



GT50/069/0014

**ROAD TRAFFIC REGULATION ACT 1984 – SECTIONS 64 AND 65
SPECIAL DIRECTIONS**

The Secretary of State for Transport, in exercise of her powers under sections 64 and 65 of the Road Traffic Regulation Act 1984 and of all other powers enabling her in that behalf, and having regard to direction 59 of the Traffic Signs General Directions 2002 (Part II to SI 2002/3113, "the 2002 Directions"), hereby:-

Direction 8 - entry signs on one side of the road

1. directs that, notwithstanding the provisions of Direction 8(3) of the 2002 Directions, any of the signs shown in diagrams 616, 617, 618, 618.1, 618.2, 618.3, 618.3A, 619, 619.1, 619.2, 620, 620.1, 622.1A, 622.4, 622.5, 622.6, 622.7, 622.8, 622.9, 625.1, 626.2A, 627.1, 629, 629A, 629.1, 629.2, 629.2A, 632, 642, 646, 663, 663.1 and 665 in Schedule 2 to the Traffic Signs Regulations 2002 (Part I to SI 2002/3113, "the 2002 Regulations"), and any of the signs shown in diagrams 951, 952, 953, 953.1, 955, 956 and 957 in Schedule 5 to the 2002 Regulations may be placed:
 - on one side of the carriageway, where the relevant road has only one carriageway in relation to which the restriction, requirement, prohibition or speed limit begins; or
 - on one side of each carriageway, where the relevant road has more than one carriageway in relation to which the restriction, requirement, prohibition or speed limit begins,

at appropriate sites on roads for which Liverpool City Council is the traffic authority; and



20 mph zones

2. directs that, notwithstanding the provisions of Direction 16(1) of 2002 Directions, the sign shown in diagram 674 in Schedule 2 to the 2002 Regulations may be placed on a road if no point on any road (not being a cul-de-sac less than 80 metres long) to which the speed limit indicated by the sign applies is situated more than 50 metres from:
 - a traffic calming feature as defined in Direction 16(2) of the 2002 Directions; or
 - a sign shown in diagram 670 in Schedule 2 to the 2002 Regulations; or
 - a sign shown in diagram 1065, when varied to "20", in Schedule 6 to the 2002 Regulations; and
3. directs that at least one traffic calming feature as defined in Direction 16(2) of the 2002 Directions shall be placed within the zone indicated by the sign shown in diagram 674 in Schedule 2 to the 2002 Regulations, at appropriate sites on roads for which Liverpool City Council is the traffic authority; and

Speed roundel road markings without upright signs in 20 mph limits or 20 mph zones

4. directs that, notwithstanding the provisions of Direction 18(1) of the 2002 Directions, the road marking shown in diagram 1065, when varied to "20", in Schedule 6 to the 2002 Regulations need not be used in conjunction with the sign shown in diagram 670 in Schedule 2 to the 2002 Regulations; at appropriate sites on roads for which Liverpool City Council is the traffic authority; and

No entry except cycles

5. directs that, notwithstanding the provisions of Direction 21(2) of the 2002 Directions, the plate shown in diagram 954.4 in Schedule 5 to the 2002 Regulations may be used in combination with the sign shown in diagram 616 in Schedule 2 to the 2002 Regulations, at appropriate sites on roads for which Liverpool City Council is the traffic authority; and



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No yellow lines in pedestrian zones

6. directs that, notwithstanding the provisions of Direction 24(4) of the 2002 Directions, any of the road markings shown in diagrams 1017, 1018.1, 1019 and 1020.1 in Schedule 6 to the 2002 Regulations need not be used in conjunction with the sign shown in diagram 637.2 in Schedule 2 to those Regulations, at appropriate sites on roads for which Liverpool City Council is the traffic authority; and

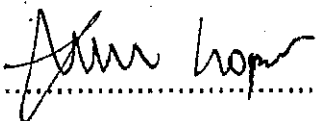
General shared use with separate restrictions applying at different times of the day - diagram 639.1B

7. directs that, notwithstanding the provisions of Direction 25(1) of the 2002 Directions, any of the road markings shown in diagrams 1028.3, 1032 and 1033, in each case when no legend appears, in Schedule 6 to the 2002 Regulations, may be used in conjunction with the sign shown in diagram 639.1B in Schedule 2 to the 2002 Regulations, at appropriate sites on roads for which Liverpool City Council is the traffic authority.

Dated 17 October 2011



Signed by authority of the Secretary of State


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A Delegated Official in the Department for Transport

Guidance Note A

Area-wide Special Directions

Guidance Note A should be read in conjunction with the special direction document which provides traffic authorities with Special Directions permitting non-prescribed combinations of existing prescribed traffic signing.

It should be noted that these new permissions do not, in themselves, represent new requirements; traffic authorities still have the option to place the traffic signing referred to in this document in accordance with the Traffic Signs Regulations and General Directions 2002 (as amended).

The following references to paragraph numbers relate to those numbered paragraphs contained in the above referenced document.

Terminal signs

For regulatory signs indicating the beginning of a restriction, requirement, prohibition or speed limit, Direction 8(3) requires the placing of one terminal sign on each side of a single-carriageway road, and the placing of one terminal sign on each side of the appropriate carriageway of a dual-carriageway road (i.e. on the near side and on the central reservation).

In either of the above situations, **Paragraph 1** gives traffic authorities the option to place only one terminal sign shown in only the diagrams below on either side of the road as appropriate, thereby reducing their environmental impact.

Schedule 2	616, 617, 618, 618.1, 618.2, 618.3, 618.3A, 619, 619.1, 619.2, 620, 620.1, 622.1A, 622.4, 622.5, 622.6, 622.7, 622.8, 622.9, 625.1, 626.2A, 627.1, 629, 629A, 629.1, 629.2, 629.2A, 632, 642, 646, 663, 663.1, 665
Schedule 5	951, 952, 953, 953.1, 955, 956, 957

It should be noted that:

- The requirements in relation to speed limit signing remain as prescribed.
- Direction 8(4)(a) still applies to diagrams 667, 667.1, 668 and 668.1 in respect of pavement parking so have therefore not been included in the above table.

Traffic authorities will need to undertake risk-based analysis and individual site assessments when considering placing only one of the safety critical signs, such as "no entry" and "no motor vehicles"; where it may still be appropriate to place two terminal signs.

20 mph zones

Direction 16 requires that no point within a 20 mph zone - the boundary of which is indicated by signs to diagram 674 - shall be more than 50 metres from a prescribed traffic calming feature. In practice, this means that the sign or feature can be up to 100 metres apart.

(The exception to this being in a cul-de-sac less than 80 metres long within which no such features are required.)

Paragraph 2 allows speed signing repeaters to be used in addition to the self-enforcing features within 20 mph zones indicated by the boundary sign to diagram 674. This will enable local authorities to reduce the number of traffic calming features where speeds are already restricted to approximately 20 mph because of the nature of the road.

It should be noted that traffic calming features may not be omitted or removed altogether, as **Paragraph 3** requires the placing of at least one such feature within a 20 mph zone. Beyond that traffic authorities may, at their discretion, place any combination of the following at 100 metre intervals:

- additional traffic calming features;
- upright signs to diagram 670;
- 20 mph roundel markings to diagram 1065.

Maximum speed limit road marking in 20 mph zones and 20 mph limits

Direction 18(1) requires the speed limit road marking roundel to diagram 1065 to be placed in conjunction with a corresponding upright speed limit sign to diagram 670.

Paragraph 4 allows traffic authorities to use these roundels - when varied to "20" - on the carriageway as an alternative to upright repeater signs in 20 mph zones and 20 mph limits. This will reduce the number of signs that local authorities are required to place.

No entry except cycles

Direction 21(2) prohibits the placing of the no entry sign to diagram 616 in combination with sub-plate diagram 954.4, to indicate a 'no entry except cycles' restriction. **Paragraph 5** permits this signing combination.

When doing so, traffic authorities should consider, where appropriate, placing contra-flow cycling signing along the one-way street, to alert other road users as to the likely presence of oncoming cyclists. Guidance on contra-flow can be found in Chapter 3 of the Traffic Signs Manual (Paragraphs 17.17 - 17.28).

Waiting and loading restriction road markings with pedestrian zones

Direction 24(4) specifies the conditions which must be met before yellow line markings to diagram 1017 and 1018.1 and kerb markings to diagram 1019 and 1020.1 (indicating waiting and loading restrictions respectively) may be omitted within pedestrian zones, when signs to diagram 637.2 have been placed.

Paragraph 6 allows traffic authorities the option to omit the above road markings within pedestrian zones.

Locations with different restrictions at different times of the day - diagram 639.1B

To reduce the environmental impact of road markings, **Paragraph 7** permits any variant of the sign to diagram 639.1B to be placed in conjunction with bay markings to diagrams 10208.3, 1028.4, 1032 and 1033 with no legend.

Department for Transport
Traffic Division
October 2011