of the presence of enforcement cameras on a road where a 30mph speed limit is in force by virtue of the provision of a system of carriageway lighting. There is no provision for the speed limit shown on this sign to be varied because direction 32(2) specifies that it can only be used on or near a road where there is a system of carriageway lighting and which is subject to a speed limit of 30mph. On other roads, whether with a speed limit of 30mph but no carriageway lighting, or with a higher speed limit (other than the national speed limit), there is already a statutory requirement in direction 11 for repeater speed limit signs to diagram 670 to be placed at regular intervals. Direction 32(2) also makes it a condition of using the sign to diagram 880 that it be placed not more than 1 kilometre from a site at which an enforcement camera has been installed and is from time to time in use. Only one sign may be used on each approach to the camera.
62. A new temporary sign, diagram 7032, has been included in Schedule 12, to inform drivers of a newly imposed 30mph speed limit. This is intended for, and limited by direction 37(2) to, use where a 30mph speed limit has been extended to a stretch of road on which there was previously a higher speed limit as well as a system of carriageway lighting. It must be located at, or as near as practicable to, the point from which the terminal sign indicating the previous higher limit has been removed. Again there is no provision for this sign to display a speed limit other than 30mph, because of the direction 11 requirement for regular speed limit repeater signs if the speed limit is different. Signs to diagram 7032 must be removed after 6 months.
63. Further guidance on the use of speed limit enforcement cameras and associated signing will be published by the Department later in 2003.

VARIABLE SIGNS

64. Regulation 58 provides more flexibility in the design and use of light-emitting variable message signs, including more flexibility over the size of legend and symbols, and allowing them to be displayed in outline. Regulation 58(7) allows the use of certain vehicle-activated light-emitting variable signs in conjunction with the legend “SLOW DOWN” – guidance on the appropriate use of these signs will be published in Traffic Advisory Leaflet 1/03. This also clarifies that light-emitting vehicle-activated signs can now be used to indicate that vehicles are exceeding a 30mph speed limit on a road with a system of carriageway lighting, and when so used are not regarded as speed limit repeater signs. The “SLOW DOWN” legend can also be used with a speed limit roundel to indicate that a vehicle is exceeding a 20, 40 or 50mph speed limit. The speed displayed on any such sign must be the same as the speed limit in force where the sign is situated.
65. Schedule 15 extends the range of legends prescribed for display on variable message signs, and has been re-ordered to make it clearer how elements containing different types of information can be combined.

TEMPORARY SIGNS

66. Regulation 53 (formerly regulation 41) has been re-ordered to specify the purposes for which temporary signs may be used before specifying their design. In combination with direction 38(1), it now provides that temporary signs can be used for up to 6 months for the purposes of conveying information about the availability of new routes or destinations, or (for up to 2 years) changes in route numbers. Save as expressly provided by sections 64(4) and 67 of the Road Traffic Regulation Act 1984 (covering the placing of signs by light railway / tramway operators and the police) and under the Traffic Signs (Temporary Obstructions) Regulations 1997) the consent of the relevant traffic authority is required for the placing of any temporary sign on or near a public highway, including signs provided under regulation 53, as it is for a permanent sign.
67. New temporary signs have been included in Schedules 1 and 5 to indicate when walking, running or cycling events are taking place on a public road. The hazard warning sign to diagram 562 (exclamation mark) can be used with a plate (diagram 563) varied to “Runners in road” or “Walkers in road”, and a plate to diagram 950.1 varied to “Cycle event” can be used with the warning sign to diagram 950 indicating a cycle route.
68. Diagram 2701.1 in Schedule 7 is an advance direction sign for new housing developments. Like 2701 it can remain in place for up to 6 months after completion of the housing development to which it refers. Signs to diagram 2701 may be used only at junctions and signs to diagram 2701.1 may be used only in advance of junctions.
69. Signs conveying information about the date from which works are to be executed are now prescribed in Schedule 12 - diagrams 7002.1 and 7003.1. “NEW ZEBRA CROSSING” has been included as an additional variant to the sign to diagram 7014, which can be retained for up to 3 months.
70. Direction 42(1) requires the backs of any signs provided under regulation 53 or Schedules 1 to 5, 7 or 12 (apart from certain specified exceptions) to be grey, black or in a non-reflective metallic finish.

HOME ZONES

71. Informatory signs indicating the start and end of a Home Zone (which has been designated as such under section 268 of the Transport Act 2000 or section 74(1) of the Transport (Scotland) Act 2001) have been included as diagrams 881 and 882 in Schedule 4.

WEIGHT LIMITS

72. Diagram 626.2A, showing an 18 tonne mgw limit on a weak bridge, replaces diagram 626.2 showing a 17 tonne limit, and 26 tonnes replaces 25 tonnes in the list of permitted variants, to take account of increases in the maximum permitted weight for rigid 2-axle and 3-axle HGVs and buses in updated vehicle weight regulations (The Road Vehicles (Authorised Weight) Regulations 1998 SI No 3111). Similarly, the 17 tonne variant of diagram 622.1A (the HGV weight limit sign) has been replaced by 18 tonnes. "WEAK BRIDGE" may be varied to "WEAK ROAD" on signs to diagram 626.2A. Signs showing 17 or 25 tonne limits are saved until 31 December 2006.
73. Bridges should already have been assessed for the higher limits under the bridge assessment and strengthening programme but authorities need to check that any bridges currently signed to the lower limits can safely be signed at the new limits. The Department will be amending Schedule 4 to the Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996 so that the special procedure in regulation 21 can be used for amending existing weight restriction orders.

SIGN ILLUMINATION

74. Schedule 17, and, where appropriate, corresponding references in item 5 of the boxes below the relevant sign diagrams, have been revised so that some signs which were previously required to be illuminated by direct lighting (and listed in item 1 of Schedule 17) can now be illuminated by the use of retroreflecting material. The relaxations for signs in Schedules 1 and 5 apply only on roads which are not major traffic routes (ie on non-principal roads), are single carriageway and have a speed limit not greater than 30mph.
75. The signs concerned are:

SCHEDULE 1

504.1, 505.1, 506.1, 507.1, 508.1, 509.1, 510, 512, 512.1, 512.2, 513, 516, 517, 521, 522, 523.1, 524.1, 528, 529, 529.1, 545, 557.1.

SCHEDULE 2

652 (the proposed relaxation applies only to signs not sited within 50 metres of a junction from which traffic can approach them).

SCHEDULE 4

818, 818.1, 818.1A, 818.2, 818.3, 818.4, 868, 868.1, 872.1, 873, 874, 875.

SCHEDULE 5

950.

SCHEDULE 7

2903, 2904, 2904.1, 2905, 2906, 2910, 2910.1, 2911, 2912, 2915, 2917, 2918, 2919.1, 2920.1 2921, 2929.

SCHEDULE 12

7004, 7005 (in either case when varied to omit the sign shown in diagram 7001 and the distance plate).

76. These are intended to be interim arrangements pending a full review of lighting requirements once the new British Standard for microprismatic retroreflective material is available.

BACKING BOARDS

77. The only colours permitted for backing boards are grey or yellow. White is not prescribed (and is particularly inappropriate for white background national speed limit signs to diagram 671). Direction 42(7) specifies that if a yellow backing board is used for a sign other than a boundary sign to diagram 2402.1 it must be rectangular. Contoured yellow borders are not backing boards and signs with red roundels or triangles do not conform to the signs prescribed in the Schedules if they have yellow borders. However, grey backing boards can be non-rectangular to minimise sign clutter and environmental intrusion.
78. Backing boards are not permitted to have a border.

SIGNS AND MARKINGS FOR WAITING RESTRICTIONS AND PARKING

Diagram 639.1B

1. This sign is used where, for part of the day, there is a prohibition of waiting as indicated in the upper panel, and permitted parking, with conditions, during the times shown in the lower panel. The lower panel may display one of the signs shown in diagram 660, 660.3, 660.4, 660.5, 660.6, 660.7, 661A, 661.1, 661.2A, 661.3A or 662 to indicate, as appropriate, permit holder parking, loading only, voucher parking, shared use parking, disabled badge holder parking, limited waiting, pay and display, or disc parking. The sign is effectively a combination of the sign shown in diagram 639 and one of the parking signs listed above. When placed separately, with the exception of diagrams 660.6 and 660.7, the smallest x-height permitted on these parking signs is 20mm. When combined into the single sign to diagram 639.1B, the x-height may be reduced to 15mm. The smaller x-height is permitted because the combined sign has a larger target value than one of the individual signs. Where there is also a loading ban at certain times, a middle panel to diagram 638.1 may be added. This effectively creates a single sign which combines diagram 640 with one of the parking bay signs.
2. The bay marking will be to diagram 1028.3, 1028.4, 1032 or 1033 as appropriate for the sign shown in the lower panel. A single yellow line to diagram 1017 running through the bay is used to indicate that waiting restrictions also apply (as indicated in the upper panel of the sign). Kerb blips to diagram 1019 are also used when a “no loading” middle panel is added to the sign.
3. The upper panel of the sign may be varied to either diagram 650.2 or 650.3 to indicate that a taxi rank operates for part of the day. In this case, the bay marking will still be white and appropriate to the type of parking shown in the lower panel, but without any legend. It is not intended that the wide bay marking to diagram 1028.3 should be used for a shared taxi rank. The only variant of diagram 639.1B that allows 1028.3 to be used without any legend is where the lower panel of the sign is varied to diagram 661A (disabled badge holders), as diagram 661A on its own can be used with a wide bay without any legend. If it is intended that the bay should be a taxi rank for part of the day and reserved for loading at other times, the maximum width of bay marking to diagram 1028.4 should be used without any legend. Whether the bay marking to diagram 1028.3 or 1028.4 is used, the single yellow line to diagram 1017 should be used in addition to indicate that for part of the day waiting is prohibited except for taxis (this effectively replaces the marking to diagram 1028.2).

Diagrams 660.6 and 660.7

4. These signs are used to indicate parking bays for permit holders which also allow limited waiting or pay and display at certain times. Diagram 660.6 shows the signs that are used for limited waiting and diagram 660.7 the signs that are used for pay and display. A single panel sign is used where the same conditions apply at all times that the bay is operational. Outside those times there are no restrictions or conditions applying to the parking of vehicles. The multiple panel signs show different conditions applying at different times of day. For diagram 660.6, each panel (other than the top panel) may display (a) permit holders only, (b) permit holders or limited waiting (waiting by permit holders not limited), or (c) limited waiting (applies also to permit holders). For diagram 660.7, each panel (other than the top panel) may display (a) permit holders only, (b) permit holders or pay and display (permit holders not required to pay and display), or (c) pay and display (applies also to permit holders). The permitted variants do not currently include the combination of time-limited free waiting and pay and display conditions on the same sign, or a time limit on return to pay and display bays.
5. The bay markings should be to diagram 1028.4, 1032 or 1033, in each case without any legend.

Diagrams 650.2 and 650.3

6. Diagram 650.2, which was also prescribed by the 1994 Regulations, indicates a taxi rank and is used with the bay marking to diagram 1028.2. Outside the times of operation of the taxi rank there are no other waiting restrictions applying, unless indicated by a separate sign.
7. Diagram 650.3 is a new sign for a taxi rank that also allows the indication of waiting restrictions outside the hours of operation of the rank, provided the two time periods are contiguous. The sign does not cater for the situation, for example, where no waiting applies from 8am to 6pm and the taxi rank operates from 11pm to 5am. The sign could be used where no waiting applies from 8am to 11pm and the taxi rank operates from 11pm to 5am. In this case the sign would indicate no waiting from 8am to 5am except taxis 11pm to 5am. If no waiting at any time applies as shown in the diagram, the double yellow line shown in diagram 1018.1 should be used through the bay, otherwise the single yellow line to diagram 1017 should be used.

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127977 C30 01/03 76368

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ISBN 011753647-4

