



Department
for Transport

Consultation on the draft Traffic Signs Regulations and General Directions 2015

May 2014

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Foreword

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

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become clear that the legislation that underpins them, the Traffic Signs Regulations and General Directions (TSRGD), is out of date and in need of an overhaul.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

The draft schedules we are now consulting on implement these recommendations to give a radically different TSRGD, which will provide significant benefits for local authorities responsible for designing and installing signs on their roads.

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

The new TSRGD allows more discretion in placing signs, in many cases removing the requirement for upright signs and markings to be placed together. It also relaxes the requirements for lighting signs, which is likely to save authorities money in energy costs. These changes will also help them reduce sign clutter.

It's worth noting that on the whole the appearance of the signs themselves to road users will not change. This consultation is about creating a flexible legislative framework for the future, rather than new signs.

We have worked very closely with those involved in all aspects of traffic signing to make sure that the new regulations will deliver what they need. We would like to thank all those who contributed, and now welcome your views on the proposals.

Executive summary

Introduction

This consultation seeks your views on the proposed changes to Traffic Signs Regulations and General Directions (TSRGD). The proposals have been developed in partnership with stakeholders and are reflected in what is referred to as 'the new TSRGD'.

TSRGD is an unusually large and complex piece of legislation. Because of this the draft Schedules included within this consultation are not in their final versions. We have already shared much of our approach with our stakeholders, and felt that it would be helpful to seek your views now, rather than waiting for the final version. This will help us to get the new SI into force more quickly, so that local authorities and practitioners can start benefitting from the changes. We also need feedback to help us finalise it, particularly in regard to omissions or errors.

The consultation document highlights the major changes and specific issues where we are seeking feedback. It should be read alongside the other documents listed below, in particular the draft DfT Circular which details all the proposed changes and their effects. This will enable the changes to be set in context, and explain in more detail how they have been developed.

[Proposed new TSRGD Schedules](#)

[Draft DfT Circular: The Traffic Signs Regulations and General Directions 2015](#)

[The Traffic Signs Regulations and General Direction 2002, as amended](#)

[The Zebra Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997](#)

[Signing the Way](#)

This consultation is focused only on the draft Schedules as provided and not the regulations and directions. Many of the regulatory provisions are embedded in the Schedules and mostly do not significantly change. A 'map' of the existing Regulations is shown in Annex B of the draft Circular.

We have engaged with stakeholders throughout the traffic signs review and the draft Schedules are based on the recommendations in 'Signing the Way'. The questions in this consultation are therefore seeking clarification on points of detail to enable delivery. We will consider amendments in light of comments received but we cannot provide new or significantly different regulations or sign designs.

Please note the new TSRGD will not make any changes to the units of measurement used in the UK traffic signing system. The Government has decided to retain the imperial unit system for this purpose, and this matter is therefore out of scope of this consultation.

How to respond

The consultation period began on 1 May 2014 and will run until 12 June 2014. Please ensure that your response reaches us before the closing date.

Please respond using the online response form at <https://www.gov.uk/government/consultations/traffic-signs-regulations-and-general-directions-2015> or by completing Annex B of this document and returning it to:

Traffic Signs Consultation
Traffic Division, Department for Transport,
Zone 3/27, Great Minster House,
33 Horseferry Road,
London SW1P 4DR
Email: traffic.signs@dft.gsi.gov.uk

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.

Freedom of Information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the Freedom of Information Act 2000 (FOIA) or 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 Data Protection Act (DPA) and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

1. A new structure for TSRGD

Background

- 1.1 The review considered the existing complex structure of TSRGD in detail. It recommended revising it completely to increase flexibility and improve accessibility and understanding. The new structure which has been developed aims to achieve this by using tables to group together the requirements for signs in a more accessible way.
- 1.2 The new TSRGD provides much more flexibility. It removes many of the requirements on permitted combinations and placing of signs currently set out in General Directions. This will reduce the requirements for some traffic signs and permit local authorities far more discretion in the placing of their signs.
- 1.3 A draft of a new DfT Circular, explaining the changes and giving worked examples, is included with this consultation. We recommend you read it alongside this document as it explains the changes in more detail.

Changes to TSRGD 2002

Consolidation

- 1.4 TSRGD has been amended several times since 2002. The new regulations will consolidate all the amendments made since 2002. These amending regulations are listed in Annex D.
- 1.5 To help the Department meet its Red Tape Challenge commitments, we will merge the following regulations into the revised TSRGD:
 - [The Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997](#)
 - [The Traffic Signs \(Temporary Obstructions\) Regulations 1997](#)

- [The Temporary Traffic Signs \(Prescribed Bodies\) \(England and Wales\) Regulations 1998](#)
- [The School Crossing Patrol Sign \(England and Wales\) Regulations 2006](#)

1.6 The new TSRGD will incorporate the measures in the authorisations issued to every local authority in England following the publication of 'Signing the Way'. As TSRGD applies to Scotland and Wales, these measures will now be available to Scottish and Welsh local authorities as well. Full details of these are available in the [Area-wide Authorisations and Special Directions Guidance Note](#) but they include:

- Allowing greater flexibility in signing 20mph zones and limits
- A range of changes on signing and marking parking and loading bays
- Signs indicating a part time advisory 20 mph speed limit for use near schools
- Pedestrian countdown signals
- Signs to prohibit parking on footways and verges
- Extending bus lane signing to include 'authorised vehicles'
- Cycle safety ('trixi') mirrors

The new structure

1.7 The new TSRGD looks very different. It adopts a 'building block' approach, by prescribing the elements for the signs instead of illustrating signs individually. Sign diagram numbers have been retained as far as possible, as we recognise these are an important way of referencing signs used by many people. For detailed examples of the new layout, please see the draft DfT Circular.

1.8 The building block approach allows much greater flexibility in designing signs. For example, parking signs currently form a large part of the Department's authorisation burden, as the current TSRGD does not cover the many ways authorities choose to sign parking restrictions. The new TSRGD aims to remove this by using the building block approach to allow authorities to design signs that best suit their local needs.

1.9 Whilst many of the requirements of the General Directions have been removed, we recognise that some safety critical measures must be retained. These relate primarily to traffic

signals - for example, it will still be a requirement for signals to have an associated stop line.

- 1.10** The new structure will take some getting used to and we recognise that updated guidance will be key to helping sign designers make best use of it. The Traffic Signs Manual is an integral part of the sign design process, so we will also be updating the Manual to provide guidance on the design and placing of signs using the new TSRGD.
- 1.11** During development, we tested a prototype of the new structure with signing practitioners at the annual Institute of Highway Engineers Traffic Signs Conference, and the feedback was positive.

Question 1

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

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly disagree

Comments

2. Sign illumination

Background

- 2.1** TSRGD 2002 requires certain safety-critical and enforceable traffic signs to be directly lit, within street-lit areas, throughout the hours of darkness.
- 2.2** However, direct lighting for traffic signs impacts on carbon emissions and energy costs for local authorities. While TSRGD 2002 significantly reduced the requirement for direct lighting of many warning signs, the review recommended that the new TSRGD should look to deregulate sign lighting further.

Changes to TSRGD 2002

- 2.3** The new TSRGD will remove the lighting requirements from the following sign categories:
- Warning signs
 - Regulatory cycle signs
 - Bus gate and tramway terminal signs
 - Lane closures and contra-flow working at road works
 - Retroreflective self-righting bollard mounted signs
- 2.4** Because they are safety critical, the following sign categories retain the existing illumination requirements:
- Height limit warning signs
 - Signs such as 'Give Way', 'No Entry', vehicle restrictions including height and width restrictions, and banned manoeuvres
 - Signs used on motorways

Question 2

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

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

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly disagree

Comments

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

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly disagree



Comments

2C) To help inform our final Impact Assessment please can you provide us with estimates within your local authority on:
i) The number of illuminated traffic signs you have placed in 20 mph zones?

0-50

51-100

101-200

201-500

501+

If you have an accurate figure please indicate here.

ii) The number of traffic signs you have placed on retroreflective self-righting bollards?

0-200

201-500

501-1000

1001-2000

2000+

If you have an accurate figure please indicate here.

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

£

Comments

3. Reducing sign clutter

Background

- 3.1** Reducing sign clutter was one of the key recommendations from the Review, and one to which the Government remains committed. Research carried out by the Department, published at <https://www.gov.uk/government/consultations/traffic-signs-regulations-and-general-directions-2015>, has shown that the number of traffic signs has doubled in the last 20 years. This is unsustainable, and bears out the need to reduce signing wherever possible.
- 3.2** Over-provision of signs can have a detrimental impact on the environment and can dilute important messages. If they result in information overload for drivers they can contribute to driver distraction, which can have an impact on road safety.

Changes to TSRGD 2002

- 3.3** Whilst traffic signs are prescribed in TSRGD, decisions on how to use them to sign restrictions and manage traffic are for local authorities. Sign clutter is frequently a result of poor design and placement of signs.
- 3.4** The new TSRGD aims to give local authorities a much more proactive role in deciding when and where to place signs. For example, it removes many of the requirements to place both road markings and traffic signs such as those required to indicate a parking bay. Whilst using both sign and marking will still be permitted, and in some cases will be the best approach, allowing restrictions to be signed with either one or the other will allow traffic authorities much greater scope to place fewer new signs and remove existing signs.
- 3.5** The changes to sign illumination requirements will also help reduce clutter, by removing the need for luminaires in many cases, which can be unsightly. Changes to the design rules for direction signs will help reduce the size and appearance of these signs, reducing the amount of visual clutter they can create.

- 3.6** This approach relies on local authorities making good use of their judgement to ensure signing solutions are effective. In 2013 we produced detailed guidance on designing and placing traffic signs to reduce their environmental impact as far as possible, in [Traffic Advisory Leaflet 1/13: Reducing Sign Clutter](#).
- 3.7** We also published advice on the use of traffic bollards and low level signs, in [Traffic Advisory Leaflet 3/13: Traffic bollards and low level traffic signs](#). Traffic bollards provide a valuable contribution to road safety, but their over provision can have an unduly negative impact on streetscape and energy consumption.
- 3.8** The new flexibility in TSRGD, along with the design advice in our guidance, will enable authorities to go further in reducing the number of unnecessary signs on their roads as far as possible.
- 3.9** The Department is sponsoring the Chartered Institution of Highways and Transportation 'Reducing Sign Clutter Award' to promote good practice. One of the most eye-catching examples of good practice from the 2103 award was Northamptonshire County Council's 'one up / two down' approach to ensure that there is no overall increase in signing. We would like to see traffic authorities develop similar innovative policies to turn the tide of traffic sign clutter.

Question 3

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

Yes

No

Comments

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

Yes

No

Comments

4. Parking signs and waiting restrictions

Background

- 4.1 Signs providing details of waiting restrictions were considered in detail during the review. 'Signing the Way' made a number of recommendations for changes to the way parking signs are prescribed.
- 4.2 As part of the review, we carried out research into public understanding of parking signs which showed that many people had trouble understanding complex parking restrictions. As a result, 'Signing the Way' recommended new sign designs to improve road user understanding.
- 4.3 The resulting changes to TSRGD aim to increase flexibility and understanding in the use of parking signs and waiting restrictions. We believe the changes will also help reduce the number of challenges to parking enforcement on technical grounds.

Changes to TSRGD 2002

- 4.4 The changes are too detailed to cover in full here, so only the most significant changes are explained in the following paragraphs. For more information please see the draft Circular.
- 4.5 The building block approach adopted for the new TSRGD will increase the flexibility for authorities and allow them to design parking signs that best suit their local needs. This is a significant benefit over the existing TSRGD, which has not kept pace with the range and complexity of parking restrictions now used by authorities.
- 4.6 This has led to a large increase in the Department's casework authorising parking signs, which is inefficient and is not consistent with localism principles - local authorities are best placed to know what restrictions should be used on their roads. The changes should reduce the need for the

Department to authorise signs to almost nothing, saving local authorities time and money.

- 4.7** Placing of upright signs and bay markings together will no longer be required, meaning that it will be for local authorities to determine what combination of signs and markings is appropriate to ensure parking restrictions can be understood by drivers and are adequately signed to meet legal obligations.
- 4.8** The design requirements for parking and loading bays will be relaxed, allowing more flexibility in their size and appearance. The use of contrasting materials to create parking bays, authorised for local authorities in England in 2011, will be included in TSRGD and thereby extended to Scottish and Welsh authorities.
- 4.9** The use of the existing 'permit holders only past this point' restriction will be extended to allow blue badge parking spaces to be provided.

Changes to yellow line restrictions

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

consultation in order to meet the needs and expectations of their local residents.

Question 4

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

Yes

No

Comments

As a local authority, would you ensure that effective consultation would be undertaken if the requirement for a TO is removed?

Yes

No

Please explain your choice here.

5. Measures to improve cycling facilities

Background

- 5.1** The Government is committed to improving conditions for cyclists, through various initiatives including the Cycle Cities Ambition Grant, the Cycle Safety Fund, and the Local Sustainable Transport Fund.
- 5.2** Traffic signs, signals and road markings form an important part of the toolkit used by local authorities to provide cycling infrastructure. The review recommended a range of changes that should be made to help improve cycling facilities.
- 5.3** Since then, we have worked closely with various local authorities who have been trialling some of these ideas on their networks. We have been involved in Transport for London's (TfL) project trialling a range of measures including low-level traffic signals, new roundabout designs, and ways of helping cyclists turn right at traffic lights.
- 5.4** We have also worked with Cambridgeshire County Council and Manchester City Council to trial a form of 'head start' signal for cyclists. Initial feedback has been positive and we have been approached by several more authorities with similar requests.

Changes to TSRGD 2002

- 5.5** The results of all these trials, as well as the work with the Cycling Working Group through the review, have allowed us to include a large range of measures in the new TSRGD. Many of these are already being authorised by the Department, but by including them in TSRGD any authority can use them without specific approval, when TSRGD comes into force.
- 5.6** Measures currently authorised that will be prescribed:
 - Cycle safety mirrors, known as 'Trixi' mirrors
 - 'No Entry Except Cycles' signing

- Cycle filter signals
- Use of a red cycle aspect on cycle-only traffic lights
- Cycle route branding - for example, wider national use of Transport for London's Cycle Superhighways branding, and the new 'Quietways' signing
- 7.5m deep Advanced Stop Lines (ASLs), to provide more capacity for cyclists
- New road markings to help indicate cycle routes through junctions
- Wider cycle lane markings
- The use of the square white 'elephant's footprints' markings to indicate the route for cyclists through a traffic signal controlled junction
- Greater flexibility in designing 20mph zones and limits
- Advanced Stop Lines covering only part of the width of the road - for example, across one lane only

5.7 Measures that will be prescribed that have not been in use before:

- The removal of the requirement for a lead-in lane or gate at ASLs. This will permit cyclists to cross the first stop line at any point, allowing them to position themselves where they feel it is most appropriate
- ASLs at crossings as well as at junctions
- Removing the requirement for signs indicating off-road cycle routes to be lit
- Allowing smaller signs for off-road cycle routes (these proposals are not included within the draft Schedules but will be in the final version)
- Allowing zig-zag markings at pedestrian crossings to be offset from the kerb by up to 2m, to allow cycle lanes to continue through the controlled area
- Where pedestrian zone signs include the “no motor vehicles” sign, the zone will now be referred to as a “pedestrian and cycle zone”. This will help people's understanding of the difference between the “no vehicles” and “no motor vehicles” signs

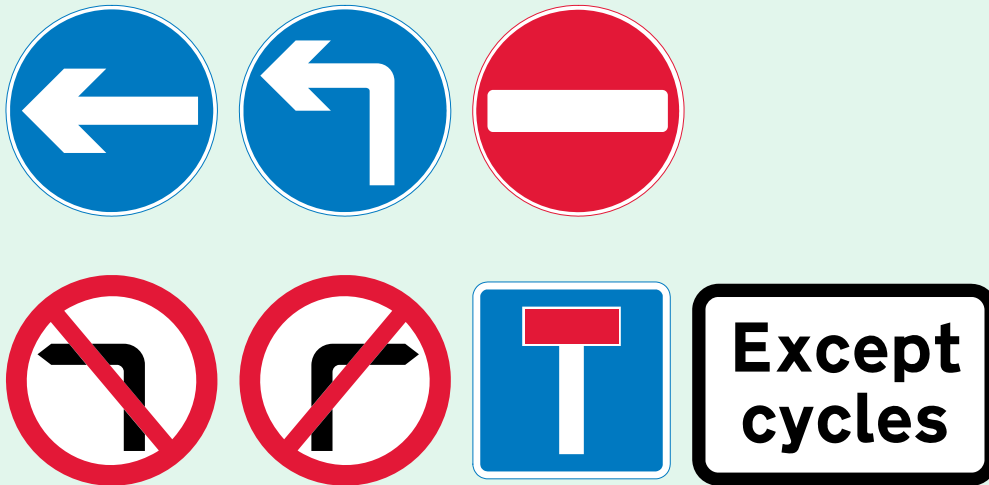
Removing the need for a Traffic Order for cycle facilities

- 5.8** We are proposing to remove the need for a traffic order from various cycle facilities where possible. These could include with-flow and contra-flow cycle lanes and exemptions for cyclists where an existing restriction is in place (e.g. adding 'except cycles' to an existing 'no entry' restriction). This will help local authorities provide for cyclists more easily by reducing the red tape involved in installing such facilities.

Question 5

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

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



0-200



201-500



501-1000



1001-2000





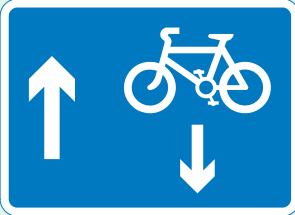


2000+



If you have an accurate figure please indicate here.

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

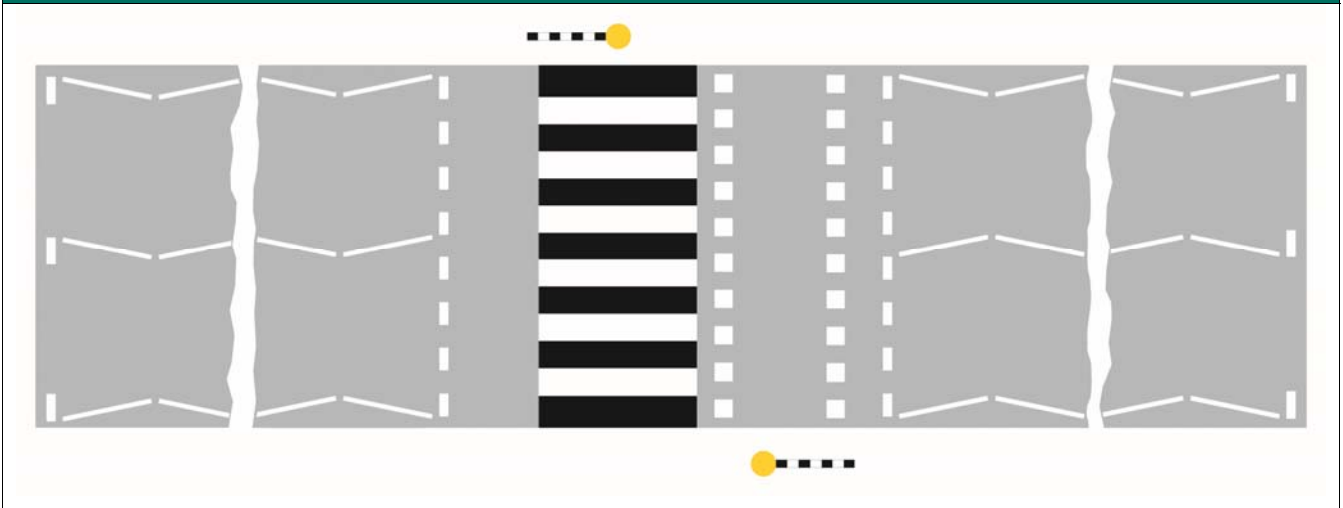
				
0-200	201-500	501-1000	1001-2000	2000+
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If you have an accurate figure please indicate here.				
5C) One way traffic with contra-flow cycling:				
				
0-200	201-500	501-1000	1001-2000	2000+
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If you have an accurate figure please indicate here.				

Shared-use pedestrian/cyclist crossing

5.9 In 'Signing the Way' we committed to trialling a new form of crossing, similar to a zebra crossing, which would allow cyclists to ride across it. While we have been unable to authorise a trial of such a crossing in the interim, we have worked with stakeholders to develop a design for inclusion in the revised TSRGD.

- 5.10** The proposed crossing layout is shown in figure 5.1 below. TSRGD will include this layout, and will set out that drivers must give way to both cyclists and pedestrians at the give-way lines.

Figure 5.1 proposed concept layout for a shared-use pedestrian/cyclist crossing



Low-level signals for cyclists

- 5.11** We have worked closely with TfL on the development of low-level cycle signals, an example of which is shown in figure 5.2. The off-street trials carried out last year proved the concept and gave us sufficient evidence to agree to authorise a limited on-street trial.
- 5.12** Although the on-street trials are still ongoing, we have included these signals in the draft TSRGD as we are confident that the results will bear out the off-street conclusions. We will continue to monitor the trials with TfL.

Figure 5.2 Example of low-level signals for cyclists



'Cycle streets'

5.13 We will be taking forward the opportunity to trial the “Cycle Streets” concept within the revised TSRGD. This is a bold initiative, which is being considered by some of the Cycle Cities and London, possibly including a ban on overtaking on lightly trafficked roads where cycle flows are high. Subject to any scheme trial, this prohibition could be accompanied by an advisory speed limit of 15 mph.

6. Traffic signals and pedestrian crossings

Background

- 6.1 Traffic signals are critical to help reduce conflicts between road users, manage traffic flow, and provide safe places to cross the road. While the changes to TSRGD in this area are not as extensive as those to the signs regime, nevertheless there are some important issues to consider.

Changes to TSRGD 2002

The Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997

- 6.2 Currently, TSRGD prescribes the requirements for traffic light junctions, toucan crossings and equestrian crossings. Zebra, pelican and puffin crossings are prescribed in the Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997 (the ZPP Regulations).
- 6.3 These regulations date from 1997, and are in need of an overhaul. While the principles of crossing layouts and operation are still valid, some of the detailed design requirements are now seen as being overly prescriptive, and there are inconsistencies in the way the different crossings are prescribed, particularly the controlled areas.
- 6.4 We have decided to merge the ZPP regulations with TSRGD, to provide consistency and allow us to update the requirements of the ZPP regulations where needed. The layouts and operation of crossings will not change, and zig-zag controlled areas will still be a requirement.
- 6.5 However, the requirements for zig-zag layouts at crossings will be simplified where possible. Much of the requirements of Schedules 1 and 4 of the ZPP regulations will be moved to guidance, to provide more flexibility in designing crossing layouts.

Pelican crossings

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

Question 6

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

Yes

No

Please explain your choice here.

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

i) Multi-lane approaches?

Yes

No

Please explain your choice here.

ii) for any site?

Yes

No

Please explain your choice here.

Type approval of traffic control equipment

6.11 Under direction 56 of TSRGD 2002 traffic control equipment (e.g. equipment used to control traffic lights and variable

message signs) can only be used if type approved by the Secretary of State.

- 6.12** In recent years it has become clear that the current system has not kept pace with developments in the industry, and is now in need of reform. The Review considered whether the process was fit for purpose, the continuing need for this statutory function, and the potential for deregulation. The outcome of this was a decision to remove the statutory type approval requirement in TSRGD.
- 6.13** However, we recognise there will still be a need for some form of approval or registration process, to help maintain the consistent operation of traffic signals that contributes to the UK's good road safety record. Certain safety critical elements currently only set out in technical specifications, such as the amber times, will be moved to TSRGD. Safety classes for controllers will also be included by reference to the relevant BS EN standard.
- 6.14** The Traffic Technology Forum, a partnership of the Association for Road Traffic Safety and Management and the Traffic Systems Group of the Association of Directors of Environment, Economy, Planning & Transport, are developing an alternative to type approval for traffic control equipment. The Traffic Open Products and Standards (TOPAS) proposal will see the formation of a new body to oversee the promotion, maintenance and use of a number of procurement standards, and a process for registering products to these standards. The aim is to minimise procurement costs and encourage standardisation.
- 6.15** The procurement standards included in the approvals process will be those currently managed by the Highways Agency. Manufacturers will provide a Specification Compliance File to demonstrate compliance with the relevant technical specification, to be checked by an independent body.
- 6.16** There will not be a statutory requirement for compliance against these standards but the TOPAS approvals will instead be available to be used within authority procurement documents, avoiding the need for individual authorities to incur costs related to the creation of their own detailed specifications.
- 6.17** The Department supports the aims of TOPAS. The intention is that it will be available to coincide with the new TSRGD and

the withdrawal from the maintenance of national technical specifications by the Highways Agency.

Other changes

- 6.18** The definitions of where traffic signals may be used have been clarified to include bus gates. The use of standard signals, rather than wig-wag signals, to control traffic at tunnel portals has also been included.
- 6.19** As noted in paragraph 6.13, the durations of the amber periods at both standard and wig-wag signals have now been included within regulation, meaning that they are now a requirement of legislation rather than type approval. Similarly, safety classes for controllers are now included in the directions by reference to BS EN 50556:2011.
- 6.20** As people's understanding of how crossings work has improved, we have decided to prescribe the simpler, cut-down version of the push button as an alternative to the full size one. This cut down version is already in use as an additional signal at puffin crossings. Authorities will still be able to use the full-size push button if they wish.

7. Other issues

Background

7.1 This chapter highlights a number of other significant issues within the new TSRGD.

Changes to TSRGD 2002

New forms of boundary signing

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

Figure 7.1 Example of new-style photographic boundary sign



Question 7

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

7A) Signs indicating the present county boundaries?

Yes

No

Please explain your choice here.

7B) Signs indicating historic county boundaries?

Yes

No

Please explain your choice here.

7C) Signs indicating designated geographical areas?

Yes

No

Please explain your choice here.

7D) Photographic boundary signs?

Yes

No

Please explain your choice here.

Definitions of 'tourist destination' for brown tourist signing

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

Question 8

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

Yes

No

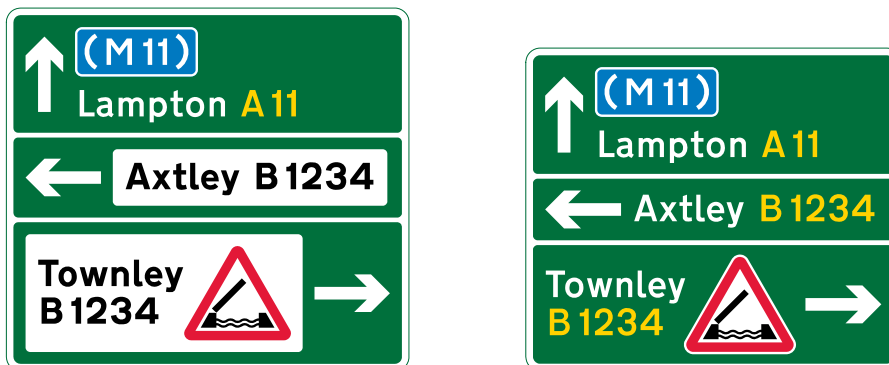
Please explain your choice here.

Design rules for direction signs

7.9 Direction signs are governed by complex design rules. We are proposing to simplify this by removing what are known as 'the Guildford Rules'. These were introduced into TSRGD in 1994, and use colour coded 'panels' to show the route hierarchy on advanced direction signs.

7.10 The proposal is to revert to colour coding only the route number for higher status routes, and not the destination. An example of signs designed with and without the Guildford Rules is shown below.

Figure 7.2 Example of direction signs designed with (l) and without (r) the Guildford Rules



7.11 We are also standardising the width of route arms on map-type signs to 5 stroke widths. These currently vary in accordance with the route status. Removing this requirement will simplify sign design considerably.

7.12 By making these changes, direction signs will be less cluttered, as well as smaller and cheaper in many cases. This will also help reduce visually intrusive sign clutter.

Question 9

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

Yes

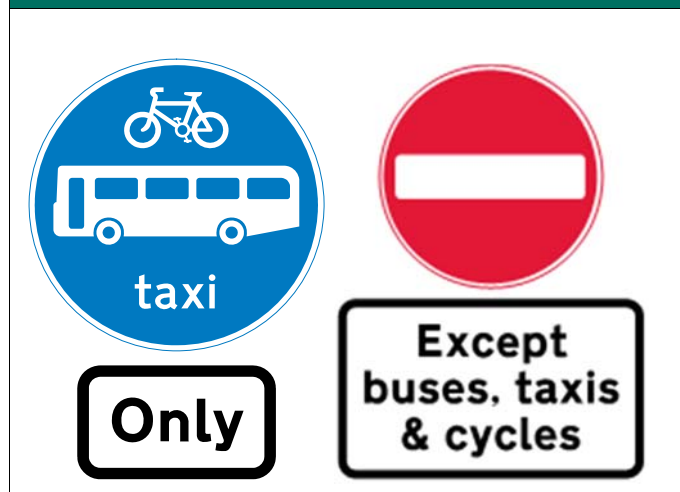
No

Please explain your choice here.

Extending the use of the 'no entry' sign to include more prohibitions

7.13 The current TSRGD prescribes blue positive signing for bus gates and bus only streets which cycles and taxis may also enter, as shown in figure 7.3.

Figure 7.3 alternative signing for a bus and only street



7.14 However, we have authorised a range of exceptions to the 'no entry' prohibition signs in a limited number of situations and are considering prescribing these extra exceptions in TSRGD.

7.15 This would mean it may be necessary to remove the blue positive signing from TSRGD, to avoid having two different signing approaches for the same restriction. As well as incurring a cost to authorities, this approach may also 'water down' the safety-critical 'no entry' sign by allowing multiple exceptions. There may also be limits to the number of exempted vehicles that can be displayed on the combined traffic sign.

Question 10

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

Yes

No

Please explain your choice here.

Explanatory plates for pedestrian and cyclist prohibitions

7.16 'Signing the Way' recommended a requirement for traffic authorities to provide an accompanying plate for the pedestrian and cycling prohibition signs displaying the text 'No pedestrians' and 'No cyclists' respectively, to reinforce the message for these signs.

7.17 Research has shown these signs, as currently prescribed, are well understood. We would like your views as to whether the recommendation would be helpful, or would contribute to sign clutter.

Question 11

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

Yes

No

Please explain your choice here.

Yellow box markings

7.18 Yellow box markings have been redefined to make them easier for designers to comply with, meaning the need for special authorisation for complex or unusual layouts will be removed. This change provides more flexibility for local authorities and will substantially reduce traffic signs casework.

Signs for camera enforcement of traffic restrictions

7.19 Where authorities make use of camera enforcement, we are seeking views on a revised sign to inform drivers that cameras are in use and who is operating them, to better accord with data protection requirements.

7.20 We have discussed with the ICO the use of the existing planning regime that already enables traffic authorities to place notices containing the required information. This would enable them to meet the data protection requirements without the need for further traffic signs.

7.21 However, as an alternative, we are considering prescribing new versions of existing traffic signs, although this would increase their size which could lead to an increase in sign clutter. A suggested design for the sign is shown in figure 7.4.

Figure 7.4 Example design of new sign including additional information on operators of enforcement cameras



Question 12

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

Yes

No

Please explain your choice here.

Signs attached to vehicles

7.22 Regulation 14 of TSRGD 2002 sets out which traffic signs may be attached to certain vehicle descriptions. We are considering amending this regulation to include additional vehicle descriptions which may display traffic signs, introduce a distinction between single and dual carriageway roads, and revise the speed limit criteria. We would welcome any evidence you have to support/justify these changes.

Question 13

Do you have any other comments on the draft Schedules?

Yes

No

Comments

8. Guidance

- 8.1** We recognise that the new TSRGD and the changes from the 2002 regulations will need to be set out fully in revised guidance, to ensure that practitioners understand the changes, their consequences, and how they are to be applied. We will address this in various ways.
- 8.2** In conjunction with the Institute of Highway Engineers, we are running a series of workshops throughout England, as well as Cardiff and Edinburgh, during the consultation period to give more information on the changes. More information about these workshops is available through the IHE at www.theihe.org.uk.
- 8.3** We have produced a draft DfT Circular setting out all the changes, and the policy behind them. A copy is included with this consultation. It includes worked examples showing how to design signs using the table format of the new structure.
- 8.4** We will also comprehensively revise and update the Traffic Signs Manual. In particular, we will produce a new chapter on traffic signals and pedestrian crossings, bringing together and updating the existing disparate and sometimes out of date advice.
- 8.5** Drafts of the revised Manual will be made available for peer review in due course.

What will happen next?

A summary of responses, including the next steps, will be published within three months of the consultation closing on 12 June 2014. Paper copies will be available on request.

If you have questions about this consultation please contact:

Robert Ringsell

Department for Transport, Great Minster House, 33 Horseferry Road, London, SW1P 4DR

Phone 020 7944 873

Email robert.ringsell@dft.gsi.gov.uk

Annex A: Impact assessment

- A.1** A copy of the draft Impact Assessment is available at <https://www.gov.uk/government/consultations/traffic-signs-regulations-and-general-directions-2015>.
- A.2** When responding to the consultation, please comment on the analysis of costs and benefits, giving supporting evidence wherever possible.
- A.3** 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.

Annex B: Full list of consultation questions

Question 1

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

Strongly Agree

Agree

Neither Agree nor Disagree

Disagree

Strongly disagree

Comments

Question 2

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

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

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly disagree

Comments

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

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly disagree



Comments

2C) To help inform our final Impact Assessment please can you provide us with estimates within your local authority on:
i) The number of illuminated traffic signs you have placed in 20 mph zones?

- 0-50
- 51-100
- 101-200
- 201-500
- 501+

If you have an accurate figure please indicate here.

ii) The number of traffic signs you have placed on retroreflective self-righting bollards?

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

If you have an accurate figure please indicate here.

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

£

Comments

Question 3

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

Yes

No

Comments

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

Yes

No

Comments

Question 4

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

Yes

No

Comments

As a local authority, would you ensure that effective consultation would be undertaken if the requirement for a TO is removed?

Yes

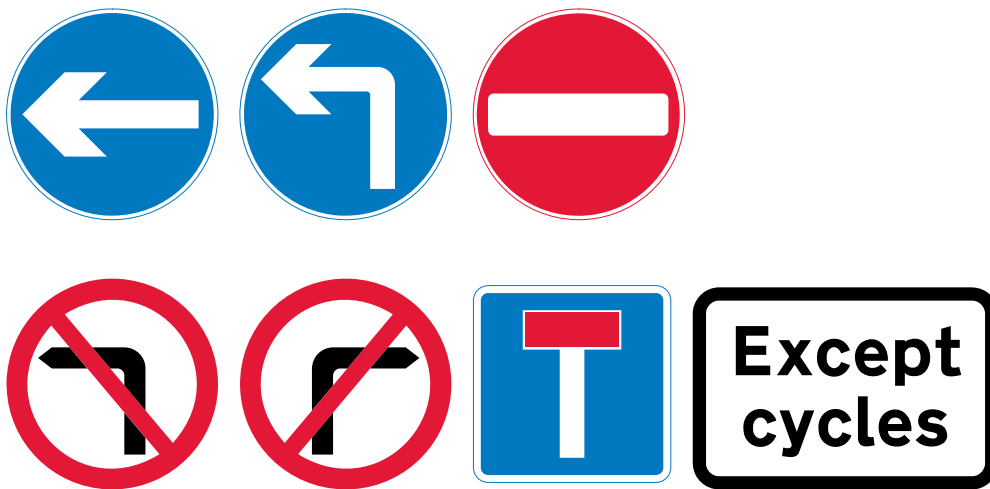
No

Please explain your choice here.

Question 5

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

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



0-200



201-500



501-1000



1001-2000

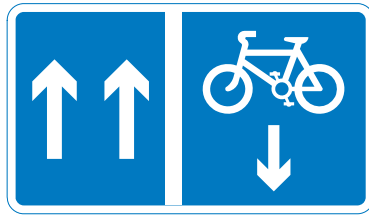


2000+



If you have an accurate figure please indicate here.

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



0-200

201-500

501-1000

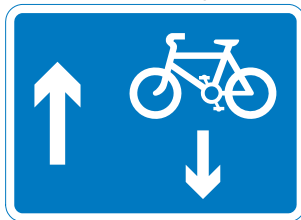
1001-2000

2000+



If you have an accurate figure please indicate here.

5C) One way traffic with contra-flow cycling:



0-200

201-500

501-1000

1001-2000

2000+



If you have an accurate figure please indicate here.

Question 6

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

Yes



No



Please explain your choice here.

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

i) Multi-lane approaches?

Yes

No

Please explain your choice here.

ii) for any site?

Yes

No

Please explain your choice here.

Question 7

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

7A) Signs indicating the present county boundaries?

Yes

No

Please explain your choice here.

7B) Signs indicating historic county boundaries?

Yes

No

Please explain your choice here.

7C) Signs indicating designated geographical areas?

Yes

No

Please explain your choice here.

7D) Photographic boundary signs?

Yes

No

Please explain your choice here.

Question 8

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

Yes

No

Please explain your choice here.

Question 9

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

Yes

No

Please explain your choice here.

Question 10

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

Yes

No

Please explain your choice here.

Question 11

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

Yes

No

Please explain your choice here.

Question 12

In your view, are revised signs indicating the presence of enforcement cameras necessary, or is the proposal to deal with this through the existing planning regime sufficient?

Yes

No

Please explain your choice here.

Question 13

Do you have any other comments on the draft Schedules?

Yes

No

Comments

Annex C: Consultation principles

The consultation is being conducted in line with the Government's key consultation principles which are listed below. Further information is available at <https://www.gov.uk/government/publications/consultation-principles-guidance>

If you have any comments about the consultation process please contact:

Consultation Co-ordinator
Department for Transport
Zone 1/29 Great Minster House
London SW1P 4DR
Email consultation@dft.gsi.gov.uk

Annex D: Full list of amendments consolidated into TSRGD

D.1 TSRGD 2002 has been amended many times since coming into force. The 2015 revision will consolidate the amendments below into the regulations:

- The Communications Act (Consequential Amendments) Order 2003
- The Traffic Signs (Amendment) General Directions 2003
- The Fire and Rescue Services Act 2004 (Consequential Amendments) (England) Order 2004
- The Traffic Signs (Amendment) General Directions 2004
- The Fire (Scotland) Act 2005 (Consequential Modifications and Amendments) (No. 2) Order 2005
- The Fire and Rescue Services Act 2004 (Consequential Amendments) (Wales) Order 2005
- The Wales Tourist Board (Transfer of Functions to the National Assembly for Wales and Abolition) Order 2005
- The Traffic Signs (Amendment) Regulations and General Directions 2005
- The Serious Organised Crime and Police Act 2005 (Consequential and Supplementary Amendments) (Scotland) Order 2006
- The Serious Organised Crime and Police Act 2005 (Consequential and Supplementary Amendments to Secondary Legislation) Order 2006
- The Traffic Signs (Amendment) Regulations 2006
- The Traffic Signs (Amendment) Regulations and General Directions 2008
- The Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011
- The Postal Services Act 2011 (Consequential Modifications and Amendments) Order 2011

- The Local Policing Bodies (Consequential Amendments) Regulations 2011
- The Traffic Signs (Amendment) Regulations and General Directions 2011
- The Traffic Signs (Amendment) (No. 2) Regulations and General Directions 2011