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Dear

**SCARBOROUGH CPZ**

Thank you for your letter of 31 May 2005 to Roger Mackintosh concerning parking restriction signing in Scarborough. Roger Mackintosh has not been in the office until very recently making it difficult to hold a discussion of the issues raised. However we have reached the following conclusions concerning the points you raise.

(a) Urban regeneration areas. We are broadly supportive of the kind of measures you describe but we would wish see and comment upon the signing detail before it become set in concrete (perhaps literally!) . I have seen the document "Kissing Sleeping Beauty" which gives a good indication of the broad concept and also where action is envisaged.

(b) Residential back streets.

1. The approach outlined in your letter has been developed over a period jointly and remains acceptable. The enclosed sign design marked "A" could be authorised as the entry sign for these areas, usually with one on either side of entrance. (if it is very narrow one side may be acceptable). The area identifier is optional. We have no strong feelings if you wish to add (as first word) "Residential" (but with a small "p" for Permit). The time of operation may be varied or omitted if restriction is 24 hours every day of the year - which is of course the simplest approach.
2. Vehicles exiting the area should either see a) no sign at all if the end is obvious (e.g. particularly a cul de sac, or a one way street) or, b) the "End" sign of the design marked "B" enclosed (but with "Resident" added if the entry signs say it) . This may be used wherever the end of the area is in doubt particularly when there is more than one entrance (ie a thorough road) and also might be used at two locations on Westbourne Road Back road where the residential back street becomes private road in a manner which is indistinguishable on the ground. At these locations an "End" sign

may be useful to mark the end of what is legally public highway. The sign designs A and B will have to be authorised on a site specific basis.

3. Within the back streets permit parking area you will be free to place where you deem necessary signs to designs 660 or 660.3. We suggest you place them at 30 m interval where they prove necessary. This is a prescribed sign that may be erected without further reference to us. We will give you a Special Direction to omit bay marking.

(c) Junctions - you are correct to introduce waiting restrictions and markings.

(d) Residential streets with multiple private accesses: we confirm our acceptance of providing continuous bays with H-bars marked within the bays across the accesses. We have discussed with you a variety of approaches, all with drawbacks, and in your local circumstances agree this seem the best possible which is lawful.

(e) Sign spacing in bays. You agree to aim for 30 metre spacing but will make use of existing street furniture when close to 30m spacing.

(f) Mixed use property streets with hotels and multiple accesses. We accept the approach you outline of using waiting restrictions between parking bays.

(g) Design of disc Zone sign to diagram 662: This was discussed thoroughly in our office. In 2002, (and possibly previously) when we revised the Traffic Signs Regulations and General Directions (TSRGD) we did not envisaged the adding to sign 662 a parking zone identifier which relates to another form of parking control i.e. permits. The application of TSRGD Schedule 16 item 39 to sign 662 allows the local authority name to be added and/ or a disc zone parking identifier. However, your sign is a lawfully permitted variant. We note that, permit holders have the situation clearly explained to them when they receive their discs, and we are convinced the indicator will not deter the use of parking places by disc holders, or lead to their receiving a PCN provided they keep to waiting/parking time limits. Possibly some new disc users may be concerned about the zone indicators but there seems to be no real evidence to substantiate this. The design of some signs on the street may be imperfect, and could be improved, but essentially Scarborough council may continue to use these signs based on diagram 662 unchanged and without an authorisation.

Roger was pleased to be able to visit Scarborough and looks forward to seeing your more detailed proposals for the urban renaissance areas. I do not know your programme for this work but perhaps is possible that a final visit in the autumn with a particular focus on them will bring a conclusion to recent matters.

I am copying this letter to YHRO Leeds and the section of this office that is dealing with your application for decriminalisation of parking control.