

Appendix 1

Traffic Signs Regulations & General Directions (TSRGD) review by central government in consultation with local highway authorities

General approach

The revised TSRGD will look quite different as it adopts a 'building block' approach, by prescribing the elements for the signs instead of illustrating signs individually.

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 (Local Highway Authorities) LHAs to design signs that best suit their local needs.

Parking

The Government plans radical changes to parking. By using the building block approach this increases the 'flexibility for LHAs and allow councils to design parking signs that best suit their local needs'.

The changes should reduce the need for the DfT to authorise signs 'to almost nothing, saving LHAs time and money'.

Proposed parking sign changes mean it will be for LHAs 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.

Lighting

Changes 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

The document also proposes that any signs within 20 mph limits and zones would no longer need to be lit. On the basis that at slower speeds there is more time available to drivers to read the signs.

Yellow Lines

Planned changes to yellow line legislation may prove to be controversial as they would remove some powers from the public to object to road layouts.

The DfT is proposing to remove the requirement for yellow line restrictions to have an associated traffic order (TRO), including single yellow lines, double yellow lines and yellow school keep clear and zig-zag markings.

In the same way as bus stop clearways and yellow box markings do not need TROs, the marking itself will become the prohibition and can be enforced against.

Currently even minor revisions to yellow lines require LHAs to go through the process of making a new TRO and by changing this it would also remove the right of local people to object.

The DfT argue that: From the experience with yellow box markings and bus stop clearways, there is no evidence to suggest that LHAs would not continue to undertake effective consultation in order to meet the needs and expectations of their local residents.

Crossings

The DfT also plan to stop prescribing pelican crossings (it has been a long held DfT ambition to phase out the pelican crossing in favour of the puffin) although this would not mean such crossings would need to be removed from local authority areas.

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, the DfT are proposing that pelican crossings are no longer prescribed.

LHAs 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.

Cycle safety

It is proposed to introduce a range of measures to help LHAs make roads safer for cyclists. These include:

- bigger cycle boxes at traffic lights to make it safer for cyclists at junctions
- low-level traffic light signals and filters that give cyclists a 'head start' on other traffic
- the roll-out of shared crossings for pedestrians and cyclists which allow those on a bicycle to cross the road safely
- removing the 'lead-in' lanes at advance stop lines, which force cyclists to enter a cycle box alongside the kerb

Regulations mergers

The TSRGD document includes its merger with the following regulations:

- 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
- The new TSRGD will incorporate the measures in the authorisations issued to every local authority in England following the publication of 'Signing the Way'.

The consultation is supported by nine road show events, details can be found at the Institute of Highway Engineers. It will run until 12 June 2014. A summary of responses, including the next steps, will be published on 12 June 2014.