

**Traffic Signs (Amendment) Regulations and General
Directions (TSRGD) 2010**

**Traffic Signs (Temporary Obstructions) (Amendment)
Regulations 2010**

Consultation

September 2009

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I) Introduction

The purpose of this consultation is to seek your views on the Government's proposed amendment regulations to the Traffic Signs Regulations and General Directions 2002 (as amended).

We are also proposing to make one minor amendment to the Traffic Signs (Temporary Obstructions) Regulations 1997. This is presented in a separate statutory instrument and included as part of this consultation.

The consultation is primarily aimed at those organisations having an interest in traffic signing and signalling issues; in particular local authorities and professional institutions, although comments from other interested parties are also welcomed.

In particular views are sought on the following:

- The draft statutory instrument 'The Traffic Signs (Amendment) Regulations and General Directions 2010' at **Annex A**;
- A number of additional proposed amendments for subsequent inclusion in the Traffic Signs (Amendment) Regulations and General Directions 2010 at **Annex C (these are not in the draft at Annex A)**;
- The draft statutory instrument 'The Traffic Signs (Temporary Obstructions) (Amendment) Regulations 2010' at **Annex B**; and
- The draft impact assessment at **Annex D**.

A summary of the results of this consultation will be published on the Department's web site within three months of the end of the consultation period.

The Department would like to thank you in advance for taking the time to respond.

II) Background

Section 64 of the Road Traffic Regulation Act 1984 requires traffic signs for use in Great Britain (including traffic signals and road markings) to be of the size, colour and type prescribed by regulations, or be authorised by the Secretary of State or appropriate devolved administration. Sections 65 and 85 govern the placing of signs. The Traffic Signs Regulations and General Directions 2002 (TSRGD) are made mainly under these powers.

Signs relating to pedestrian crossings are covered in a separate instrument - the Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997. These are beyond the scope of these amendment regulations.

Traffic signs in Northern Ireland are subject to the Traffic Signs Regulations (Northern Ireland) 1997, and are also beyond the scope of these proposed amendments.

A detailed explanation of the proposed changes has been provided in Section III: Consultation proposals. They fall within the following areas:

- Proposals to reduce the number of traffic signs needing special authorisation, by prescribing signs that have come into common use since the current regulations came into force in 2003;
- Minor updates and amendments to align TSRGD with powers conferred in the Traffic Management Act 2004, to give full effect to the Highways Agency Traffic Officer Service;
- Necessary updates, for example to replace references to superseded British Standards;
- Permitting the use of portable pedestrian crossing equipment at road works and to provide portable standalone pedestrian facilities;
- Prescribing the existing non-prescribed legend 'Average speed check', to bring these systems into line with existing fixed-point camera signing.

Also included at **Annex C** are a number of proposed amendments that do not currently appear in the draft statutory instrument at Annex A. **You will need to consider these carefully when responding.** Subject to the outcome of this consultation, we intend also to include these proposals in the eventual amendment regulations.

In general the revised regulations are intended to reduce administrative burdens at local level by removing the need for many commonly used traffic signs to be specially authorised.

III) Consultation proposals

1. This section describes how the draft amendment Regulations and General Directions differ from the Traffic Signs Regulations and General Directions 2002, and summarises the changes proposed to the schedules to the regulations.
2. It also includes details of the proposed changes to the Traffic Signs (Temporary Obstructions) Regulations in Part 6.
3. References to British and European Standards have been updated where required. We have also taken the opportunity to correct minor typographic and other errors identified in the Traffic Signs Regulations and General Directions 2002.
4. This part of the document is set out as follows:

- **Part 1: Overview of the proposed changes.**

This is not an exhaustive list – please refer to Parts 2-5 of this section, and to the draft instrument at **Annex A**, for detailed information on all the changes.

- **Part 2: Details of the proposed changes to the Traffic Signs Regulations.**
- **Part 3: Details of the proposed changes to the Traffic Signs General Directions.**
- **Part 4: Details of the proposed new sign diagrams.**
- **Part 5: Details of the proposed amendments to existing sign diagrams.**
- **Part 6: Details of the proposed amendments to the Traffic Signs (Temporary Obstructions) Regulations.**

Part 1: Overview of the proposed changes

Portable signal-controlled pedestrian facilities

1. We are making changes to allow the use of pedestrian facilities at portable signals. Portable pedestrian facilities will be subject to the prior approval of the traffic authority and will (if given that approval) be able to be installed to provide a stand-alone facility, for example during special events, or in road work situations.

Width and Height Restrictions

2. We are making changes to require both metric and imperial triangular warning signs to be displayed to give warnings of restricted headroom, with the upgrade being complete in four years' time. Using the imperial sign on its own will no longer be permitted.
3. We are making similar changes to require both metric and imperial measurements to be displayed on all width and height restriction roundel signs, with the upgrade being complete in four years' time. The current imperial-only signs shown in diagrams 629 and 629.2 will be withdrawn.
4. To give emphasis to height restrictions and to help reduce the occurrence of bridge strikes, we are making changes to the advance informatory signs to allow more information to be provided.
5. A new advance warning sign will be prescribed to give notice of reduced bridge heights, similar to the "New roundabout ahead" sign.
6. To help deal with the problem of heavy goods vehicles (HGVs) becoming physically stuck on narrow routes, often by following inappropriate satellite navigation instructions, a new pictorial sign will be prescribed to help identify routes that are inappropriate for HGVs.

Traffic signals

7. We are proposing to restrict the mounting of signs on signal posts to those relating to the signals themselves, such as no right turn and no left turn. This will help improve the visibility of the signals and reduce the risk of driver distraction.
8. We are making changes to permit the maximum mounting height of standard traffic signal heads to be increased to a maximum of 6.1m to the centre of the amber aspect, where the character or layout of the street restricts visibility. This will remove the need for site-by-site authorisation of 'tall poles'.

Pedestrian, cycle and equestrian crossings

9. Heavy pedestrian flows at puffin crossings can make it difficult for the pedestrian demand unit to be seen. We are prescribing high-level repeater signals to be placed higher up the post to overcome this difficulty, which may be used in addition to the standard nearside signals. Similar units will be prescribed for use at toucan and equestrian crossings.
10. We are also permitting the use of the toucan push-button with the pedal cycle-only traffic signals (red/amber cycle/green cycle). This combination is already widely used, and this will remove the need for site-by-site authorisation.

Traffic Officers

11. We are making changes to allow the Highways Agency's traffic officers (in uniform) exemptions from certain prohibitions, similar to those granted to the emergency services, to give them greater flexibility in carrying out their role. For example, these include allowing traffic officers to proceed against the red 'X' light signal used to indicate lane closures.

Cycling issues

12. We are prescribing the variant of the cycle advanced stop line with a 'gate' rather than a lead-in lane, for use at sites where it is not possible to provide a lead-in lane owing to constraints on road space. We are also making various changes to cycling signs, for example to allow journey times to be shown on cycle route signs and prescribing a sign to permit contra flow cycling either with or without an advisory lane marked on the carriageway.

Designated lanes

13. We are making changes to the signs and markings associated with priority lanes, including:
 - a. a definition of a 'designated lane' to allow the use of existing road markings at other types of priority lane such as High Occupancy Vehicle lanes.
 - b. To allow the use of 'end of bus lane' arrow markings where a bus lane continues through a junction.
 - c. To prescribe the new with-flow bus lane signs that include the solo motorcycle symbol.

Yellow Box Markings

14. We are clarifying the meaning of yellow box markings and making changes to allow their use at sites such as fire stations where there is a need to keep the carriageway clear.

Enforcement Cameras

15. We will be prescribing the legend 'Average speed check' to remove the need for site by site authorisations of these signs. This will bring these systems into line with existing fixed-point camera signing.

Parking Signs

16. Restricted zones have been in use for many years, especially in areas under environmental improvement such as town centres and home zones. By prescribing the signs relating to them we will remove the need for site-by-site authorisation.
17. We are prescribing the already widely-authorized "Permit holders parking only past this point" signs, for use in suitable culs-de-sac. This will remove the need for site-by-site authorisations.
18. The signs for car club parking bays and electric vehicle charging points will be prescribed and will no longer require site-by-site authorisation.
19. We are amending the variable message sign used for car parks to allow it to display the number of available parking spaces. Many authorities have already used such signs and this would remove the need for site-by-site authorisations. We are also withdrawing the "NEARLY FULL" legend currently permitted.

Road Markings

20. We will be clarifying the use of the carriageway edge marking in diagram 1010, to make it clear that it is not to be used as a substitute for give way lines at a priority junction.
21. The Traffic Signs Regulations and General Directions 2002 have inadvertently limited the use of bus stop clearways to local buses only (schedule 19 paragraph 3). The intention has been to allow highway authorities discretion over the type of services permitted to use the clearways. A revision to this paragraph is included which broadens the permitted users to other bus services operating to a published timetable.

Road Works Signs

22. We are making changes to various road works signs to give greater flexibility, for example in:
 - d. giving drivers advance warning of road closures
 - e. signing diversions on motorways
 - f. signing lane closures
 - g. signing accesses to large construction sites

23. We will also be prescribing a new combination of signs to be used where fresh surface dressing has been applied, to reduce the maximum speed of vehicles to 20 mph where loose chippings may cause a skid risk.

Variable Message Signs

24. Variable message signs will be required to display their entire message on a single aspect, in order to reduce the distraction to drivers caused by scrolling or paging messages.

Miscellaneous issues

25. In order to reduce street clutter from signing, we will be allowing certain signs such as 'keep left' and 'keep right' to be mounted on internally illuminated or retro-reflective self-righting bollards. These are already widely authorised.
26. We are amending the vehicle inspection point signs to take account of the name change from Vehicle Inspectorate to VOSA. To allow for flexibility, it will also be possible to amend the wording to take account of future agency name changes.
27. We are extending the period during which the 'migratory toad crossing' sign can be placed from February–May to January–May, to allow for changes in toad migrating patterns.

Part 2: Details of the proposed amendments to the Traffic Signs Regulations

(Note: first number (e.g. **3**)) refers to the number of the amending regulation in the draft statutory instrument at **Annex A**)

3) Amendment of regulation 4 – Interpretation - general

- The definition of a “designated lane” has been added in order to permit broader use of the solid white line marking to diagram 1049 which currently indicates the boundary of a priority lane for buses or cycles. This allows for the implementation of other priority lanes such as High Occupancy Vehicle lanes.
- The definition of "enforcement agency" has been added to cover any future change of name for the ‘Vehicle Inspectorate’. The name has already changed to the “Vehicle and Operator Services Agency” (VOSA), and could change again in the future.
- The definition of “equestrian crossing” has been amended to include the permitted use of the new nearside repeater signal.
- The definition of "maximum laden weight" of a vehicle has been amended as the reference to the “construction and use requirements” in section 41(8) of the Road Traffic Act 1988 was incorrect and should have stated section 41(7).
- The definition of "portable signal-controlled pedestrian facility” has been added. The required signs and signals are stated as are the optional carriageway markings.
- The definition of “signal-controlled pedestrian facility” has been amended to include the permitted use of the new nearside repeater signal.
- The definition of "Toucan crossing" has been amended to include the permitted use of the new nearside repeater signal.
- A definition of "traffic officer" has been added to take account of the role played by the Highways Agency’s traffic officers in maintaining traffic flows on all-purpose trunk roads, where they are required to give instructions to the public which may infringe traffic prohibitions or directions.

4) Amendment of regulation 6 - Interpretation of references.

The substitution of the words “speed limit or advised maximum speed” for “speed limit” in the two places mentioned in the regulation, relates to the difference between a legal speed limit and a maximum advised speed for vehicles.

5) Amendment of regulation 12 - Variations of dimensions.

The amendment takes account of the proposed new Advanced Stop Line marking shown in diagram 1001.2A.

6) Amendment of regulation 13 - Proportions and form of letters etc.

This has been amended to take account of some of the proposed new signs.

7) Amendment of regulation 19 - Illumination of signs – further provisions.

This has been amended to take account of some of the proposed new signs.

8) Amendment of regulation 23 - Bus lanes.

This has been amended to take account of the new signs to diagrams 958A and 959A indicating a with-flow bus lane that may also be used by solo motorcycles.

9) Amendment of regulation 24 - Bus symbols.

This has been amended to take account of the new signs to diagrams 958A and 959A indicating a with-flow bus lane that may also be used by solo motorcycles.

10) Amendment of regulation 26 - Double white line road markings.

Reference is now made to the Highways Agency's traffic officers (in uniform) who may give instructions to drivers which result in them doing something which would otherwise be an offence, e.g. stopping their vehicle next to a solid line. The amendment also permits drivers of traffic officer vehicles to do what is otherwise prohibited.

11) Amendment of regulation 27 – Zig-zag lines.

This has been amended to allow for the Highways Agency's traffic officers (in uniform) to give instructions to drivers which may result in them doing something which would otherwise be an offence, e.g. stopping their vehicle next to a zig-zag line. The amendment also permits drivers of traffic officer vehicles to do what is otherwise prohibited.

12) Amendment of regulation 31 - Illumination of road markings.

This has been amended to take account of the revised marking shown in diagram 1001.2A (cycle approach to stop line) which is required to be reflectorised.

13) Amendment of regulation 33 - Light signals for control of vehicular traffic.

The European Standard has been revised and this amendment brings the regulation up to date.

14) Amendment of regulation 35 - Portable light signals for control of vehicular traffic.

The European Standard has been revised and this amendment brings the regulation up to date.

15) Amendment of regulation 36 - Significance of light signals.

This has been amended to allow the Highways Agency's traffic officers (in uniform) to give instructions to drivers which may result in them doing something which would otherwise be an offence, e.g. proceeding beyond a stop line.

16) Amendment of regulation 38 - Significance of light signals.

This relates to the signals used on motorways and all-purpose dual carriageway roads. The amendment permits the Highways Agency's traffic officers not to observe the red light prohibition if it is "likely to hinder the use of that vehicle for the purpose for which it is being used".

17) Amendment of regulation 43 - Meaning of stop line.

This has been amended to include the new marking for the cycle approach to a stop line (diagram no. 1001.2A). It has also been amended to include the new portable signal-controlled pedestrian facilities sign (diagram no. 7011.2) in references to the definition of the stop line.

18) Amendment of regulation 46 - Matrix signs for motorways and all-purpose dual carriageway roads.

The words "advised maximum speed" need to be substituted for "speed limit", as for the amendment to regulation 6.

19) Amendment of regulation 47 - Light signals at signal-controlled pedestrian facilities.

This amendment relates to the provision of supplementary nearside signals for pedestrians. These are optional and are sited at a higher level for improved visibility. The requirements in the new paragraph 2A replace the existing paragraph 5, which is deleted.

20) New regulation 47A - Light signals at portable signal-controlled pedestrian facilities.

This regulation gives the requirements for the pedestrian signals to be used at portable signal-controlled pedestrian facilities.

21) Amendment of regulation 48 - Light signals at equestrian crossings.

This amendment relates to the provision of supplementary nearside signals for equestrian traffic. These are optional and are sited at a higher level for improved visibility. The requirements in the new paragraph 2A replace the existing paragraph 5, which is deleted.

22) Amendment of regulation 49 - Light signals at Toucan crossings.

This amendment relates to the provision of supplementary nearside signals for pedestrians and pedal cyclists. These are optional and are sited at a higher level for improved visibility. The requirements in the new paragraph 2A replace the existing paragraph 5, which is deleted.

23) Amendment of regulation 51 - Cattle crossing signs and warning lights.

The amendment removes an anomaly between wig-wag signals to regulation 39 and those used at cattle crossings, by inserting "and which has ES compliant signal heads".

24) Amendment of regulation 53 - Temporary signs.

The amendment permits temporary signs to be erected for a civil emergency (including warnings, information or the prospect of a civil emergency). A definition of civil emergency is given in a new paragraph 7.

25) Amendment of regulation 54 - Flashing beacons.

This has been amended to cater for new sign 7009.1 being placed with the flashing amber light. The minimum height of the blue police beacon is also reduced to 150mm.

26) Amendment of regulation 55 - Road danger lamps.

This has been amended to state the latest European and British Standard Specifications and to specify that the visible outside of the lamp shall be coloured yellow.

27) Amendment of regulation 56 - Cones, delineators and cylinders.

This has been amended to update the information on the latest European Standard.

28) Amendment of regulation 58 - Variable message signs.

This has been extended by the inclusion of a new paragraph 10, which requires the whole of the message to be visible on a single aspect.

29) Amendment of Schedule 16 - Permitted variants

Schedule 16 has been amended to include the new signs and to remove those no longer in use. These changes are summarised in the table below. More details are given in Parts 4 and 5:

Item no	Change
1	Numerals may be varied: The imperial width and height limit roundels which are being withdrawn have been removed. Added are the new advance warning sign for warning of low bridge height and sign advising of reduced headroom.
3	An indicator of distance: Replacement of "Secured parking" signs by "Park mark" signs. Diagram 2602.1 changed to show time.
6	Numerals indicating distance: The numerals shown on new "Park mark" signs and distance to tunnel pedestrian exits. The substitution of diagram 2316 by 818.3 puts right an error in the main regulations; sign 2316 no longer exists.
8	Fractions of miles: The motorway services area signs replaced, excluding disabled symbol and adding picnic symbol.
9	Omitting indication of distance: New diagram 2601.1 showing multiple destinations of numbered cycle routes added.
11	Arrows for new signs for car clubs and "road unsuitable for HGVs"
12	Direction of arrow: New Park Mark sign to diagram 2511.1 has been added.
13	Direction of horizontal arrow to be varied for tunnel pedestrian exits
15	Direction of sign may be varied for new "Park mark" signs
16	Variation in number of panels for cycle routes: may now be a stack sign
19	Addition of place names: New advance warning sign for low bridge heights added
20	Identification of routes: New advance warning sign for low bridge heights added
28	Symbols may be reversed: for "road unsuitable for HGVs", new "Park mark" signs, "distances for tunnel pedestrian exits", "pedestrian signal repeaters" and "equestrian signal repeaters".
29	Reversal of position of symbol and legend: New diagram 2601.1 showing multiple destinations of numbered cycle routes added.
31	Reversal of symbols: The new "Park mark" signs to diagram 2511.1 and 2512.1 have been added. Width and height limit signs showing imperial measurements only have been deleted.
34	Adding or omitting symbols: Replace "Secured" parking with "Park mark" signs and substitute new motorway service area for original.
37A	New variant for height of traffic signal aspects where the character or layout of the road restricts visibility.
38	Reference to time limits and time of day: Added to this item are: restricted zone entry and repeaters, electric vehicles charging point, permit holders parking area entry sign and new "Park mark" signs.
39	Variation of symbols, letters, patches, name of traffic authority: Add parking places for charging electric vehicles, entry signs for restricted zone and permit holders.
39A	New variant: as item 39 but a variation for car club parking bays
47	New variant for the signs indicating vehicle check points and testing stations, using the revised wording of VOSA or the name of the enforcement agency existing at the time of placing of the sign.

30) Amendment of Schedule 17 - Illumination of signs

The schedule has been amended to include the new signs, summarised in the table below. More details are given in Parts 4 and 5:

Item no	Change
1	Reflects withdrawal of old warning signs showing imperial-only measurements, new signs for portable pedestrian facilities and for warning of reduced bridge height.
2	Signs shall be internally illuminated: Add new sign including distance for pedestrians in a tunnel to emergency exit.
4	Signs may be illuminated or if not reflectorised: Relates to signs for entry to restricted zone, permit holders and end sign for permit holders. Also road unsuitable for HGVs, new VOSA signs in substitute for old, signs for motorcycles to use a with flow bus lane, contra-flow cycle lanes, motorway service area signs, new "Park mark" signs, and reductions in permanent max bridge headroom.
8	Illumination of plates: Supplementary plate to be used with "Loose chippings on road ahead" sign included.
9	Signs may be left unlit, lit or reflectorised: Repeater sign for restricted zone, parking place signs for car club permit holders and charging electric vehicles.
12	Illumination of road markings: Markings for the advanced cycle stop line where it is not practicable to provide an approach cycle lane (1001.2A) shall be reflectorised.

31) Amendment of Part I of Schedule 19 - Bus stop and bus stand clearways

- Paragraph 3: Exceptions in favour of buses. This amendment extends the exception to timetabled buses.
- Paragraph 4: The Highways Agency's traffic officers (in uniform) will be permitted to give instructions to drivers which may result in them doing something which would otherwise be an offence, e.g. stopping their vehicle in a clearway. The amendment also permits drivers of traffic officer vehicles to do what is otherwise prohibited.

32) Amendment of Part II of Schedule 19 - Significance of box junction markings.

Paragraph 6(a) has been amended to permit box junctions at areas which are not necessarily junctions, e.g. at a road narrowing or width restriction. The substituted paragraph 7(2) preserves the current exception (for right turning vehicles) in relation to box junctions at a junction.

33) Amendment to table below diagram 1012.2

This diagram has been previously amended in the Traffic Signs (Amendment) Regulations and General Directions 2005. This new amendment increases

the width of the line at the back edge of an actively managed hard shoulder from 100mm to 150mm.

34) New and Amended Diagrams

Diagrams 629, 629.2, 832.1A, 832.2A, 2310.1, 2511, 2512 and 2919.1 are withdrawn, subject to time-limited savings. The table below lists the new and amended signs, which are described in more detail in Parts 4 and 5:

Schedule	New sign diagrams	Amended sign diagrams
Schedule 1		530, 530.2, 531.1, 532.2, 532.3, 543.1 554.3, 563.1
Schedule 2	637.2A, 660.8, 660.9, 663.2 663.3, 664.1	606, 610, 611, 612, 613, 614, 616, 620, 639.1B, 660, 660.3, 664, 670, 673
Schedule 3		784.1, 786
Schedule 4	818.5, 820A, 832.1B, 832.2B	816.1, 818.3, 818.4, 829.6, 878
Schedule 5	958A, 959A, 960.2	951, 954, 954.2, 954.5, 954.6, 954.7, 955, 956, 957, 959.1, 960.1, 961, 962.2, 964, 966
Schedule 6	1001.2A	1004, 1004.1, 1005, 1005.1, 1008, 1008.1, 1010. 1048, 1049, 1050, 1055.1
Schedule 7	2310.2, 2511.1, 2512.1, 2711.1, 2919.2	2027, 2402.1, 2502, 2505, 2509.1, 2601.1, 2602.1, 2608, 2609, 2703, 2704, 2705, 2706, 2707, 2711, 2716, 2901
Schedule 8		3000, 3000.1, 3000.2, 3000.7, 3000.8, 3000.9, 3000.10
Schedule 9	4003.1A, 4003.4A, 4003.7A	4002.1, 4003, 4003.,1 4003.2, 4003.3, 4003.4, 4003.5, 4003.6, 4003.7
Schedule 12	7009.1, 7011.2, 7014.1	7005, 7009, 7101.1, 7102, 7202, 7301, 7306

Savings

- Some signs placed under the Traffic Signs Regulations and General Directions 2002 will continue to be regarded as complying with TSRGD, if they comply with the version which was in force immediately before these amendments come into force.
- Portable light signals which do not comply with regulation 35 but which on 31st January 2003 did comply with the requirements of regulation 3(3)(a) and (b) of the 2002 regulations, will still continue to be treated as prescribed until and including 31st December 2014.
- Signs shown in diagrams 554.3, 620, 832.1A, 832.2A, 954, 954.2, 2310.1, 2511 and 2512 must be replaced within two years of the date on which these regulations come into force.
- Signs shown in diagrams 530, 530.2, 531.1, 532.2, 532.3, 629 and 629.2 must be replaced within four years of the date on which these regulations come into force.
- The sign shown in diagram 2919.1 must be replaced within ten years of the date on which these regulations come into force.

Part 3: Details of the proposed amendments to the Traffic Signs General Directions

(Note: first number (e.g. **3**) refers to the number of the amending direction in the draft Statutory Instrument at Annex A)

3) Amendment of direction 3 - Interpretation.

This is amended to include new definitions of “permit parking area”, “restricted parking zone” and “portable signal-controlled pedestrian facility”.

4) Amendment of direction 7 - Signs to be placed only to indicate the effect of a statutory provision.

The list of diagram numbers has been amended to take account of additions and deletions of diagrams from the schedules to the 2002 regulations. The imperial-only versions of width and height restrictions signs shown in diagrams 629 and 629.2 are removed and new signs have been added as follows: 637.2A, 660.8, 660.9, 663.2, 663.3, 664.1, 958A, 959A and 960.2. Items 4, 5 and 6 have been amended because the sign shown in diagram 629.2 has been withdrawn.

5) Amendment of direction 8 - Beginning of restriction etc.

The list of diagram numbers has been revised to take account of additions and deletions of diagrams from the schedules. Diagrams 629 and 629.2 have been removed and 663.2 and 663.3 have been added. Diagram 629.2 has also been removed from paragraph 5.

6) Amendment of direction 9 - Beginning of a speed limit.

This amends to refer to dual-carriageway roads, in line with direction 10.

7) Amendment of direction 10 - End of a restriction.

This amendment caters for the new sign shown in diagram 664.1 (end of zone for permit holder parking only).

8) Amendment of direction 11 - Repeater signs.

- This amendment relates to the use of repeater signs along the length of a prohibition. It includes new signs shown in diagrams 660.8 (car club permit holder parking), 660.9 (charging of electric vehicles), 959A (solo motorcycles in with-flow bus lanes) and diagram 960.2 (contra-flow cycling) and the omission of 637.2 (waiting prohibition in a pedestrian zone). The changes to the requirements for repeater signs retain the need to give adequate information to road users while eliminating unnecessary proliferation, by allowing them to be left out on defined short lengths of road. A new paragraph 2B is proposed in order

to confirm that signs shown in diagrams 660 and 660.3 (repeater signs for permit holder parking) may be omitted within a permit parking area.

- Repeater signs for national speed limits (diagram 671) need not be placed along defined short lengths of carriageway.
- Additional repeater signs placed to serve traffic entering from a side road will not be deemed to compromise the 'regular intervals' at which the other repeaters are placed.
- Repeater signs in pedestrian zones and restricted zones may be placed at irregular intervals along a road, as required to inform drivers.

9) Amendment of direction 13 - Signs to be placed only on specified types of road.

This amendment relates to signs that may not be placed on a motorway. It updates the signs where they have been replaced by similar signs to a new diagram number (2310.2 service area not on a motorway and 2511.1 and 2512.1 (Secured car park / Park mark symbol signs)) and deletes reference to signs shown in diagrams 2703, 2704, 2705, 2706 and 2707 (diverted traffic). These diagrams are included in new direction 13A instead.

10) New direction 13A - Signs to be placed only on specified types of road.

This amendment permits the use of 'diverted traffic' signs on roads that are not the main carriageway of a motorway, i.e. they may be placed on motorway slip roads, link roads and roundabouts.

11) Amendment of direction 14 - Signs to be placed on specified types of road.

The new motorway service area sign shown in diagram 2919.2 has been substituted for diagram 2919.1.

12) Amendment of direction 17 - Signs to be placed only with specified road markings.

This amendment includes the new signs shown in diagrams 958A, 959A (solo motorcycles in with-flow bus lanes) and 960.2 (contra-flow lane for cycles) as new entries in the table.

13) Amendment of direction 18 – Road markings to be placed only in conjunction with other road markings or specified signs.

The tables and text have been amended to take account of additions to and deletions of diagrams from the schedules to the 2002 regulations.

Amendments to paragraph 1:

- In table 1, a new item 3A now refers to the new diagram 1001.2A as an alternative to 1001.2 (where a cycle lead-in lane is not possible).
- In item 4 in table 1, the references to the nearside light signals now include the possibility of using a high-level repeater signal (supplementary nearside signals) for all types of crossing.
- In item 11 in table 1, referring to the cycle symbol (1057), column 3 has been simplified by splitting into three entries. Entry (a) includes the new sign for the contra-flow cycle lane (960.2).
- Item 18 in table 1 is amended to take account of amendments to direction 11.

Amendment to paragraph 2 - The new marking 1001.2A may only be used at a traffic signal junction.

Amendments to paragraph 3 - Items 6 and 8 in table 2 have been rewritten so as to clarify the permutations of use of signs and markings with bus lanes and to introduce the new signs indicating a with-flow bus lane that may also be used by solo motorcycles. In item 11 of table 2, the reference to diagram 964 is deleted, to permit the markings to be used at side road junctions in the middle of a bus lane.

14) Amendment of direction 21 - Plates to be placed only in combination with specified signs.

- The table has been amended to take account of additions to and deletions of diagrams from the schedules. New item 76A now sets out a requirement for the new sign 7009.1 for the combined 'skid risk' and advisory 20mph speed plate to be used with the loose chippings sign (7009).
- References to the imperial-only measurement signs shown in diagrams 629 and 629.2 in items 13, 26, 46, 66 and 67 have been deleted.
- Item 73 in the table is amended to include new signs shown in diagrams 958A and 959A so that they can be placed with the sign shown in diagram 961 (times of operation of a bus or cycle lane).

15) Amendment of direction 24 - Waiting, loading and unloading, and parking (sign to be placed only in conjunction with a road marking).

- The table and text have been amended to take account of additions to and deletions of diagrams from the schedules. New entries in the table permit the use of markings suitable for charging electric vehicles (items 6A and 19B) and car club permit holders (item 19A) together with the new signs 660.9 and 660.8 respectively.
- A new paragraph 5 allows diagrams 660 and 660.3 to be omitted within a permit parking area.

16) Amendment of direction 25 - Waiting, loading and unloading, and parking (road marking to be placed only in conjunction with a sign).

The text now includes a new paragraph 3, which confirms that a permit parking area should be free of the markings tabled. The changes to the table all relate to the new sign and markings to indicate electric vehicle charging points.

17) Amendment of direction 26.

This amendment is consequential on the creation of a new restricted parking zone. Diagram 664 (zone ends sign) has been omitted as it is also now to be used at the end of a restricted parking zone so is included in new direction 26A in relation to both a controlled parking zone (as now) and to the new restricted parking zone.

18) New direction 26A.

- This direction has been added to indicate limitations on the use of signs for restricted parking zones and permit parking areas. The new sign shown in diagram 637.2A is a repeater sign for use in a restricted parking zone only; 663.2 may be placed only at the boundary of a restricted parking zone, while signs 663.3 and 664.1 may be placed only at the boundary of a permit parking area. The reference to controlled parking zone in paragraph 4 merely preserves the status quo in relation to controlled parking zones.
- Sign 664 (zone ends) may only be used at the end of a controlled parking zone (as now) or a restricted parking zone.

19) Amendment of direction 28 - Signs to be placed only at specified sites or for specified purposes.

This amendment permits the signs for approved migratory toad crossings to be in place during January as well as in February to May each year.

20) Amendment of direction 32.

The reference to sign 878 (cameras) has been amended to include "Average speed check" on signs where enforcement is carried out by this means.

21) Amendment of direction 36 - Restrictions on the placing of temporary signs.

This amendment adds new diagram 7014.1 (reduction in bridge height) to the list of signs which are exempted from the limitations (temporary placing only) in direction 36.

22) Amendment of direction 37 – Restrictions on the placing of temporary signs.

New paragraph 1A sets out the requirements for placing and retaining sign 7014.1 in connection with temporary and permanent reductions in bridge height.

23) Amendment of direction 41.

A new paragraph 3A has been added which permits certain signs to be mounted on internally illuminated bollards or retroreflective self-righting bollards. The aim of this is to reduce street clutter and to improve the visibility of the signs by drivers.

24) New direction 44A - Mounting of signs with light signals.

This new direction has been added to clarify the issue of mounting signs on light signal posts. It states that no signs other than those specified may be mounted on or fixed to the signals or signal post. The acceptable signs are limited to the basic driving manoeuvres, i.e. white-on-blue direction arrows, prohibited turns, no entry, and the 'part time signals' plate.

25) Amendment of direction 46 - Mounting and backing of light signals, matrix signs and warning lights.

- Reference is now made to light signals at “portable signal-controlled pedestrian facilities” and to the new Regulation 47A as well as the new supplementary nearside light signals for pedestrians, cyclists and equestrians. These are added to those already included in paragraph 2(b). A revised paragraph 8 amends the requirements for portable light signals so that the post or support must always be yellow or in a non-reflective metallic finish (yellow is currently permitted but not required). A new paragraph 9 has been added to state that posts or supports for pedestrian signals when placed with portable light signals, must be yellow or be in a non-reflective metallic finish.
- The exceptions in paragraph 7(b) to the paragraph 6 mounting requirements for signals installed temporarily have been widened; the exceptions now include the signals prescribed by regulations 41, 47, 48 and 49 (tram signals, and pedestrian, equestrian and toucan crossings).

26) Substitution of direction 47 - Placing of road marking shown in diagram 1001, 1001.2 or 1001.2A in conjunction with light signals.

This amendment includes the new marking shown in diagram 1001.2A (cycle advanced stop line) where a full cycle feeder lane is not possible.

27) Amendment of direction 49 - Placing of road marking shown in diagram 1001.3 (zig-zag lines).

This has been amended to include a reference to diagram 4002.1 (light signals for pedestrians) and the new signs for nearside repeater signs at a higher level (supplementary nearside signals) for equestrians and cyclists. This will require zig-zag markings to be placed at permanent stand-alone facilities.

28) Substitution of direction 53 - Placing of portable light signals and portable signal-controlled pedestrian facilities.

This direction has been substituted in its entirety in order to include reference to portable pedestrian facilities, and to revise the existing permission requirements in relation to portable light signals. Prior permission for placing the signals is required, except where vehicle only signals are placed in a case of urgency. Written permission is required in all cases, although the traffic authority may give it orally as a matter of urgency (but then confirm in writing). Limitations are placed on the continued use of signals without the approval of the traffic authority.

29) Amendment of direction 54 - Placing of signals and other signs at crossings.

This direction refers to the schedule which governs the placing of signals and other signs at permanent signal-controlled crossing facilities. This has now been renumbered as Schedule 1 in consequence of the creation of a new schedule (Schedule 2) which governs the new portable signal-controlled pedestrian facilities.

30) New direction 54A - Placing of signals and other signs at portable signal-controlled pedestrian crossings.

This new direction introduces the new Schedule 2 which governs the placing of signals and other signs at certain portable signal-controlled pedestrian facilities. It is limited to sites where the portable facility stops vehicular traffic only for the purpose of enabling pedestrians to cross the carriageway and not for the purpose of regulating the priority of vehicular traffic, i.e. stand-alone portable facilities.

31) Amendment of direction 55 - Placing of various light signals.

- This has been amended to include reference to the new nearside higher level repeaters (supplementary nearside signals). Paragraph 6 now includes reference to the light signals for pedal cycles only (diagram 3000.2) to allow placing of these with the push button to diagram 4003.6.
- Paragraphs 7A and 7B now include reference to the nearside repeater sign for pedestrians (diagram 4003.1A). The use of the pedestrian

lights (diagram 4002.1) now includes portable signals prescribed by regulation 35.

- Paragraphs 8A and 8B include reference to the nearside repeater sign for equestrians (diagram 4003.4A).
- Paragraphs 9A and 9B include reference to the nearside repeater sign for cyclists (diagram 4003.7A).
- Paragraph 11 now includes reference to portable signals prescribed by regulation 35. This means that at least two identical sets of signals will be required on each traffic approach, one of which must be a nearside primary signal. This applies to all uses of portable signals, whether pedestrian facilities are provided or not.

32) Amendment of direction 56 - Approval of types of sign and signals by the Secretary of State.

New regulation 47A is included in paragraphs 2(a) and 2(d). The direction therefore applies to light signals at portable signal-controlled pedestrian facilities and brings them into line with the other types of signal installation. Paragraph 2(f) now includes the new signs shown in diagrams 2511.1 and 2512.1 (Park mark signs).

33) Amendment of schedule to the general directions.

This is now entitled Schedule 1 in consequence of the creation of the new Schedule 2. In addition, the schedule is amended to govern the placing of the new “supplementary nearside signals”, which are the higher level nearside repeater signs. They are included in sub-paragraph 6(4)(c). The reference to regulation 49(5) is omitted as regulation 49(5) has itself been deleted from the regulations.

34) New Schedule 2 to the general directions.

This governs the use of signals and signs at certain portable signal-controlled pedestrian facilities, i.e. at stand-alone ones only.

Savings

Direction 35 requires all stand-alone permanent pedestrian crossing facilities without zig-zag markings to be provided with zig-zag markings within 2 years of the date on which these general directions come into force.

Direction 36 contains savings which are merely consequential on the savings of certain signs in these amendment regulations; these consequential savings work by preserving references in the existing 2002 directions to diagrams which are being saved by the savings provision in these amendment regulations. These consequential savings are time limited to match the time limits for savings of certain signs in the amendment regulations.

Part 4: Details of the proposed new sign diagrams

Descriptions below are intended to be a guide only. Please look at the diagrams themselves for the detail (see schedule to draft statutory instrument at Annex A).

Schedule 2: Regulatory signs

- 637.2A Repeater sign for a restricted parking zone.
- 660.8 Parking place for car club permit holders only. Times of operation may not be added to this sign as the parking place operates 24/7.
- 660.9 Parking place to be used only for charging electric vehicles. It may or may not be restricted to permit holders. The sign may include times of operation and a time limit.
- 663.2 Entry sign for restricted parking zone. A permitted variant allows “except in signed bays” to be added where parking places and/or loading bays are provided within the zone.
- 663.3 Entry to a road or area where parking is for permit holders only and parking bays have not been provided. Repeater signs shown in diagrams 660 or 660.3 may be provided within the area.
- 664.1 End sign to be used in conjunction with the sign shown in diagram 663.3 above. This would be used where the permit parking area comprises a road or roads that could be used by through traffic.

Schedule 4: Miscellaneous informatory signs

- 818.5 Similar to diagram 818.4 but for low bridges, such as arch bridges, signed by diagram 530, 532.2 or 532.3. Both the imperial and metric warning signs must always be shown. Where a narrow sign is required, the imperial triangular sign may be placed above the metric sign.
- 820A Sign to indicate a road unsuitable for heavy goods vehicles (as shown on working drawings 820.2 and 820.3). This is similar to diagram 820 but includes the lorry symbol with a red bar and is to be used where there are problems with drivers using satellite navigation. The lorry symbol and red bar is reversed when the sign incorporates an arrow pointing to the right.
- 832.1B This sign replaces existing sign 832.1A. “Vehicle Inspectorate” has been changed to “VOSA”. A permitted variant allows “VOSA” to be changed to a future name of the enforcement agency.
- 832.2B This sign replaces existing sign 832.2A. “Vehicle Inspectorate” has been changed to “VOSA”. A permitted variant allows “VOSA” to be changed to a future name of the enforcement agency.

Schedule 5: Signs for bus, tram and pedal cycle facilities

- 958A Advance sign indicating a with-flow bus lane that may also be used by solo motorcycles.
- 959A Sign indicating a with-flow bus lane that may also be used by solo motorcycles.
- 960.2 Sign indicating contra-flow cycles other than a mandatory contra-flow lane.

Schedule 6: Road markings

- 1001.2A Advanced cycle stop line for use where it is not practicable to provide an approach cycle lane. The marking may be used only for a nearside approach for cycles. The marking is used without any upright cycle signs.

Schedule 7: Directional signs

- 2310.2 This sign replaces diagram 2310.1. Motorway service areas must always provide facilities for disabled persons. Therefore, it is no longer necessary to include the wheelchair symbol on the sign. The picnic area symbol, which is optional, has been added.
- 2511.1 This sign replaces diagram 2511 as the “Secured” panel has been superseded by the “Park Mark” symbol.
- 2512.1 This sign replaces diagram 2512 as the “Secured” panel has been superseded by the “Park Mark” symbol.
- 2711.1 Similar to diagram 2711, but with a distance added.
- 2919.2 This sign replaces diagram 2919.1. Motorway service areas must always provide facilities for disabled persons. Therefore, it is no longer necessary to include the wheelchair symbol on the sign. The picnic area symbol, which is optional, has been added.

Schedule 9: Light signals for pedestrians and animal crossings

- 4003.1A Nearside repeater signals (supplementary nearside signals) that must be used if at all in combination with the signals shown in diagram 4003.1.
- 4003.4A Nearside repeater signals (supplementary nearside signals) that must be used if at all in combination with the signals shown in diagram 4003.4.

4003.7A Nearside repeater signals (supplementary nearside signals) that must be used if at all in combination with the signals shown in diagram 4003.7.

Schedule 12: signs for road works

7009.1 A combined supplementary plate that may only be used with diagram 7009. The maximum advised speed of 20mph may not be varied. The larger sizes of sign are for use in advance of the length of road that has been surface-dressed.

7011.2 Indication of where vehicles must stop when the red light shows at a portable signal-controlled pedestrian crossing facility and where there is no stop line (similar to diagrams 7011 and 7011.1).

7014.1 Sign for use where a permanent maximum bridge headroom is indicated and this has been reduced temporarily or permanently. The purpose of the sign is to draw to the attention of regular drivers that the signed headroom they are familiar with has been reduced.

Part 5: Details of the proposed amendments to existing sign diagrams

Descriptions below are intended to be a guide only. Please look at the diagrams themselves for the detail (see schedule to draft statutory instrument at Annex A).

Schedule 1: Warning signs

- 530 The metric sign may no longer be omitted. Both imperial and metric signs must always be shown.
- 530.2 The table has been amended to remove diagram 629.2 from item 3.
- 531.1 The metric sign may no longer be omitted. Both imperial and metric signs must always be shown.
- 532.2 The metric sign may no longer be omitted. Both imperial and metric signs must always be shown.
- 532.3 The metric sign may no longer be omitted. Both imperial and metric signs must always be shown.
- 543.1 The table has been amended to include new direction 44A (signs mounted on signal posts) in item 2.
- 554.3 The table has been amended to remove diagram 629 from item 3.
- 563.1 The sign may now be varied to include POLICE so that it can be used to indicate signals shown in diagram 3014 in the vicinity of a police station.

Schedule 2: Regulatory signs

- 606 The table has been amended to include new directions 41(3A) (signs mounted on bollards) and 44A (signs mounted on signal posts) in item 2.
- 610 The table has been amended to include new direction 41(3A) (signs mounted on bollards) in item 2.
- 611 The table has been amended to include new direction 41(3A) (signs mounted on bollards) in item 2.
- 612 The table has been amended to include new direction 44A (signs mounted on signal posts) in item 2.
- 613 The table has been amended to include new direction 44A (signs mounted on signal posts) in item 2.

- 614 The table has been amended to include new direction 44A (signs mounted on signal posts) in item 2.
- 616 The table has been amended to include new directions 41(3A) (signs mounted on bollards) and 44A (signs mounted on signal posts) in item 2.
- 620 The table has been amended to remove diagram 629 from item 3. The permitted variants are now listed in the table rather than referring to diagram 618.1.
- 639.1B Item 4 of the table has been amended to include new diagram 660.9 (electric vehicle charging point) as a permitted variant of the lower panel.
- 660 The table has been amended to (a) include new direction 24(5) (signs can be used without a road marking in a road indicated by new sign shown in diagram 663.3 - permit parking only past this point) in item 2, and (b) to include new diagram 663.3 in item 3.
- 660.3 The table has been amended to (a) include new direction 24(5) (signs can be used without a road marking in a road indicated by new sign shown in diagram 663.3 - permit parking only past this point) in item 2, and (b) to include new diagram 663.3 in item 3.
- 664 The caption has been amended so that the sign can be used to indicate the end of a restricted parking zone (see new diagram 663.2 above).
- 670 The caption has been amended to make it clear that this diagram must not be used to indicate a national speed limit (i.e. 60mph on a single carriageway road and 70mph on a dual carriageway road).
- 673 The smaller sign sizes of 300 and 450 millimetres have been removed as this sign is not used as a repeater.

Schedule 3: Signs for railway and tramway level crossings

- 784.1 The caption has been amended so that the sign can be used for all railway level crossings and not just automatic crossings. The table has been amended to include a new permitted variant in item 4. This allows the words “must phone” to be varied to “must use SOS phone”.
- 786 The table has been amended to include a new permitted variant in item 4. This allows the words “AND USE PHONE” to be varied to “AND USE SOS PHONE” or “& USE SOS PHONE”.

Schedule 4: Miscellaneous informatory signs

- 816.1 The position of the dimensions has been corrected. There has been no change to the actual sign, caption or table.
- 818.3 The maximum x-height has been increased from 200 to 300 millimetres as this sign can be used on a dual carriageway road or motorway. The permitted variants shown in item 4 of the table have been amended as follows:
- (a) Schedule 16, item 11 (an arrow may be added) has been removed. This has been replaced by a worded variant that allows “ahead” to be replaced by a horizontal arrow. This is to ensure that the arrow is placed immediately below the distance.
 - (b) reference to the distance being shown below the diagram 629.2A symbol when “Low bridge” is omitted now also includes any arrow.
 - (c) the diagram 629.2A symbol may no longer be varied to diagram 629 or 629.2 as these diagrams are no longer prescribed.
 - (d) reference to adding an alternative route in the manner shown in diagram 818.4 has been removed. This variant of the sign can now be created by varying the sign shown in diagram 818.4 to include legend such as “Low bridge 2 miles ahead” (see items (b) and (c) in diagram 818.4 below).
- 818.4 The maximum x-height has been increased from 200 to 300 millimetres as this sign can be used on a dual carriageway road or motorway. The permitted variants shown in item 4 of the table have been amended as follows:
- (a) Schedule 16, item 11 (an arrow may be added) has been removed. This has been replaced by a worded variant that allows an arrow to be added above the diagram 622.1A symbol. This is to ensure that the arrow is placed in the correct position on the sign.
 - (b) the legend “Weight limit” may now also be varied to “Low bridge”.
 - (c) the legend “at Beckwood (B 3033)” may be varied to a distance. “ahead” may be added when no arrow is shown. This variant, together with (b) above, replicates diagram 818.3, but with an alternative route shown. Also, “at Beckwood (B 3033)” may be omitted when an arrow is shown to create the legend “Weight limit” plus arrow (i.e. without a distance being shown).

(d) the diagram 622.1A symbol may no longer be varied to diagram 629 or 629.2 as these diagrams are no longer prescribed.

(e) the legend indicating an alternative route may now include the expression "Alternative route via".

829.6 The table has been amended to include a new permitted variant in item 4. This allows the legend to be varied to "Authorised vehicles only" so that the waiting place or observation platform may be used by traffic officers.

878 The table has been amended to include a new permitted variant in item 4. This allows the legend to be varied to "Average speed check".

Schedule 5: Signs for bus, tram and pedal cycle facilities

951 The table has been amended to include new direction 41(3A) (signs mounted on bollards) in item 2.

954 The table has been amended to remove diagram 629 from item 3.

954.2 The table has been amended to remove diagram 629 from item 3.

954.5 The table has been amended to include new direction 44A (signs mounted on signal posts) in item 2

954.6 The table has been amended to include new direction 44A (signs mounted on signal posts) in item 2

954.7 The table has been amended to include new direction 44A (signs mounted on signal posts) in item 2

955 The table has been amended to include new direction 41(3A) (signs mounted on bollards) in item 2.

956 The table has been amended to include new direction 41(3A) (signs mounted on bollards) in item 2.

957 The table has been amended to (a) include new direction 41(3A) (signs mounted on bollards) in item 2, and (b) amend the permitted variant in item 4 to make clear that the whole sign is reversed in a mirror image.

959.1 The table has been amended to remove direction 18(5) from item 2 as this direction does not apply to this sign.

960.1 The table has been amended to remove direction 18(5) from item 2 as this direction does not apply to this sign.

- 961 The table has been amended to include new diagrams 958A and 959A in item 3.
- 962.2 The table has been amended to remove permitted variant, schedule 16, item 28 (times may be added) in item 4 as a contra-flow bus and cycle lane operates at all times.
- 964 The table has been amended to (a) remove direction 18(3) from item 2, and (b) remove diagram 1050 from item 3. Diagram 1050 is generally used without diagram 964 at intermediate junctions along a bus lane. Item 11 in table 2 of direction 18(3) has been amended to remove diagram 964 from column (3).
- 966 A smaller x-height of 30 millimetres has been added. The table has been amended to include a new permitted variant in item 4 that allows DISMOUNT to be varied to REJOIN CARRIAGEWAY.

Schedule 6: Road markings

- 1004 The caption has been amended so that the marking is no longer related to the actual speed limit.
- 1004.1 The caption has been amended so that the marking is no longer related to the actual speed limit.
- 1005 The caption has been amended so that the marking is no longer related to the actual speed limit.
- 1005.1 The caption has been amended so that the marking is no longer related to the actual speed limit.
- 1008 The caption has been amended so that the marking is no longer related to the actual speed limit.
- 1008.1 The caption has been amended so that the marking is no longer related to the actual speed limit.
- 1010 Caption (a) has been split into two captions (a) and (f). This is to make clear that diagram 1010 is not to be used as a substitute for diagram 1003 (give way line) at a road junction. Caption (g) is the original caption (f) introduced by the Traffic Signs (Amendment) Regulations and General Directions 2005 (TSRGD 2005). The table has been amended to include new diagram 958A in item 3. Item 4 of the table includes the amendment introduced by the TSRGD 2005.
- 1048 The caption has been amended to include new diagram 959A. The table has been amended to include diagram 959A in item 3. A new marking for bus and motor cycle lanes has not been prescribed. Diagram 1048 is to be used.

- 1049 The caption has been amended to refer to designated lane rather than bus lane. This is to enable the marking to be used for other types of lane which may be authorised in the future and which may not be used by buses (e.g. an off-side HOV lane on a dual carriageway road or motorway). The table has been amended to (a) remove direction 18(5) from item 2 as this direction does not apply to this sign, and (b) include new diagram 959A in item 3.
- 1050 The caption has been amended (a) to refer to designated lane rather than bus lane (see diagram 1049 above), and (b) to indicate that the marking may be used where there is a break in the lane at an intermediate road junction. The table has been amended to (a) change direction 18(3) to 18(1) in item 2, and (b) remove diagram 964 in item 3. This marking is now linked only to diagram 1049 by direction 18 (hence it has been moved from direction 18(3) to 18(1)).
- 1055.1 New caption (g) added as this marking is to be used with a portable signal-controlled pedestrian facility. The table has been amended to include diagram 3000.1 (portable signals) and new diagram 7011.2 (sign indicating where to stop at a portable signal-controlled pedestrian facility - see diagram 7011.2 under new signs above).

Schedule 7: Directional signs

- 2027 The warning triangle on the sign has been changed to diagram 629.2A. Although the warning sign shown in diagram 530 may still be shown on the sign, both the imperial and metric version must be used together. The caption has been changed from “low bridge” to “height restriction”.
- 2402.1 The table has been amended to remove direction 42(6) in item 2. Changes to directions 42(6) and 42(7) were introduced by the Traffic Signs (Amendment) General Directions 2004, but the table in diagram 2402.1 was not updated at the time.
- 2502 The table has been amended to include schedule 16, item 28 (the symbol may be reversed) in item 4. The lorry symbol is reversed when a right-pointing arrow is added to the sign.
- 2505 The permitted variants shown in item 4 of the table have been amended as follows:
- (a) the Park Mark symbol replaces the “Secured” panel (see new diagrams 2511.1 and 2512.1 above).
 - (b) NEARLY FULL is no longer a prescribed variable legend.
 - (c) the variable legend may display, in red, green, white, off-white or yellow characters on a black background, the number of spaces available at any one time.

- 2509.1 The permitted variants shown in item 4 of the table have been amended as follows:
- (a) “Same as diagram 2505” has been expanded, in respect of the upper panel of the sign, to exclude the use of the P symbol shown in diagram 2506. This is now the same as diagram 2505.1.
 - (b) NEARLY FULL is no longer a prescribed variable legend.
 - (c) the variable legend may display the number of spaces available at any one time.
 - (d) the colours of the variable legend are now specified as being the same as those described in diagram 2505.
- 2601.1 The sign has been redrawn as a two-panel advance direction sign, showing destinations and distances. The caption has been amended accordingly. The permitted variants shown in item 4 of the table have been amended as follows:
- (a) Schedule 16, item 3 (distance may be added) has been removed as the sign now shows distances;
 - (b) Schedule 16, item 9 (distance may be omitted) has been added;
 - (c) Schedule 16, item 16 (number of routes shown may be varied) has been added as the sign is now a multi-panelled stack-type sign. Schedule 16, item 16 does allow a single panel (single direction) to be shown;
 - (d) Schedule 16, item 29 (the relative positions of the symbol and legend may be reversed) has been added. This applies when the cycle symbol is placed alongside the destination;
 - (e) the cycle symbol may placed alongside the destination;
 - (f) the position of the pedestrian symbol, when added, is no longer described as this depends on various factors. The working drawing for the sign will be updated to show alternative layouts;
 - (g) journey times may be added in the manner shown in diagram 2602.1;
 - (h) where journey times are shown and the pedestrian symbol is added, journey times for pedestrians must also be shown;

(i) a horizontal arrow may be placed as shown in diagram 2610.1 only when the sign indicates a single direction.

2602.1 The signs have been redrawn to show journey times instead of distances. The caption has been amended accordingly. The permitted variants shown in item 4 of the table have been amended as follows:

(a) Schedule 16, item 3 (distance may be added) has been added as the sign no longer shows distances;

(b) Schedule 16, item 9 (distance may be omitted) has been removed as it is no longer applicable;

(c) journey times may be varied or omitted;

(d) the position of the pedestrian symbol, when added, is no longer described as this depends on various factors. The working drawing for the sign will be updated to show alternative layouts;

(e) where journey times are shown and the pedestrian symbol is added, journey times for pedestrian must also be shown.

2608 The table has been amended to correct an error in item 4. Reference to the wheelchair symbol shown in diagram 2311.1 has been changed to diagram 2310.2. Also, a new permitted variant has been added to item 4 of the table. This allows journey times to be shown when the cycle symbol is substituted for the pedestrian symbol. Journey times must not be added when the pedestrian symbol is shown (with or without the cycle symbol).

2609 The table has been amended to correct an error in item 4. Reference to the wheelchair symbol shown in diagram 2311.1 has been changed to diagram 2310.2.

2703 The table has been amended to change direction 13(3) (sign must not be used on a motorway) in item 2 to new direction 13A. This allows the sign to be used on any road other than the main carriageway of a motorway (i.e. the use of the sign is extended to motorway slip roads, roundabouts and link roads).

2704 The table has been amended to change direction 13(3) (sign must not be used on a motorway) in item 2 to new direction 13A. This allows the sign to be used on any road other than the main carriageway of a motorway (i.e. the use of the sign is extended to motorway slip roads, roundabouts and link roads).

2705 The table has been amended to change direction 13(3) (sign must not be used on a motorway) in item 2 to new direction 13A. This allows the sign to be used on any road other than the main carriageway of a

motorway (i.e. the use of the sign is extended to motorway slip roads, roundabouts and link roads).

- 2706 The table has been amended as follows:
- a. direction 13(3) (sign must not be used on a motorway) in item 2 has been changed to new direction 13A. This allows the sign to be used on any road other than the main carriageway of a motorway (i.e. the use of the sign is extended to motorway slip roads, roundabouts and link roads);
 - b. a new permitted variant in item 4 allows the place name destination to be changed to “Diverted traffic” or to a diversion route symbol shown in Part VII of Schedule 13 (this effectively provides a map-type version of the advance direction sign shown in diagram 2703).
- 2707 The table has been amended to change direction 13(3) (sign must not be used on a motorway) in item 2 to new direction 13A. This allows the sign to be used on any road other than the main carriageway of a motorway (i.e. the use of the sign is extended to motorway slip roads, roundabouts and link roads).
- 2711 The permitted variant in item 4 of the table has been corrected to accord with the working drawing. The symbols are not arranged vertically, but the arrow may be placed below the symbols.
- 2716 In item 4 of the table a new permitted variant has been added to allow “follow” to be omitted (as shown on the working drawing).
- 2901 In item 4 of the table a new permitted variant has been added to allow the motorway number to be placed above the symbol (as shown on the working drawing).

Schedule 8: Light signals for the control of vehicular traffic

- 3000 A new permitted variant has been added to allow the mounting height to the centre of the amber aspect to be increased to a maximum of 6.1m where the character or layout of the road restricts visibility of the signals.
- 3000.1 The table has been amended as follows:
- (a) in item 2, new direction 55(7) (placing of various light signals) has been added to take account of the use of portable signals at a portable signal-controlled pedestrian facility;
 - (b) in item 3, diagram 1055.1 and new diagram 7011.2 have been added in connection with portable signal-controlled pedestrian facilities.

3000.2 The table has been amended as follows:

(a) in item 2, new direction 44A (signs mounted on signal posts) has been added. Direction 55(6) has been added as these signals may now be used with diagram 4003.6. New directions 55(7A) and 55(7B) (placing of various light signals) have been added. These take account of the new repeater signals to diagram 4003.1A;

(b) in item 3, diagram 4003.6 has been added.

3000.7 The table has been amended as follows:

(a) in item 2, new direction 44A (signs mounted on signal posts) has been added;

(b) in item 3, new diagram 1001.2A has been added.

3000.8 The table has been amended as follows:

(a) in item 2, new direction 44A (signs mounted on signal posts) has been added;

(b) in item 3, new diagram 1001.2A has been added.

3000.9 The table has been amended as follows:

(a) in item 2, new direction 44A (signs mounted on signal posts) has been added;

(b) in item 3, new diagram 1001.2A has been added.

3000.10 The table has been amended as follows:

(a) in item 2, new direction 44A (signs mounted on signal posts) has been added;

(b) in item 3, new diagram 1001.2A has been added.

Schedule 9: Light signals for pedestrians and animal crossings

4002.1 The table has been amended as follows:

(a) in item 1, new regulation 47A (portable signal-controlled pedestrian facilities) has been added;

(b) in item 2, new direction 44A (signs mounted on signal posts) and direction 49 (zig-zag lines) have been added (this diagram has been added to direction 49).

4003 The table has been amended as follows:

(a) in item 1, new regulation 47A (portable signal-controlled pedestrian facilities) has been added;

(b) in item 2, new direction 44A (signs mounted on signal posts) has been added.

4003.1 The table has been amended as follows:

(a) in item 2, new direction 44A (signs mounted on signal posts). Direction 55(7) has been changed to new directions 55(7A) and 55(7B) (placing of various light signals) which take account of the new repeater signals to diagram 4003.1A;

(b) in item 3, new diagram 4003.1A has been added.

4003.2 The table has been amended to include new direction 44A (signs mounted on signal posts) in item 2.

4003.3 The table has been amended to include new direction 44A (signs mounted on signal posts) in item 2.

4003.4 The table has been amended as follows:

(a) in item 2, new direction 44A (signs mounted on signal posts). Direction 55(8) has been changed to new directions 55(8A) and 55(8B) (placing of various light signals) which take account of the new repeater signals shown in diagram 4003.4A;

(b) in item 3, new diagram 4003.4A has been added.

4003.5 The table has been amended to include new direction 44A (signs mounted on signal posts) in item 2.

4003.6 The caption has been amended as the push button demand unit can now be used with the cycle signals shown in diagram 3000.2. The table has been amended as follows:

(a) in item 2, new direction 44A (signs mounted on signal posts);

(b) in item 3, diagram 3000.2 has been added.

4003.7 The table has been amended as follows:

(a) in item 2, new direction 44A (signs mounted on signal posts). Direction 55(9) has been changed to new directions 55(9A) and 55(9B) (placing of various light signals) which take account of the new repeater signals shown in diagram 4003.7A;

(b) in item 3, new diagram 4003.7A has been added.

Schedule 12: Signs for road works

- 7005 The sign has been amended to show the month and year in full and on two lines. This format may be used where the year, if abbreviated, might be mistaken as being the day of the month. In item 4 of table a new permitted variant allows the date to be shown on a single line (in which case it may be abbreviated as before). The error in item 4 (reference to the date shown on the sign) has now been corrected.
- 7009 The table has been amended to include new diagram 7009.1 in item 3.
- 7101.1 Regulation 56(2) allows the base of the cone to be in any single colour. For clarity, this is now shown as a permitted variant in item 4 of the table.
- 7102 Regulation 56(7) allows the base of the delineator to be in any single colour. For clarity, this is now shown as a permitted variant in item 4 of the table.
- 7202 The caption has been amended to allow the sign to be used to indicate lane closures on a one-way street.
- 7301 In item 4 of the table a new permitted variant allows an access identifier to be added in white characters directly on the red background of the sign (a patch similar to a parking permit identifier is not to be used).
- 7306 In item 4 of the table a new permitted variant allows the word ONLY to be varied to an access identifier in white characters directly on the red background of the sign (a patch similar to a parking permit identifier is not to be used).

Part 6: Details of the proposed amendments to the Traffic Signs (Temporary Obstructions) Regulations

Portable signs used by motorists in the event of breakdown.

This section explains the changes we propose to make by the Traffic Signs (Temporary Obstructions) (Amendment) Regulations 2010, to be made under section 64(1) and (2) of the Road Traffic Regulation Act 1984.

The Traffic Signs (Temporary Obstructions) Regulations 1997 (TOR) authorise persons, not otherwise authorised to do so, to place specified signs on roads in connection with temporary obstructions. These signs include such devices as warning triangles. Regulation 15(1) of the TOR reads:

“Subject to paragraph (4) of this regulation, a person who is in charge of or accompanies an emergency or breakdown vehicle which is temporarily obstructing a road is hereby authorised to place a keep right sign...”.

The problem is that regulation 8, which prescribes the keep right sign (diagram 610 in the TSRGD) for the purposes of the TOR requires a minimum diameter of 900 millimetres. This is impractical in many instances. A sign that size needs to be of the “roll up” variety in order to be carried in a normal vehicle and, at that size, the lightweight sign is liable to displacement by wind or vehicle slipstreams.

Furthermore, Chapter 8 of the Traffic Signs Manual: Traffic Safety Measures and Signs for Road Works and Temporary Situations, actually specifies a diameter of 600 millimetres for use on lower-speed roads, although that is within a works area, not the first indication of an obstruction.

It is considered to be acceptable on safety grounds for vehicle recovery operatives to place a 600 millimetre diameter sign, instead of the 900 millimetre version. We are therefore amending the TOR to allow the placing of 600 millimetre diameter signs.

IV) How to respond

We do not intend to acknowledge individual responses unless this is specifically requested.

I should be grateful for your suggestions of any organisations to whose attention the document should be drawn. It would also be helpful if representative groups could give a summary of the people and organisations they represent.

In formulating your response please bear in mind that the proposed changes are not intended to overlap with any of the fundamental issues being considered as part of the Traffic Signs Policy Review, announced by this Department in September 2008. Instead, we have confined these proposals to what we believe represent 'quick wins' which could be delivered independently of the Review outcome, to bring substantial benefits in the shorter term.

When responding to the consultation, please comment on the analysis of costs and benefits contained in the Impact Assessment at Annex D, giving supporting evidence wherever possible.

Please also suggest any alternative methods for reaching the objective and highlight any possible unintended consequences of the policy, and practical enforcement or implementation issues.

The consultation period began on 17 September 2009 and will run until 24 December 2009. Comments on the proposed Traffic Signs (Amendment) Regulations and General Directions should arrive no later than **24 December 2009** to

Richard Creese
Department for Transport
Traffic Signs Policy Branch
2/08, Great Minster House
76 Marsham Street
London SW1P 4DR
or by e-mail to traffic.signs@dft.gsi.gov.uk

If you would like further copies of this consultation document it can be found on the Department's website at www.dft.gov.uk/consultations/open/. Please contact Richard Creese if you would like the document in an alternative format (Braille, audio CD, etc).

It would be helpful if you were to use the questionnaire as a basis for your response, but please feel free to make as many additional comments as you wish.

When responding, please state whether you are responding as an

individual or representing the views of an organisation. If responding on behalf of a larger organisation please make it clear who the organisation represents, and where applicable, how the views of members were assembled.

If you have any suggestions of others who may wish to be involved in this process please contact us.

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department.

The Department will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

V) The Consultation Code of Practice

The consultation is being conducted in line with the Code of Practice on Consultation. The criteria are listed below, a full version of the Code of Practice on Consultation is available on the Better Regulation Executive website at: <http://www.berr.gov.uk/files/file47158.pdf>

If you consider that this consultation does not comply with the criteria or have comments about the **consultation process** please contact:

Lec Napal
Consultation Co-Ordinator
Department for Transport
Zone 1/33
Great Minster House
London SW1P 4DR
Email address: consultation@dft.gsi.gov.uk

The Seven Consultation Criteria

- 1. When to consult:** Formal consultation should take place at a stage when there is scope to influence the policy outcome.
- 2. Duration of consultation exercises:** Consultations should normally last for at least 12 weeks with consideration given to longer timescales where feasible and sensible.
- 3. Clarity of scope and impact:** Consultation documents should be clear about the consultation process, what is being proposed, the scope to influence and the expected costs and benefits of the proposals.
- 4. Accessibility of consultation exercises:** Consultation exercises should be designed to be accessible to, and clearly targeted at, those people the exercise is intended to reach.
- 5. The burden of consultation:** Keeping the burden of consultation to a minimum is essential if consultations are to be effective and if consultees' buy-in to the process is to be obtained.
- 6. Responsiveness of consultation exercises:** Consultation responses should be analysed carefully and clear feedback should be provided to participants following the consultation.
- 7. Capacity to consult:** Officials running consultations should seek guidance in how to run an effective consultation exercise and share what they have learned from the experience.