

2 Parking restrictions without yellow lines

Yellow lines are a control measure to prevent parking in inappropriate places on a street, and are a standard measure known to achieve compliance when they are enforced. Traffic Regulation Orders under the Road Traffic Regulation Act 1984 are required in order for them to be legally enforceable.

Historic areas are sensitive to the colour and amount of visual street clutter which can reduce the quality of its character. Yellow lines form part of this visual clutter and can detract from the built form, especially in small, narrow streets. The removal of such lines is a goal for conservation areas, but when seen to be essential they should be marked as 50mm wide and primrose or cream in colour.

Drivers who are not familiar with a local area must still be made aware of parking and loading opportunities as well as restrictions. The chosen system of marking and signing has to be clear to drivers to give this message and to enable enforcement to proceed satisfactorily and fairly.

There are several types of parking zones that can be used to reduce yellow lines:

- Controlled Zones
- Restricted Zones
- Historic Core Zones

The use of Controlled Zone legislation relies on the use of yellow lines to indicate the extent of waiting restrictions, without repeater signs showing waiting times of yellow line operation. Special Controlled Zone signs are required at the entry points with details of the time restrictions on signs alongside the marked parking areas. The use of a Restricted Zone indicates waiting restrictions by means of signs instead of yellow lines. Signs for Restricted Zones and other signs and markings not included in the Traffic Signs Regulations and General Directions (TSRGD) require special authorisation to be given from DfT. Restricted Zones can be used to direct street parking to allocated areas in order to avoid the need for yellow lines. Historic Core Zones are an example of a restricted zone measure used in an historic area. Though not of any legal standing in themselves, they demonstrate the use of the sign regulations in a way that minimises their visual impact.

Some parking restriction signs are no longer legally required. For example 'at any time' signs can be removed and double yellow lines will suffice on their own. Yellow lines are often unnecessary where parking would clearly cause an obstruction, as long as there is a good level of official and unofficial enforcement.

General Advice

1 Formal parking restrictions are not necessarily needed. The need for restrictions comes as some drivers do not consider passage needed by larger vehicles which results in obstruction of the carriageway. Restrictions are also used for travel management.

2 Restricted Zone signs need Department for Transport authorisation for non-TSRGD signs and markings though authorisation is discretionary. They can be used on the Trunk Road Network where the Highways Agency must give authorisation for non-TSRGD signs. This signing authorisation complicates the procedure of removing lines.

3 A Traffic Regulation Order (TRO) is a legal order which enables the Highway Authority to set a maximum speed for vehicles, and state limitations on access and parking of vehicles. They take approximately 3-6 months to

implement and require official consultation so that the public are involved in the decision making process. Objections can lead to a public inquiry.

4 Consideration should be given to the access needs of disabled people and the blue badge scheme under which blue badge holders are permitted to park in restricted places for a certain time. Good signage is important where restrictions apply.

5 If a simple and effective scheme cannot be achieved then sensitive use of yellow lines (primrose or cream coloured, 50mm wide lines) may be preferable to excessive signs marking out parking bays etc. These are permitted in any area considered to be environmentally sensitive, whether designated or not.

Procedures

- 1 Undertake a full site investigation into existing site conditions, which should include the collection of data on the current parking and loading provisions. Movement studies for all modes of transport should also be undertaken so that an accurate analysis can be made of the need for parking and loading within the site area.
- 2 Undertake an outline design(s) which considers existing and future requirements for the area.
- 3 Consider whether to undertake safety and/or environmental audits at each stage of the design process.
- 4 Consult with and apply for DfT, and/or the Highway Authority approval (each where necessary). Note: DfT authorisation is required for all signs and markings on the highway that are not prescribed in the Traffic Signs Regulations and General Directions. This legislation prescribes all signs and markings legally permitted on the highway. The Traffic Signs Manual gives guidance on the use of the signs prescribed in TSRGD and should be consulted. Careful use of the manual can indicate how reduced sign clutter can be achieved.
- 5 Undertake additional consultation with residents, local stakeholders, Local Planning Authority design and conservation officers, English Heritage (if in a conservation area), English Historic Towns Forum (if in an Historic Core Zone) and disability groups.
- 6 Prepare detailed proposals which incorporate principles of reducing street clutter and discuss with the highway authority.

Relevant Documents and Legislation

- Traffic Signs Regulations and General Directions 2002 (TSRGD) <http://www.opsi.gov.uk/SI/si2002/20023113.htm>.
- Road Traffic Regulation Act 1984
- Road Traffic Act 1991
- Special Parking Area Orders: sets out decriminalised parking for a local authority under the Road Traffic Act 1991
- 09/99 20mph Speed Limits and Zones, *DfT Traffic Advisory Leaflet*¹
- 05/95 Parking for Disabled People, *DfT Traffic Advisory Leaflet*²
- 10/01 Home Zones – Planning and Design, *DfT Traffic Advisory Leaflet*³
- 02/02 Motorcycle Parking, *DfT Traffic Advisory Leaflet*
- 04/93 Pavement Parking, *DfT Traffic Advisory Leaflet*⁴
- 01/96 Traffic Management in Historic Areas, *DfT Traffic Advisory Leaflet*⁵
- Traffic Measures in Historic Towns, *Civic Trust/ English Historic Towns Forum*, 1993⁶
- All regional *Streets for All* guidance documents produced by English Heritage
- Traffic Signs Manual 2003 – Chapter 5. Road Markings.
- Historic Core Zones Project Review Report 53, *English Historic Towns Forum*, May 2003
- Manual for Historic Streets *English Historic Towns Forum*, May 2008
- Traffic Management and Streetscape LTN 1/08 *Department for Transport*, March 2008

¹ Note that this guidance should be used with care as it pre-dates the current 2002 TSRGD.

² As Note 1

³ As Note 1

⁴ As Note 1

⁵ As Note 1

⁶ As Note 1

Supporting Case Study

Oswestry Town Centre

Oswestry's townscape has distinctive public spaces and a traditional medieval street pattern with buildings pre-dating the Second World War. Located in the heart of the town centre, Cross Street and Willow Street were at the focus of Shropshire County Council's Town Centre Enhancement project and provide an example of implementing parking restrictions without yellow lines. The European Development Fund provided 50% of the total £1.3 million project cost. The main objectives were to improve pedestrian movement and regenerate major streets within the town, and to remove traffic from the main shopping street between 10am and 4pm.

The scheme provides:

- More space for pedestrians and an improved feeling of personal safety
- Ramped crossing points to assist with pedestrian movement
- Improved pedestrian linking of previously pedestrianised areas centred on Bailey Street with Church Street and the passageways connecting to the central car park
- Revival of The Cross as a town centre focus
- Lower traffic speeds throughout
- Enhancement of the setting for certain important buildings
- A street scene without yellow lines.

Enforcement is key to ensuring parking restrictions work, especially where the use of yellow lines is reduced. The success of the Oswestry scheme was helped by the implementation of a new enforcement regime produced as a result of the decriminalisation of parking enforcement in Shropshire. This ensured a strong stance on parking within Oswestry that was actively enforced.

The scheme has since won a Highly Commended Certificate from the Institution of Highways & Transportation as well as awards from Oswestry Civic Society and Oswestry Town Council and marks the success of the Oswestry Town Centre Enhancement.



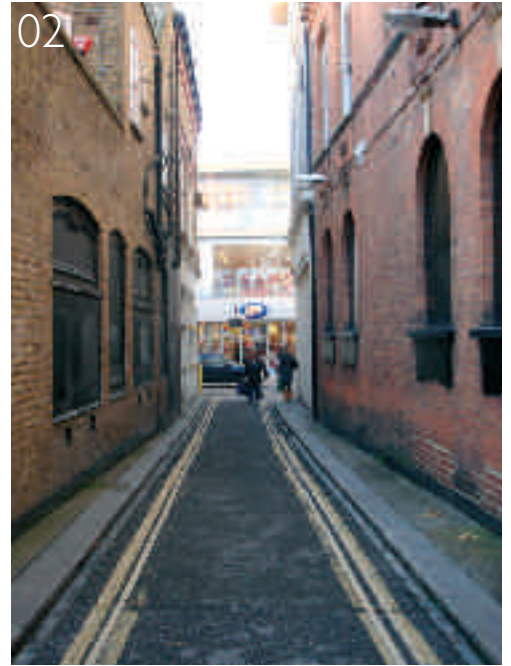
01 Before: Poor street conditions, yellow lines and parked cars dominated the street scene

02 After: Town centre improvements and parking restrictions enforced without yellow lines greatly enhance the street environment and built form

03 After: The absence of yellow lines further enhances the uncluttered street scene. Note however that the use of lead in arrows for the narrowed ramped crossing are not a statutory requirement



01 Borehamwood demonstrates how the excessive use of yellow lines can significantly increase the levels of visual clutter within the street



02 A narrow historic street can be visually dominated by the use of yellow lines

For copies of this leaflet, or if you would like it in a different format, please contact our Customer Services quoting product code 51425. Tel: 0870 333 1181; Fax: 01793 414 926; Textphone: 01793 414878; Email: customers@english-heritage.org.uk

This is one of a series of *Streets for All Practical Case Studies*. Please refer to the overarching document *Streets for All Practical Case Studies: A Summary*, published by English Heritage March 2008. Product Code 51425, and to the nine regional *Streets for All* Volumes, published in 2005. Published by English Heritage May 2008. www.english-heritage.org.uk

Case studies researched and written by the Mouchel Group.

 **recycle**
When you have finished with this leaflet please recycle it

75% recycled
This leaflet is printed on 75% recycled paper