



Area-wide Authorisations and Special Directions Guidance Note

Guidance Note A

Area-wide Special Directions

Guidance Note A should be read in conjunction with the special directions document issued on 17 October 2011, which provide traffic authorities with Special Directions permitting non-prescribed combinations of existing prescribed traffic signing. (Note should also be taken in respect of the authorisation document issued on 5 March 2012 relating to terminal signs as explained below.)

It should be noted that these new permissions do not, in themselves, represent new requirements; traffic authorities still have the option to place the traffic signing referred to in this document in accordance with the Traffic Signs Regulations and General Directions 2002 (as amended, “TSRGD”).

The following references to paragraph numbers relate to those numbered paragraphs contained in the above referenced document.

Terminal signs

For regulatory signs indicating the beginning of a restriction, requirement, prohibition or speed limit, Direction 8(3) requires the placing of one terminal sign on each side of a single-carriageway road, and the placing of one terminal sign on each side of the appropriate carriageway of a dual-carriageway road (i.e. on the near side and on the central reservation).

In either of the above situations, **Paragraph 1** gives traffic authorities the option to place only one terminal sign shown in only the diagrams below on either side of the road as appropriate, thereby reducing their environmental impact.

Schedule 2	616, 617, 618, 618.1, 618.2, 618.3, 618.3A, 619, 619.1, 619.2, 620, 620.1, 622.1A, 622.4, 622.5, 622.6, 622.7, 622.8, 622.9, 625.1, 626.2A, 627.1, 629, 629A, 629.1, 629.2, 629.2A, 632, 642, 646, 663, 663.1, 665
Schedule 5	951, 952, 953, 953.1, 955, 956, 957

It should be noted that:

- The requirements in relation to speed limit signing remain as prescribed.
- Direction 8(4)(a) still applies to diagrams 667, 667.1, 668 and 668.1 in respect of pavement parking so have therefore not been included in the above table.

Traffic authorities will need to undertake risk-based analysis and individual site assessments when considering placing only one of the safety critical signs, such as "no entry" and "no motor vehicles"; where it may still be appropriate to place two terminal signs.

It should be noted that **Paragraph 21** of the authorisation document issued on 5 March 2012 also gives traffic authorities the option to place only one terminal sign to diagram 663.2, (entrance to a restricted parking zone), on either side of the road as appropriate. This sign was introduced by the Traffic Signs (Amendment) (No.2) Regulations and General Directions 2011, which came into force on 30 January 2012.

20 mph zones

Direction 16 requires that no point within a 20 mph zone - the boundary of which is indicated by signs to diagram 674 - shall be more than 50 metres from a prescribed traffic calming feature. In practice, this means that the sign or feature can be up to 100 metres apart.

(The exception to this being in a cul-de-sac less than 80 metres long within which no such features are required.)

Paragraph 2 allows speed signing repeaters to be used in addition to the self-enforcing features within 20 mph zones indicated by the boundary sign to diagram 674. This will enable local authorities to reduce the number of traffic calming features where speeds are already restricted to approximately 20 mph because of the nature of the road.

It should be noted that traffic calming features may not be omitted or removed altogether, as **Paragraph 3** requires the placing of at least one such feature within a 20 mph zone. Beyond that traffic authorities may, at their discretion, place any combination of the following at 100 metre intervals:

- additional traffic calming features;
- upright signs to diagram 670;
- 20 mph roundel markings to diagram 1065.

Maximum speed limit road marking in 20 mph zones and 20 mph limits

Direction 18(1) requires the speed limit road marking roundel to diagram 1065 to be placed in conjunction with a corresponding upright speed limit sign to diagram 670.

Paragraph 4 allows traffic authorities to use these roundels - when varied to "20" - on the carriageway as an alternative to upright repeater signs in 20 mph zones. For 20 limits, the marking may also be placed as an alternative to upright repeater signs; however, it should be noted that TSRGD requires a minimum of one upright repeater to diagram 670 to be placed in 20 mph limits - unless the restriction is shorter than 200 metres in length.

No entry except cycles

Direction 21(2) prohibits the placing of the no entry sign to diagram 616 in combination with sub-plate diagram 954.4, to indicate a 'no entry except cycles' restriction. **Paragraph 5** permits this signing combination.

When doing so, traffic authorities should consider, where appropriate, placing contra-flow cycling signing along the one-way street, to alert other road users as to the likely presence of oncoming cyclists. Guidance on contra-flow can be found in Chapter 3 of the Traffic Signs Manual (Paragraphs 17.17 - 17.28).

Waiting and loading restriction road markings with pedestrian zones

Direction 24(4) specifies the conditions which must be met before yellow line markings to diagram 1017 and 1018.1 and kerb markings to diagram 1019 and 1020.1 (indicating waiting and loading restrictions respectively) may be omitted within pedestrian zones, when signs to diagram 637.2 have been placed.

Paragraph 6 allows traffic authorities the option to omit the above road markings within pedestrian zones.

Locations with different restrictions at different times of the day - diagram 639.1B

To reduce the environmental impact of road markings, **Paragraph 7** permits any variant of the sign to diagram 639.1B to be placed in conjunction with bay markings to diagrams 1028.3, 1028.4, 1032 and 1033 with no legend.

Department for Transport
Traffic Division
March 2012

Guidance Note B

Area-wide authorisations

This Guidance Note should be read in conjunction with both authorisation documents issued on 17 October 2011 and 5 March 2012, which provide traffic authorities with authorisation of certain non-prescribed traffic signs.

It should be noted that these new authorisations do not, in themselves, represent new requirements; traffic authorities still have the option to place the traffic signing referred to in this document in accordance with the Traffic Signs Regulations and General Directions 2002 (as amended).

Part-time bus stop clearways and no stopping except taxis

The **Authorised Sign A** permits traffic authorities to introduce a 'no stopping except taxis' restriction outside the operational times of part time bus stop clearway restriction indicated by markings to diagram 1025.1, diagram 1025.3 or diagram 1025.4. The sign may be varied for use at bus stops and bus stands as appropriate.

The operational times for buses and taxis should not overlap.

In respect of the **Authorised Sign A**, and the **Authorised Sign B** below, it should be noted that, although TSRGD Schedule 19 Part II enables traffic authorities to introduce bus stop or bus stand clearway restrictions without a Traffic Regulation Order (or Traffic Management Order in London), an Order will still be necessary in respect of the other restrictions contained in the lower panel.

Part-time bus stop clearways and loading only

The **Authorised Sign B** permits goods vehicle loading only restrictions outside the operational times of part-time bus stop clearways. The upper panel may be varied for use at bus stops and bus stands as appropriate, and the road marking legend must be varied correspondingly. The lower panel may be varied to "Loading only" to allow for general traffic.

In order to maintain their effectiveness, loading should only be permitted outside the operational times of bus stop clearways.

No stopping except taxis and loading only

The **Authorised Sign C** used in conjunction with the **Authorised Marking A** allow for a no stopping except taxis restriction with part-time loading in operation at other times of the day.

Guidance on the appropriate use of the **Authorised Sign C** and the **Authorised Marking A** can be found in Chapter 3 of the Traffic Signs Manual (Paragraph 7.43 in the 2008 edition).

No stopping except taxis and limited waiting

The **Authorised Sign D** used in conjunction with the **Authorised Marking B** allow for a no stopping except taxis restriction with limited waiting in operation at other times of the day

Guidance on the appropriate use of this sign and the associated road marking can be found in Chapter 3 of the Traffic Signs Manual (Paragraph 7.43 in the 2008 edition).

Loading only with time limited waiting

The **Authorised Sign E** allows for loading only restrictions to operate outside limited waiting restrictions at other times of the day.

The lower panel may be varied to “Loading only’ to allow for general traffic.

The bay markings to diagrams 1028.3, 1028.4, 1032 and 1033, each with no legend, should be placed in conjunction with the upright sign. Alternatively, the Authorised markings C, D and E (see below) may be used. Guidance can be found in Chapter 3 of the Traffic Signs Manual (Paragraph 7.44 in the 2008 edition).

Loading only with disabled badge parking and at different times

The **Authorised Sign F** permits loading only restrictions to operate outside waiting restrictions in favour of disabled badge holders. Again, the lower panel may be varied to “Loading only’ to allow for general traffic.

This sign is for use in conjunction with diagrams 1028.3, 1032 or diagram 1033, in each case without a legend. Alternatively, the Authorised Marking C and E (see below) may be used.

Guidance on the appropriate use of this signing approach can be found in Chapter 3 of the Traffic Signs Manual (Paragraphs 7.44 in the 2008 edition).

Pay by phone parking

The **Authorised Sign G** allows the introduction of pay by phone parking. The sign is for use in conjunction with bay markings to diagrams 1028.4, 1032 or 1033, in each case without a legend. Alternatively, the Authorised markings D and E (see below) may be used.

Chevron signs to denote a sharp change in the direction of the road

The **Authorised Sign H** and the **Authorised sign I** are variants of the prescribed signs to diagram 515.1 and 515.1A, but allow their mounting on a yellow backing board.

Only the **Authorised Sign I** may be placed to face traffic approaching a roundabout. The illumination requirements in respect of the diagram 606 element of Authorised Sign H are the same as for the prescribed diagram 606.

General guidance on the appropriate use of chevron signs can be found in Chapter 4 of the Traffic Signs Manual (Paragraphs 3.12 - 3.22 in 2004 edition).

Part-time school advisory 20 mph limit signs

The **Authorised Plate A** provides for a part-time advisory 20 mph limit outside schools. The sign includes flashing school warning signals to draw attention to the static signing and may be placed on one side of the road only.

The light signals must not be in operation outside of school term times, as drivers may come to ignore them year-round if they are known to operate when children are on holiday.

Near-side with-flow bus lanes to include private hire vehicles and solo motorcycles

The **Authorised Sign K** and the **Authorised Sign L** are new variants of diagrams 958 and 959 respectively, and permit licensed private hire vehicles to use near-side with-flow bus lanes.

Similarly, the **Authorised Sign M** and the **Authorised Sign N** allow the option to permit private hire vehicles to use near-side with-flow bus lanes without solo motorcycles.

The term 'private hire vehicles' is not used on traffic signs as this may be misconstrued as applying to rental vehicles. Instead the term "authorised vehicles" is used.

Further guidance on the appropriate use of near-side with-flow bus lane signing can be found in Chapter 3 of the Traffic Signs Manual (Paragraphs 15.1 - 15.17).

Rising bollards

Traffic authorities have the option to use the **Authorised Plate B** in combination with the warning sign to diagram 562 as appropriate on surrounding roads. The **Authorised Plate B** may be used in combination with the warning sign to diagram 562.

The **Authorised Sign N** is placed to instruct drivers to wait until the traffic indicator displays a green aspect. It should be sited in the vicinity of the automatic bollard(s) and may only be orientated to face awaiting drivers.

General advice on the appropriate use of automated rising bollards and the use of the **Authorised Indicator** can be found in Traffic Advisory Leaflet 4/97.

Countdown

The pedestrian countdown system (**Authorised Light Signal**) counts down the blackout period that forms part of the pedestrian phase at traffic signal junctions. The blackout period is the period immediately after the steady green figure (known as the 'invitation to cross') when neither the red nor green figure shows.

Pedestrian countdown may be used at junctions and stand-alone pedestrian facilities that have a blackout period. It may not be used with stand-alone pelican or puffin crossings. The units may be mounted in the same way as the cycle symbol aspect at toucan crossings, either to the left or right of the green figure.

Existing signal timings do not need to change. The units can be retrofitted to existing junctions and work with the timings already set. The red and green figures have the same meanings as they always have.

Countdown systems are subject to equipment type approval by the Highways Agency, and any authority wishing to procure these systems should ensure they purchase approved equipment. A technical specification, TR 2581A, has been drafted and is expected to be adopted in November.

Traffic authorities and suppliers should contact the Highways Agency for more information.

Contrasting parking bays

The Traffic Signs Regulations and General Directions 2002 prescribe a series of white bay markings to delineate areas of carriageway reserved for specified classes of vehicle or specified uses.

The **Authorised Marking C** is a permitted variant of the marking to diagram 1028.3; the **Authorised Marking D** is a permitted variant of the marking to diagram 1028.4 and the **Authorised Marking E** is the same in respect of diagram 1033.

These markings are intended to help reduce the visual intrusion of traffic signs and road markings, by allowing either colour-contrasting surfacing, or paving of a different appearance, to distinguish such areas from the surrounding carriageway. No legend is included in these authorised markings.

The **Authorised Marking C**, the **Authorised Marking D** and the **Authorised Marking E** must conform as to the size of the equivalent prescribed bay marking as explained above, and may be used in conjunction with upright signs as currently prescribed.

Loading only past this point

The **Authorised Sign O** and the **Authorised Sign P** are used to designate the road as a parking place for loading and unloading only. No road markings may be placed within such areas.

To avoid unnecessary signing, consideration should be given as to whether the placing of the **Authorised Sign P** is necessary in certain situations - for example where there is only one point of entry to the loading only area.

Dedicated disabled parking

The **Authorised Sign Q** is used to indicate parking places for individual disabled drivers to the exclusion of general disabled badge holders. Such facilities are envisaged for use only in residential areas.

The upright sign shall only be used in conjunction with the **Authorised Marking F**; and the unique identifier must correspond exactly.

Prohibition of waiting for motor caravans

The **Authorised Sign R** is used to prohibit waiting by motor caravans. The sign is used without road markings and enforcement depends on the upright signing only. At the start and end of the restriction, the sign should include an arrow indicating the length of road to which the restriction applies. Additional repeater signs (with the arrow omitted) may be required along the length of the restriction. The guidance contained within Chapter 3 of the Traffic Signs Manual (paragraphs 6.19 and 6.20 in the 2008 edition) apply to this sign in the same way that they apply to diagram 640.2A when not placed within a controlled parking zone.

Area-wide verge and footway parking prohibition

New signs have been developed for use outside London to inform drivers that they are entering an area where parking on the verge and/or footway is prohibited. Such areas may cover a city, town, village, area or individual roads. Where such schemes are introduced, the **Authorised Sign S** must be used to indicate each entry point into the restricted area; and the **Authorised Sign T** must also be placed to indicate each corresponding point of exit, (in practice, the two signs would usually be

placed back-to-back).

The **Authorised Sign U** is a repeater sign for use within the restricted area in such numbers as appropriate to remind road users of the restriction in force. Special consideration should be given to the frequency of repeater signs when, for example, the restriction covers an entire city or town, as some road users may seldom exit the restricted area and thus not see the restriction detailed on the entry signing.

Cycle safety ‘Trixi’ mirrors

The following should be read in conjunction with the authorisation dated 17 February 2012, which permitted the placing of ‘Trixi’ mirrors without the need for authorisation by the Secretary of State.

The **Authorised Sign** is a circular convex mirror measuring between 300-500 millimetres in diameter; and is used to alert drivers of large vehicles as to the presence of cyclists entering their blind-spot at signalised junctions. This will most commonly occur on the near-side. The mirror may only be placed in combination with light signals prescribed by Regulation 33 of TSRGD; in practice, this will involve co-locating on the same signal post either immediately below, or to the side of, the signal head.

To maximise effectiveness, traffic authorities may also consider using commercially available anti-frost and anti-condensation systems, to ensure that the mirror remains fit for purpose in all weather conditions.

**Department for Transport
Traffic Division
March 2012**