



Appendices, Figures & Tables



Appendix A Signing & Marking Minimum Requirements

Signing and Marking Minimum Requirements

| <u>STOP Junction</u> | <u>GIVE WAY Junction</u> | <u>Centre Lines</u> | <u>20/30mph Speed Limits</u> | <u>Home Zones</u> | <u>Parking Restrictions</u> |
|--|--|--|---|--|--|
| STOP signs only recommended if visibility <30m in 30mph area or <15m in 20mph area (measured from 3m back if no thru traffic on minor road, 4.5m back with thru traffic) | GIVE WAY sign MUST always be accompanied by associated road markings (broken double line) and a hollow triangle | Lines should be designed to ensure good flow, avoiding sudden changes in direction. | 20mph zones require signs on both sides of the carriageway to form a gateway. 20mph elongated roundel markings are not required (DfT, 20mph speed limits and zones) | It is important that a prominent 'gateway' feature clearly identifies the boundary of the home zone area (Home Zones, DfT; Home Zone Design Guidelines, IHIE) | There must be a sign at all points of entry and exit to a Controlled Parking Zone positioned to face the approaching traffic preferably on both sides of the carriageway, although this is not required (TSM c. 3) |
| Must always have STOP sign, stop line (white and continuous at junction), and worded 'STOP' on road together | Do not need a sign if the minor road is residential - carriageway markings are enough | Should be able to detect guidance markings two seconds ahead. If visibility is lower drivers adjust too late and, for example run too close to the centre line on left hand bends. Better contrast with the road makes them more visible | Entrance to a 30mph zone must be marked by a sign on both sides of the carriageway but no repeater signs are permitted within the zones. 30mph roundels are not required (TSRDG; www.speedlimit.org.uk) | Signs are required to show that you are entering/leaving a Home Zone, and for one-way streets - signs need to be kept to a minimum to avoid clutter (Home Zone Design Guidelines, IHIE) | Parking bays should be marked with white road markings with the exception of any bays reserved for particular users in which case a variant can be used (TSM, c. 3) |
| Stop line should be 400mm wide, 'STOP' on the road should be 2.1 to 2.75m from the nearest part of the stop line. Stop sign should be as close as possible to stop line without hindering visibility. If more distance is needed an extra 'SLOW' marking is required | Do not need all elements together as with STOP junctions. Can have double dashed lines on their own, with an approach triangle, or with approach triangle and sign - depends on traffic levels | For two-lane roads not less than 5.5m in width, of a speed 40mph or less - 2000mm long lines with 4000mm gaps between are recommended. They should be 100mm wide (150 if needed). | 20mph repeater signs are not required in a 20mph zone if the limit is self-enforcing through the presence of traffic calming measures. If there is little or no traffic calming in place however, 20mph repeater signs are required for the limit to be enforceable (www.speedlimit.org.uk ; Home Zone Design Guidelines, IHIE) | Should not start 20mph zone as Home Zone starts - will add to sign clutter at entrance to Home Zone and links Home Zone sign with the 20mph limit (Home Zones, DfT; Home Zone Design Guidelines, IHIE) | Any loading restrictions should be signed (TSM, c. 3) |

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| Highway Authority expects visibility improvements to have been considered before applying for a stop sign. (e.g. hedge lowering). | Double dashed lines should be 600mm long with 300mm gaps between. The lines should be 200mm wide. | | Neither 20mph repeater signs nor traffic calming signs are required within self-enforcing 20mph zones - reduces clutter (Places, Streets and Movement, DETR; Home Zone Design Guidelines, IHIE) | Parking can be used as an obstacle to reduce vehicle speeds. It should, however, be in small blocks of 4-6 cars so as not to enforce linearity of the street which tends to encourage greater speeds. The parking does not need a sign, the Dutch just put a 'P' in the paving (Home Zone Design Guidelines, IHIE) | The times and conditions governing the use of parking places must be shown on ticket issuing machines or meters. In zones based on Disc parking it is necessary to provide reminders by signs close to each group of parking places (TSM c. 3) |
| Stop line should go to the centre of the carriageway, but if this results in the line being less than 2.75m it should be extended across the full width of the minor road, and the centre line omitted. | | | Where a side road has a lower speed limit than the main road only one speed limit sign for the lower limit is needed. This must be placed on the left-hand side of the road (www.speedlimit.org.uk) | Acceptable to not have indicators of priority at junctions within a Home Zone. | In Disc Zones supplementary plates should be mounted immediately below the 'parking' sign. For a parking area with a length less than 30 metres one sign should be erected midway, but for a parking area over 30metres in length a sign should be placed 5 metres from each end, with intermediate signs if appropriate so that there is no more than 3 metres between any two signs (TSM, c. 3) |
| <30mph - STOP sign should be 750mm wide and the 'STOP' road marking should be 1600mm. For speeds 31-40mph the sign should be 750mm also (900 if site conditions poor) and the 'STOP' on the road should be 1600mm (2800 if site conditions poor) | | | Should not use speed markings on the road in conjunction with advisory speed limits. | In a 20mph zone there is no need for repeater signs or to sign individual calming events, but this is required if the limit is 30mph. | Where parking spaces are reserved for particular users, i.e. disabled people, then they should be signed with appropriate road markings (TSM, c. 3) |

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| | | | <p>If cars are approaching from an area 40mph or less the 20/30mph road markings should be 4300mm long, 1500mm wide (with a 1600mm long '30' inside). If >40 they should be 7500mm long, 1500mm wide (with a 2800mm '30' inside).</p> | <p>Where parking is only possible in marked spaces, yellow lines should not be necessary. Where the Home Zone is within a Controlled Parking or Residents Parking Zone then it is normally necessary to define spaces within a prescribed road marking, but white paving blocks may be an acceptable alternative (Home Zone Design Guidelines, IHIE)</p> | <p>Where there are continuous parking bays provided, i.e. for taxis/ambulances, the marking must be yellow and laid at either the road edge or the centre of the road. The legend should be marked outside the bay and be repeated at intervals of about 12metres. When in the centre of the road it should be marked at both sides. Where stopping is prohibited by other vehicles a sign and yellow prohibitory line should be used, or a prohibition of waiting sign if appropriate (TSM, c. 5)</p> |
| | | | | <p>Yellow lines should be avoided if at all possible - are unattractive and imply traditional priorities of traffic over pedestrians (Home Zone Design Guidelines, IHIE)</p> | <p>Disabled bays should be marked in white and accompanied by an upright sign. It is optional to label the bay with a legend, i.e. disabled/loading only outside the bay - this should be repeated at intervals of about 12 metres. The word 'disabled' may also be omitted, i.e. in streets with block paving, although it makes identification of the spaces harder (TSM, c. 5)</p> |

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| | | | | In a 20mph zone there must be a traffic calming feature at least every 100m, except on cul-de-sacs less than 80m in length. | Individual parking bays, both angled and at 90°, must be marked. At the end of a series of parking places there should be a double line except for where the limit is delineated by a raised kerb. Dividing marks between two adjacent spaces may be omitted to form a single long bay to a maximum length of 13.2 metres (TSM, c. 5) |
| | | | | Where Home Zones are located within 30mph limits traffic calming features will need to be signed, although within 20mph zones there will be no requirement to sign any traffic calming features | The transverse line of parking bays may be omitted where the marking is placed in a lay-by or where the end of the bay is delineated by a raised kerb (TSM, c. 5) |
| | | | | | Where waiting is prohibited at certain times the white bay marking should be used in conjunction with a single yellow line continued through the bay. An upright sign should also be provided (TSM, c. 5) |
| | | | | | Yellow lines, and if appropriate, kerb marks must be laid throughout CPZs other than at parking places. Parking places must be marked with white road markings. Vertical signs are only required in CPZs if restrictions differ from standard parking areas (TSM, c. 5) |

