

## Appendix 1 - TSRGD additional consultation

This additional consultation seeks views on some further policies being proposed to be included in the new version of the traffic signs regulations.

These are:

- Using 'remove by' dates on some temporary signs.  
Reason - temporary signs of new works are only allowed to be used for a maximum of 3 months following completion of the works, but they are often left in place for longer. It is proposed that temporary signs have a 'remove by' date displayed on the back.

We support this change but this could have been issued through best practice and does not need to delay the new TSRGD.

- Traffic Regulation Orders for unrestricted parking bays.  
Reason - Bays can be placed that have no restrictions or enforcement associated with them. Removing the need to make a Traffic Regulation Order would enable traffic authorities to install them more quickly and cheaply.

To implement a parking bay without a TRO (and therefore no status in law) is a local decision that the current version does not prevent us from taking. We have done this in Coley to help manage residential parking. We support this change but this could have been issued through 'how to use' guidance of the new TSRGD and does not need to delay the new version.

- Requirements for signs in street lit areas to be retro-reflective.  
Reason - Street lighting plays an important role in road safety and personal safety. Decisions on street lighting should be a local decision by elected local councillors, reflecting local circumstances especially in relation to any concerns about crime. Where street lighting is switched off at night it becomes more important to ensure that signs in these areas, that are required to be lit for safety and enforcement purposes, are still visible to road users. The current requirement is that such signs "may" additionally be retro-reflective. The proposal is to say that such signs "must" also be retro-reflective if the street lighting is switched off during part of the hours of darkness.

Whilst we support this change the DfT acknowledge that nearly all signs visible to moving traffic are now retro-reflective. This change could have been supported by best practice and does not need to delay the new version.

- Applying the directions on the mounting and backing of permanent signs to portable and temporary variable message signs.  
Reason - some suppliers of this equipment are using the space on the back of such temporary signs for advertising.

The rules around advertising on the public highway are quite clear and already supported by legislation therefore, although helpful, this is not necessary.

- Tunnel restriction code signing.

Reason - Tunnel restriction codes apply to vehicles carrying dangerous goods through larger road tunnels, and specify what types and quantities of dangerous goods may be taken through tunnels and under what circumstances.

This brings us into line with the rest of Europe and should be contained within the new version although it does not affect the road network within the borough.

- Height, width and length limit signs to show both imperial and metric units of measurement.

Reason - Signs that indicate height, width and length limits in both imperial and metric units have been prescribed for some time. We are proposing that in future signs indicating height, width and length limits must show both imperial and metric units of measurement.

This is not a change to current requirements.

- Changes to road markings - route number brackets.

Reason - it is proposed to allow brackets to be used for any route number road markings. This will give local authorities more options to show primary routes, compass points as in 'M1 (N)' rather than 'M1N' and destinations, making it easier for drivers to navigate.

We support this change.

- Permit road studs to incorporate only light emitting diodes

Reason - Advances in technology have led to the development of studs that include light emitting diodes, hardwired in tunnels and solar powered elsewhere. It is proposed to amend the regulation to accommodate this technology. Traditional studs use reflectors or retro-reflecting material which rely on headlight beams for their illumination. Active studs use internal light emitting diodes as their light source giving extended visibility distances and better performance in poor weather conditions over traditional studs.

We support this change although it does not change the requirement of road studs as already defined within the current version.