

Report on the Public Consultation on the draft Traffic Signs (Amendment) Regulations and General Directions 2010 and the draft Traffic Signs (Temporary Obstruction) Regulations 2010

Introduction

1. The Consultation Paper was entitled "Consultation on the draft Traffic Signs (Amendment) Regulations and General Directions 2010 and the draft Traffic Signs (Temporary Obstruction) Regulations 2010". (Note that the first of these two instruments, contained in Annex A to the Consultation Paper, was subsequently separated out into two instruments which were made the following year – namely SIs 2011/1040 and 2011/3041. The second instrument, contained in Annex B to the Consultation Paper, was not taken forward.) The consultation paper was sent by email to key consultees on 25 September 2009, and was published simultaneously on the Department for Transport's website. The full 12-week public consultation, which closed on 24 December 2009, can be found at the following link:
<http://www.dft.gov.uk/consultations/dft-20090917/>
2. This report summarises the responses received and sets out the Government's response and policy changes arising from consultation. Consultees were invited to respond to the following 12 questions (set out in Annex E to the Consultation Paper), which concerned proposed changes to the Traffic Signs Regulation and General Directions 2002 (SI 2002 No. 3113 - "TSRGD 2002"):
 1. Do you have any comments on the additional proposals contained in Annex C? (ie in respect of direction 11, Schedule 19, diagram 2716, diagrams 7283 and 7284 and red variable message signs (VMS) displayed on police cars)?
 2. Do you have any comments on proposals to allow portable pedestrian facilities?
 3. Have all superseded British and European Standards been captured?
 4. Do the proposed savings for signs that have been withdrawn allow sufficient time to comply? (Note: a 'saving' is the time period given in which to replace signs that have been withdrawn.)
 5. Do you agree with the proposed changes to Schedule 19 in respect of bus stop clearways, as detailed in paragraph 21 of part 1 of the consultation proposals?
 6. Do you agree with the proposed changes contained in the draft Traffic Signs (Temporary Obstructions) (Amendment) Regulations 2010?
 7. Do you have any comments on the proposed variation to allow the mounting height for permanent traffic signal heads to be increased where visibility of the signal heads is an issue?
 8. Are there signs other than those listed in the draft direction 44A that should be permitted to be affixed to traffic signals or mounted on signal posts?
 9. Do you have any comments on the proposed revision of direction 53 (placing of portable light signals prescribed by regulation 35)?
 10. Do you have any comments on the proposal to amend direction 46 to require portable signals to be mounted on posts coloured yellow or in a non-reflective metallic finish?
 11. Are the proposed changes helpful?
 12. Does the draft impact assessment cover all the costs and benefits arising from the proposals?

Breakdown of Responses

3. We received 135 consultation responses from organisations and individuals, of which many commented on more than one issue. A list of those who responded (including where organisations responded twice) is at **Annex A** to this report. Most respondents answered only some of the questions, while others provided detailed comments rather than providing direct answers. Of those responses, it was considered that 357 comments related to issues within the stated scope of the proposed regulatory changes, with 204 comments relating to other issues.
4. The commentary that follows therefore relates only to those responses where a clear answer to the question was provided, or could be deduced. Answers expressing support with no suggested changes have not been included.
5. It should be noted that all comments received were considered in reviewing and revising the draft Regulations (at Annex A to the Consultation Paper) and the associated Impact Assessments for each SI. Those comments resulted in what we consider to be two strengthened sets of amendment Regulations – namely the Traffic Signs (Amendment) Regulations and General Directions 2011 (SI 2011/1040) and the Traffic Signs (Amendment) (No.2) Regulation and General Directions 2011 (SI 2011/3041).

Progress Following Consultation

6. The Department gave effect to those proposals which related to portable pedestrian crossing facilities (Question 2), on 9 May 2011 – by means of the Traffic Signs (Amendment) Regulations and General Directions 2011 (SI 2011 No. 1040).
7. A number of post-consultation amendments have also been included in light of the Department's internal checking procedures. These are listed in the table at **Annex B**.

Breakdown by Question

Question 1 - Do you have any comments on the additional proposals contained in Annex C (i.e. in respect of direction 11, Schedule 19, diagram 2716, diagrams 7283 and 7284 and red VMS signs (VMS) displayed on police cars)?

Direction 11 TSRGD 2002 - Repeater signs

Consultation proposal

8. The proposed amendment (in direction 8 of the draft SI at Annex A to the Consultation Paper) related to the use of repeater signs along a length of road where a restriction or prohibition is in force. It included new signs shown in diagrams 637.2A (waiting prohibition in a restricted zone), 660.8 (car club permit holder parking), 660.9 (electric vehicle charging), 959A (solo motorcycles in near-side with-flow bus lanes) and diagram 960.2 (contra-flow cycling).
9. The changes to the requirements for repeater signs retained the need to give adequate information to road users, while eliminating unnecessary proliferation, by allowing them to be omitted in specified circumstances. A new direction 2B was 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.
10. Repeater signs for national speed limits (diagram 671) need not be placed along defined short lengths of carriageway.
11. Additional repeater signs placed to serve traffic entering from a side road would not be deemed to compromise the 'regular intervals' at which the other repeaters are placed.
12. Repeater signs in pedestrian zones and restricted zones may be placed at irregular intervals along a road, as required to inform drivers.

Issues raised by consultees

13. The proposals were welcomed in principle by consultees, but it was also pointed out that the objective had not been met in relation to the proposed amendment to direction 11(9).

Government response

14. It is agreed that the proposals did not fully achieve the stated objective, and that further clarifications were needed. TSRGD 2002 direction 11 has, in the past, caused enforcement difficulties insofar as the expression "regular intervals" could be interpreted as meaning 'precisely equal intervals' - which, in practice, is almost impossible to achieve in the highway environment. The proposed direction 11(9) in the draft S.I. unintentionally reinforced that interpretation of the direction, rather than making the intended meaning clearer. A different approach was therefore required, and consultees made helpful suggestions in this respect.

Policy changes arising from consultation

15. TSRGD 2002 direction 11 has been changed to clarify the requirement for appropriate use of repeater signs. The expression “at regular intervals along a road” is replaced with wording requiring simply that the signs must be placed along the road. The direction does not apply to signs indicating the start or end of a restriction, as those signs remain subject to directions 8, 9 and 10 (as appropriate). Nor does it apply to diagram 670 when displayed as variable message signs prescribed by regulation 58 and mounted on gantries over each lane of the carriageway.
16. The following need not be placed as repeater signs in the following circumstances:
- Diagram 614 (the “no U-turn” sign) along a single carriageway less than 100 metres long, and only needs to be placed at or near a gap in the central reservation on a dual carriageway.
 - Diagram 632 (the “no overtaking” sign) along a length of road shorter than 400 metres, so long as there is not a junction on it from where traffic could join the road in question.
 - Diagram 642 (the clearway sign) on the following lengths of road:
 - subject to a speed limit of 30 mph and shorter than 800 metres;
 - subject to a speed limit of 40 mph and shorter than 1100 metres;
 - subject to a speed limit of 50 mph and shorter than 1350 metres;
 - subject to a speed limit of 60 mph, or a national speed limit and shorter than 1600 metres.
 - Diagrams 660 and 660.3 (permit parking signs) within a permit parking area.
 - Diagram 670 (speed limits) on the lengths of road:
 - subject to a speed limit of 20 mph and shorter than 200 metres;
 - subject to a speed limit of 30 mph, on an unlit road, and shorter than 200 metres;
 - subject to a speed limit of 40 mph and shorter than 250 metres;
 - subject to a speed limit of 50 mph and shorter than 350 metres;
 - subject to a speed limit of 60 mph and shorter than 400 metres - in respect of a dual carriageway road or motorway.
 - Diagram 671 (national speed limit) on a single carriageway shorter than 400 metres, or a dual carriageway road shorter than 450 metres.
 - Diagram 672 (minimum speed limit) along a length of road shorter than 250 metres.
 - Additionally, diagram 670 - when displayed on a variable message sign - is exempt from the requirement to be placed along a road (i.e. at the side of the road) when mounted directly above a traffic lane or actively managed hard shoulder.

17. Direction 11(4)(b) now prevents 60mph and 70mph repeater signs being used on roads subject to a national speed limit.
18. Diagrams 959 and 959A (bus lanes) need not be placed as a repeater signs along a length of those bus lanes less than 300 metres in length, along which there is no junction with another road.

Diagram 2716 - Junction ahead leading to a temporary diversion route

Consultation proposal

19. The proposed amendment was to add a new permitted variant in item 4 of the table to allow “follow” to be omitted (as shown on the working drawing).

Issues raised by consultees

20. There was general support for the proposal to expand the permitted variants to allow all variations of diversion signing, although there was some concern about the potential for information overload.

Government response

21. Ultimately, it would be for highway authorities to design each sign appropriately, having regard to the working drawings published by the Department for Transport.

Policy changes arising from consultation

22. The permitted variants have been expanded to allow diversion information relating to junction numbers.

Diagrams 7283 and 7284 - Symbols that may be incorporated into road works signs

Consultation proposal

23. It was proposed that two diagram roundels, namely 7283 or 7284 (750 mm diameter), could be stacked vertically: one imperial and one metric. This would save 150 mm on sign width for all lanes with the restriction.

Issues raised by consultees

24. While there was some support for stacking metric and imperial 750 mm diameter roundels, the majority of responses concerned issues beyond the scope of this proposal.

Government response

25. In the majority of road works situations, this proposal would apply only to width limits. As the larger metric-only width indicator cannot be placed between the arrow heads without increasing the overall size of the roundel, it is not possible to achieve the desired benefit.

Policy changes arising from consultation

26. This proposal has been withdrawn.

Red VMS displayed on police cars

Consultation proposal

27. At present, most police forces have variable message signs mounted in or on their vehicles which display, in red, messages to other road users, for example 'DON'T PASS'. It is now accepted that this colour is not desirable in terms of visibility.
28. Because the messages displayed in police vehicles are non-prescribed, they require authorisation from the Secretary of State. Those authorisations will stipulate that the legends are displayed in white, off-white or yellow, but will include a provision for displays in red for a period of three years.

Issues raised by consultees

29. One response was received opposing the proposal on cost grounds.

Government response

30. We do not support the withdrawal of this provision. The Association of Police Officers has confirmed its support for a 3-year saving for the replacement of those vehicle-mounted VMS displayed in red.

Policy changes arising from consultation

31. None.

Question 2 - Do you have any comments on proposals to allow portable pedestrian facilities?

Consultation proposal

32. The proposal was to make changes to allow the use of pedestrian facilities at portable signals. Portable pedestrian facilities would be subject to the prior approval of the traffic authority and would (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.

Issues raised by consultees

33. Although there was general support for the proposal, some concerns were raised about the use of portable pedestrian crossing facilities in practice, and the robustness of the approval process. Other concerns were raised about accessibility for disabled pedestrians.

Government response

34. The appropriate use of portable pedestrian facilities has been addressed in Traffic Advisory Leaflet 3/11 - "Signal-controlled Pedestrian Facilities at Portable Traffic Signals" at the following link: <http://assets.dft.gov.uk/publications/adobepdf-165240-244921-244924/traffic-advisory-leaflet-3-11.pdf>

Policy changes arising from consultation

35. None.

Question 3 - Have all superseded British and European Standards been captured?

Issues raised by consultees

36. As vehicle weights are now measured in metric units, the correct lowercase "t" should be used. Currently the unit of measurement for tonnes may be represented with either an uppercase "T", or a lowercase "t".
37. Consultation responses have pointed out the need to: (a) replace the out-of-date reference to BS 873 and (b) make it clear that the requirements in respect of the colour of sign backs extend to the background of any labels attached to the sign. The current wording, which permits lettering to be applied to the back of a sign for various purposes, is being misinterpreted by some manufacturers insofar as they have been using stickers with a background that contrasts with the back of the sign.
38. Consultees highlighted out of date references to British Standards in TSRGD 2002 Direction 57.

Government response

39. It is agreed that these corrections should be made.

Policy changes arising from consultation

40. TSRGD 2002 regulation 17(10) has been removed by SI 2011 No. 3041. All signs containing weight limits will now show the lower case "t"; while those existing signs displaying the uppercase "T" may remain in place - but only until life-expired or replaced.
41. Savings have been included so that these signs that would otherwise not comply with TSRGD 2002 as amended by the proposals under consideration can be used.
42. TSRGD 2002 direction 57 (Studs) has been changed to correct the errors identified in consultation, insofar as the references to British/European Standards are out of date. Paragraph (4) should now state "the British Standards" means British Standards BS EN 1463-1:1998 Incorporating Amendment No. 1 and BS EN 1463-2:2000".

Question 4 - Do the proposed savings for signs that have been withdrawn allow sufficient time to comply? (Note: a 'saving' is the time period given in which to replace signs that have been withdrawn.)

Consultation proposal

43. We proposed making changes to phase out the use of imperial-only triangular warning and regulatory roundels displayed to give warnings of restricted headroom and height or width restrictions (diagrams 530, 532.2, 532.3, 629 and 629.2). This would come into effect four years from (what would become) SI 2011/3041 coming into force.

Issues raised by consultees

44. The vast majority of responses opposed the 4-year saving on cost grounds. There was also concern that the proposals would require the placing of an additional warning triangle - as illustrated by diagram 530 - thus contributing to sign clutter.

Government response

45. In June 2010, the Coalition Government stated that the mile would remain in use as a form of measurement in Great Britain, and the decision was taken to allow highway authorities the option to maintain the use of imperial-only vehicle height and width regulatory and warning traffic signs as an alternative to the dual-unit equivalents. The proposal to phase out all imperial-only vehicle height and width limit regulatory and warning signs has therefore been withdrawn.
46. In response to consultees' concerns, a single dual-unit warning triangle has been developed (new diagram 530A). This has been achieved by omitting the ground level datum currently included in the prescribed height limit warning signs. Highway authorities will have the option to use either the new sign or the existing diagram 530.

Policy changes arising from consultation

47. A new diagram 530A has been included - the design of which has been incorporated into new diagrams 532.2A 532.3A and 818.5.

Question 5 - Do you agree with the proposed changes to Schedule 19 in respect of bus stop clearways?

Consultation proposal

48. The TSRGD 2002 inadvertently limited the use of bus stop clearways to local buses only (Schedule 19(3)), whereas the intention was to allow highway authorities discretion over the type of bus services permitted to stop within bus stop clearways.
49. The draft provisions under consultation sought to permit local and non-local bus services to use bus stop clearways, provided they operated to a published timetable, while retaining the option to specify 'local' buses only. To achieve this, we proposed to include a new definition of 'service buses' for such non-local bus services in regulation 4 as: "a bus being used in the provision of a service for which there is a published timetable".

50. The legend 'local buses' would be included in diagrams 974 and 975 as this is likely to be the most common use of these signs.
51. For the purposes of Schedule 19, we proposed to define "bus" in TSRGD 2002 regulation 4 for clarity. We would then amend the wording of Schedule 19(2) slightly to correspond with the above change.

Issues raised by consultees

52. The consensus was in favour of allowing highway authorities complete discretion over which categories of bus services they allow to use bus stop clearways, without the proposed timetable caveat.

Government response

53. It is agreed that highway authorities should determine the conditions of use of bus stop clearways.

Policy changes arising from consultation

54. Changes to reflect the above have been made to regulation 22 of, and Schedule 19 to, the TSRGD 2002 - to allow local or any non-local bus service to use bus stop clearways.

Question 6 - Do you agree with the proposed changes contained in the draft Traffic Signs (Temporary Obstructions) (Amendment) Regulations 2010?

Consultation proposal

55. 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.
56. The problem was that the regulations require diagram 610 to have a minimum diameter of 900 mm (when used for TOR purposes). 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.
57. Furthermore, Chapter 8 of the Traffic Signs Manual: Traffic Safety Measures and Signs for Road Works and Temporary Situations specifies a diameter of 600 mm for use on lower-speed roads, although that is within a works area, not the first indication of an obstruction.
58. It was considered to be acceptable on safety grounds for vehicle recovery operatives to place a 600 mm diameter sign, instead of the 900 mm version. We therefore proposed amendments to TOR to allow the placing of 600 mm diameter signs.

Government response

59. Trials have now been completed by the Transport Research Laboratory for the Highways Agency on a 900 mm diameter sign that is easily portable. Further work has been recommended on the initial findings, thereby removing the need for this amendment.

Policy changes arising from consultation

60. The proposal has therefore been withdrawn.

Question 7 - Do you have any comments on the proposed variation to allow the increased mounting height for permanent traffic signal heads where visibility of the signal heads is an issue?

Consultation proposal

61. For situations where the character or layout of the street restricts the visibility of traffic signals, we proposed changes to permit an increased mounting height of 6.1 m (to the centre of the amber aspect) of standard traffic signal heads.

Issues raised by consultees

62. Some consultation responses misconstrued this proposal.

Government response

63. The provision needed to be clarified.

Policy changes arising from consultation

64. Where the character or layout of the road affect the visibility of the existing light signals - for example at a humped bridge - the signal head may be mounted up to a maximum height of 6.1 m. Alternatively, an additional signal head may be mounted above the existing signal head at a maximum height of 6.1 m.

Question 8 - Are there signs other than those listed in the draft direction 44A that should be permitted to be affixed to traffic signals or mounted on signal posts?

Consultation proposal

65. We proposed 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 would help improve the visibility of the signals and reduce the risk of driver distraction.

Issues raised by consultees

66. Some consultees recommended adding diagrams, 543.1 (part time signals sub plate), 953 (bus gates), 955 (cycle routes), 616 (no entry), 7014, (permanent change in road layout), 7016 (crossing not in use), and 7019 (light signals not in use) to the list of signs that may be mounted on a traffic signal post.

Government response

67. It is agreed that the following signs should be allowed to be mounted in the following circumstances:
- One of each of the signs shown in diagrams 606, 612, 613, 614, 616, 954.5, 954.6 and 954.7 may be placed within the light signal head at junctions, but only if those signs face the stream of traffic to which they relate.
 - One of each of the signs shown in diagrams 543.1, 954, 954.2, 954.3, 954.4, 606, 612, 613, 614, 616, 7016 and 7019 may also be mounted directly on the signal post, but only if no sign duplicates any other sign mounted within the signal head facing in the same direction.
 - Diagram 543.1 does not have to be lit when mounted on a traffic signal post, but must be reflectorised.
68. As diagram 7016 is intended for pedestrians and should not face traffic, Schedule 17 item 9 applies to this sign whether or not it is mounted on a signal post.
69. However, it is not envisaged that the need to mount bus gate and cycle route signs on signal posts would be common. Such situations would be more appropriately catered for by means of a special direction issued by the Secretary of State.
70. None of the above prevents push button light signals for pedestrian, cycle and animal crossings and the associated near or far side signal being mounted on traffic signal posts: diagrams 4002.1, 4003, 4003.1, 4003.1A (when placed with the sign shown in diagram 4003.1), 4003.2, 4003.3, 4003.4, 4003.4A (when placed with the sign shown in diagram 4003.4), 4003.5, 4003.6, 4003.7 and 4003.7A (when placed with the sign shown in diagram 4003.7).

Policy changes arising from consultation

71. The TSRGD 2002 have been amended to reflect the above changes.

Question 9 - Do you have any comments on the proposed revision of direction 53 (placing of portable light signals prescribed by regulation 35)?

Consultation proposal

72. 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.

Issues raised by consultees

73. Many responses indicated confusion over the substituted direction 53. Some responses also suggested using 'emergency' rather than 'urgency' as this is defined in the New Roads and Street Works Act 1991, to prevent contractors misusing their powers to place signals.

Government response

74. In light of the consultation responses, the proposal needed to be revised.

Policy changes arising from consultation

75. The proposed amendments were largely withdrawn. A new, separate direction 53A was introduced by the Traffic Signs (Amendment) Regulations and General Directions 2011 [SI 2011/1040], that deals only with portable pedestrian facilities. Direction 53 will be kept under review.

Question 10 - Do you have any comments on the proposal to amend direction 46 to require portable signals to be mounted on posts coloured yellow or in a non-reflective metallic finish?

Consultation proposal

76. A revised direction 8 amended 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 direction 9 was added stating that posts or supports for pedestrian signals when placed with portable light signals, must be yellow or be in a non-reflective metallic finish.

Issues raised by consultees

77. The majority of responses did not support the proposal.

Government response

78. In light of consultation responses, it has been decided to withdraw this proposal.

Policy changes arising from consultation

79. The proposal has been withdrawn.

Question 11 - Are the proposed changes helpful?

Cycle journey times

Consultation proposal

80. Various changes were made to cycling signs, for example to allow journey times to be shown on cycle route signs.

Issues raised by consultees

81. Nearly all responses did not support this proposal, as it was considered that the variable contributory factors (for example gradients and fitness of the individual) meant that cycling journey times could not be accurately represented on cycle route signs.

Government response

82. It is considered that the provision of cycling journey times should be a matter for local decision. The proposal has therefore been retained. However, it is not considered feasible to include journey times for both pedestrians and cyclists on one sign.

Policy changes arising from consultation

83. The sign designs have been refined for clarity. Separate signs are now included which allow distances or times - but not both - to be represented on cycle signs. It is not considered feasible to include both distance and journey times for cyclists on one sign.

Cycle lead-in lanes

Consultation proposal

84. The proposal was to prescribe the variant of the cycle advanced stop line with a 'cycle entry' 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.

Issues raised by consultees

85. There was general support for the proposal, although there was some opposition to the requirement for cyclists to enter the reservoir from the near side only. There were also a number of comments related to the design detail of the marking.

Government response

86. For safety reasons it is considered that cyclists should only enter the reservoir from the near side, and position themselves within the reservoir in view of waiting vehicular traffic.
87. It has been decided to leave the fixed 45 degree angle of the cycle entry unchanged - thereby retaining a 5 degree tolerance permitted for angular measurements. No tolerances are permitted for dimensions expressed as maximum / minimum as was suggested in consultation. It was also considered prudent to address the cycle entry width in guidance in preference to prescribing dimensions.
88. Regulation 43 now defines a "cycle entry" to distinguish diagram 1001.2A from the existing 1001.2 (which comprises a lead-in cycle lane).

Policy changes arising from consultation

89. Diagram 1001.2A now includes what has been defined as a 'cycle entry'.

Schedule 19 - Yellow box markings

Consultation proposal

90. The proposal was to clarify the appropriate use of yellow box markings and make changes to allow their use at sites such as fire stations where there is a need to keep the carriageway clear.

Issues raised by consultees

91. There was support for expanding the permitted use of yellow box markings outside emergency services premises, although it was clear from some responses that more clarification on the range of permitted uses was required.

Government response

92. Agree that more clarification on the permitted use of yellow box markings is required.

Policy changes arising from consultation

93. The appropriate use of yellow box junction markings has been clarified. Each permitted use of yellow box markings has now been illustrated separately:
- diagram 1043 - extending across the full carriageway width - but not permitted for use at signalised arms of roundabouts and gyratory systems;
 - diagram 1044 - extending across part of the carriageway width - but not permitted for use at signalised arms of roundabouts and gyratory systems;
 - diagram 1044.1 - only for use on those arms of roundabouts and gyratory systems that are signalised at all times;
 - diagram 1044.2 - giving priority in one direction at a site not greater than 4.5 metres wide at its narrowest point. At such sites, diagram 615 must be placed at one end and diagram 811 placed at the other as appropriate.
94. Diagrams 1043 and 1044 may be placed outside the premises of a fire, police or ambulance station. In addition, an exemption from the prohibition indicated by box junction markings has been included for vehicles while being used for the purposes of police, fire, ambulance, bomb or explosive disposal or national blood service.
95. TSRGD 2002 regulation 10 has also been amended; applying section 36 of the Road Traffic Act 1988 to the new diagrams 1044.1 and 1044.2 in the same way as to the existing diagrams 1043 and 1044.

Diagram 7014.1 - Bridge headroom reduction ahead

Consultation proposal

96. A new sign was proposed for use where permanent maximum bridge headroom was indicated, and this has been reduced temporarily or permanently. The intention of the sign was to alert regular drivers in the area that the signed headroom they are familiar with has been reduced.

Issues raised by consultees

97. It was suggested that the sign should include height limit warning triangles.

Government response

98. To incorporate warning triangles would increase the size of the sign considerably and it is not intended to change the design. Unlike diagram 7014, which is placed in advance of the change in question, diagram 7014.1 will tend to be sufficiently close to the bridge to which it relates.

Policy changes arising from consultation

99. An error occurred in the consultation document in that diagram 7014.1 was included in TSRGD 2002 Schedule 17, item 1. This has been corrected by the addition of a new item 17, which accords with established Bridge Strike Prevention Group protocols.

100. Where the lowering is during temporary bridge works, there will be an obvious change in the appearance of the bridge, and it will be evident that the clearance has been reduced. Therefore it is sufficient for it to just be reflectorised in temporary situations.

101. For a permanent reduction in clearance on roads with street lighting, it is absolutely necessary for the sign to be lit - whether or not the height limit is already signed. Given that such occurrences are rare this requirement is not considered too onerous.

102. Where it might be prudent to illuminate the sign on roads with a speed limit of 40 mph or more, this option is open to the judgement of the relevant traffic authority.

103. The sign may only be placed for the duration of the works for temporary headroom reductions; and only for up to 6 months following completion of works in respect of permanent headroom reductions.

Diagram 820.A - Routes unsuitable for heavy goods vehicles

Consultation proposal

104. A new sign was proposed to indicate a road unsuitable for heavy goods vehicles (as shown on working drawings 820.2 and 820.3). Although similar to diagram 820, it 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.

Issues raised by cosultees

105. It was suggested that the 'satellite' symbol should be added to the sign.

Government response

106. This satellite symbol is not considered appropriate for use on traffic signs.

Policy changes arising from consultation

107. None.

Signs mounted on illuminated retroreflective bollards

Consultation proposal

108. In order to reduce street clutter from signing, the proposal was to allow certain signs such as diagram 610 ('Keep left') and 616 ('No entry') to be mounted on internally illuminated or retro-reflective self-righting bollards. These have been widely authorised.

Issues raised by consultees

109. There appeared to be some confusion regarding the illumination requirements, and some consultees wanted the requirement for external illumination to be removed completely on cost grounds.

Government response

110. It was not the intention that at sites where only internally illuminated bollards are present they can be replaced with retro-reflective self-righting bollards only. The illumination requirements of TSRGD 2002 Schedule 17, item 7 are only met when the bollard is internally lit. If a non-illuminated retro-reflective self-righting bollard replaces it, then a lit fixed traffic sign must be used to meet the requirements of Schedule 17, item 1 instead. These locations will almost certainly have an electrical supply already for street lighting. We therefore do not propose to remove this requirement.

111. When Schedule 17 requires a sign to be directly lit, bollards incorporating unlit signs may be used in certain circumstances with special authorisation by the Secretary of State.

Policy changes arising from consultation

112. None.

Contra-flow cycling

Consultation proposal

113. A new sign to permit contra flow cycling either with or without an advisory lane marked on the carriageway.

Issues raised by consultees

114. Responses to this proposal were mixed; some in support while others had concerns over road safety.

Government response

115. Decisions to permit advisory contra-flow cycling are for highway authorities to consider, having due regard to existing advice.

Policy changes arising from consultation

116. The draft S.I. has been amended. As the only marking intended for use with 960.2 is diagram 1057, the requirements to use diagram 960.2 in conjunction with diagram 1004 or 1004.1 have been removed. Additionally, as contra flow cycling facilities must always operate at all times - i.e. with no time variations - reference to Schedule 16, item 38 has been removed from diagram 962.2 table item 4.

Scrolling variable message signs

Consultation proposal

117. Variable message signs to 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.

Issues raised by consultees

118. Some consultees considered that a degree of flexibility should be applied - particularly in situations with slow moving traffic.

Government response

119. This had been construed by some consultees as a tightening of the regulations. The consultation should perhaps have been clearer, in that the proposal was to clarify the current requirement that no scrolling or paging legend may be used on VMS signing.

120. Scrolling or paging legends are not appropriate for use on VMS signing under any circumstances.

Policy changes arising from consultation

121. None.

Highways Agency Traffic Officer Service

Consultation proposal

122. To make 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.

Issues raised by consultees

123. There was general support for these changes, with some suggesting that traffic officer vehicle markings should be included. Some local authorities asked whether these powers would be extended to the local road network.

Government response

124. Vehicle markings and extension of the Traffic Officers' powers are beyond the scope of these regulations.

Policy changes arising from consultation

125. None.

Restricted parking zones

Consultation proposal

126. To prescribe signs for restricted parking zones - which have been in use for many years - thereby removing the need for site-specific authorisation. The zone entry signs included a permitted variant allowing "except in signed bays" to be added where parking places and/or loading bays are provided within the zone.

Issues raised by consultees

127. There was support for loading restriction times to be permitted in addition to those for waiting restrictions on entry signs.

Government response

128. It is an established principle that zone entry signs show limited detail, as drivers have only a small amount of time to assimilate the information while travelling past. Detailed information should be placed within the zone, where drivers have sufficient time to comprehend the information.

Policy changes arising from consultation

129. See **Annex B**.

Car clubs and electric vehicles

Consultation proposal

130. The signs and markings for car club parking bays and electric vehicle charging points would be prescribed and will no longer require site-by-site authorisation.

Issues raised by consultees

131. There was general support for these measures. Some consultees commented that because the turquoise car club symbol would add unnecessary sign production costs, the standard blue should be used. It was also noted that the associated road marking legend would need to be abbreviated where the space is only one vehicle long.

Government response

132. Agreed.

Policy changes arising from consultation

133. The car club symbol has been changed to standard blue.
134. Directions 24 and 25 have been changed to cater for the need to abbreviate the "CAR CLUB ONLY" and "ELECTRIC VEHICLES ONLY" legends which would not fit where only one space has been provided. As such, these legends may be abbreviated to "ELECTRIC VEHICLES", "ELECTRIC VEHS ONLY" or "ELECTRIC VEHS".
135. For echelon parking indicated by diagram 1033, CAR CLUB is to be allowed, and no legend will be required for electric vehicles as no abbreviation could fit.
136. It was decided not to allow full legend on 2 'lines' as marking would encroach into the path of moving vehicles - thus presenting a maintenance issue.

High level repeater signals at Puffin crossings

Consultation proposal

137. Heavy pedestrian flows at Puffin crossings can make it difficult for the pedestrian demand unit to be seen. We would be 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 would be prescribed for use at Toucan and equestrian crossings.

Issues raised by consultees

138. There was concern that (a) the best position for the secondary signal should be on a shorter post (to the left of waiting pedestrian), or far side (as per Pelican crossing); and (b) that angling in the same direction as the traffic signal head above could potentially confuse drivers seeing one red and one green signal - thus presenting a danger to crossing pedestrians.

Government response

139. Extensive research was carried out in the development of the specification for Puffin crossings. We are satisfied that there are no safety issues surrounding their design and use.

Policy changes arising from consultation

140. None.

Diagram 7011.2 - Instruction to vehicles at a portable signal-controlled pedestrian facility

Consultation proposal

141. A new sign indicating 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).

Issues raised by consultees

142. An issue was raised about TSRGD 2002 regulation 43 and a possible conflict between the placing of diagram 1001 and sign to diagram 7011.2.

Government response

143. If the sign and marking are placed close together, the issue should not arise as the stopping place is clearly indicated. In cases where the sign and marking had become separated, it would be for the courts to decide if there was a conflict, taking into account the circumstances of the individual case.

Policy changes arising from consultation

144. None. This sign has been included in The Traffic Signs (Amendment) Regulations and General Directions 2011 [SI 2011 No.1040].

Permit parking areas

Consultation proposal

145. New zone entry and end signs 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 as appropriate.

Issues raised by consultees

146. There was concern that the draft regulations were unnecessarily restrictive in the markings permitted for use within a permit parking area.

Government response

147. It was agreed that yellow line and kerb markings should be permitted to indicate those areas within a permit parking area that are subject to waiting or loading restrictions. It was considered that authorisation should still be sought in such situations where a disabled parking bay is needed.

Policy changes arising from consultation

148. TSRGD 2002 direction 25 has been changed to allow the placing of diagrams 1017, 1018.1, 1019 and 1020.1 within a permit parking area.

Consultees

A = Local Government
B = Transport Industry

C = Interested Groups & the Public
D = Emergency Services

E = Central Government

Aberdeen City Council	A	1
Aberdeenshire Council	A	1
Angus Council	A	1
Association of Greater Manchester Authorities	A	1
Bristol City Council	A	1
Cambridgeshire County Council	A	1
Cardiff Council	A	1
Christchurch Borough Council	A	1
Coventry City Council	A	1
Dumfries and Galloway Council	A	1
Dundee City Council	A	1
East Ayrshire Council	A	1
East Lothian Council	A	1
East Riding of Yorkshire Council	A	1
Falkirk Council	A	1
Flintshire Council	A	1
Glasgow City Council	A	1
Greater Manchester Urban Traffic Control & Stockport Metropolitan Borough Council	A	1
Hampshire County Council	A	1
Herefordshire Council	A	1
Highland Council	A	1
Highways Agency	A	1
Highways Agency Traffic Officer Service	A	1
Kent Highways	A	1
Kirklees Council	A	1
Leeds City Council	A	1
Leicester City Council	A	1
Leicestershire County Council	A	1
Lincolnshire County Council	A	1
London Borough of Brent	A	1
London Borough of Camden	A	2
London Borough of Ealing	A	1
London Borough of Enfield	A	1
London Borough of Hammersmith and Fulham	A	1
London Borough of Hillingdon (personal view)	A	1
London Borough of Hounslow	A	1
London Borough of Richmond upon Thames	A	1
Luton Borough Council	A	1
Mid Suffolk District Council	A	1
Middlesbrough Council	A	1
Newcastle City Council	A	1

Norfolk County Council	A	1
North Lanarkshire Council	A	1
Northumberland County Council	A	1
Norwich City Council	A	1
Nottinghamshire County Council	A	2
Perth and Kinross Council	A	1
Rhondda Cynon Taf County Borough Council	A	1
Rotherham Council	A	1
Royal Borough of Kensington and Chelsea	A	1
South Ayrshire	A	1
South Lanarkshire Council	A	1
Stirling Council	A	1
Stockport Metropolitan Borough Council	A	1
Suffolk County Council	A	1
Surrey County Council	A	2
Swindon Borough Council	A	1
Torbay Council	A	1
Transport for Buckinghamshire	A	1
Transport for London	A	2
Walsall Metropolitan Borough Council	A	1
West Berkshire Council	A	1
West Sussex County Council	A	1
West Yorkshire LTP Partnership	A	1
Westminster City Council	A	1
Wiltshire County Council	A	1
Worcestershire County Council	A	1
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Association for Road Traffic Safety and Management (ARTSM)	B	1
Atkins	B	1
BWB Consulting Ltd	B	1
Carillion WSP	B	1
CSS Lighting Group	B	1
Glasdon Bollards	B	1
Highway Electrical Manufacturers & Suppliers Associates	B	1
Institute of Highway Engineers	B	1
Mayer Brown Ltd	B	1
Midlands Service Improvement Group	B	1
National Joint Utilities Group	B	1
Retroreflective Equipment Manufacturers' Association	B	1
Society of Chief Officers of Transportation in Scotland	B	1
SRL Traffic Systems Ltd	B	1
Stuart Michael Associates	B	1
The Local Government Technical Advisers Group	B	1
Traffic Signs Working Group (TSWG) - ARTSM`	B	1
Transport Research Laboratory	B	1
UK Lighting Board	B	1
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Association of British Drivers	C	1
Automobile Association	C	1
British Horse Society	C	1
British Parking Association	C	1
British Weights and Measures Associates	C	1
Campaign to Protect Rural England	C	1
Chief Fire Officers Association	C	1
CTC National Cyclists' Organisation	C	1
Cycle Exeter	C	1
English Heritage	C	1
English National Parks Association	C	1
Guide Dogs for the Blind Association	C	1
Institute of Historic Building Conservation	C	1
RMB Consulting	C	1
Royal Automobile Club Foundation	C	1
Scottish Accident Prevention Group	C	1
Sustrans	C	2
Thames Water	C	1
UK Metric Association	C	1
Worcestershire Advanced Motorists	C	1
Member of the public	C	15
		36
Avon and Somerset Constabulary	D	1
Hampshire Police	D	1
Kent Police	D	1
Metropolitan Police Service	D	2
		5
Scottish Government	E	1
The Department for Regional Development (Northern Ireland)	E	1
Transport Scotland	E	1
Welsh Assembly Government	E	1
		4
	Total	135

Note: One consultee (counted above) requested their details not to be published.

Additional changes identified since consultation.

Provision in TSRGD 2002 being amended:	Explanation of change to provision contained in draft SI at Annex A to the Consultation Paper – which were subsequently included in either SI 2011/1040 or SI 2011/3041
Regulation 54 Flashing beacons.	Amending regulation 25(1)(a). This provision was removed as diagram 7009.1 is a sub plate that can only be placed with diagram 7009 - which is listed in existing regulation 54.
Regulation 55 Road danger lamps.	Amending regulation 26. The term 'warning lights' has been introduced to be consistent with the current British Standard, which is an adopted European Standard. The previous regulation 55 of TSRGD 2002 specified the various performance characteristics of those road danger lamps that may be placed on roads in Great Britain with reference to BS 3143. The amended regulation 55 specifies the same performance requirements, but relates them to classes within the new British Standard, BS EN 12352:2006. The reason for the change, therefore, is that it was impossible to comply with the regulation because the old national standard no longer existed, having been withdrawn in line with CEN requirements. The result, in terms of the product on the ground, will be the same as in TSRGD 2002. Only the method of delivery of the specification has been updated. Direction 38A contains the existing requirement (previously included in regulations) prohibiting the placing of flashing warning lights more than 50 metres from a street lamp, or on roads subject to a speed limit of 40 mph or more. This direction does not apply to steady warning lights.
Regulation 56 Cones, delineators and cylinders.	The previous regulation 56 specified cones and cylinders with reference to BS 873. The amended regulation specifies the same characteristics, but relates them to classes within the new BS EN 13422. It was previously not possible to conform to regulation 56 in the TSRGD 2002, because the old national Standard has been withdrawn. Cones and cylinders are not covered by a European Standard, so the requirements are set out in full in the Amendment Regulations.
Regulation 58 Variable message signs - colour of legend.	It was brought to our attention that the regulations were too prescriptive in respect of the permitted colour of VMS legends in Schedules 11 and 15 - which only permit white. New regulation 58(2A) permits Schedule 11 signs (with the exception of diagram 6031.1) or Schedule 15 legends to be displayed in white, off-white or yellow. This also applies to those non red/green variable elements on all directional signs for parking places: diagrams 2505, 2505.1, 2506, 2507, 2508, 2509.1, 2510, 2511.1, 2512.1 and 2513.
Diagram 629.1 Vehicle length limit.	For clarity, diagram 629.1 now comprises one imperial and one metric roundel, allowing the omission of the metric roundel. This replaces the previous version, which allowed one metric roundel to be added. Schedule 16 item 2 and direction 40 are withdrawn.
Diagrams 663.2 and 637.2A Restricted parking zones	To improve public understanding, the legend "parking" has been added to diagrams 663.2 and 637.2A. Those signs previously authorised displaying the legend "Restricted Zone" may remain in place until life-expired or replaced - at which point the prescribed signs must be used.
Diagram 670 Speed limits.	The reference to 'national speed limit' has been removed from the caption.

Diagram 786 Waiting place while using emergency telephones.	New permitted variants “AND USE SOS PHONE” and “& USE SOS PHONE” have been added. The latter has been included to allow existing signs displaying "CROSSING" to be plated. For all new signs (and existing signs without the word CROSSING), “AND USE SOS PHONE” should be used when the “SOS” permitted variant is required. Arrows may now also be added.
Diagram 818.3 Nature and distance to prohibition.	It is no longer appropriate to include Schedule 16, item 11 as the permitted variant requires the addition of an arrow when “ahead” is omitted. Arrows are therefore no longer permitted for inclusion. The permitted variants have also been amended for clarification.
Diagram 2711.1 Minimum safety requirements for tunnels - the shortest escape route.	Schedule 16, item 6 requires that, where emergency exits are more than 880 yards apart, distances shown on the sign shown in diagram 2711.1 shall be expressed in miles to the nearest $\frac{1}{4}$ mile with the fractions $\frac{3}{4}$, $\frac{1}{2}$ and $\frac{1}{4}$ being used. This is to ensure that, where two exits are signed in opposite directions, the distances are indicated in the same units. Miles and yards may not be mixed. The sign has been included in Schedule 17 item 2, requiring that the sign shall be internally illuminated.
Diagram 3000 Light signals for traffic at junctions.	Moved from previous item 37A to comply with existing item numbering convention.
Schedule 12 Part III Lane closures and contra flow working at road works.	The yellow areas of diagrams marked with double asterisks may now be fluorescent.
Schedule 16 item 34. Reference to diagram 2310.1.	The erroneous reference to diagram 2310.1 has been replaced as this diagram does not have a wheelchair symbol. Instead now refers to diagram 814.2.
Schedule 16 Items 37A, 39A and 47	Previously included in Schedule 16 have been removed. Instead, the permitted variants to diagrams 832.1B and 832.2B, and 660.8 have been included in item 4 of the tables below the diagrams.

<p>Direction 9(4) and 9(5) Beginning of speed limit.</p>	<p>Direction 9(4) has been clarified in respect of the placing of speed limit terminal signs on the relevant road on the approach to a T-junction or crossroads.</p> <p>When the speed limit is higher on the “other road”, along which repeater signs are placed within 100 metres of the junction, terminal signs are <u>not</u> required on the relevant road in advance of the junction (direction 9(5) refers).</p> <p>Where the speed limit is higher on the other road - along which no repeater signs are placed within 100 metres from the junction, speed limit terminal signs <u>must</u> be placed within 20 metres in advance of the junction. In such situations, speed limit terminal signs must be placed on <u>both</u> sides of the carriageway (on single carriageways) roads, or on the <u>near-side and central reserve</u> (on dual carriageways).</p> <p>Direction 9(5) has been clarified in that, where the speed limit is higher on the other road, the previous regulations required speed limit repeater signs to be placed within 100 metres to the left AND to the right of that junction, on the other road. However, requiring signs on BOTH sides of the junction created a nonsensical situation at junctions where traffic could turn only in one direction (e.g. a dual carriageway, one-way road or a banned turn). Where traffic could turn left only, for example, a sign previously had to be placed within 100 metres to the right of the junction on the other road - even where vehicles were not permitted to turn in that direction. This has been changed so that, where repeater signs must be placed within 100 metres along the other road, the requirement applies only in the direction that traffic may proceed.</p>
<p>Direction 18 (1) Road markings placed with other markings.</p>	<p>New item 10A added, requiring diagram 1050 to be placed only in conjunction with diagram 1049.</p>
<p>Direction 38A Road danger lamps.</p>	<p>New direction to clarify the appropriate placing of road danger lamps.</p>