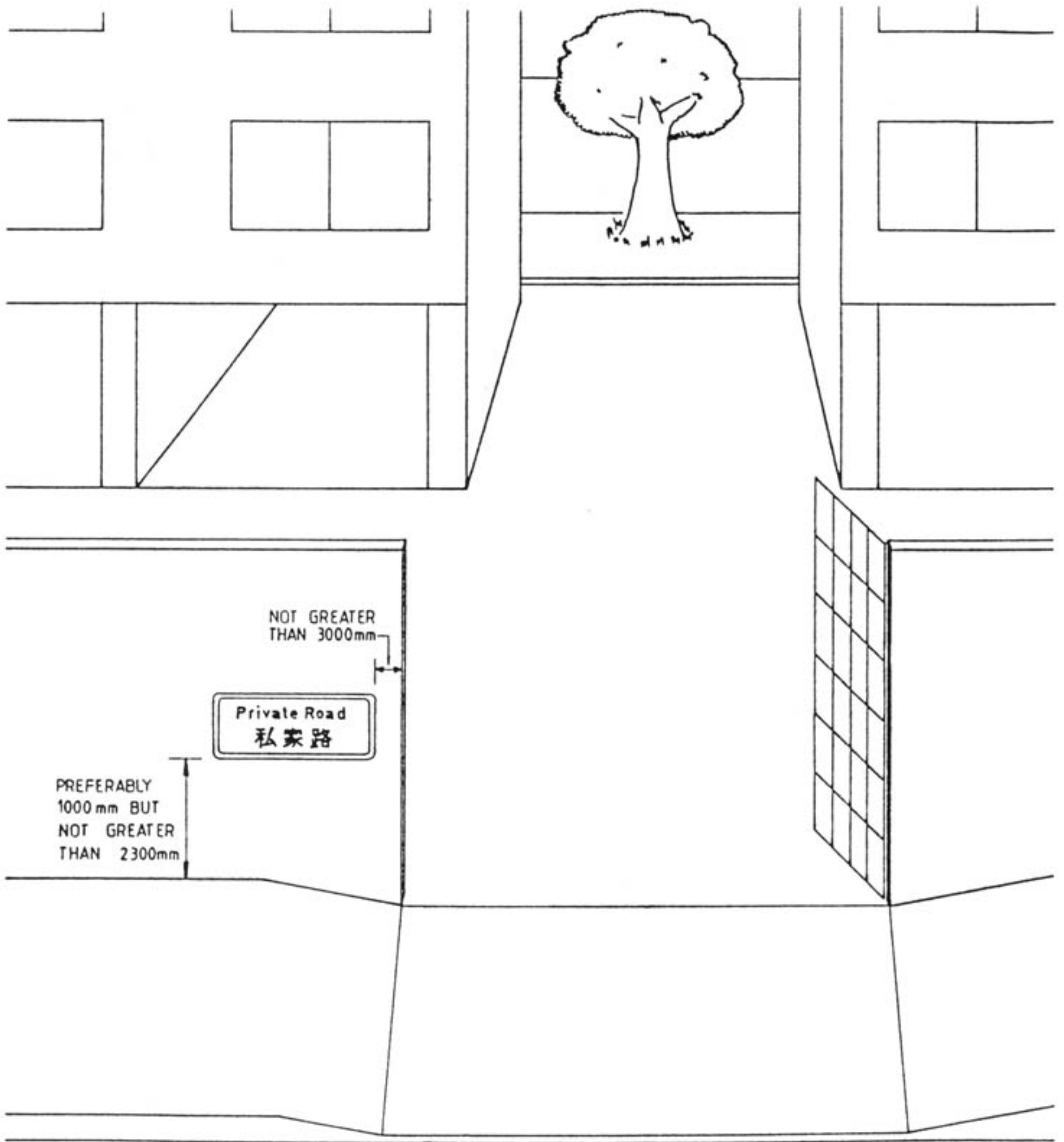


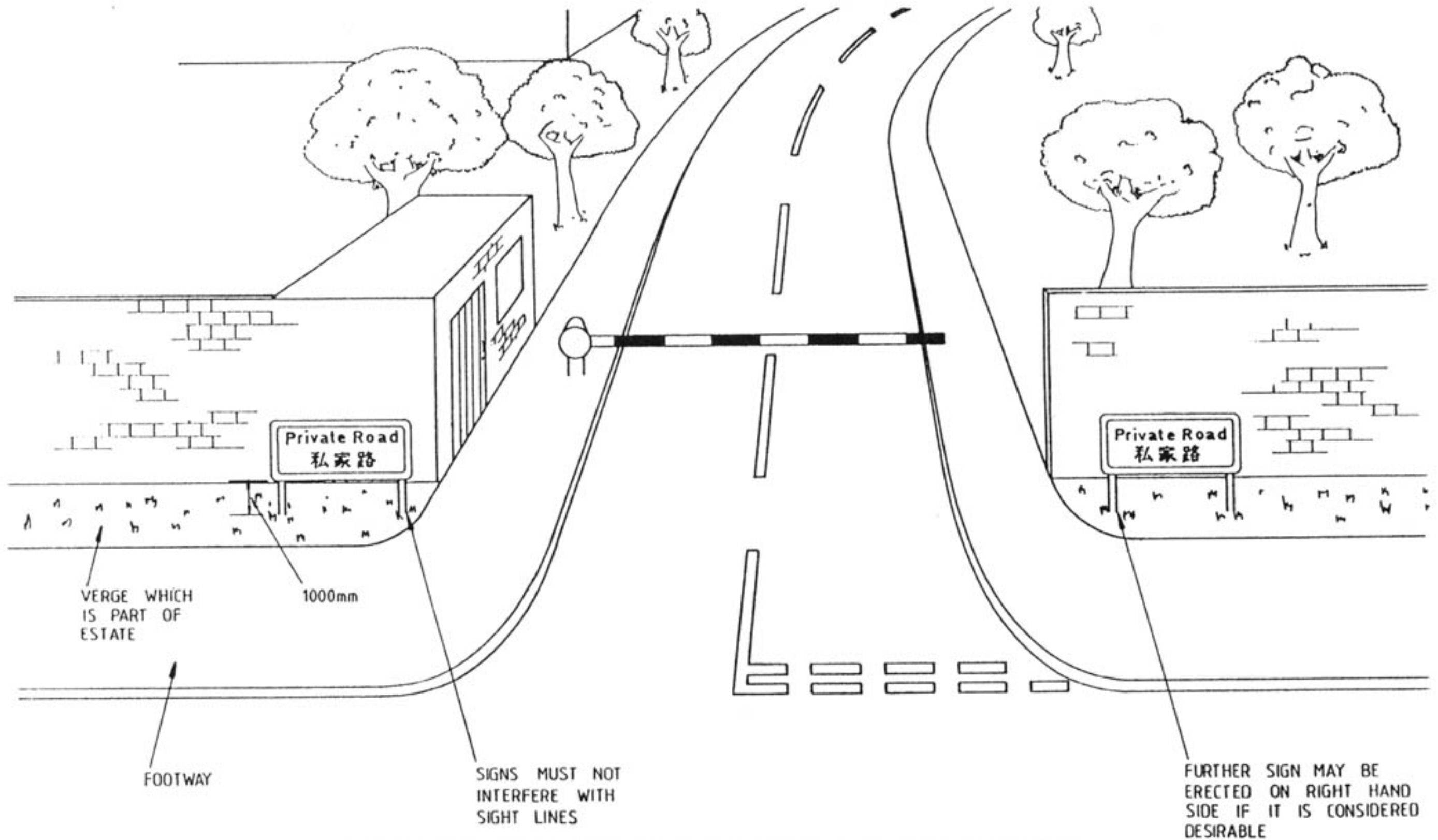
2.2 Signing and Marking Arrangements

- 2.2.1 The "Private Road" sign in Diagram 2.1.1 must be positioned in a prominent position at the entrance of the estate or development facing on-coming motorists, at a mounting height of between 1000mm and 2300mm depending on the circumstances.
- 2.2.2 Wherever the sign is located it must not obstruct pedestrians and as indicated in Diagram 2.2.1 this can be achieved in many smaller developments by mounting it on the boundary wall immediately adjacent and to the left of the entrance. In this location the sign should be erected preferably at a mounting height of 1000mm above the adjacent ground, and as close as possible to the entrance, but not more than 3000mm away from it.
- 2.2.3 If there is a convenient verge at the entrance to the estate which is part of the estate, as illustrated in Diagram 2.2.2, the "Private Road" sign may be erected on this at a mounting height of 1000mm to the base of the sign. However it is stressed that the verge must belong to the owner of the estate as the erection of signs for private estates on public road verges will not be permitted. Additionally the sign should not be located in any required visibility splays, or even if not required, in such a position that will obscure the visibility of any drivers. At wide entrances, that is those of 7m or more, it is advisable to erect signs on both sides of the entrance.
- 2.2.4 Erecting the "Private Road" sign over a footway should be avoided but if this position has to be adopted then the sign should have a clearance between the surface of the footway and the base of the sign of 2300mm, and no part of the sign should be closer to the carriageway than 500mm, as indicated in Diagram 2.2.3.
- 2.2.5 A variety of sizes for the "Private Road" sign are indicated in Diagram 2.1.1 and ideally the 525mm x 1050mm should be used at smaller estates and the 700mm x 1400mm size, at the entrances to larger estates. However it may not be possible to use such large

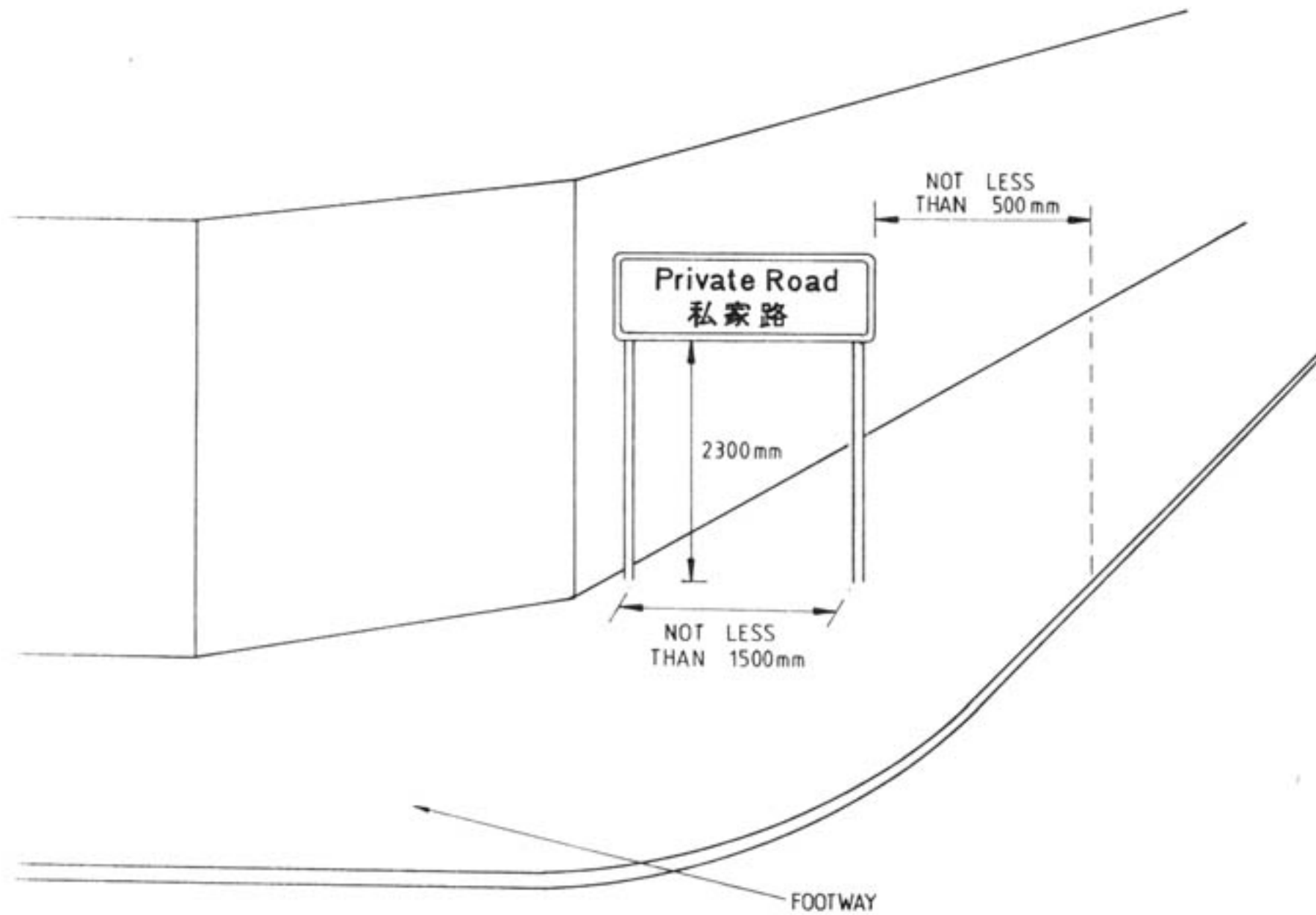


ENTRANCE TO SMALL DEVELOPMENT WHERE
ROAD TRAFFIC (PARKING ON PRIVATE ROADS) REGULATIONS
ARE TO APPLY

DIAGRAM 2.2.1

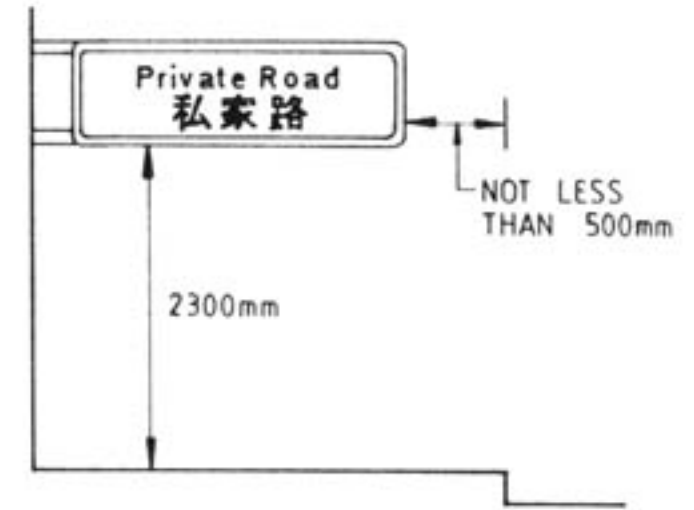


ENTRANCE TO THE ESTATE WHERE ROAD TRAFFIC
(PARKING ON PRIVATE ROADS) REGULATIONS ARE TO APPLY

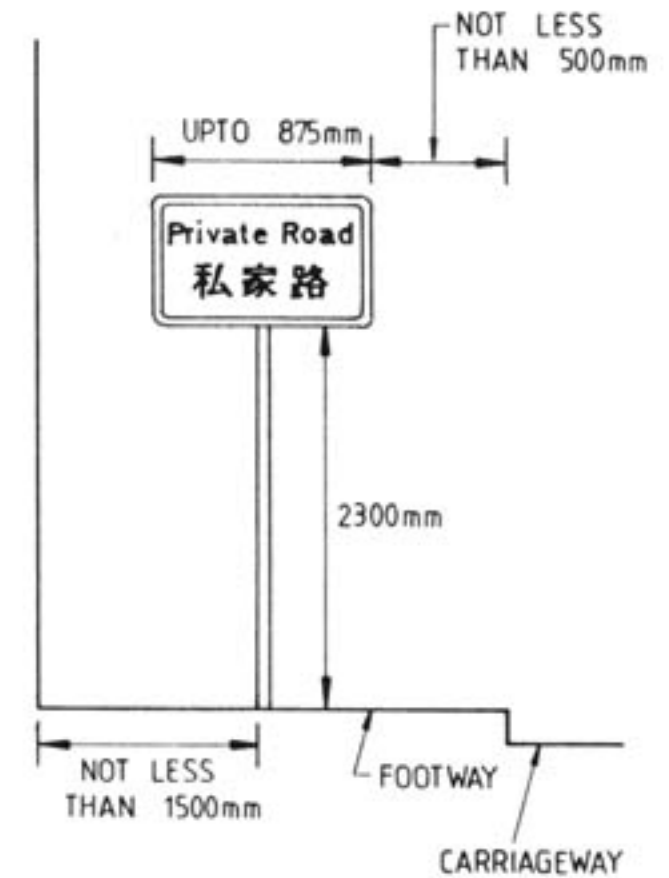


(i) DOUBLE SUPPORT POSTS FOR LARGER SIZED SIGNS

"PRIVATE ROAD" SIGN ERECTED OVER FOOTWAY



(ii) BRACKET SUPPORT

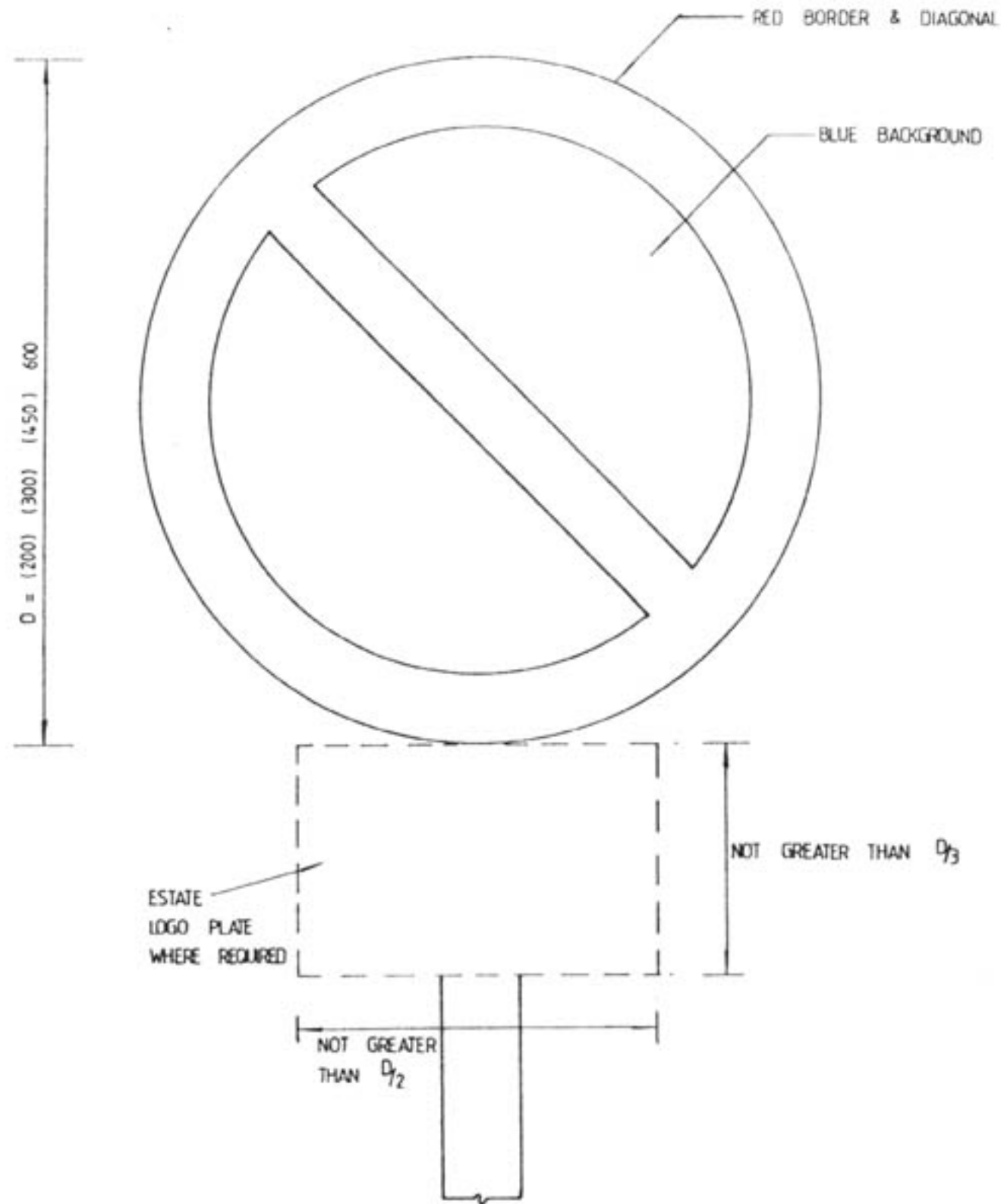


(iii) SINGLE SUPPORT POST

DIAGRAM 2.2.3

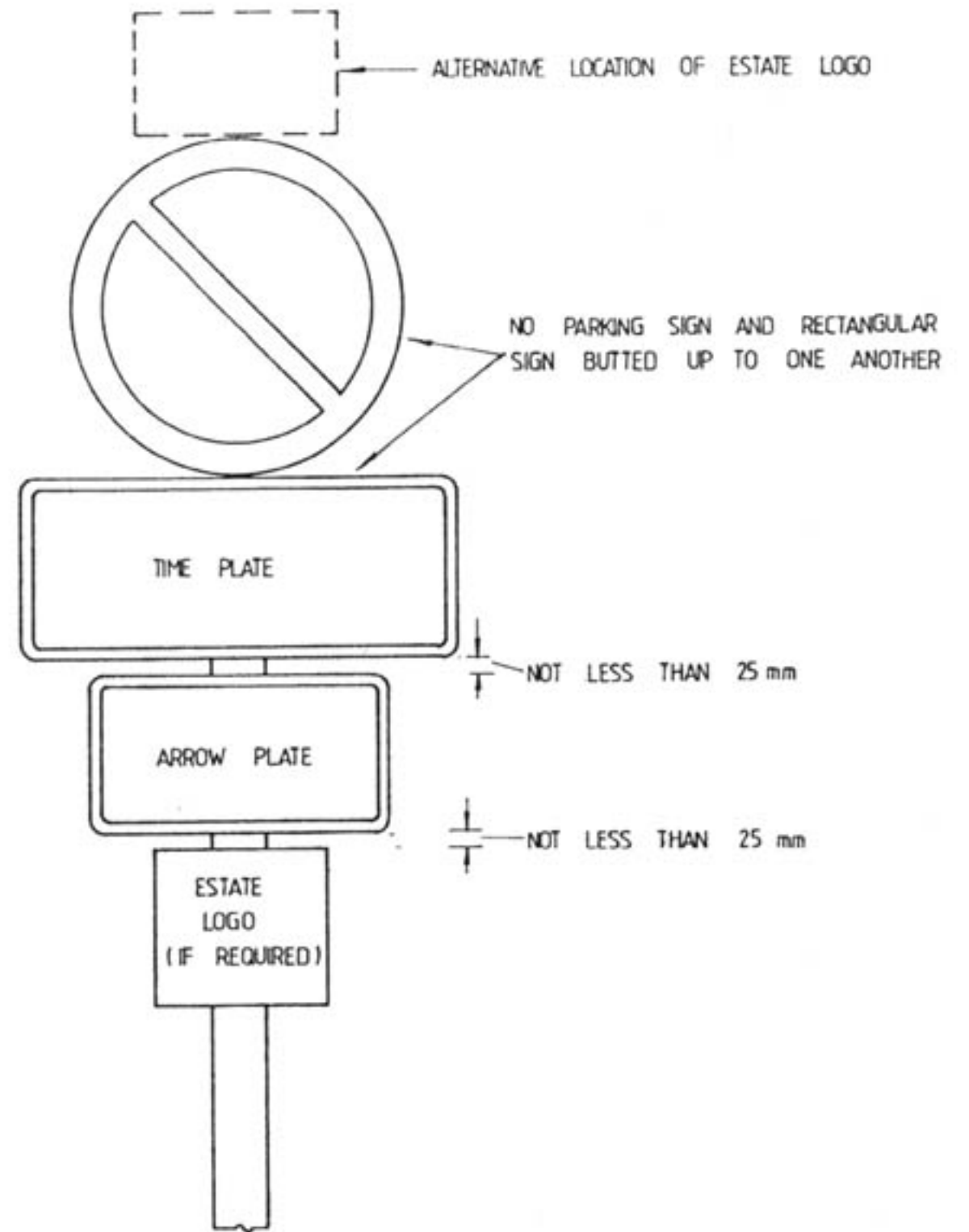
sized signs because of the physical limitations of the location where the sign has to be erected and therefore a smaller sized sign in the range given may need to be utilised. The smallest sized sign, i.e. 175mm x 350mm is generally only appropriate for very small developments which have only a simple access road, or similar, to serve the development.

- 2.2.6 The various traffic signs and road markings used to indicate the actual no parking areas, and the arrangement of these are illustrated in Diagrams 2.2.4, 2.2.5, 2.2.6 and 2.2.7.
- 2.2.7 Diagram 2.2.4 illustrates the sign to be used at the start and finish of the no parking area, and as the signs at these points need to be conspicuous, the diameter of the sign should be at least 450mm. For intermediate signs between the two end points the smaller 200mm or 300mm diameter sizes may be employed. Diagram 2.2.4 also illustrates the position for an estate logo if one is to be attached to the sign assembly to indicate the signs have been officially erected on behalf of the owners. Normally the position of the plate would be immediately beneath the "No Parking" Sign, but if supplementary plates are also used with the sign it is preferable to mount the Logo plate above the "No Parking" sign or beneath any supplementary plate, as indicated on Diagram 2.2.5. Alternatively the logo may appear on the reverse of the "No Parking" sign but it is likely to be obscured by the post or other mounting detail in this position. The logo must however not be positioned on any sign face, where it would obscure the "No Parking" sign itself or any supplementary plate.
- 2.2.8 The "No Parking" sign may be erected facing on-coming motorists or parallel to the kerb. The latter is preferable where particular areas in an estate are to be designated as "No Parking" and parking is to be permitted elsewhere, as there is less chance of any obstruction being caused, and if erected facing nearside on-coming motorists then drivers in the opposite direction will not see the sign and therefore a double sided sign



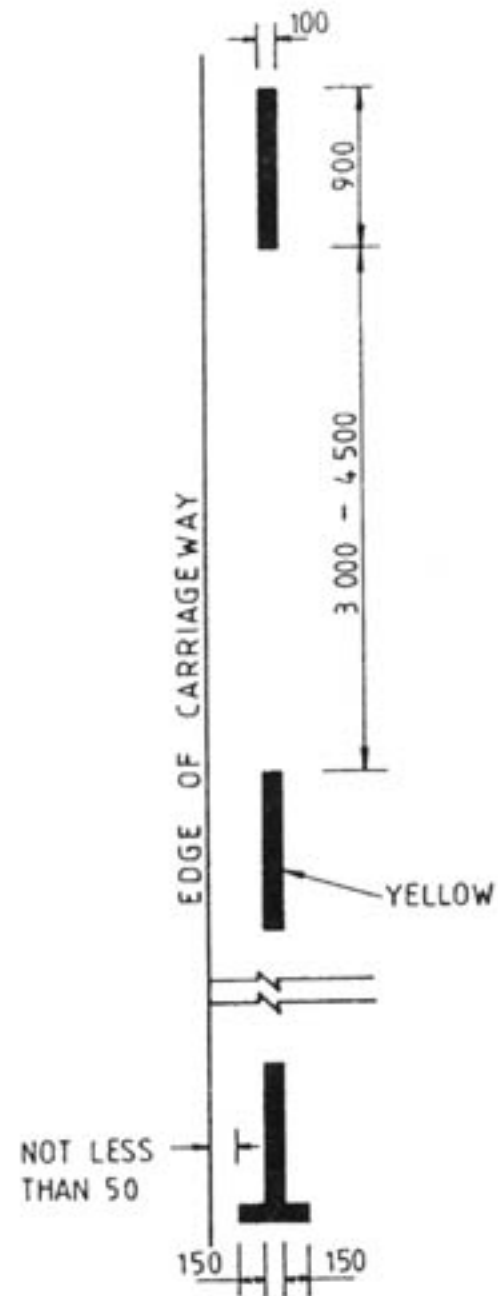
"NO PARKING" SIGN

DIAGRAM 2.2.4



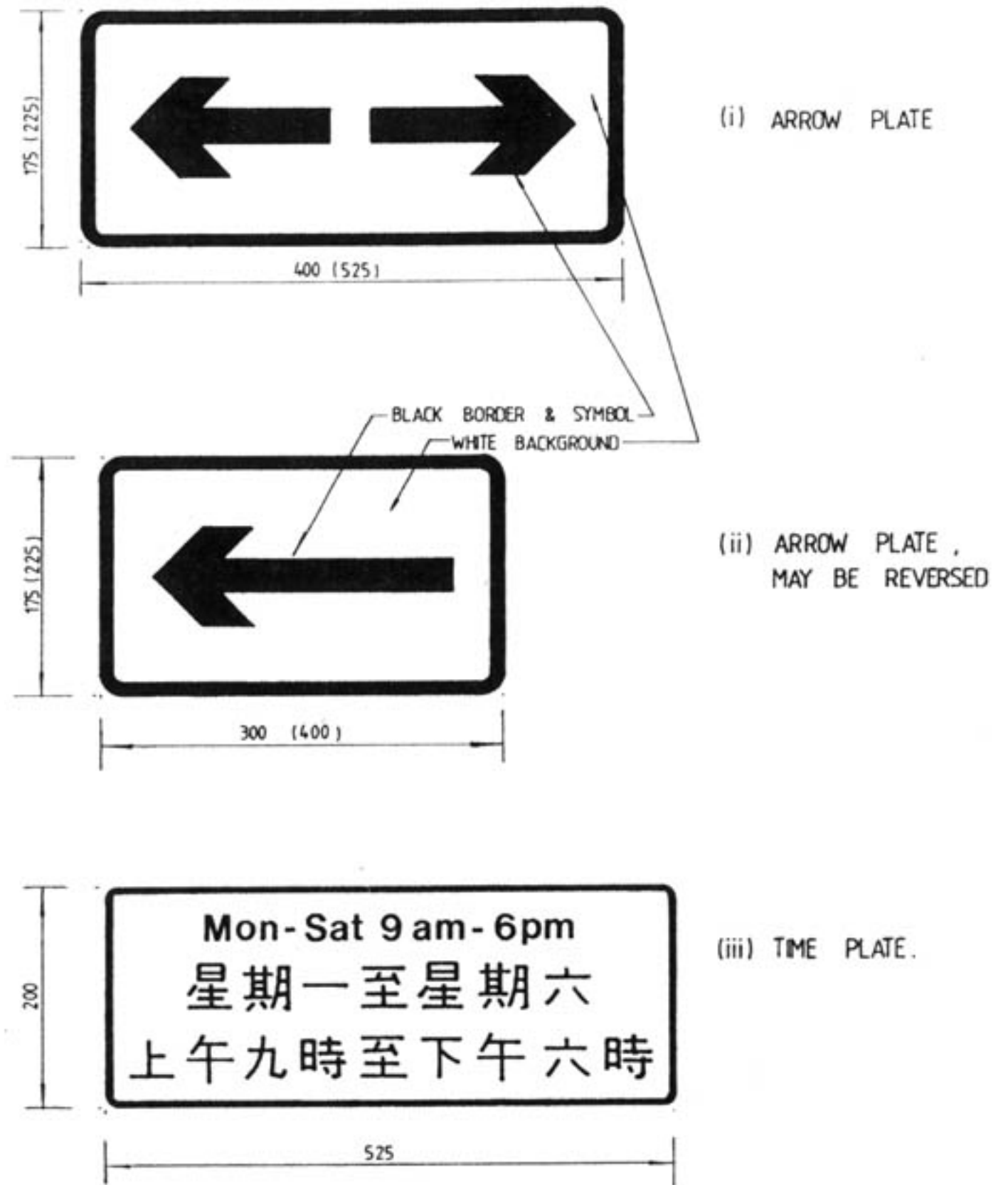
SIGN PLATE ASSEMBLY

DIAGRAM 2.2.5



"NO PARKING" ROAD MARKING

DIAGRAM 2.2.6



SUPPLEMENTARY PLATES

DIAGRAM 2.2.7

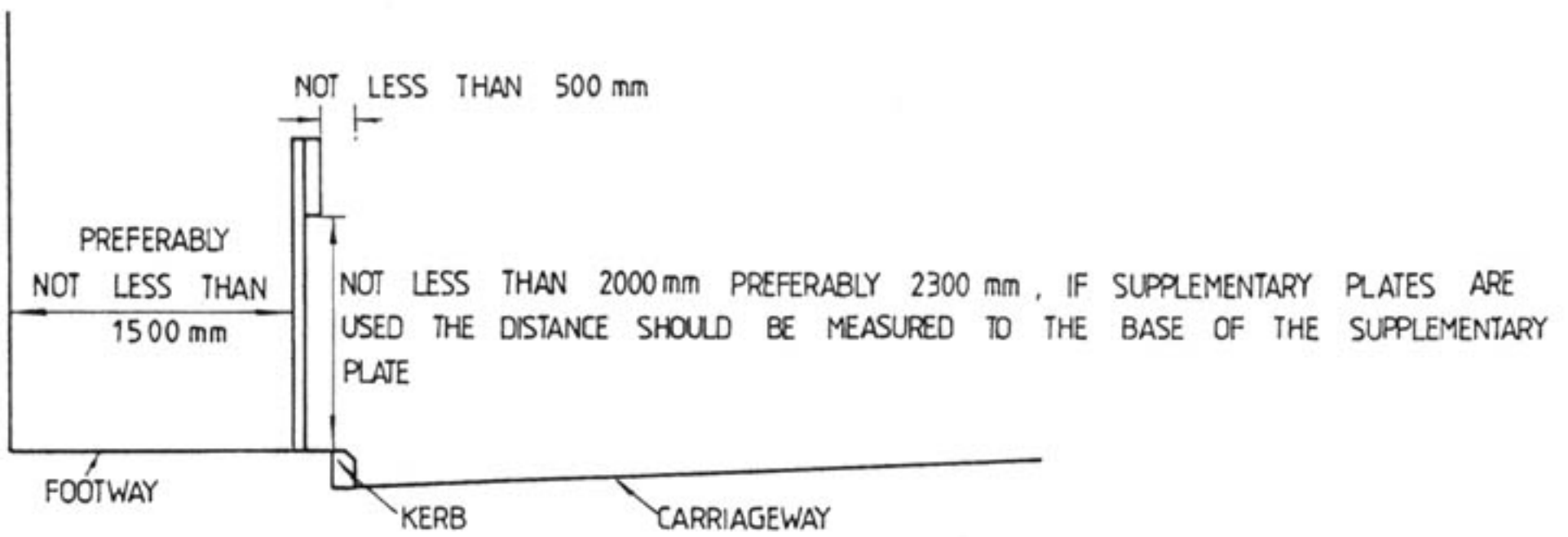
arrangement must be used, necessitating a greater number of sign plates. Where the whole of the Estate is to be designated as a no parking area, then the "No Parking" sign will need to be erected at the entrance or entrances facing on-coming motorists. For this type of restriction the sign will normally be qualified as explained in paragraphs 2.2.21, 2.2.22 and 2.2.23 by the "Except with permit" sign in Diagram 2.2.14 to allow residents and visitors to park in specified areas.

2.2.9 Paragraphs 2.2.10 to 2.2.21 describe the various signing and marking arrangements that can be adopted when only specific areas or roads within an estate are designated no parking areas. Paragraphs 2.2.22 to 2.2.23 describe the signing arrangements when the whole of the Estate or Development is designated a no parking area.

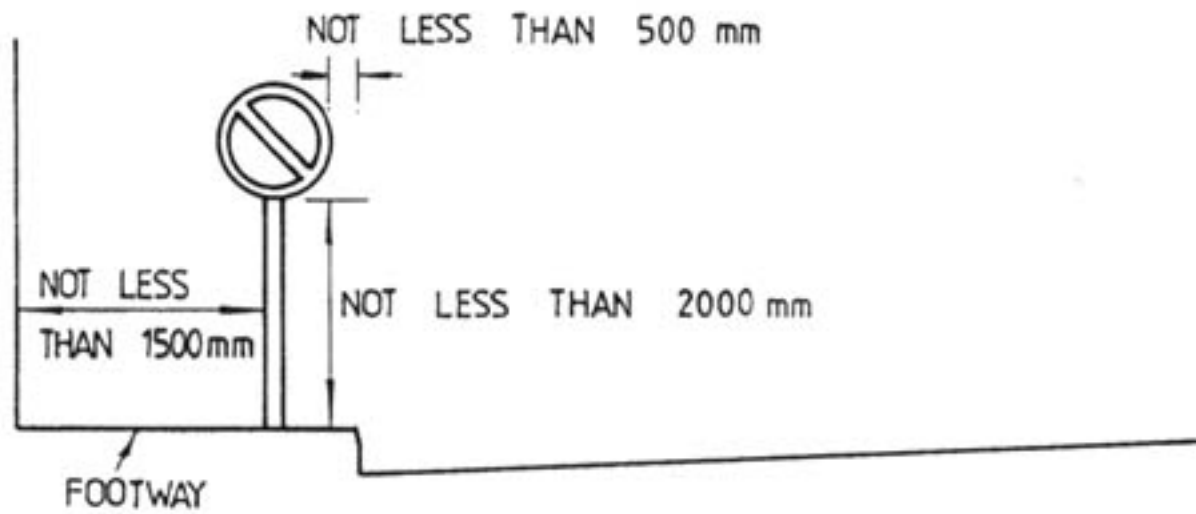
2.2.10 If the yellow road marking in Diagram 2.2.6 is not placed on the carriageway in conjunction with the "No Parking" signs, then the arrow supplementary plates in Diagram 2.2.7 will need to accompany the signs to indicate the extent and direction of the no parking restriction. It is however recommended that the yellow line road marking is always used where no parking restrictions are limited to particular areas as this reduces the number of signs that are required to be erected and hence also reduces the problems of siting signs and lessens obstruction to motorists and pedestrians.

2.2.11 Where in a particular length of road the no parking restriction is to be limited to certain times of the day or days of the week, the time plate in Diagram 2.2.7 must be erected with the "No Parking" sign. The times shown in Diagram 2.2.7 are illustrative only and these may be varied to suit any times. However, it is strongly recommended that time plates are avoided, as their use only complicates enforcement, but, if they are to be used a common time should be adopted throughout the estate, and not a series of different times which can be confusing to motorists.

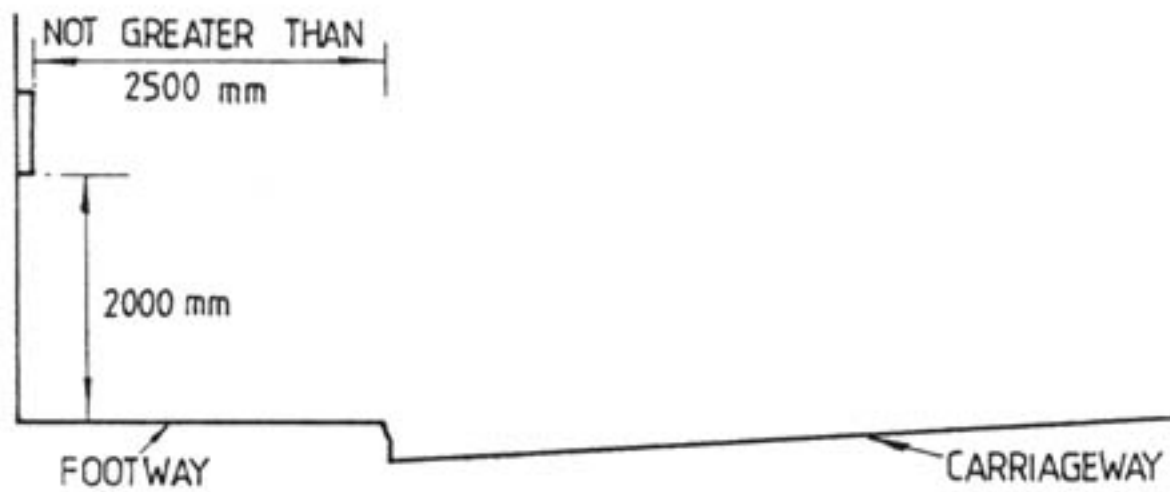
- 2.2.12 When choosing the location to erect "No Parking" Signs care must be taken that the signs will not obstruct pedestrians, cannot be obscured, and are not a danger to any passing vehicles. The various requirements governing the location of signs are illustrated in Diagram 2.2.8. It should be noted that though the Diagram only illustrates the mounting of the "No Parking" sign itself, if any supplementary plates are also used, any clearances will need to take account of these plates.
- 2.2.13 Although as mentioned above, different sign and marking arrangements may be utilised to indicate no parking areas for particular lengths of road within an estate or development, only one signing/marketing arrangement should be adopted for all roads within the same estate, otherwise confusion will arise.
- 2.2.14 Diagram 2.2.9 illustrates the signing and marking arrangement to indicate a length of no parking along a road, when signs are erected parallel to the kerb, both with and without the appropriate road marking. Although the signs are indicated as being erected on posts in the Diagram, the spacings indicated will be the same if wall mounted signs are used. In fact it can be advantageous to use wall mounted signs, as the absence of posts means that pedestrians are not obstructed. However wall mounted signs must not, as indicated in Diagram 2.2.8, be more than 2.5m from the kerb line, otherwise the signs may not be clearly visible to drivers.
- 2.2.15 The preferred method of indicating a no parking area along a length of road is as shown in (i) in Diagram 2.2.9, that is utilising both signs and markings, as this has the advantage of providing a very clear indication of the length of the restriction, minimises enforcement difficulties, and requires fewer signs. Although the road marking could legally be used alone, that is without the sign, this is generally not recommended, because of the wear markings may be subject to, which may cause enforcement difficulties to arise. Obviously if the no parking is limited to particular times, then signs must be



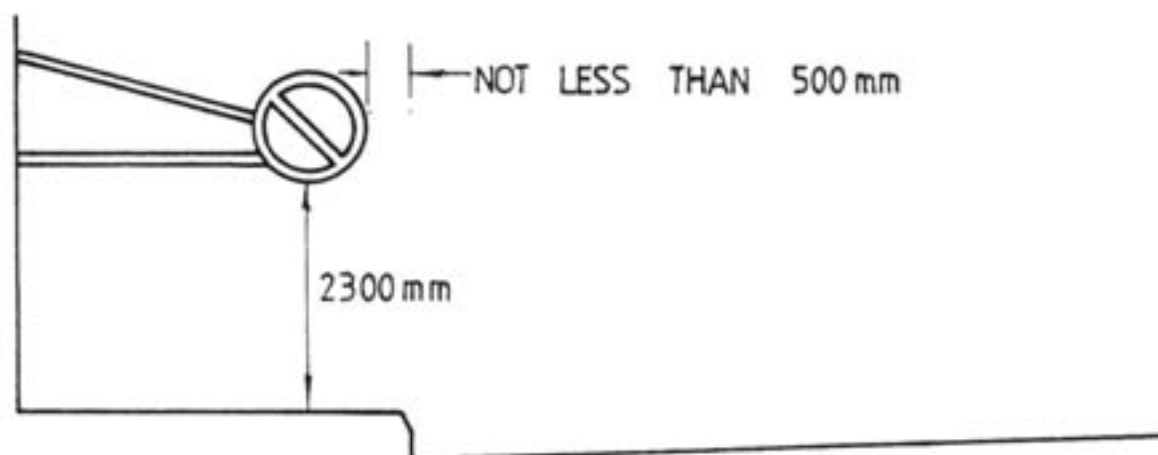
(i) POST MOUNTED SIGN, PLATE PARALLEL TO KERB



(ii) POST MOUNTED SIGN, PLATE FACING ONCOMING MOTORISTS

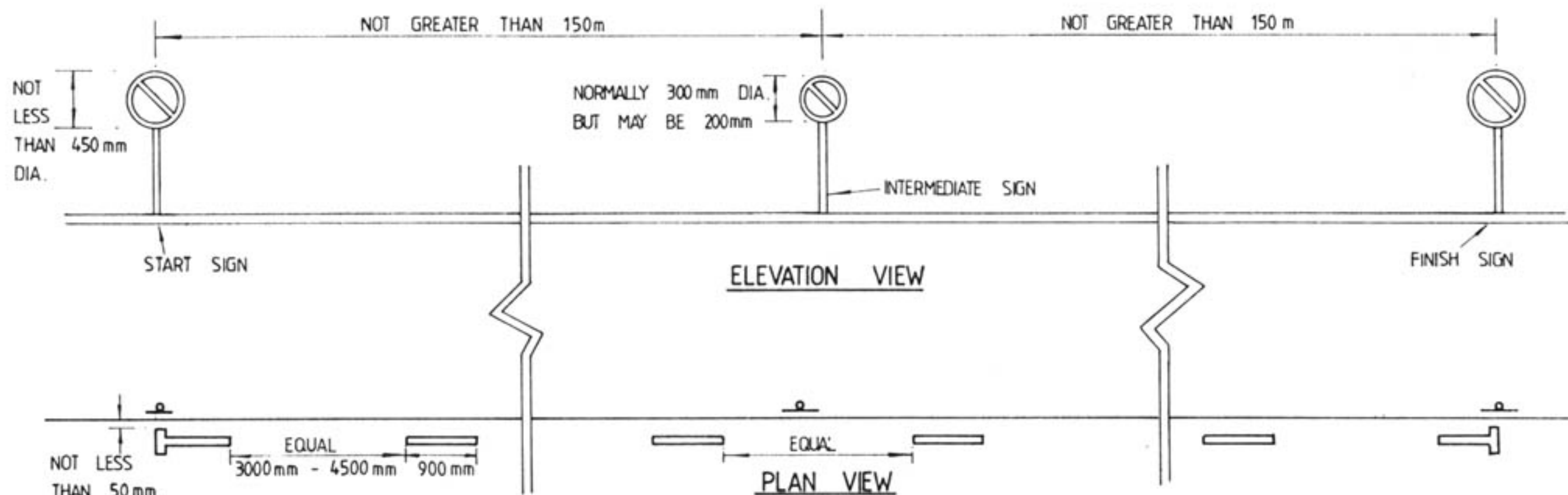


(iii) WALL MOUNTED SIGN, PLATE PARALLEL TO KERB

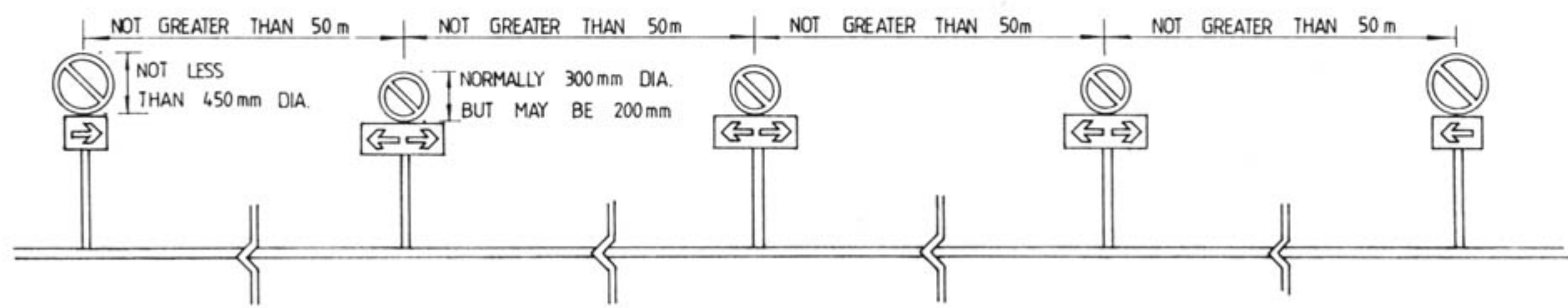


(iv) WALL MOUNTED SIGN, PLATE FACING ONCOMING TRAFFIC

MOUNTING DETAILS FOR "NO PARKING" SIGN



(i) USING BOTH NO PARKING SIGNS AND YELLOW ROAD MARKING



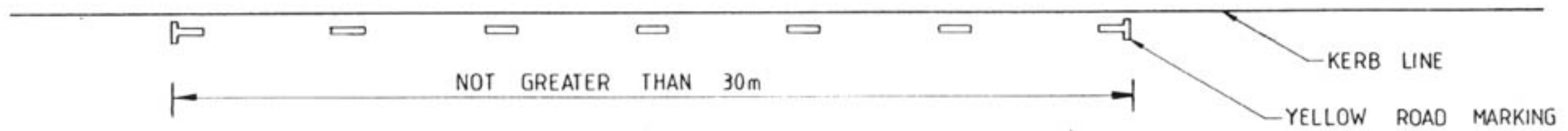
(ii) USING NO PARKING SIGNS ONLY

NOTE : SIGNS MAY BE WALL MOUNTED AS IN (iii) IN DIAGRAM 2.2.8

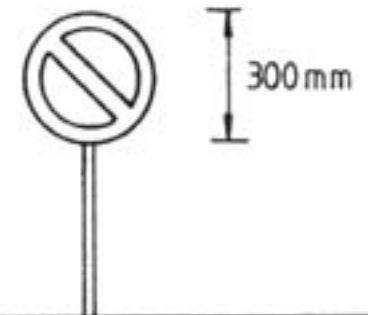
"NO PARKING" SIGN LOCATIONS
SIGNS PARALLEL TO KERB

used. The spacing of the intermediate signs when the marking is used is, as shown in (i) in Diagram 2.2.9, 150m. However some flexibility is permissible in this respect and for example where the total length of a no parking area is 200m an intermediate sign is not necessary, but when the length is 250m or more an intermediate sign is advisable. In the situation where a no parking restriction is less than 30m in length, the marking may be used alone and for any lengths up to 50m, only one sign centrally positioned need be erected, as shown in Diagram 2.2.10.

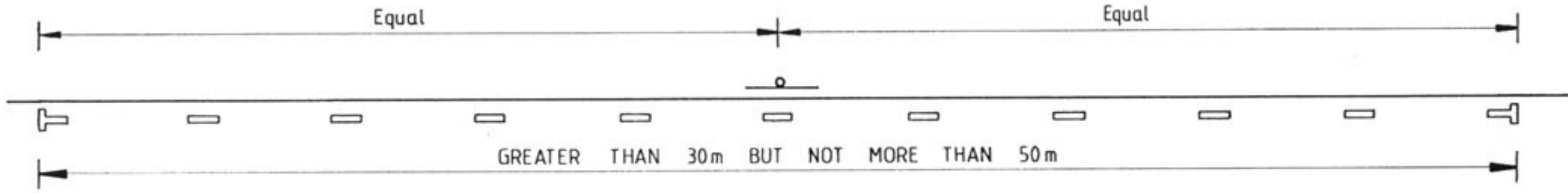
- 2.2.16 When only signs are employed to indicate a no parking length in a road, then as shown in (ii) in Diagram 2.2.9 signs must be provided at 50m intervals to ensure that there is a clear indication of the restriction. Additionally supplementary arrow plates are required as shown in the Diagram to indicate the length over which the no parking area extends.
- 2.2.17 It is perhaps obvious, but it should be understood, that the signing in Diagram 2.2.9 is related to a no parking restriction applying to one side of the road, if no parking is required for lengths on both sides of a road then signs/markings will need to be placed on both sides of the road.
- 2.2.18 Diagram 2.2.11 illustrates the signing and marking arrangement where the no parking restriction applies to only part of a road and the signs are erected facing on-coming vehicles. As can be seen from the Diagram, intermediate signs need to be double sided. With this type of signing road markings are necessary. Supplementary arrow plates must not be used as these are not appropriate for this signing arrangement. However any intermediate signs may be positioned facing on coming vehicles or, alternatively, erected parallel to the kerb, as indicated in the Diagram.
- 2.2.19 Where a no parking restriction commences at a junction to avoid sign clutter arising at the junction, which may obstruct pedestrians or sightlines, the restriction should be commenced at least 10m away from the junction as indicated in Diagram 2.2.12.



(i) ROAD MARKING USED ALONE



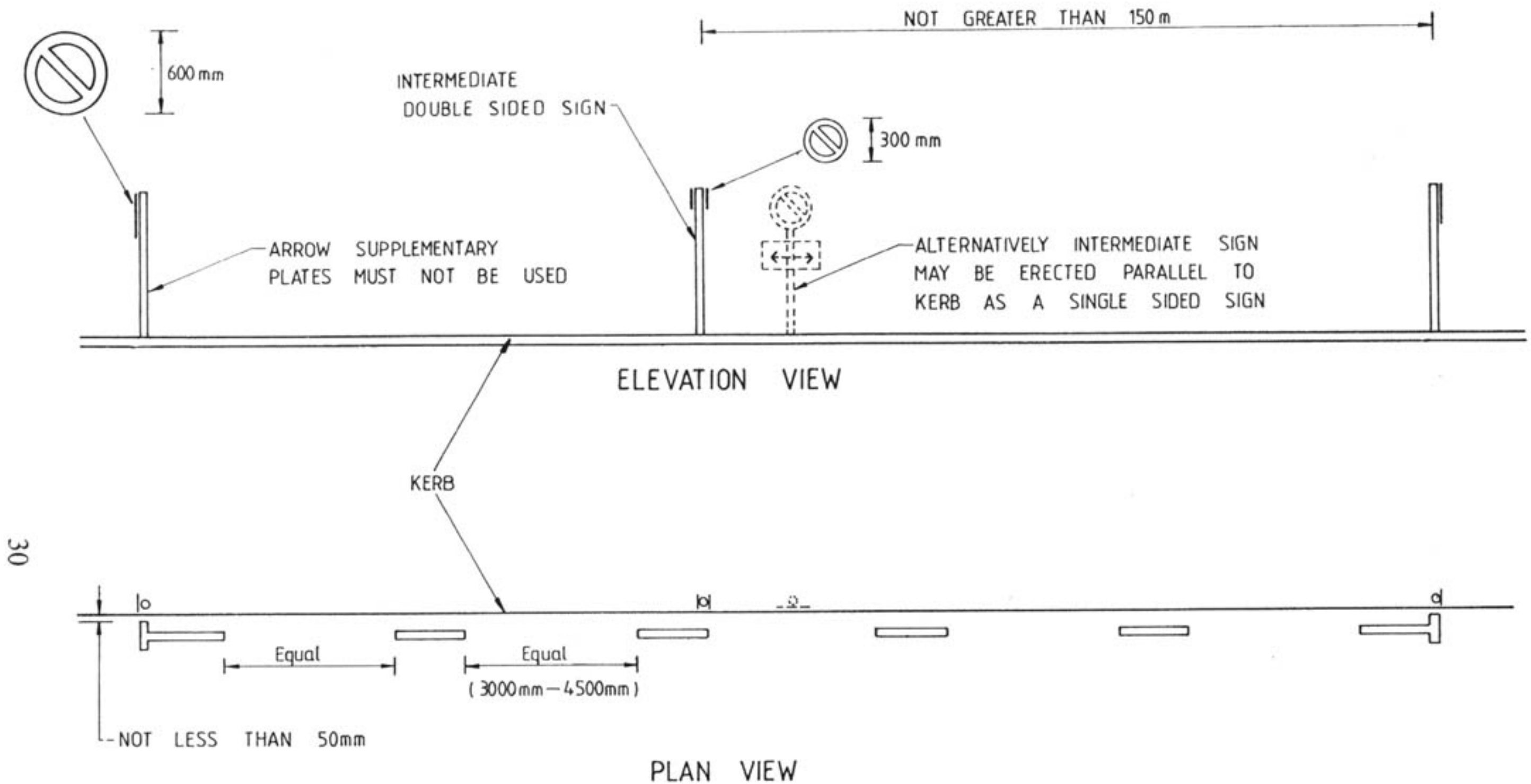
ELEVATION VIEW



PLAN VIEW

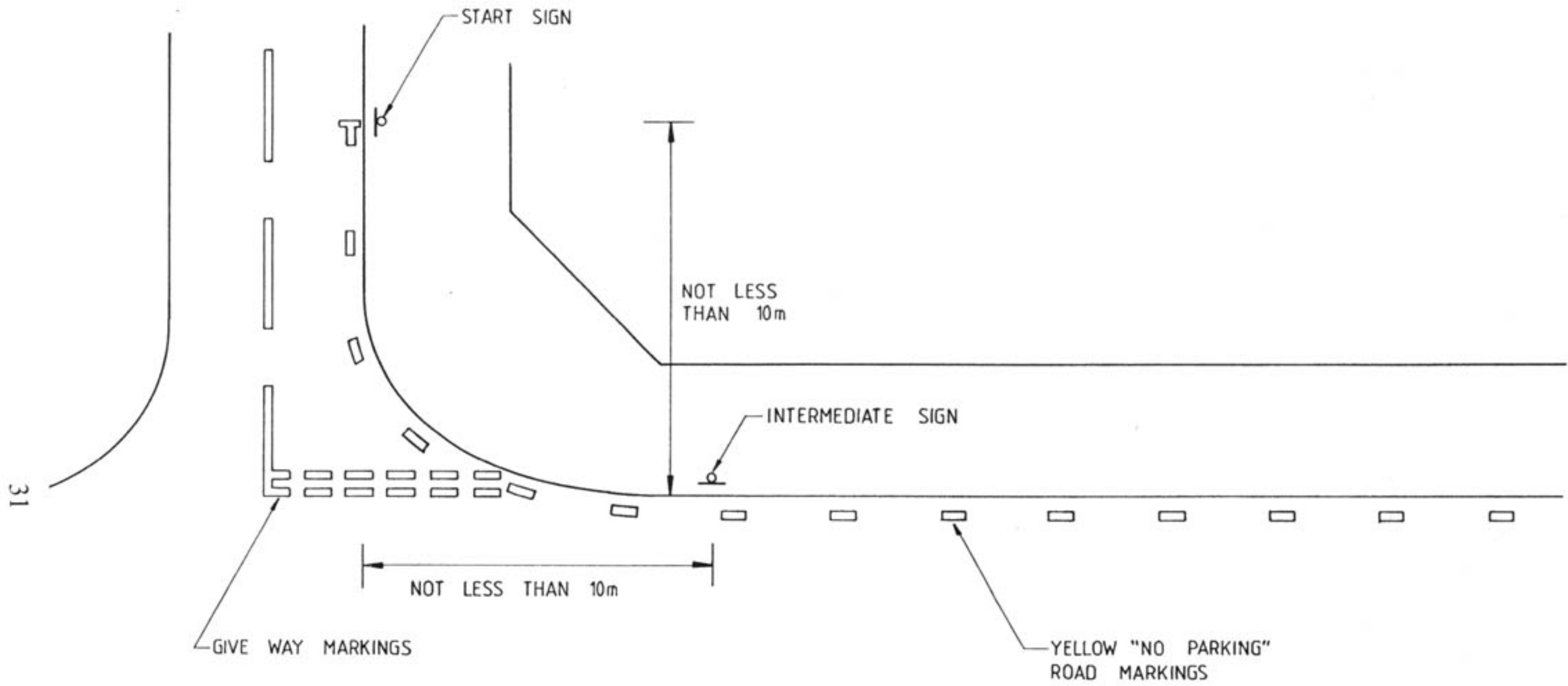
(ii) ROAD MARKING AND SINGLE SIGN

MARKING AND SIGNING OF
"NO PARKING" RESTRICTION UPTO 50m IN LENGTH



NOTE: WITH THIS SIGNING ARRANGEMENT, THE SIGNS MUST BE USED IN CONJUNCTION WITH THE ROAD MARKINGS.

"NO PARKING" SIGN LOCATIONS
SIGNS FACING ON-COMING VEHICLES

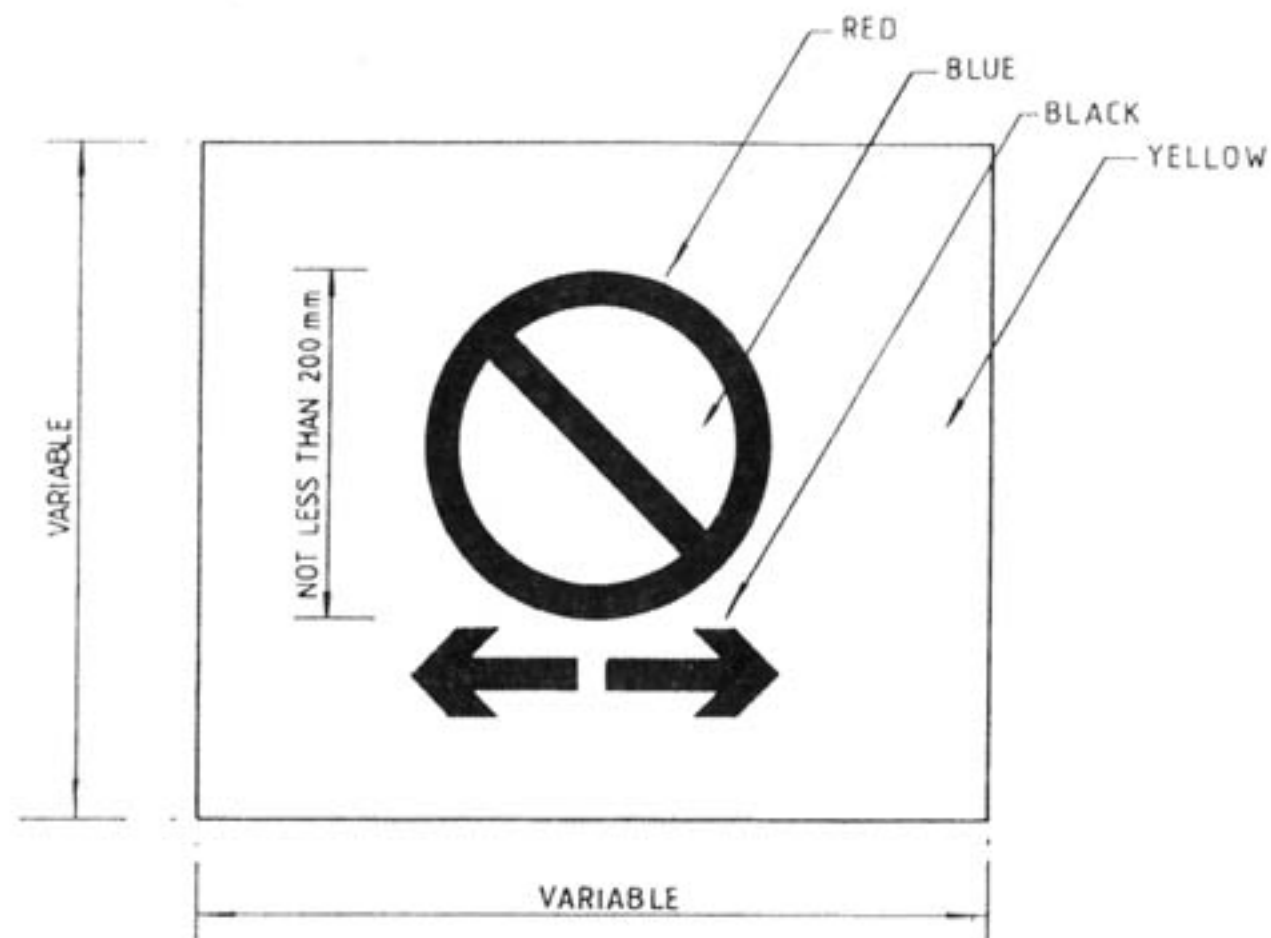


"NO PARKING" SIGNS AT JUNCTIONS

For these situations it is particularly advantageous to use the road marking as well as the signs as the marking makes it quite evident that the restriction applies through the junction. Without the marking, even with signs erected along the radius kerb, which as mentioned above is not desirable, disputes can arise as to where the actual restriction applies.

2.2.20 If for any reason a temporary no parking area is required then a sign of the type shown in Diagram 2.2.13 should be used. With regard to the start and end points the sign in Diagram 2.2.13 should be amended to show an arrow pointing to the right or left as appropriate, whilst any intermediate sign will incorporate the double arrows as shown in the diagram. The spacing between signs along the restriction should not be greater than 50m. Obviously temporary no parking restrictions should not employ road markings.

2.2.21 In some developments, particularly large estates, it is the practice to issue parking permits to residents and visitors alike, permitting them to park in particular places or anywhere in the estate. In these circumstances in order to provide effective control consideration may be given to designating the whole of the development or estate as a no parking area, except for those vehicles displaying a valid permit. Where it is proposed to adopt this procedure, then the "No Parking" sign, in Diagram 2.2.4, together with the supplementary plate, "Except with permit", as shown in Diagram 2.2.14 must be displayed at the entrance or entrances to the estate, but it is not necessary to erect any other signs or place any markings within the estate. However the signs at the entrance must be conspicuous and it is advised, for this reason, as shown in Diagrams 2.2.15 and 2.2.16, that they are erected on both sides of the entrance and the 600mm diameter size for the "No Parking" sign, and at least the 450mm x 575mm, if not the 600mm x 775mm size for the "Except with permit" plate, are used.



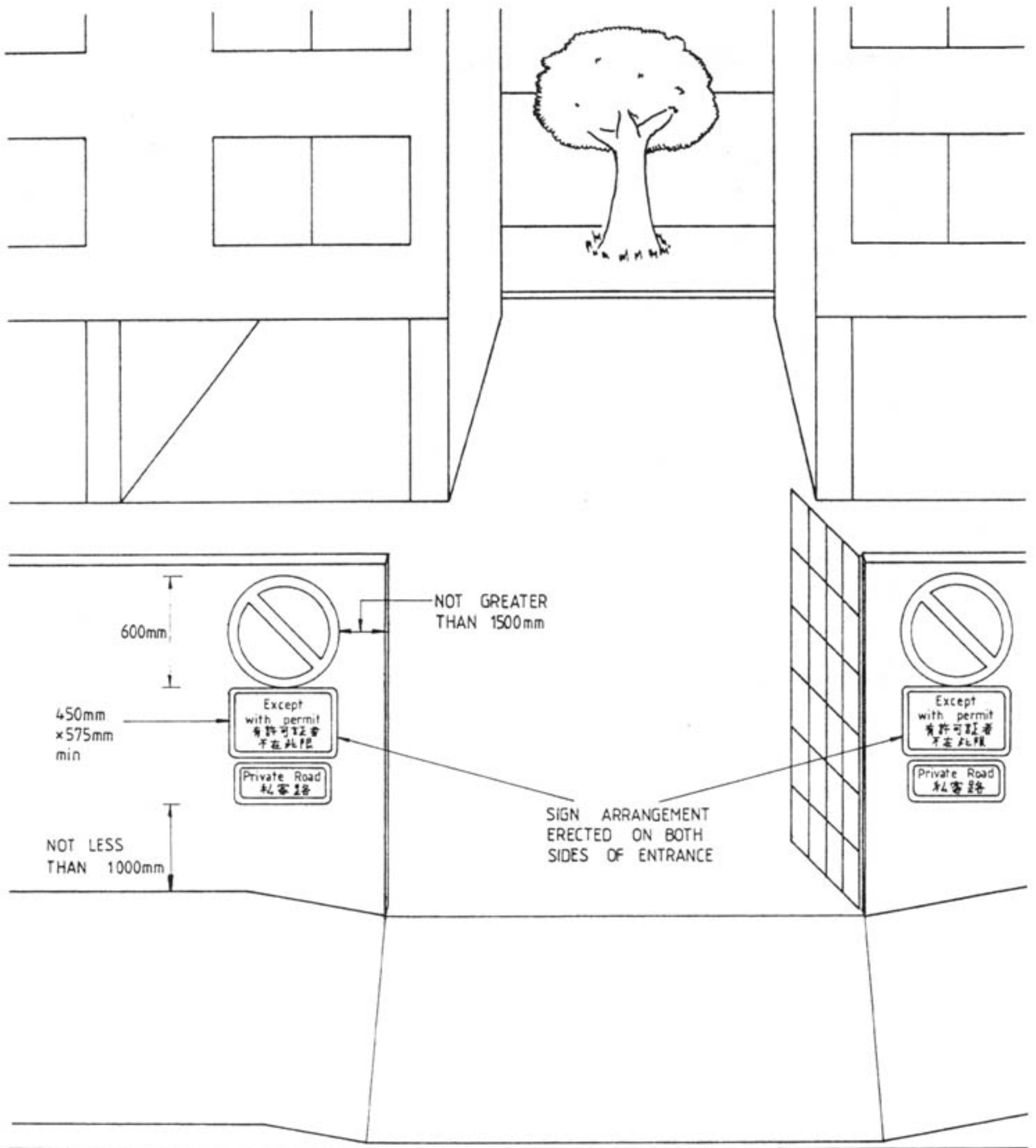
THE DOUBLE ARROW SHOULD BE SUBSTITUTED FOR A SINGLE ARROW POINTING TO THE LEFT OR RIGHT FOR SIGN ERECTED AT THE ENDS OF THE TEMPORARY RESTRICTION.

TEMPORARY "NO PARKING" SIGN



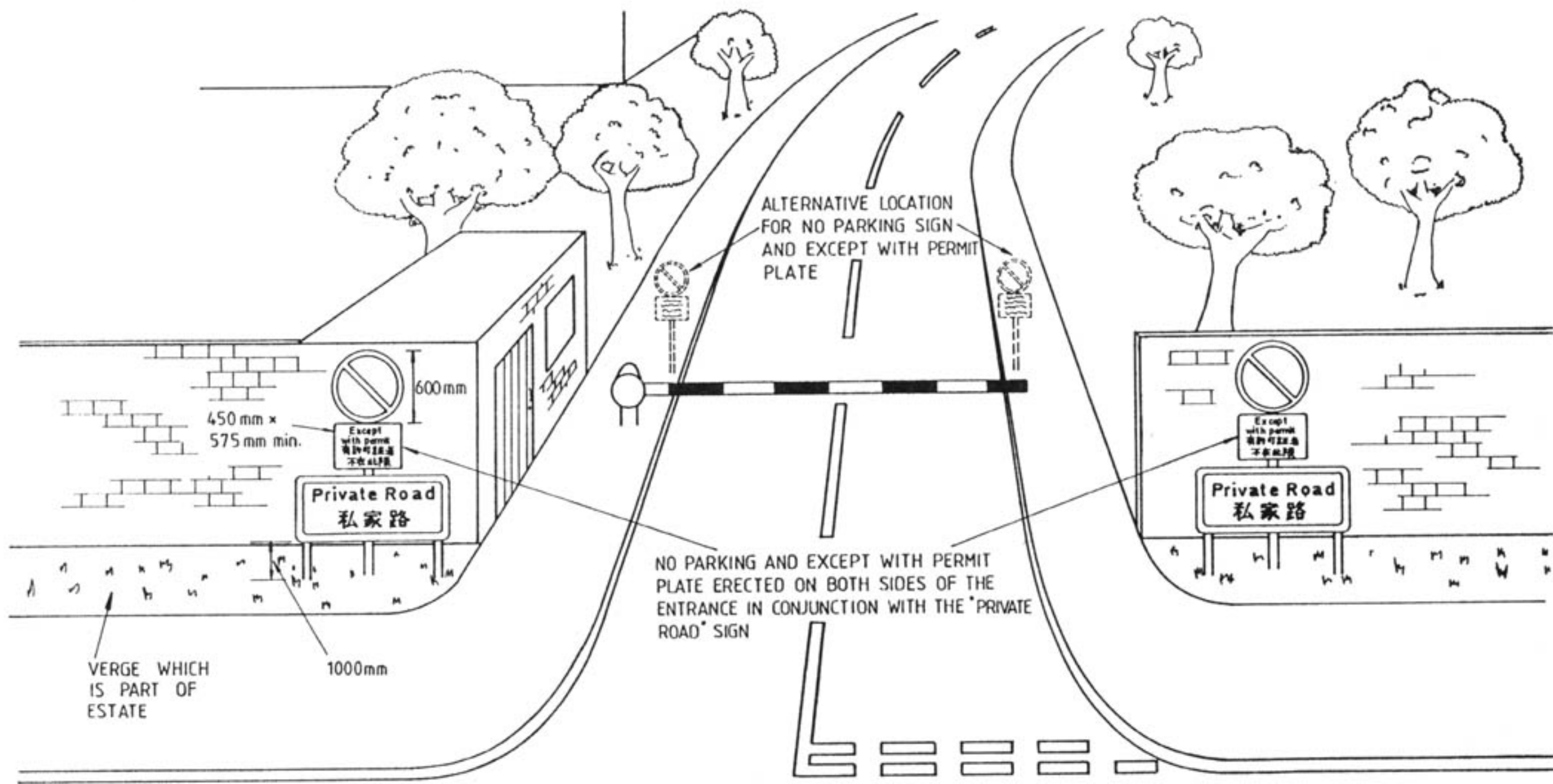
THIS SIGN IS FOR USE WITH THE "NO PARKING" SIGN IN DIAGRAM 2.2.4, TO INDICATE THAT ONLY VEHICLES DISPLAYING PERMITS MAY PARK.

"EXCEPT WITH PERMIT" SUPPLEMENTARY PLATE



ENTRANCE TO SMALL DEVELOPMENT WHERE
"NO PARKING", "EXCEPT WITH PERMIT" APPLIES

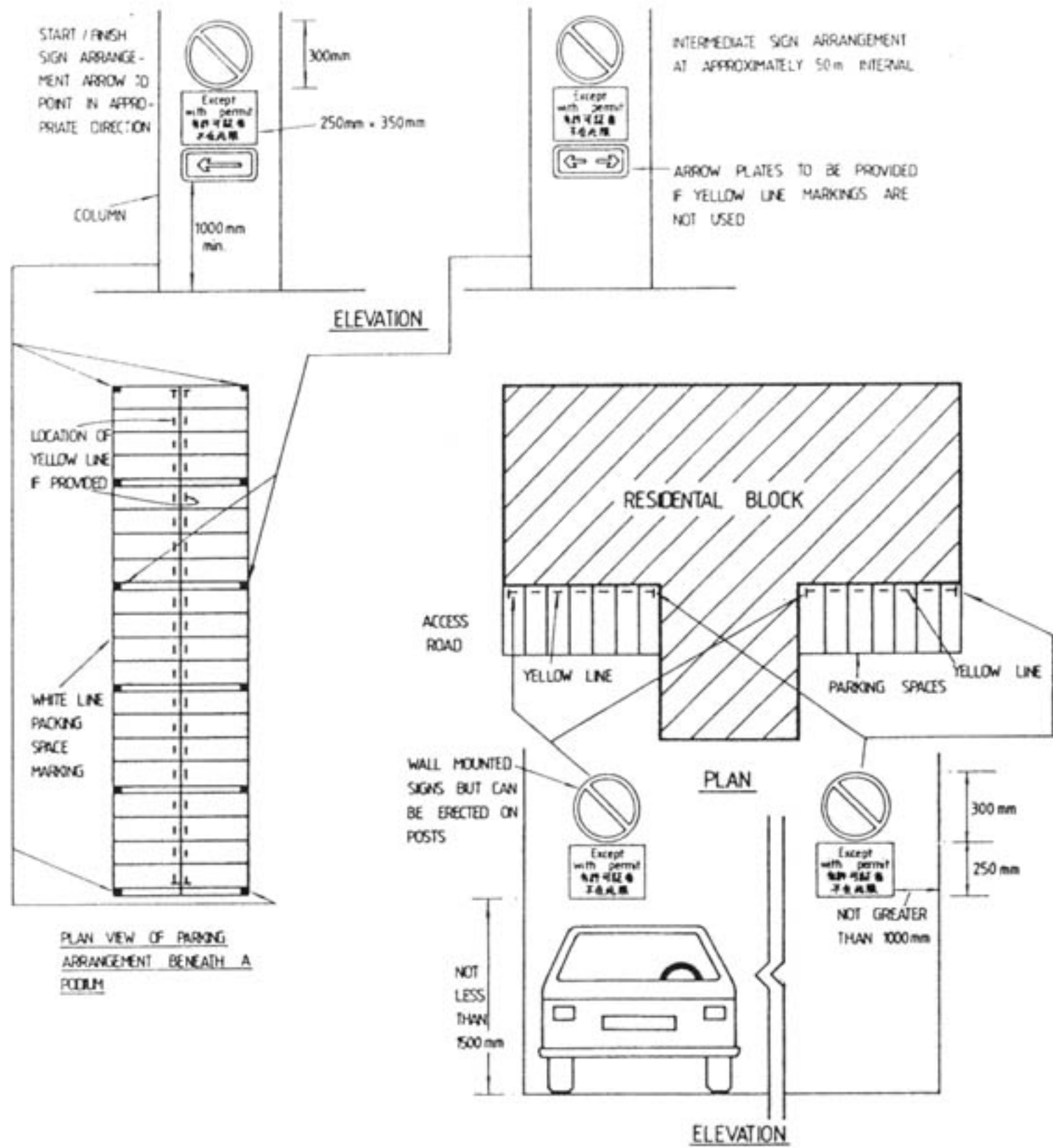
DIAGRAM 2.2.15



SIGNING ARRANGEMENT AT ENTRANCE WHERE
"NO PARKING," "EXCEPT WITH PERMIT" APPLIES
TO THE WHOLE ESTATE

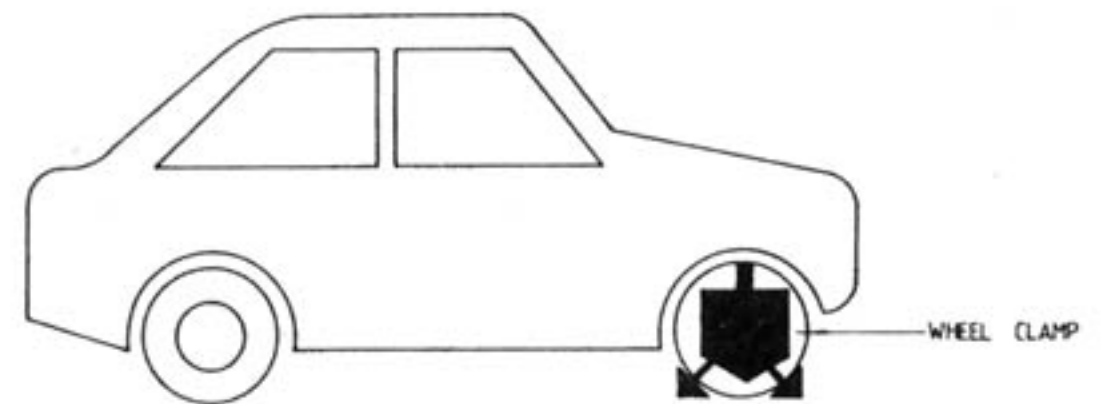
2.2.22 Within an Estate which has been designated as a no parking area, it is possible using the signing and marking procedures mentioned in paragraphs 2.2.10 to 2.2.19, to also designate lengths of roads or areas where even vehicles with permits must not park, and obviously in these particular lengths of roads or areas the "Except with permit" plate must not be used with any signs. However such signing arrangements may be confusing to drivers and therefore it is advisable if this further parking restriction is used that when issuing any parking permit it is made clear to the permit holder where his vehicle may be or must be parked, as the case may be.

2.2.23 In some developments particularly the smaller ones, it may be appropriate to designate just the resident parking areas, as "No Parking", "Except with permit" areas, in order to ensure that non-residents do not use these spaces, or even that residents only park in the space assigned to them. If this method is adopted then it is essential that the signing clearly indicates the areas involved. If there is a separate parking compound or similar, served by a common entrance, then signs need only be erected at the entrance, similar to that in Diagrams 2.2.15 and 2.2.16, though without the "Private Road" sign as this will be erected at the entrance to the development. Alternatively if the parking spaces are not located in a separate compound, then signing as shown in Diagram 2.2.17 will be necessary to identify the areas to which the "No parking, except with permit" restriction applies. Ideally the signs, and markings if used, should be at the rear of the marked out parking spaces, but as shown in Diagram 2.2.17, this does not have to be rigidly adhered to if convenient columns can be utilised to mount the signs on, providing it is clear as to which area is affected by the restriction. The yellow line markings however if used should be laid at the rear of the parking spaces, as indicated in the Diagram. Where yellow line markings are not used then the signs must be accompanied by arrow plates. In the case where signs are only erected at the entrance to a parking compound, the "No Parking" signs should be the 600mm diameter sized signs and the



SIGNING / MARKING OF RESIDENT PARKING AREAS

DIAGRAM 2.2.17



TYPICAL WHEEL CLAMP ARRANGEMENT

DIAGRAM 2.2.18

"Except with permit" plate, 450mm x 575mm or 600mm x 775mm size. For the situations illustrated in Diagram 2.2.17 the smallest sized signs permitted may be used for both the start/finish signs and any intermediate signs.

2.2.24 With regard to the action that can be taken if a vehicle is parked in a no parking area in contravention of any signs or markings, the Road Traffic (Parking on Private Roads) Regulations must be consulted as it is not appropriate to mention these details here. However if the wheels of the vehicle are clamped, it is essential that any clamp used, is a type approved by the Commissioner for Transport, otherwise an offence may be committed. Gazette notices are published from time to time listing the types of wheel clamps that are authorised, and a list of the current approved types may be obtained from any of the Regional Offices of the Transport Department. Normally approved types will take the form of blocks so positioned as to prevent a wheel of a vehicle moving, as illustrated in Diagram 2.2.18.

2.2.25 Working Drawings for the manufacture of the sign faces of all the signs mentioned in this Section, may be obtained from the Regional Offices of the Transport Department, though in the case of time plates however, working drawings are only available for a limited number of time periods, and therefore if these do not suit the periods required owners will need to arrange for their own Working Drawings to be prepared.