

PROVISIONS OF THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2002 (AND PRINCIPAL DIFFERENCES FROM THE TSRGD 1994)

The following list of differences is not intended to be exhaustive - there are numerous changes of detail which can be identified on a reading of the TSRGD 2002.

Changes to the Traffic Signs Regulations

Regulation 1 specifies that the TSRGD 2002 come into force on 31 January 2003.

Regulation 2 revokes the Traffic Signs Regulations 1994 as amended in 1995.

Regulation 3 saves signs which are already in place when the revised Regulations come into force, provided they complied with earlier Regulations, but sets time limits at which certain signs and markings will cease to be prescribed. These include signs referring to coaches and the superseded sign to diagram 784 for drivers of large or slow vehicles to phone at level crossings, for which the savings expire on 31 December 2004. Bus bay markings for bus stops that are not clearways, the 17T variant of the sign to diagram 622.1A prohibiting HGVs, and the 17T and 25T variants of the weak bridge sign (diagram 626.2) are saved until 31 December 2006. The saving for the orange disabled badge holder symbol expires on 31 December 2009, and for green background services signs on 31 December 2014.

Regulation 4 - The definition of a dual carriageway has been clarified to distinguish between all-purpose roads and motorways. A definition of an “equestrian crossing” has been added to define the expression for the purposes of a new regulation dealing with light signals at equestrian crossings (regulation 48) and related diagrams - new road marking diagrams in Schedule 6 (diagrams 1055.1 and 1055.2) and new signal diagrams in Schedule 9 (diagrams 4003.2, 4003.3, 4003.4). A definition of “ES compliant” has been added to provide for the use of signal equipment complying with European Standard EN 12368: 2000 as specified in Regulation 33(5). A definition of “mph” has been added, to clarify that this refers to imperial miles not metric metres. A definition of “road works” has been added to clarify that signs prescribed for use at road works are also prescribed for use in conjunction with street works.

The definitions of “scheduled express service”, “school bus” and “works bus” have been deleted because they are no longer relevant to the definition of “bus” or the bus symbol in regulations 22, 23 and 24.

A definition of a “signal-controlled crossing facility” and of “signal-controlled pedestrian facility” have been added to define the expressions used in new regulations 27, 28, 47, 48 and 49, and related diagrams in Schedules 6 and 9 specifying the significance of signals and road markings at equestrian crossings and Toucan crossings, and at pedestrian crossing facilities which are not covered by the Zebra, Pelican and Puffin Pedestrian Crossings Regulations.

A definition of “single carriageway road” has been added because the expression is used in Schedule 17 item 1, column 3, paragraph 4. (Paragraph 4 specifies the circumstances in which certain signs may be illuminated by use of retroreflecting material as an alternative to direct lighting.)

A definition of “solo motor cycle” has been added because the expression is used in the revised definition of the motor cycle symbol in diagram 619.2 in Schedule 2.

A definition of “stop line” has been added - the expression is used both in the revised regulation 36 (which supersedes regulation 33 of TSRGD 1994), and the new regulation 43.

A definition of “telecommunications apparatus” has been added to clarify the meaning of exemptions in regulations 26 and 27, and Schedule 19 Part I.

A definition of “Toucan crossing” has been inserted because the expression is used in the new regulation 49.

The definition of “tourist attraction” has been replaced by a definition of a “tourist destination”, covering attractions and facilities. The definitions of “Tourist Information Centre” and “Tourist Information Point” are the same as in TSRGD 1994.

A definition of “traffic calming features” has been added to take account of the inclusion of new sign diagram 883 in Schedule 4 (indicating the start of an area with traffic calming features).

The definition of “works bus” has been deleted (see “scheduled express service” above).

A definition of “zig-zag line” has been added because the expression is used in the new regulations 27 and 28.

Regulation 5 - a reference to Section 16A of the Road Traffic Regulation Act 1984 “(orders relating to special events on the highway)” has been added to the definition of “speed limit”. The definition now applies only to mandatory speed limits - maximum advised speeds are no longer defined as speed limits.

Regulation 10 - diagrams 609 and 615 have been added to the list of signs to which Section 36 of the Road Traffic Act shall apply. So have the zig-zag lines to diagram 1001.3 when used at a signal-controlled crossing facility. The bus stop clearway markings to diagrams 1025.1, 1025.3 and 1025.4 have been added because the new regulation 29 provides that they no longer have to be backed by a traffic regulation order. Diagram 1042 has been added because it can now be used on all-purpose dual carriageway roads that are not covered by motorway regulations, as can the new marking to diagram 1042.1. Diagram 614 has been deleted as it is always backed by a traffic regulation order. The zig-zag lines to diagram 1001.3 have also been added to the signs specified in regulation 10(2) as attracting penalty points and discretionary

disqualification in column 5 of the entry in Schedule 2 to the Road Traffic Offenders Act 1988.

Regulation 12(4) – the new marking to diagram 1013.4 has been added to the list in 12(4) of exemptions from the requirements of regulation 12(2). The wording of regulation 12(8) has been simplified to include all signs shown in Schedules 1 to 5 and 7 to 12 on the list of sign diagrams where the size may be varied according to the content of the sign and type of road.

Regulation 13 - the requirements for particular alphabets to be used have been modified to correspond to changes to the diagrams, and to take account of a wider range of colour combinations.

Regulation 14 - the table showing which signs can be attached to vehicles has been extended to include diagram 610 on the rear of road maintenance vehicles other than the block vehicle on high speed roads. References to diagrams 7401 and 7401.1 have been deleted because these diagrams have been deleted from Schedule 12.

Regulation 15 - a reference to national blood service vehicles has been added and to vehicles being used for disposal of bombs and other explosive devices - see the changes to regulation 36.

Regulation 16 – the significance of the signs and markings used at mini-roundabouts is now specified in item 4 of the Table, rather than in the caption beneath diagram 611.1. The wording of the requirement has also been modified so that it corresponds more closely with the requirement set out in the current Highway Code. Item 5 and para (2) have been updated to refer to the new diagram 784.1.

Regulation 17 – a new paragraph (1) has been added to clarify that this regulation applies only to upright signs, and the subsequent paragraphs have been renumbered. In regulation 17(5) the heights for the warning of overhead electric cables have been changed to correspond with the current advice from HM Railway Inspectorate on signing at level crossings. Regulation 17(7) now includes the sign to diagram 7211.1 and references to diagrams 7211 and 7273 have been removed. Paragraph (10) has been added to allow the use of a lower case “t” to refer to weights in metric tonnes.

Regulation 18(2) has been amended to clarify that certain signs need not be illuminated at certain times rather than that they are required not to be illuminated. Regulation 18(3) has been amended to allow lighting units on road works signs to be mounted separately from the sign.

Regulation 19 (4) - a reference to the new diagram 7031 (road works “lollipop”) has been added so that it is treated in the same way as the school crossing patrol “lollipop” (although this is now prescribed in separate Regulations). Provision is made that retroreflecting material shall not be used on the light emitting parts of car park variable message signs (diagrams 2507, 2508, 2509, 2509.1, 2510, 2511, 2512 and 2513).

Regulation 21 - an omission from the table has now been corrected with the addition of item 4.

Regulation 22(1)(d) - references have been added to the bus lane markings in diagrams 1048 and 1048.1 and to the new diagrams 1048.2 (“TRAM & BUS ONLY”), 1048.3 (“BUS ONLY”) and 1048.4 (“BUS AND [cycle symbol] ONLY”).

Regulation 23(1) – a reference to diagram 877 has been added to cover the meaning of “bus lane” in a new permitted variant.

Regulation 25(5) - the significance of the diagram 1003 give way line when used with signs 602 and 611.1 at mini-roundabouts is now included in this regulation. See also direction 17(1), Table, item 4 on use of diagram 1003 with 602 and 611.1.

Regulation 25(6) specifies and clarifies the significance of the marking to diagram 1003 when used to indicate that vehicles on a road should give priority to cyclists using a cycle track crossing the road ahead of them – see Direction 34(2).

Regulation 26 – paragraph 3 has been split into 3 separate paragraphs to rectify an incorrect sub-paragraph indentation and to make the provisions easier to follow. The reference to telecommunications apparatus in paragraph 4 is now consistent with similar references in other regulations.

Regulations 27 and 28 have been introduced to specify the significance of zig-zag lines when placed at a standalone signal-controlled crossing facility (including equestrian crossings and Toucan crossings) so that they have the same meaning and legal force as zig-zag lines used at Zebra, Pelican and Puffin crossings (and prescribed in the Zebra, Pelican and Puffin Pedestrian Crossings Regulations 1997). Direction

49 specifies that zig-zag lines may only be used at standalone crossings and not at junctions. (However, direction 49 does not apply to Zebra, Pelican or Puffin crossings.)

Regulation 29(1) is a new regulation which specifies and standardises the significance of bus stop clearway markings so that they will always convey the prohibition specified in Part I of Schedule 19 without any local variations or requirement for a traffic regulation order. **Regulation 29(2) and Part II of Schedule 19** modify the requirements relating to yellow box markings at junctions – specifically to cover signalled roundabouts, at which the use of yellow box markings has not previously been permitted. Yellow box markings may not be used on roundabouts without full-time signals (see Direction 35).

Regulation 30 replaces regulation 27 of TSRGD 1994.

Regulation 31 replaces and updates regulation 28 of TSRGD 1994.

Regulation 31(1) - the list of diagrams has been amended to correspond to changes in the Schedules. The illumination requirement for stop lines used with zig-zags at signal-controlled pedestrian crossings is the same as in the Zebra, Pelican and Puffin

Pedestrian Crossings Regulations and General Directions (ZPPCRGD) 1997. A reference to diagram 1013.4 has been added to regulation 31(3)(b) and regulation 31(5) has been re-drafted to make it clear that studs are to be laid in the gaps in broken white lines, not in the middle of hatched markings.

Regulation 32 replaces regulation 29 of TSRGD 1994.

Regulation 32(2) has been amended to make it clear that the 11 and 8 millimetres are the **maximum** dimensions for raised ribs, to correspond with the figures shown in diagrams 1012.2 and 1012.3 after the tolerances in Table 2, item 4 of regulation 12 have been applied.

Regulations 33 and 34 - the provisions in Section 5 dealing with light signals for the control of vehicular traffic, and the diagrams in Schedule 8, have been extensively revised to take account of the introduction of the European Standard EN 12368: 2000 – see Schedule 8. Regulation 30 of TSRGD 1994 has been partly replaced by Regulation 33 of TSRGD 2002 but some provisions of the previous regulation 30 are now contained in regulations that follow regulation 33.

Regulation 33(1) refers to new diagrams 3000.7, 3000.8, 3000.9 and 3000.10, specifies a requirement to have ES compliant signal heads and replaces regulation 30(2) of TSRGD 1994. It also inserts a reference to signal-controlled crossing facilities to reflect the inclusion of crossing facilities for classes of traffic other than pedestrians.

Regulation 33(2) is based on regulation 30(3) of TSRGD 1994, with the addition of a requirement for ES compliant signal heads.

Regulation 33(3) and 33(4) are based on regulation 30(4) of TSRGD 1994.

Regulation 33(5) specifies the requirements for EU compliance.

Regulation 34 replaces provisions previously in regulation 31 of TSRGD 1994.

Regulation 35 replaces regulation 32 of TSRGD 1994 and applies similar standards to portable signals as if European Standard EN 12368: 2000 applied to portable signals.

Regulation 36(1) replaces regulation 33(1) of TSRGD 1994, except that national blood service vehicles and vehicles being used by bomb disposal teams are now exempt from stopping at red traffic light signals in the same circumstances as ambulances and fire and police vehicles. Drivers of these vehicles are trained to take advantage of this provision only when using flashing blue lights and sirens in the same way as other emergency vehicles.

Sub-paragraph (d) has been amended and paragraph 3 added, to clarify that this regulation does not apply to tramcars when a green signal is shown. (The requirements for tram signals are contained in regulation 41.) An additional sub-

paragraph (h) has been added to make it clear that vehicles may proceed in any direction when a green arrow is displayed at the same time as a full green aspect.

Regulation 37 is based on and replaces regulation 30(5)-(6) of TSRGD 1994.

Regulation 38 is based on and replaces regulation 33(3) of TSRGD 1994.

Regulation 39 is based on and replaces regulation 30(7) and (8) of TSRGD 1994, and adds a requirement for the signal heads to be ES compliant.

Regulation 40 is based on and replaces regulation 33(4) of TSRGD 1994.

Regulation 41 is based on and replaces regulation 30(9)-(11) of TSRGD 1994, and provides for the signals specified in regulation 33 to have a different significance for tram drivers when tram signals are affixed to them.

Regulation 42 replaces regulation 33(5) of TSRGD 1994.

Regulation 43 is a new regulation which clarifies the meaning of “stop line” (previously given in regulation 33(6) of TSRGD 1994) in relation to light signals. Regulation 43(2) specifies and clarifies the significance of each of the stop lines shown in the advance cycle stop line layout prescribed in diagram 1001.2 so that it is consistent with the advice given in the current Highway Code.

Regulation 44 is based on and replaces regulation 34 of TSRGD 1994.

Regulation 45 replaces regulation 35 of TSRGD 1994.

Regulation 46 is based on and replaces regulation 36 of TSRGD 1994, with the addition of references in subparagraphs (6) and (7) to diagrams 6006.2, 6008.1 and 6009.3, and a new provision specifying that the display of signs to these diagrams (which all indicate that **all** lanes ahead are closed) must be accompanied by the use of the red flashing lamps prescribed by regulation 37 (rather than amber lamps).

Regulation 47 is based on and replaces regulation 37 of TSRGD 1994. References to the near side pedestrian indicator (diagram 4003.1) have been added.

Regulation 48 is a new regulation defining the method of operation and significance of an equestrian crossing (see also diagrams 4003.2, 4003.3 and 4003.4).

Regulation 49 is a new regulation to specify the method of operation, and the significance for pedestrians and cyclists, of light signals at Toucan crossings (see also diagrams 4003.5 and 4003.7). The red pedestrian signal in diagrams 4003.5 and 4003.7, and the red cycle symbol in 4003.7, are advisory rather than mandatory for both cyclists and pedestrians.

Regulation 50 is a renumbered and updated version of regulation 39(2) of TSRGD 1994. There is no equivalent of regulation 39(1) because signs for school crossing

patrols and their significance are now prescribed in separate regulations (SI 2002 No 3020 covering England and Wales, SSI 2002 No 549 covering Scotland) to take account of the devolution of the relevant powers to Scottish Ministers in 1999.

Regulation 51 is a renumbered version of regulation 40 of TSRGD 1994.

Regulation 52 replaces regulation 38 of TSRGD 1994.

Regulation 53 is a renumbered and updated version of regulation 41 of TSRGD 1994. It has also been re-ordered to give more emphasis to the purposes for which temporary signs can be used. There is no provision in TSRGD 2002 for the use of temporary signs other than those prescribed in the Schedules or used for the purposes specified in Regulation 53. Temporary signs indicating the date from which works are to be executed are no longer covered by this regulation because they are prescribed in diagrams 7002B, 7002.1 and 7003.1 (Schedule 12). Additional categories of temporary signs have now been created for signs indicating a change of route number, new traffic routes or newly opened destinations which do not warrant permanent signing, and the nature of road works. Signs indicating a change of route number can be retained for up to 2 years; the normal 6 month limit applies to the other categories (see direction 38).

Regulations 54 and 55 are based on and replace regulations 42 and 43 of TSRGD 1994. The minimum flashing rate for amber beacons and road danger lamps has been changed to 55 flashes per minute, to align it with the appropriate class in the new European Standard EN 12352. Regulation 54(2) now allows blue flashing beacons used by the police to be placed on smaller cones (the minimum height of the centre of the lens from the surface of the carriageway is specified as 450mm). Regulation 55(1) now makes it clear that the TSRGD take precedence over the British Standard in respect of the flashing rate of road danger lamps, until the European Standard is harmonised. Regulation 55(3) has been re-drafted to make it clearer which types of lamps may be used on which categories of road.

Regulation 56 is based on and replaces regulation 44 of TSRGD 1994. The bases of cones and flat traffic delineators may now be of any single colour. This will enable utility companies to colour code their cone bases if desired. The name of the owner of the cone may be embossed on the base in the same colour as the base in letters not more than 80 mm high.

Regulation 57 replaces regulation 45 of TSRGD 1994. The dimensions prescribed for the diameter of the globe for refuge indicator lamps are now not less than 275 and not more than 335 mm, to align them with the dimensions for Belisha beacon globes.

Regulation 58 is based on and replaces regulation 46 of TSRGD 1994. Additional provisions have been included to allow light emitting legend and symbols on a dark background to be in outline rather than solid, and to be of a size which gives the appearance to the driver of being the same size as the corresponding fixed sign. Regulation 58(7) specifies the circumstances in which light-emitting speed limit signs and certain warning signs may be used in combination with a plate bearing the legend “SLOW DOWN” when activated by vehicles travelling at excessive speed.

Changes to Directions

Direction 1 specifies that the Traffic Signs General Directions 2002 will come into force on 31 January 2003.

Direction 2 revokes the Traffic Signs General Directions 1994 and the amendment directions of 1995 and 1999.

Direction 3 Direction 3 contains definitions and lists expressions used in the General Directions which bear the same meanings as in the Regulations including the new definition of zig-zag line.

Direction 6 - references to diagrams 1040 and 1040.2 have been deleted because the variants of these markings incorporating a continuous white line are no longer prescribed by the Regulations.

Direction 7 - the list of diagram numbers has been amended to take account of additions to and deletions of diagrams from the Schedules. The bus stop clearway markings to diagrams 1025.1, 1025.3 and 1025.4 are not included because they no longer require an Order. The wording of item 2 in the Table in paragraph 3 has been modified to clarify that the sign to diagram 609 can only be used without a supporting Order on a road approaching a junction with a dual carriageway, whether or not a plate to diagram 608 is used as well. Item 6 has been modified because the relevant diagrams have been renumbered and moved to a different Schedule.

Direction 8 - the list of diagram numbers has been revised to take account of additions to diagrams from the Schedules. Paragraph 3 has been modified to permit the use of a sign on one side of the road only at a junction if the carriageway (rather than the whole road) is less than 5 metres wide and the sign is so placed that its centre is within 2 metres of the edge of the carriageway. Diagrams 667 - 668.1 have been removed from the requirement for signs to be on both sides of the road, as exceptions from a general ban on footway parking frequently apply only on one side of the road.

Direction 9 incorporates the 1995 amendment on the placing of speed limit signs and subsequent directions have been renumbered.

Direction 10 replaces direction 9 of TSRGD 1994, but has been revised to clarify that signs to diagram 671 or 670 are required at the end of road works if there is a point at which there is a change in the permanent speed limit on the stretch of road presently subject to a temporary speed restriction.

Direction 11 replaces direction 10 of TSRGD 1994, but now prohibits repeater signs to diagram 670 on any roads with a 30mph speed limit in force and a system of carriageway lighting (while requiring them on roads where there is a 30mph speed limit and no system of carriageway lighting).

Direction 12 replaces direction 11 of TSRGD 1994, with the list of diagram numbers amended to take account of additions to and deletions of diagrams from the Schedules.

Direction 13 replaces and expands direction 12 of TSRGD 1994. The list of diagram numbers has been revised to take account of additions to and deletions of diagrams from the Schedules. It is now specified that the fingerpost sign (now diagram 2141) may only be used at a junction of two minor routes. “Minor route” is defined in direction 13(4) as any road except one to which the Secretary of State (or the Scottish Ministers or the National Assembly for Wales) has assigned a number prefixed by the letter A, B or M. Paragraph (5) specifies that a give way marking to diagram 1003, requiring other vehicles to give way to cyclists on a cycle track crossing the road in accordance with regulation 25(6), may only be used if the length of road which is crossed by the cycle track consists of a road hump extending across the full width of the carriageway.

Direction 14 replaces direction 13 of TSRGD 1994 and the list of diagram numbers has been amended to take account of additions to and deletions of diagrams from the Schedules. Diagram 1042 has been deleted because it can now be used on all-purpose dual carriageway roads.

Direction 15 replaces direction 14 of TSRGD 1994 and adds a new sub-paragraph covering the use of the sign to diagram 877 on a motorway exit slip road.

Direction 16 incorporates the 1999 amendment on placing of signs for a 20mph zone, but now specifies that there must be no point on any road to which the 20mph limit applies which is situated more than 50 metres (previously 100 metres) from a traffic calming feature. The intention is that traffic calming features should be no more than 100 metres apart.

Direction 17 is based on and replaces direction 15 of TSRGD 1994. The table has been amended to take account of additions to and deletions of diagrams from the Schedules.

Direction 18 is based on and replaces direction 16 of TSRGD 1994. The table and other references to diagram numbers have been amended to take account of additions to and deletions of diagrams from the Schedules. The speed limit roundel road marking can only be used to supplement upright signs, either at the start of speed limits or where repeater signs are used. It cannot be used as a repeater where upright repeater signs are not used, so cannot be used as a repeater on a road subject to a 30mph limit and with a system of street lighting. References to “carriageway” have been replaced with “road” to cover cycle tracks.

Direction 19 is the same as direction 17 of TSRGD 1994.

Direction 20 replaces and updates direction 18 of TSRGD 1994. The table has been amended to take account of additions to and deletions of diagrams from the Schedules. The requirement to use the school sign to diagram 545 in combination with a School, Patrol or Disabled children plate when the flashing amber lamps to diagram 4004 are used has been clarified. Direction 25 of TSRGD 1994 (now replaced by direction 27 of TSRGD 2002) has been similarly re-drafted.

Direction 21 replaces and updates direction 19 of TSRGD 1994. The table has been amended to take account of additions to and deletions of diagrams from the Schedules.

Direction 22 replaces direction 20 of TSRGD 1994, with minor changes in wording.

Direction 23 is the same as direction 21 of TSRGD 1994.

Direction 24 replaces and updates direction 22 of TSRGD 1994. The table has been amended to take account of additions to and deletions of diagrams from the Schedules.

Direction 25 replaces and updates direction 23 of TSRGD 1994. The table has been amended to take account of additions to and deletions of diagrams from the Schedules. “Carriageway” has been changed to “road” to cover the use of white bay markings to indicate lengths of road exempt from a footway parking ban.

Direction 26 is the same as direction 24 of TSRGD 1994.

Direction 27 replaces and modifies direction 25 of TSRGD 1994. The requirement to use the school sign to diagram 545 in combination with a School, Patrol or Disabled children plate when the flashing amber lamps to diagram 4004 are used has been clarified.

Direction 28 is the same as direction 26 of TSRGD 1994.

Direction 29 is the same as direction 27 of TSRGD 1994.

Direction 30 is a new direction clarifying that give way signs to diagram 601.1 may not be used on both roads at a junction.

Direction 31 is the same as direction 28 of TSRGD 1994.

Direction 32 is a new direction specifying the conditions under which signs to diagrams 878, 879 and 880, indicating camera enforcement of speed limits, may be placed.

Direction 33 is the same as direction 30 of TSRGD 1994.

Direction 34 is a new direction clarifying that give way markings to diagram 1003 may not be used on both roads at a junction or in both directions at a pinch point, and may not be used at a roundabout without the sign to diagram 602. It may be used at a level crossing only in the circumstances specified in regulation 25(5).

Direction 35 is a new direction prohibiting the use of yellow box markings to diagrams 1043 and 1044 at a roundabout unless there is full-time signal control of entry to the roundabout.

Direction 36 replaces direction 31 of TSRGD 1994, and adds a reference to the new distance plate prescribed in diagram 7030.

Direction 37 replaces direction 32 of TSRGD 1994 with a clearer layout. It also specifies conditions for placing the new temporary sign to diagram 7032 to indicate the introduction of a new 30mph speed limit on a road with a system of street or carriageway lighting on which there was previously a higher speed limit.

Direction 38 replaces direction 33 of TSRGD 1994 which now refers to temporary signs prescribed in regulation 53 of the updated Regulations. Temporary signs informing drivers of the re-numbering of a route may be retained for up to 2 years.

Direction 39 replaces direction 34 of TSRGD 1994. This has been expanded to clarify that STOP/GO boards (diagrams 7023/7024) may only be used on a length of road without any junctions. Conditions are imposed on the use of the new “Police speed check area” sign to diagram 829.5. The new diagram 7030 sign may only be used in conjunction with the other convoy working signs (diagrams 7025 - 7029). A reference to the new sign 636.2 has been added.

Direction 40 replaces direction 35 of TSRGD 1994, omitting references to signs that have been deleted from the Schedules and replaced by signs showing imperial and metric units together.

Direction 41 replaces direction 36 of TSRGD 1994, and has been updated to take account of additions to diagrams in and deletions from the Schedules. Posts for most signs (but not traffic light signals - see *Direction 46* below) may now generally be of any single colour to allow them to be co-ordinated with colour schemes for other street furniture.

Direction 42 replaces direction 37 of TSRGD 1994 and has been updated to take account of additions to diagrams in and deletions from the Schedules. A new paragraph has been added to specify that yellow backing boards must be rectangular except for boundary signs to diagram 2402.1. (This is intended to allow them to be co-located with a speed limit roundel.) The requirement for backing boards to be grey or yellow, and the definition of backing board, do not include walls on which signs are mounted. The provision for signs with a red or black border to have a white edge has been deleted since backing boards are normally used instead. Information about the placing or ownership of the sign (on the back of the sign) may now be in letters 25 mm high, or 50 mm high if embossed in the same colour as the back of the sign, except that for signs to diagrams 7104 or 7105 these limits are increased to 50mm, and 80mm if embossed in the same colour.

Direction 43 is the same as direction 38 of TSRGD 1994.

Direction 44 replaces direction 39 of TSRGD 1994. The posts for mounting the diagram 560/561 reflectors may now be any single colour as an alternative to black and white stripes.

Direction 45 replaces direction 40 of TSRGD 1994, and has been updated to take account of the Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997.

Direction 46 replaces and modifies direction 41 of TSRGD 1994. Provision has been made for identification numbers and emergency contact points to be shown on signal posts or controller boxes for light signals. Permanent signal posts may be brown, dark blue or dark green as an alternative to grey or black. The posts for temporary signals may be mounted in containers coloured with red and white horizontal stripes. The backs of the containers enclosing push button boxes for pedestrians and equestrians may be coloured yellow. A white border may now be placed around the signal container without a backing board.

Direction 47 replaces direction 42 of TSRGD 1994. A reference to the new marking for advanced stop lines (diagram 1001.2) has been added.

Direction 48 replaces direction 43 of TSRGD 1994. The deflection arrows (diagram 1014) are not now required at a break in a double white line system where that break occurs at a road junction.

Direction 49 is a new direction specifying that zig-zag lines may only be used at standalone signal-controlled crossings, not at junctions where signals are used to regulate the priority of vehicles. It also specifies that zig-zag markings must be placed on both sides of the crossing (as for the markings prescribed in the 1997 Pedestrian Crossings Regulations).

Direction 50 replaces direction 44 of TSRGD 1994.

Direction 51 replaces direction 45 of TSRGD 1994.

Direction 52 replaces and clarifies direction 46 of TSRGD 1994.

Direction 53 replaces direction 47 of TSRGD 1994, and now makes it clear that where site approval is required for portable light signals, such approval should be given in writing, except for urgent works where oral approval may be given and followed up by the written approval as soon as possible.

Direction 54 is a new direction giving effect to the Schedule on the placing of signals and other signs at stand-alone signal-controlled crossing facilities (and is intended to ensure that they are used in a similar manner as at Pelican and Puffin crossings).

Direction 55 replaces direction 48 of TSRGD 1994, to take account of new diagrams in the Schedules.

Direction 56 replaces direction 49 of TSRGD 1994, to take account of the renumbering of regulations and new or amended diagrams in the Schedules. References to the new equestrian signals and Puffin type push button boxes have been added.

Directions 57 and 58 replace direction 50 of TSRGD 1994. *Direction 57* specifies the minimum performance requirements from the European Standard for studs. *Direction 58* specifies the Secretary of State's remaining type approval functions in respect of road studs.

Direction 59 replaces direction 51 of TSRGD 1994 and takes account of the devolution of special directions in Scotland to Scottish Ministers and in Wales to the National Assembly.

The Schedule is a new Schedule dealing with the placing of signals and other signs at stand-alone signal-controlled crossing facilities – see *Direction 54*.