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Traffic Advisory Leaflet 01/12

February 2012



The Traffic Signs (Amendment) (No.2) Regulations and General Directions 2011

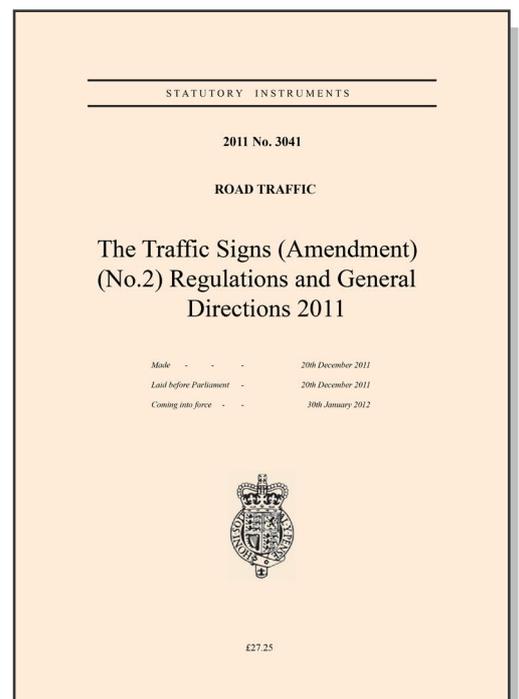
INTRODUCTION

The Traffic Signs (Amendment) (No.2) Regulations and General Directions 2011 (SI 2011 No. 3041) further amends the Traffic Signs Regulations and General Directions 2002 ("TSRGD 2002" – SI 2002 No. 3113) and came into force on 30 January 2012. Copies of the new SI are available from TSO at a price of £27.25 each.

In addition to SI 2011 No. 3041, this Traffic Advisory Leaflet also contains guidance relating to the other sets of amendment regulations listed below, which came into force since the introduction of TSRGD 2002. Therefore, in addition to the current editions of Traffic Signs Manual, this document should be read in conjunction with the listed SIs and associated Traffic Advisory Leaflets, by all those involved in designing and implementing traffic management schemes and in road traffic regulation generally. While this Traffic Advisory Leaflet is intended to assist readers, it is neither legal advice nor a substitute for reference to the relevant legislation - and should not be relied on as such.

- The Traffic Signs (Amendment) General Directions 2004
<http://www.legislation.gov.uk/ukxi/2004/1275/contents/made>
See paragraphs 114-115.
- The Traffic Signs (Amendment) Regulations and General Directions 2005
<http://www.legislation.gov.uk/ukxi/2005/1670/contents/made>
See paragraphs 108-111 and 145-148.
- The Traffic Signs (Amendment) Regulations 2006
<http://www.legislation.gov.uk/ukxi/2006/2083/contents/made>
See paragraphs 99-100.
- The Traffic Signs (Amendment) Regulations and General Directions 2008
<http://www.legislation.gov.uk/ukxi/2008/2177/contents/made>
See paragraphs 37, 44 and 96.
- The Traffic Signs (Amendment) Regulations and General Directions 2011
<http://www.legislation.gov.uk/ukxi/2011/1040/contents/made>

Associated guidance on the provision of portable pedestrian crossing facilities, whether stand-alone or at road works, is contained in Traffic Advisory Leaflet 3/11 Signal-controlled pedestrian facilities at portable traffic signals
<http://www.dft.gov.uk/publications/tal-3-11/>



BACKGROUND

1. By virtue of section 64 of the Road Traffic Regulation Act 1984, a traffic sign placed on highways in Great Britain must either be specified through regulations, (being TSRGD 2002), or be authorised by the Secretary of State for Transport (or appropriate devolved administration). Traffic signs are essential for conveying information to road users, and for the enforcement of road traffic law. The signing of most types of pedestrian crossing is prescribed by the Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997 (SI 1997 No. 2400).
2. Since the introduction of TSRGD 2002, new signs have been developed in response to the changing needs of traffic authorities, and the requirements of other initiatives. It is mostly those signs that have been routinely authorised that have been prescribed by SI 2011 No. 3041. In addition, the permitted variants for some existing signs have been expanded to allow for greater flexibility in their use. For those new signs inserted into an existing sign series, their conditions of use apply equally to the new signs as to their existing equivalent - or those which they have replaced - unless otherwise stated.
3. It should be noted that any signs previously authorised will continue to be lawful. However, when undertaking sign replacement, traffic authorities should place signs which take account of the changes prescribed by SI 2011 No. 3041.
4. SI 2011 No. 3041 also makes amendments to align TSRGD 2002 with the Traffic Management Act 2004 ("TMA") - which gave powers to the Highways Agency Traffic Officer Service to provide incident management support to the emergency services on those parts of the motorway and all-purpose trunk road networks approved by the Secretary of State. This is to allow Traffic Officers to carry out all their functions as intended under the TMA.
5. A number of minor corrections have also been made, for example by updating references to British Standards.

CORRECTIONS

Interpretations - general - regulation 3(5) (amendment of regulation 4)

6. The definition of "Maximum laden weight" has been corrected by reference to section 41(7) of the Road Traffic Act 1988 instead of previous reference to section 41(8).

Interpretation of references - regulations 4 and 20 (amendment of regulations 6 and 46)

7. In TSRGD 2002, the definition of a 'speed limit' in Regulation 5 was changed to include only mandatory speed limits. The term "advised maximum speed" was therefore removed from regulation 5 (interpretation of speed limit). However, "advised maximum speed" was not added to regulation 46, in respect of matrix signs for motorway and all-purpose dual carriageway roads which display advised limits.
8. To correct this, regulation 46 has been amended to include "advised maximum speed", thereby allowing advisory speed limits to be displayed on matrix signs for motorway and all-purpose dual carriageway roads. Corresponding changes have been made to regulation 6.

Single carriageway roads - directions 5(b) and 7(b) (amendment of directions 8(4) and 10(8) - signs placed at the beginning and end of a restriction)

9. To avoid possible confusion, these provisions have been changed to further emphasise that their requirements apply to single carriageway roads and not dual carriageways. The above provisions therefore now refer to "only one carriageway" - which is also consistent with the existing Direction (8)(3).

Placing of signals and other signs at crossings - direction 31 (amendment of direction 54)

10. Direction 54 has been revised to remove the reference to the direction not applying to regulating the priority of vehicles at crossings. Schedule 1 (General Directions) contains the requirements in respect of the placing of pedestrian and vehicular light signals and signs at crossing facilities, where vehicles are stopped only to allow pedestrians, cyclists or equestrians to cross.

Permit parking, and pay and display parking - diagrams 660.7 and 661.2A - direction 8(2) (amendment of direction 11)

11. Diagram 660.7 (permit parking and time-limited parking), and diagram 661.2A (pay and display) were omitted inadvertently from TSRGD 2002 direction 11 - the consequence being that these need not have been placed at intervals to give adequate information to drivers where necessary - perhaps along a long bay marking. This has been corrected.

End of minimum speed limit - diagram 673

12. The smaller sign sizes of 300 and 450 millimetres have been removed from the illustration as this sign may only be used as a terminal signs and not as a smaller repeater.

With flow and contra flow cycle lanes - diagrams 959.1 and 960.1

13. Item 2 in both diagram tables has been corrected to remove reference to direction 18(5).

Contra flow bus lane at junction ahead - diagram 962.2 - regulation 30(20)(d) (amendment of Schedule 16)

14. For safety reasons, contra-flow bus or cycle lanes may only operate at all times. Diagram 962.2 has therefore now been removed from Schedule 16, item 38, which permits time-limited restrictions to be displayed. No times may be displayed on this sign.

Distance to commercial parking places with toilet and telephone - diagram 2502 - regulation 30(16)(b) (amendment of Schedule 16)

15. The sign has been added to Schedule 16, item 28 (the symbol may be reversed), and diagram table item 4 amended accordingly. The lorry symbol is reversed when a right-pointing arrow is added to the sign.

Direction of route for pedestrians to a tourist attraction - diagram 2608 and direction of route for pedestrians to a parking place associated with a tourist attraction - diagram 2609

16. Although it was intended that the wheelchair symbol may be added to these signs, the references in diagram table item 4 to diagram 2311.1 was incorrect as that diagram does not display a wheelchair symbol. This has now been corrected by way of reference to diagram 814.2 (ramped entrance to pedestrian subway).

Cattle crossings - diagram 4005 - regulation 24 (amendment of regulation 51)

17. Previously, there was no requirement for cattle crossing signals (diagram 4005) to incorporate ES compliant signal heads. This has been corrected.

Warning lights - formerly prescribed as 'road danger lamps' - regulation 27 (amendment of regulation 55)

18. The term 'warning lights' has been introduced to be consistent with the current British Standard BS EN 12352:2006, which is an adopted European Standard. The amended regulation 55 relates performance requirements to classes within the new British Standard, The result, in terms of the product on the ground, will be the same as in 2002. Only the method of delivery of the specification has been updated.

19. 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.

Cones and cylinders - regulation 28 (amendment of regulation 56)

20. 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 amended Regulations.

NEW SIGNS AND CHANGES TO EXISTING SIGNS

Designated lanes - regulation 3(2) (amendment of regulation 4)

21. Regulation 4 includes the definition of a “designated lane” in order to permit more widespread use of the solid white line marking to diagram 1049 which previously only indicated the boundary of a priority lane for buses or cycles. This allows for the future implementation of other priority lanes such as high occupancy vehicle lanes.

Bus lanes - regulations 11 and 12, and directions 4, 8, 12 and 13 (amendment of regulations 23, 24 and directions 7, 11, 17, 18 and 21)

22. Amendments have been made to the above regulations and directions, to allow for the inclusion of new signs (diagrams 958A and 959A) permitting solo motorcycles to use near-side, with-flow bus lanes. Both signs may be combined with the times of operation sign to diagram 961. The conditions of use of these bus lanes apply equally to motorcycles as to other permitted vehicles.
23. Direction 18 has also been corrected in relation to the road marking to diagram 1050, indicating possible traffic movements at the end of a bus lane, allowing its use where there is a break in the lane at intermediate junctions. Previously this marking was only permitted in combination with diagram 964 'End of bus lane' sign in all instances. The caption has also been amended to reflect this change.

Bus stop clearways - regulations 10, 31 and 32 - (amendment of regulation 22 and Schedules 17 and 19 Part I)

24. The TSRGD 2002 (Schedule 19(3)) inadvertently limited the use of bus stop clearways to local buses only, whereas the intention was to allow highway authorities discretion over the type of bus services permitted to stop within bus stop clearways. This has been revised and highway authorities now have the option to restrict bus stop clearways to local buses only, or to permit other non-local bus services as appropriate. The upright signs displaying the restriction in place (diagrams 974 and 975) may be varied to include the legend "local buses" for use in conjunction with the bus stop (or bus stand) clearway markings as appropriate.

Box junction markings - regulations 5, 15 and 33 and direction 20 (amendment of regulations 10, 29, Schedule 19 (Part II) and direction 35)

25. A number of anomalies existed within TSRGD 2002 (Schedule 19) in respect of box junction markings. The meaning of yellow box junction markings has therefore been clarified. For clarity, each permitted use of yellow box markings has 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.

26. 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.
27. By virtue of the changes to regulation 10, the offence under section 36 of the Road Traffic Act 1988 (failure to comply with traffic signs) applies to the new diagrams 1044.1 and 1044.2 in the same way as to existing diagrams 1043 and 1044.

Temporary signs - regulation 25 (Amendment of regulation 53)

28. Regulation 53 now permits the placing of temporary signs to convey to road users warnings or information about a civil emergency, in addition to the existing purposes.

Flashing beacons - regulation 26 (amendment of regulation 54)

29. At the request of the Association of Chief Police Officers, the requirements in respect of flashing beacons placed have been changed to allow the minimum height of the blue police beacon to be reduced from 450 mm to 150mm in accordance with the Manual of Road and Policing Equipment.

Variable message signs - regulation 29 (amendment of regulation 58)

30. Previously, the regulations were more prescriptive than intended as the only permitted colour of VMS legends contained in Schedules 11 and 15 was white. This has been changed so that Schedule 11 (except diagram 6031.1) and Schedule 15 legends may now be displayed in white, off-white or yellow. This also applies to all directional signs for parking places: diagrams 2505, 2505.1, 2506, 2507, 2508, 2509.1, 2510, 2511.1, 2512.1 and 2513.
31. The existing prohibition of scrolling and paging messages on variable message signs has been clarified. It remains the case that such messages are not appropriate for use on variable message signs and they are not permitted under any circumstances.

Mounting of light signals for controlling vehicles at junctions - diagram 3000 - regulation 30(22) (amendment of Schedule 16)

32. 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 metres. Alternatively, an additional signal head may be mounted above the existing one at a maximum height of 6.1 metres.

Illumination - regulation 31 (amendment of Schedule 17)

33. The table below contains consequential changes to illumination requirements. These do not replace the existing requirements.
34. It should also be noted that the text in column 3 in respect of items 2, 6, 8, 9 and 12 is the same as TSRGD 2002, but has been reproduced in this table for clarity.

(1) Item	(2) Diagram numbers	(3) Method of illumination
1	530A, 532.2 (in respect of the triangle symbols), 532.2A (in respect of the triangle symbols), 532.3 (in respect of the triangle symbols), 532.3A (in respect of the triangle symbols), 7004**, 7005**, 7006**, 7201**, 7201.1**, 7202**, 7203**, 7203.1**, 7204**, 7205**, 7206**, 7207**, 7208**, 7210**, 7211.1**, 7212**, 7213**, 7214**, 7215**, 7216**, 7217**, 7218**, 7220**, 7221**, 7230**, 7231**, 7232**, 7233**, 7234**, 7235**, 7236**, 7237**, 7238**, 7239**, 7240**, 7241**, 7242**, 7250**, 7251**, 7252**, 7253**, 7254**, 7255**, 7256**, 7260**, 7261**, 7262**, 7263**, 7264**, 7270**, 7271**, 7272**, 7274**, 7275**, 7290**, 7291**, 7292**, 7293**, 7294**	In addition to such of the requirements in paragraphs (1) to (4) as apply to a sign, where a sign is shown in a diagram whose number is marked with two asterisks in column (2), the part of that sign coloured yellow may be fluorescent.
2	2711.1	The sign shall be internally illuminated.
4	543.1 (when mounted on a post or support pursuant to direction 44A(5)), 663.1, 663.2, 663.3, 664.1, 818.5, 820A, 832.1B, 832.2B, 880.1, 884, 885, 958A, 959A, 960.2, 2310.2, 2511.1, 2512.1, 2702*, 2703*, 2704*, 2705*, 2706*, 2707*, 2716*, 2919.2, 7002A*, 7002B*, 7002.1*, 7003.1*, 7006.1*, 7402*, 7403*	<p>The sign may be illuminated by a means of internal or external lighting but, if not so illuminated throughout the hours of darkness, it shall be reflectorised in accordance with regulation 19(3) and (4).</p> <p>(2) In addition to the requirement in paragraph (1), where a sign is shown in a diagram whose number is marked with an asterisk in column (2), the part of that sign coloured yellow may be fluorescent.</p>
6	616	Where the sign is fixed to light signals prescribed by regulation 33, it shall be illuminated by means of internal lighting at all times except when the light signals to which it is fixed are being maintained or repaired.
8	7009.1	See regulation 20.
9	532.2A, 532.3A, 637.2A, 660.8, 660.9, 2601.1A, 2602.1A, 2602.1B, 2602.1C	The sign may be left unlit, or be illuminated by means of internal or external lighting or by the use of retroreflecting material.
12	1001.2A, 1044.1, 1044.2	See regulation 31.
17	7014.1	<p>Where the sign is placed pursuant to direction 37 in connection with works involving a temporary reduction in height, it—</p> <p>shall be reflectorised in accordance with regulation 19(3) and (4); and</p> <p>may also be illuminated by a means of internal or external lighting.</p> <p>(2) Where the sign—</p> <p>is placed pursuant to direction 37 in connection with works involving a permanent reduction in height; and is erected on a road within 50 metres of any lamp lit by electricity which forms part of a system of street-lighting for that road furnished by means of at least three such lamps placed not more than 183 metres (in Scotland 185 metres) apart, it shall be illuminated by a means of internal or external lighting either for so long as that system is illuminated, or throughout the hours of darkness, and may also be reflectorised.</p>

PLACING OF SIGNS

Signs indicating the beginning of restriction, requirement, prohibition or speed limit - direction 5 (amendment of direction 8)

35. To reduce sign clutter, the Traffic Signs (Amendment) Regulations and General Directions 2008 (the 2008 amendments) amended direction 8(1) to permit diagram 675 (end of a 20mph zone and notification of new speed limit) to be used also as a terminal sign - instead of diagram 670 - to indicate the point where a speed limit (other than a national speed limit) begins.
36. The entry signs for restricted parking zones and permit parking areas (new diagrams 663.2 and 663.3 respectively) have also been added by means of amendments to the TSRGD 2002 made in 2011.

Speed limit signs at T-junctions or cross-roads - direction 6 (amendment of direction 9)

Direction 9(4)

37. The revised provision clarifies the placing of speed limit terminal signs on the relevant road on the approach to a T-junction or crossroads. (For clarity, the "relevant road" is always the minor road and the "other road" is always the major road (see direction 9(2)).
38. 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 not required on the relevant road in advance of the junction (direction 9(5) of the TSRGD 2002 refers).
39. 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 must be placed within 20 metres in advance of the junction. In such situations, speed limit terminal signs must be placed on both sides of the carriageway (on single carriageways) roads, or on the near-side and central reserve (on dual carriageways).

Direction 9(5)

40. In addition, an anomaly has been removed whereby the previous regulations required speed limit repeater signs to be placed within 100 metres to the left and to the right of that junction where the speed limit is higher on the other road. This applied even where vehicles were not permitted to turn in both directions. 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.

Signs indicating the end of a restriction, requirement, prohibition or speed limit - direction 7 (amendment of direction 10)

41. New diagram 664.1 indicating the terminal point of a permit parking area has been added.
42. To reduce sign proliferation, the 2008 amendments amended direction 10(2) to permit the placing of diagram 675 - when the upper panel is varied to show a diagram 671 roundel against a grey background - instead of diagram 671 to indicate the commencement of a national speed limit at the terminal point of a 20 mph zone.

Repeater signs - direction 8 (amendment of direction 11)

43. The following signs have been added to direction 11(1): diagrams 637.2A, 660.7, 660.8, 660.9, 661.2A, 959A and 960.2.
44. This direction has been changed to clarify the requirements for repeater signs and to reduce street clutter by relaxing these requirements in specified circumstances. The requirements of this direction do not apply to signs indicating the start or end of a restriction - those signs remain subject to directions 8, 9 and 10 (as appropriate). Nor do they apply to diagram 670 when

displayed as variable message signs prescribed by regulation 58 and mounted on gantries over each lane of the carriageway.

45. Firstly, because the term 'regular intervals' was being interpreted as "equal", the direction as previously written had impeded effective enforcement of local traffic regulations. Therefore this expression has been replaced with wording requiring simply that the signs must be placed 'along the road'. In addition, a minimum of one repeater sign must be placed, beyond which it is for traffic authorities to decide on the appropriate level of repeater signing, having regard to existing guidance.
46. Secondly, to prevent unnecessary signing, thresholds have also been established, below which certain repeater signs are not required by the Directions, but may still be placed if considered necessary. These thresholds are determined by carriageway length and the applicable speed limit. The following need not be placed as repeater signs in the circumstances described.
47. 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.
48. 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.
49. 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.
50. Diagrams 660 and 660.3 (permit parking signs) within a permit parking area.
51. 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 an all-purpose dual carriageway road or motorway.
52. Diagram 671 (national speed limit) on a lit single carriageway shorter than 400 metres, or a lit dual carriageway road shorter than 450 metres.
53. Diagram 672 (minimum speed limit) along a length of road shorter than 250 metres.
54. 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.
55. Direction 11(4)(b) now prevents 60mph and 70mph repeater signs being used on roads subject to a national speed limit.
56. Diagrams 959 and 959A 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.

Temporary diversion route signs - direction 10 (new direction 13A)

57. Directional signs to diagrams 2703, 2704, 2705, 2706 and 2707 indicating temporary diversion routes may now be placed along a carriageway leading from the main carriageway of a motorway - for example on motorway exit slip roads. The term "main carriageway of a motorway" has been defined in a new direction 13A for this purpose and these signs may not be placed along the main carriageway of a motorway.

Mounting of signs - direction 25 (amendment of direction 41)

58. In order to reduce sign clutter, signs indicating mandatory turns (diagrams 606, 610 and 611), no entry (diagram 616), cycling prohibition (diagram 951) and cycle routes or shared cycle / pedestrian routes (diagrams 955, 956 and 957) may be mounted on internally illuminated or retro-reflective self-righting bollards conforming to the appropriate British Standard. However, for those signs mounted on retro-reflective self-righting bollards, the requirements of regulation 18(1) (Schedule 17) still apply.

Backing of signs - direction 26 (amendment of direction 42)

59. The previous reference to the British Standard was out of date. This has been updated to show the current BS EN 12899-1:2007 incorporating corrigenda May 2008 and June 2009". This does not represent any change in practice.

Mounting of signs on light signal posts - direction 27 (New direction 44A)

60. To improve the visibility of traffic signals and reduce the risk of driver distraction, the mounting of traffic signs on traffic signal posts at junctions and signal controlled pedestrian crossings has been restricted to the following circumstances relating to the signals themselves, and the permitted movement through a junction.
61. The following may be placed within the light signal head at junctions, but only if those signs face the stream of traffic to which they are intended: mandatory turns (diagram 606), no right or left turn (diagrams 612 and 613), no U-turn (diagram 614), no entry (diagram 616) and existing prescribed 'exception' plates (diagrams 954.5, 954.6 and 954.7).
62. One of each of the signs in respect of mandatory turns (diagram 606), no right (or left) turn (diagrams 612 and 613), no U-turn (diagram 614), no entry (diagram 616) and existing prescribed 'exception' plates (diagrams 954, 954.2, 954.3, 954.4), crossing not in use (diagram 7016) and light signals not in use (diagram 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. The 'Part time signals' plate (diagram 543.1) may be mounted on a traffic signal post without being illuminated, but it must be reflectorised.
63. None of the above prevents push button devices for pedestrian, cycle and equestrian 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).

Studs - direction 34 (amendment of direction 57)

64. The previous references to British Standards were out of date. These have now been updated. "British Standards" means British Standard BS EN 1463-1: 1998 Incorporating Amendment No 1 and BS EN 1463-2: 2000". In this particular case the dates of the Standards are included because specific classes of performance criteria are being called up and it is conceivable that these might change in subsequent versions of the Standards.

NEW AND AMENDED SIGNS

Vehicle height limit warning signs - diagrams 530A, 532.2A, 532.3A and 818.5

65. As a less expensive and visually intrusive alternative to the existing diagram 530 - when displaying the two imperial and metric triangles - highway authorities now have the option to place a new single warning sign containing both imperial and metric units. This sign may be placed in combination with either of the sub-plates indicating distance and direction to hazard (diagrams 572 and 573).
66. This design has also been incorporated into new diagrams 532.2A, 532.3A and 818.5.

Migratory toad crossing ahead - diagram 551.1

67. To allow for the effect of climate change on the toad mating season, direction 19 is an amendment of direction 28, permitting the placing of the warning sign to diagram 551.1 at approved migratory toad crossing sites as early as January.

Warning of light signals ahead - diagram 563.1

68. The sign may now be varied to include "POLICE" so that it can be used to indicate signals shown in diagram 3014 in the vicinity of a police station.

Except for access - diagram 620

69. The permitted variants applying to diagram 620 have been clarified.

Prohibition of long vehicles - diagram 629.1

70. For clarity, diagram 629.1 is now shown as comprising one imperial and one metric roundel. This replaces the previous version, which allowed one metric roundel to be added. The new permitted variants allow the metric roundel to be omitted. Consequently, Schedule 16 item 2 and direction 40 are therefore redundant and have been removed.

Car club and electric vehicle charging points - diagrams 660.8 and 660.9

71. New signs and road markings for car club bays (diagram 660.8) and electric vehicle charging points (diagram 660.9) have been prescribed. Car club bays must operate at all times, and are not permitted for part-time use with different restrictions in operation at other times of the day. This is to prevent cars being left in parking bays where, for example, there is a peak hour prohibition on waiting.
72. Traffic authorities have the option to include part-time electric vehicle charging bays - with other restrictions in operation outside of those times - by varying the lower panel of diagram 639.1B to diagram 660.9.
73. Direction 24 requires signs for car club and electric vehicle charging points to be placed in conjunction with any of diagrams 1028.3, 1028.4 and 1032, for which permitted variants now include "CAR CLUB ONLY" and "ELECTRIC VEHICLES ONLY". These legends may be abbreviated to "ELECTRIC VEHICLES", "ELECTRIC VEHS ONLY" or "ELECTRIC VEHS" where only one space has been provided. For echelon parking indicated by diagram 1033, "CAR CLUB" is allowed. However, no legend has been prescribed for electric vehicles in such situations because it is not possible to accommodate an abbreviated legend alongside the bay marking. An unabbreviated legend on 2 'lines' was not considered appropriate as this would encroach into the path of moving vehicles - thus presenting a maintenance issue.

Restricted parking zones - diagrams 663.2, 637.2A and 664

74. Signs indicating the extent of restricted parking zones have been prescribed. To improve public understanding, the signs shown in new diagrams 663.2 and 637.2A include the word "parking" and "Parking" respectively. Waiting and (optionally) loading restrictions operate within the zone

as indicated on zone entry signs. Where parking and loading is permitted within the zone, these locations must be indicated with prescribed signs and bay markings, in which case the legend "except in signed bays" must appear in the lower panel on entry signs. Repeater signs should be displayed in sufficient numbers as appropriate. The sign to diagram 664 may now also be placed at the terminal point of a restricted parking zone.

75. Yellow line markings (diagrams 1017 and 1018.1) and loading restriction markings (diagrams 1019 and 1020.1) are not permitted within restricted parking zones.
76. Those signs previously authorised and displaying the legend "Restricted Zone" may remain in place until life-expired or replaced - at which point the prescribed signs should be used. Further advice on the signing of restricted parking zones will be available in 2012 in an updated Chapter 3 of the Traffic Signs Manual (Section 13).

Permit Parking Areas - diagrams 663.3 and 664.1

77. New entry and exit signs have been prescribed indicating what has been defined as 'permit parking areas', within which permit parking upright signs to diagrams 660 or 660.3 may be placed in sufficient numbers as appropriate. This control can be introduced where parking in an entire road, or area, is reserved for permit holders and where no other parking facilities are permitted. Local authorities may allow loading within the permit parking area, as a general provision within their TROs, but which is not signed.
78. Parking bay markings are not permitted within permit parking areas. Only where waiting or loading restrictions apply, may yellow line waiting restriction markings (diagrams 1017 and 1018.1) and loading restriction markings (diagrams 1019 and 1020.1) be placed at those locations.

Large or slow vehicles at level crossings - diagram 784.1

79. The caption has been amended so that the sign can be used for all railway level crossings as well as automatic crossings. The table has been amended to include a new permitted variant in item 4. This allows the words "must phone" to be varied to "must use SOS phone".

Waiting place while using emergency telephones - diagram 786

80. New permitted variants "AND USE SOS PHONE" and "& USE SOS PHONE" have been added. The latter has been included to allow existing signs with the word "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.

Emergency telephones - diagrams 787 and 788

81. It was suggested by the Rail Standards Safety Board that "SOS" should be an option for addition to these signs to further highlight their emergency purpose. Separate illustrations have therefore been included with SOS as new permitted variants.

Traffic with priority over oncoming traffic at locations where the carriageway width is less than 4.5 metres at its narrowest point - diagrams 615 and 811

82. Direction 18 requires diagram 1044.2 to be placed only in conjunction with diagrams 615 and 811 (indicating the direction of priority traffic). It remains that diagrams 615 and 811 may be placed without the diagram 1044.2 marking.

No through road with street name plate - diagram 816.1

83. A minor error on the illustration has been corrected.

Nature and distance of prohibition ahead - diagram 818.3

84. In order to provide more information regarding low bridges, the permitted variants have been clarified as follows:
- the maximum x-height has been increased from 200 to 300 millimetres so that this sign can be used on an all-purpose dual carriageway road or motorway;
 - schedule 16, item 11 (an arrow may be added) has been removed and a worded variant that allows “ahead” has been introduced. This is to ensure that the arrow is placed immediately below - and thus associated with - the distance;
 - reference to the distance being shown below the diagram 629.2A symbol when “Low bridge” is omitted now also includes any arrow;
 - the permitted variant allowing the addition of an alternative route in the manner shown in diagram 818.4 has been removed because this can now be created by varying the sign shown in diagram 818.4 to include legend such as “Low bridge 2 miles ahead”.

Nature and distance of prohibition ahead with alternative route - diagram 818.4

85. The permitted variants have been clarified as follows:
- the maximum x-height has been increased from 200 to 300 millimetres as this sign can be used on an all-purpose dual carriageway road or motorway;
 - Schedule 16, item 11 (an arrow may be added) has been removed. This has been replaced by a worded variant that allows an arrow to be added above the diagram 622.1A symbol. This is to ensure that the arrow is placed in the correct position on the sign;
 - the legend “Weight limit” may now also be varied to “Low bridge”;
 - the legend “at Beckwood (B 3033)” may be varied to a distance. “ahead” may be added when no arrow is shown. This variant replicates diagram 818.3, but with an alternative route shown. Also, “at Beckwood (B 3033)” may be omitted when an arrow is shown to create the legend “Weight limit” plus arrow (i.e. without a distance being shown);
 - the legend indicating an alternative route may now include the expression “Alternative route via”.

Location of low bridge with alternative route - diagram 818.5

86. The permitted variants for this new sign are similar to diagram 818.4, but for low bridges, such as arch bridges, signed by diagrams 530, 530A, 532.2, 532.2A, 532.3 or 532.3A.
87. Diagram 530A may be changed to diagram 530.

Routes unsuitable for Heavy Goods Vehicles - diagram 820A

88. A new sign has been prescribed to indicate a road unsuitable for heavy goods vehicles. This is similar to diagram 820 but includes the lorry symbol with a red bar and will generally be used where there are problems with drivers becoming stuck due to over-reliance on satellite navigation systems. The lorry symbol and red bar is reversed when the sign incorporates an arrow pointing to the right.
89. The sign comprises two permitted variants. The variant displaying the legend “Unsuitable for heavy goods vehicles” is intended to provide advance warning on the approaches to a junction with an unsuitable route; and the variant displaying the symbol above a right or left pointing arrow should be used at the junction to indicate the route which is unsuitable.

90. It should be noted that this information sign can not be used as a substitute for regulatory width or height limit signing.

Waiting places for police or other authorised vehicle - diagram 829.6

91. The table has been amended to include a new permitted variant in item 4, allowing the legend to be varied to "Authorised vehicles only" for the use of waiting places or observation platforms by, for example, Traffic Officers or VOSA vehicles.

Vehicle check point ahead and vehicle condition check point ahead - diagrams 832.1B and 832.2B

92. These signs replace existing diagrams 832.1A and 832.2A respectively. "Vehicle Inspectorate" has been changed to "VOSA". The permitted variants allow "VOSA" to be changed to any future name (or acronym) of the enforcement agency.

Enforcement cameras - diagrams 878 and 880.1

93. The legend 'Average speed check' has been included as a permitted variant of diagram 878. This brings these systems into line with existing fixed-point camera signing.
94. Diagram 880.1 - similar to the sign in diagram 880 but containing a national speed limit roundel - was introduced by the 2008 amendments, for use on an unlit road as a reminder that a national speed limit applies. The following are consequential amendments.
95. Direction 18 enables the placing of road markings to diagram 1065 indicating the speed limit in conjunction with the sign to diagram 880.
96. Direction 32 clarifies its applicability to both fixed and mobile enforcement cameras and to diagram 880.1 (which may only be placed on unlit roads subject to a national speed limit). An additional diagram 880 or 880.1 is also permitted on each approach to an enforcement camera.

Quiet Lanes - diagrams 884 and 885

97. The Traffic Signs (Amendment) regulations 2006 amended the TSRGD 2002 by inserting into Schedule 4, entry signs (diagram 884) and exit sign (diagram 885) to indicate Quiet Lanes in England. These signs must be positioned as the authority considers requisite to convey the designation to road users. Schedule 17 item 4 applies to these signs.
98. Quiet Lanes may be designated by local traffic authorities in England in accordance with the Quiet Lanes and Homes Zones (England) Regulations 2006 (S.I.[2006/2082](#)).

Contra-flow cycling - diagram 960.2

99. A new sign permitting contra flow cycling either with or without an advisory lane marked on the carriageway has been prescribed in amending regulations. This is intended for use at locations where space constraints prevent the physical infrastructure normally used with mandatory contra-flow cycling facilities.
100. Direction 17 requires this sign to be placed only in conjunction with the cycle road marking to diagram 1057.

Cyclists rejoin carriageway - diagram 966

101. The diagram now illustrates the new legend "CYCLISTS REJOIN CARRIAGEWAY". Because this new legend is expected to be more commonly-used than the original "CYCLISTS DISMOUNT" legend, it is now shown in the diagram illustration. "CYCLISTS DISMOUNT" is now shown as a permitted variant. A smaller x-height of 30 millimetres has been added.

Alternative advance stop-line for cyclists - diagram 1001.2A

102. A new marking is prescribed as an alternative to the existing sign for a cycle advanced stop-line (diagram 1001.2). This new marking is intended for use at sites where, owing to space constraints, it is not possible to provide a lead-in lane. Instead of a lead-in lane, this new marking includes a narrow diagonal broken line which cyclists may cross in order to enter the priority reservoir. This is defined in regulation 43 as a "cycle entry".
103. Consequential amendments have been made to direction 47 to the effect that traffic signals placed at cycle-only crossings (regulation 33(2)) and at level crossings, swing / lifting bridges, tunnels airfields and emergency service premises (regulation 39(1)) may only be placed with diagram 1001. Such traffic signals may not be placed with diagram 1001.2A.

Longitudinal markings - diagrams 1004, 1004.1, 1005, 1005.1, 1008 and 1008.1

104. To enable effective enforcement where temporary or variable speed limits are in operation where the above markings are placed, the caption has been amended so that the marking is no longer provided for use only with a specified speed limit.

Edge of carriageway - diagram 1010

105. Because caption (a) was occasionally misconstrued as permitting diagram 1010 to be used as a substitute for diagram 1003 (give way line) at a priority road junction, the captions have been changed to clarify its permitted use (see captions (a) and (f)).
106. The new caption (g) represents the changes introduced by the Traffic Signs (Amendment) Regulations and General Directions 2005 (SI 2005 No. 1670 "the 2005 amendments") in that it may be used to indicate the boundary between an emergency refuge area and an actively managed hard shoulder.
107. The vertical edges of the raised ribs stand clear of the water film in wet conditions, improving retroreflective performance under headlight illumination. The ribs also provide an audible vibratory warning to drivers should they stray from the carriageway onto the marking.
108. The diagram table item 3 also now includes new diagram 958A (motorcycles in bus lanes).

Edge of carriageway of a motorway - diagram 1012.2

109. This diagram has been previously amended in the 2005 amendments. However, in light of subsequent technical research - "COST 331 - The Requirements for Horizontal Road Markings" it was calculated that a 150mm back of hard shoulder marking was appropriate for 60mph running in all conditions. This new amendment therefore increases the width of the line from 100 mm to 150 mm, thereby enabling its use at the back edge of an actively managed hard shoulder.

Distance ahead to a named motorway service area that is either not located on a motorway - diagram 2310.2, or located on a motorway - diagram 2919.2

110. These signs replace (respectively) the signs to diagram 2310.1 and 2919.1 - both displaying the picnic area symbol instead of the wheelchair symbol. Now that comprehensive disability legislation governs the built environment, the wheelchair symbol is no longer necessary on these signs as service providers are duty-bound to provide accessible facilities.

Services signs on all-purpose trunk roads - diagrams 2313.1 to 2313.6

111. Now that service providers are duty-bound to provide accessible facilities, the wheelchair symbol is no longer necessary on these signs. The wheelchair symbol has therefore been removed from diagrams 2313.2, 2313.4 and 2313.6; and from diagram table item 4 in respect of diagrams 2313.1, 2313.3 and 2313.5. Existing signs may remain in place until life-expired or replaced.

Name of name of a town or village ahead - diagram 2401.1

112. To enhance the conspicuity of this sign when placed on a yellow backing board in combination with the speed limit sign to diagram 670, the Traffic Signs (Amendment) General Directions 2004 (SI 2004 No. 1275) amended direction 42 to allow the yellow backing board to be either reflectorised, fluorescent or both.
113. In addition, these changes to direction 42 also permitted a yellow backing board to be of any shape when displaying this signing combination.

Directional signs for parking places - diagrams 2505, 2505.1, 2506, 2507, 2508, 2509.1, 2510 and 2513

114. The permitted variants shown in item 4 of the tables have been amended as follows:
- the Park Mark symbol replaces the "Secured" panel (see new diagrams 2511.1 and 2512.1).
 - "NEARLY FULL" is no longer a prescribed variable legend. Instead, the variable legend may display the number of spaces available at any one time.
 - the existing legends - "FULL", "CLOSED", "SPACES" - may be displayed in red, or green in addition to white, off-white or yellow. The new legend - i.e. number of available spaces - may only be displayed in white, off-white or yellow.

Park Mark signs - diagrams 2511.1 and 2512.1

115. The Park Mark Safer Parking Scheme, which replaced the Secured Parking Scheme in 2004, is an initiative of the Associations of Chief Police Officers (ACPO/S), aimed at reducing both crime and the fear of crime in parking facilities. To reflect this change two new "PARK MARK" signs replace the "Secured" parking signs - and must be replaced with these new signs within than two years of the changes coming into effect.

Advance direction sign indicating cycle routes - diagram 2601.1

116. The sign has been redrawn as a two-panel advance direction sign, showing destinations and distances not previously included. The caption has been amended accordingly. The permitted variants shown in item 4 of the table have been amended as follows:
- Schedule 16, item 3 (distance may be added) has been removed as the sign now shows distances;
 - Schedule 16, item 9 (distance may be omitted) has been added;
 - Schedule 16, item 16 (number of routes shown may be varied) has been added as the sign is now a multi-panelled stack-type sign. Schedule 16, item 16 allows a single panel (single direction) to be shown;
 - Schedule 16, item 29 (the relative positions of the symbol and legend may be reversed) has been added. This applies when the cycle symbol is placed alongside the destination;
 - the cycle symbol may be placed alongside the destination;
 - the position of the pedestrian symbol, when added, is no longer described as this depends on various factors. The working drawing for the sign will be updated to show alternative layouts;
 - a horizontal arrow may be placed as shown in diagram 2610.1 only when the sign indicates a single direction.

Cycle journey times - diagrams 2601.1A, 2602.1B and 2602.1C

117. In order to encourage cycling over short distances, journey times may now be shown on cycle route signs. Separate signs are included which allow distance or times to be represented on cycle signs - but not both - as it is not considered feasible to include distance and journey times for cyclists on one sign.

Direction signs indicating cycle routes - diagrams 2602.1A and 2602.1C

118. To provide more flexibility for sign designers, new diagram 2602.1A is a new direction sign indicating a cycle route as an alternative to the flag-type sign shown in diagram 2602.1. Similarly, new diagram 2602.1C is an alternative to new diagram 2602.1B.

Direction of temporary diversion routes - diagrams 2703, 2704, 2705 and 2707

119. The tables have been amended to change direction 13(3) (sign must not be used on a motorway) in item 2 to new direction 13A. This allows the signs to be used on any road other than the main carriageway of a motorway (i.e. the use of the signs is extended to motorway slip roads, roundabouts and link roads).

Roundabout ahead leading to a temporary diversion route to the destination shown - diagram 2706

120. The table has been amended so that direction 13(3) (sign must not be used on a motorway) in item 2 has been changed to new direction 13A. This allows the sign to be used on any road other than the main carriageway of a motorway (i.e. the use of the sign is extended to motorway slip roads, roundabouts and link roads). In addition, a new permitted variant in item 4 allows the place name destination to be changed to "Diverted traffic" or to a diversion route symbol shown in Part VII of Schedule 13 (this effectively provides a map-type version of the advance direction sign shown in diagram 2703).

Direction and distance to emergency exit for pedestrians from a tunnel - new diagram 2711.1

121. It is imperative that consistent distance units are used where two exits are signed in opposite directions from a tunnel, in order to avoid any confusion as to which is the shortest escape route. Miles and yards may not be mixed. Schedule 16, item 6 requires that, where emergency exits are more than 880 yards apart, distances shown on the sign shown in the new 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.

Temporary diversion routes - diagram 2716

122. This sign may now contain diversion information relating to junction numbers and other new permitted variants, for example, "follow" may be omitted.

Commencement of motorway regulations - diagram 2901

123. In item 4 of the table a new permitted variant has been added to allow the motorway number to be placed above the symbol (as shown on the working drawing).

Traffic signal for control of pedal cycles only - diagram 3000.2

124. Direction 55 of TSRGD 2002 has been amended. The result is that the traffic signal for control of pedal cycles only (diagram 3000.2) may now be used in combination with the corresponding push-button demand unit (diagram 4003.6).

Supplementary near-side signals - diagrams 4003.1A, 4003.4A and 4003.7A: regulation 3(4), (6) and (7), regulations 21, 22 and 23, and directions 32 and 35 (amendment to regulations 4, 47, 48 and 49, and direction 55 and Schedule 1 to the General Directions

125. At crowded pedestrian, equestrian and toucan crossings where the lower signal might be obscured by others waiting to cross, for each of these crossing types, supplementary near-side signals may be mounted on the same post above the existing prescribed one. An additional smaller push button device - without the red and green signals may also be placed on an additional post for ease of use in crowded situations in addition to, but not instead of, existing equipment. For consistency with the existing near-side signals, direction 46 also now permits the back of a container enclosing the above supplementary signals to be coloured yellow.

Gantry-mounted lane closure sign - diagram 6031.1

126. Regulation 38 has been amended to allow the use of the 'red X' gantry-mounted lane closure sign to enable the stopping of traffic using an actively managed hard shoulder in the event of an incident.

Delays possible due to road works - diagram 7005

127. The sign has been amended to show the month and year in full and on two lines. This format may be used where the year, if abbreviated, might be mistaken for the day of the month. In item 4 of the table a new permitted variant allows the date to be shown on a single line (in which case it may be abbreviated as before). The previous error in item 4 (reference to the date shown on the sign) has now been corrected.

Skid risk - diagram 7009.1

128. A new sign diagram 7009.1, comprising combined 'skid risk' and advisory 20mph speed plate has been prescribed to be used only with the existing loose chippings sign to diagram 7009. There are no permitted variants for this sign.

Bridge headroom reduction ahead - diagram 7014.1

129. A new sign is prescribed for use only in relation to works where the signed maximum bridge headroom has been reduced temporarily or permanently. The purpose of the sign is to alert regular drivers in the area that the signed headroom they are familiar with has been reduced. Direction 37 requires that, when placed in connection with temporary reductions, the sign may only remain in place for the duration of those works; for permanent reductions, the sign may only remain in place for up to 6 months following completion of those works, after which time it must be removed.
130. Where the lowering is during temporary bridge works, it is sufficient for it to just be reflectorised. For a permanent reduction in clearance on roads with street lighting, it is necessary for the sign to be lit - whether or not the height limit is already signed.

Traffic cones - diagram - 7101.1

131. Regulation 56(2) allows the base of the cone to be in any single colour. For clarity, this is now shown as a permitted variant in item 4 of the table.

Flat traffic delineators - diagram 7102

132. Regulation 56(7) allows the base of the delineator to be in any single colour. For clarity, this is now shown as a permitted variant in item 4 of the table.

Lane closures on a dual carriageway - diagram 7202

133. The caption has been amended to allow the sign, and its variants, to be used to indicate lane closures on a one-way street.

Temporary access to a construction or road works site - diagram 7301

134. In item 4 of the table a new permitted variant allows an access identifier to be added in white characters directly on the red background of the sign (a patch similar to a parking permit identifier is not to be used).

Direction to a construction or road works site ahead - diagram 7306

135. In item 4 of the table a new permitted variant allows the word "ONLY" to be varied to an access identifier in white characters directly on the red background of the sign (a patch similar to a parking permit identifier is not to be used).

SAVINGS

136. The following may remain in place only for up to two years from the date when SI 2011 No. 3041 comes into force:
- signs advising of approaching vehicle check points and vehicle condition checks displaying "Vehicle Inspectorate" (diagrams 832.1A, 832.2A). These have been replaced by new signs displaying "VOSA" - diagrams 832.1B and 832.2B. By way of future-proofing, these new signs may be varied to display the acronym for any future enforcement agency
 - signs showing a wheelchair symbol advising of distance to named motorway services not located on a motorway (diagram 2310.1).
 - signs for "Secured" parking (diagrams 2511 and 2512).
137. The following may only remain in place for up to ten years from the date when the regulations (i.e.: S.I. 2011 No. 3041) come into force:
- signs advising of distance to motorway services (diagram 2919.1). This sign is replaced by diagram 2919.2. Motorway service areas must always provide facilities for disabled persons. Therefore, it is no longer necessary to include the wheelchair symbol on the sign. The optional picnic area symbol has been added.

Weight limit signs

138. As vehicle weights are now measured in metric units, the correct lowercase "t" must now be used on signs indicating vehicle weight limits. To allow for traffic signing schemes at an advanced stage of development that include vehicle weight limit signs displaying an uppercase "T" - where signs are likely to have been already manufactured on the date the regulations come into force - the following signs may be placed for up to 12 weeks beginning with the day on which the regulations come into force:
- Vehicle weight limit regulatory sign - diagram 622.1A
 - Vehicle weight limit sign at weak bridges - diagram 626.2A
 - Time limited goods vehicle waiting prohibition - diagram 640.2A
 - Controlled parking zone for goods vehicles entry and exit signs - diagrams 665 and 666.
 - Advance warning of weight probation ahead - diagrams 818.3 (when displaying weight limit roundel) and 818.4
 - Map type directional sign warning of weight limit prohibition - diagram 2108
 - Road works sign including traffic lane subject a temporary prohibition of goods vehicles - diagram 7282

- All signs listed in Schedule 16 item 31 when incorporating a symbol to diagram 622.1A or 626.2A (prohibitory roundel only).

139. Regulation 8 removes regulation 17(10) which is now redundant.

140. Any sign displaying a “T” erected before S.I. 2011 No 3041 came into force may remain in place until life-expired or replaced under maintenance.

HIGHWAYS AGENCY TRAFFIC OFFICERS

141. Regulations 3(8), 13, 14, 17, 18 and 32(3) (amendment to regulations 4, 26, 27, 36, 38 and Schedule 19 Part I).

142. The Traffic Officer Service enables the Highways Agency to take direct control of traffic and minor incident management on its network, whereas previously there was reliance on other agencies - particularly the police who can now focus more on their priorities. These amendments give Traffic Officers the same powers as uniformed police officers and traffic wardens to direct traffic as below, while carrying out their incident management functions on routes approved by the Secretary of State:

- to cross double white lines (regulation 26)
- to stop within a controlled area indicated by zig-zag lines (regulation 27)
- to pass stop lines at red light signals (regulation 36)
- to pass lane closure light signals (to diagram 6031.1) on motorways and all-purpose dual carriageway roads (regulation 38)
- to stop within a bus stop clearway (Schedule 19 Part I).

SUPPLEMENTARY GUIDANCE FOR THE HIGHWAYS AGENCY

The Traffic Signs (Amendment) Regulations and General Directions 2005 (SI 2005 No. 1670)

143. This Instrument amends the TSRGD 2002 so as to enable certain traffic signs to be used to convey information, requirements, prohibitions or restrictions applying to an actively managed hard shoulder of a motorway.
144. Part 1 consists of the Traffic Signs (Amendment) Regulations 2005. Regulation 3 amends regulation 4 of TSRGD 2002 by inserting definitions of the expressions “hard shoulder” and “actively managed hard shoulder” and “Motorways (England and Wales) regulations” and “Motorways (Scotland) Regulations”.
145. Regulation 4 amends regulation 31 of the TSRGD 2002 so as to allow studs to be illuminated with red light when placed in conjunction with the marking shown in diagram 1012.1 to indicate the boundary between the carriageway of a motorway and an actively managed hard shoulder. Regulations 5 and 6 amend regulations 38 and 44 of the TSRGD 2002 so as to prescribe the indications given by the sign in diagram 6031.1 when displayed over an actively managed hard shoulder and regulation 7 makes consequential amendments to regulation 46. Regulation 8 amends regulation 58 of the TSRGD 2002 so as to permit the sign shown in diagram 670 (maximum permitted speed) to have a diameter of 1,300 millimetres when displayed on a variable message sign by means of light emitting characters. Regulation 9 and the Schedule to these regulations substitute new diagrams for diagrams shown in TSRGD 2002. The differences are restricted to the captions or the untitled tables.

146. Part 2 of this Instrument consists of the Traffic Signs (Amendment) General Directions 2005, which amend the second part of the TSRGD 2002. Direction 3 amends direction 3 so as to import into them the new definitions of “hard shoulder” and “actively managed hard shoulder”. Direction 4 inserts a new direction 55A so as to restrict the display of the signs in diagrams 5003, 5003.1, 6002 or 6031.1 over an actively managed hard shoulder to cases where a speed limit is displayed on a variable message sign above the adjacent motorway carriageway.

The DfT sponsors a wide range of research into traffic management issues. The results published in Traffic Advisory Leaflets are applicable to England, Wales and Scotland. Attention is drawn to variations in statutory provisions or administrative practices between the countries. Within England, enquiries should be made to: Traffic Division, Department for Transport, 3/26 Great Minster House, 33 Horseferry Road, London, SW1P 4DR. Telephone 020 7944 2594. E-mail: Traffic.Signs@dft.gsi.gov.uk

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