

## DS.003 Upright signs for parking restrictions

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A	Final	T.Walker/D.Farnham	10.10.13	D.Waters	14.11.13
B	Final	G Lake	28.10.17	D Foden	19.06.19



## 1 Introduction

### 1.1 Notes

- a. This standard explains requirements about the arrangement of upright signs provided in association with different types of waiting and loading (parking) restrictions. This includes zonal parking schemes. It does not explain the circumstances in which such restrictions should be introduced.
- b. See standard DS.300 for general requirements on the use of traffic signs and road markings, including sign sizes, lighting requirements and the use of sign backing boards.
- c. See the SSDM webpages at [www.southwark.gov.uk/ssdm](http://www.southwark.gov.uk/ssdm).

### 1.2 Discussion

- a. Upright traffic signs are frequently provided in association with
  - i. waiting and loading (parking) restrictions
  - ii. designated waiting and loading (parking) spaces

The former of these may be either Length specific (e.g. only applicable to a particular length of kerb) or Zonal (e.g. applicable to an entire area). The latter are point specific only.

- b. In general, Length specific signs tend to be relatively small. However, the terminal signs that are used to give notice at an entry or exit point to a Zonal restriction are comparatively large.
- c. Upright parking signs themselves do not give any legal effect to any restriction or prohibition. This is provided by an associated Traffic Management Order (TMO – a legal document held by the Traffic Authority). However, since the public could not on their own be reasonably expected to know that these exist, signs serve to provide practical notice of this to avoid suggestion of ‘entrapment’. Having said this, it is important to appreciate that the absence of a sign may not always be grounds against enforcement action since Appeal

bodies generally take a common sense approach to determining contested actions.

- d. Statutes often require that - if upright parking signs are to be used – then they must be introduced only in conjunction with certain associated road markings (like yellow line waiting restrictions, yellow kerb blip loading restrictions, or bay markings). However, this is not always the case and there are instances when each may legally be used without the other. However, normally both may only be used where there is actually a TMO (or other statutory prohibition) in existence at a location.
- e. Like all other types of traffic sign, parking signs can be a source of ugly and/or obstructive street clutter. They therefore need to be designed and located sensitively to avoid this whilst still remaining enforceable.

## 2 Use requirements

- a. It is not the purpose of this design standard to explain when waiting or loading restrictions should be introduced – only to explain how upright signs associated with these should be arranged when a decision is taken that such restrictions are necessary.

## 3 Design requirements

### 3.1 Review of signage proposals by the Parking Design Manager

- a. See standard DS.300 for details of the above.

### 3.2 General requirements for all types of sign

- a. Standard DS.300 includes important overarching requirements about the use and design of traffic signs. These include requirements about
  - i. the arrangement of terminal signs (see also section 3.3)
  - ii. mounting signs as part of composite assemblies within a single sheet fabrication
  - iii. use and colour of backing boards
  - iv. the colour of the rear faces of signs

- v. the provision of protective edgings to low mounted signs
- vi. types of sign mounting bracket
- vii. the structural design of sign post assemblies
- viii. the colour of mounting posts (and possible application of visibility bands)
- ix. the size of signs, height of text within them, and width of borders to their edges where variant dimensions are permitted under Regulations
- x. mounting signs on private property (e.g. walls or railings)

The majority of these apply equally to signs related to parking prohibitions.

### 3.3 Terminal signs marking the start and end of Zonal parking restrictions

#### 3.3.1 Structures that signs may be mounted to

- a. See DS.300.

#### 3.3.2 Fixing height and position of signs on the structures that they are mounted to

- a. Parking related Terminal signs should be fixed and positioned on structures as per the requirements of DS.300 for other types of Terminal sign.

#### 3.3.3 Location of signs in the horizontal plane

- a. See DS.300 for general requirements about the horizontal plane location of terminal signs including
  - i. the number to be provided at a given point of entry or exit from a zone
  - ii. the maximum permitted distance from these may be placed at in relation to start of the prohibition as described in the associated Traffic Management Order.

#### 3.3.4 Miscellaneous

- a. At locations where
  - i. the zone identity changes (for the purposes of permit eligibility)
  - ii. but where the restriction remains the same

Then a Zonal sign is not required. None

should be provided.

### 3.4 Length specific signs beside yellow line and kerb blip waiting/loading restrictions and waiting/loading bays

#### 3.4.1 Structures that signs may be mounted to

##### Normal works

- a. Where works are being undertaken either
  - i. directly by the Highway Authority and no developer has any involvement in them
  - ii. by a developer (which may be to either an existing Highway or a proposed new Highway) but the parking signs in question are located away from any frontage over which the developer has control.

Then, subject to section 3.1, parking signs should be mounted to either

- iii. walls, railings, fences or similar boundary structures to any Council freehold properties that bound the Highway extents at the location where the sign is required (see note 1)
- iv. lighting columns wherever these
  - are present in a convenient location and (in the case of existing lighting columns)
  - have sufficient residual structural capacity to accommodate them

However, lighting columns should not be introduced purely to accommodate parking signs. But, if either

- v. there is no conveniently positioned Council freehold property or lighting column at the location where the sign is required
- vi. (for existing lighting columns) it can be actively proven that this does not have sufficient structural capacity to accommodate a sign.

Then the requirements of 'c' apply instead. Where this paragraph applies (see 'a') then, subject to section 3.1, parking signs should be mounted to an item of street furniture (other than a sign post) for which there is some other need. Examples include bollards and seating cubes. However

- signs should not be fixed to pedal cycle stands (even if the restriction relates to the stands)
  - care must be taken to avoid awkward arrangements where the location of street furniture is contrived purely to accommodate signs. This is seldom visually successful
  - see section b about fixing height requirements
- vii. an existing post that accommodates an existing other traffic sign
- for which there remains an enduring need
  - which is itself correctly positioned (for which see standard DS.300)
- viii. a new post, though this requires level 1 departure to check that the other options above have first been reasonably discounted. Wherever possible the post should be shared with at least one further traffic sign
- ix. exceptionally, to private non-Council freehold structures that bound the Highway extents (e.g. walls, railings or fences) (see note 2).

*NOTE 1: Examples of Council freehold properties may include Council offices, meeting halls, parks, depots and Housing estate properties.*

*NOTE 2: Given the extensive officer time required to reach legal agreements with freeholders to permit signs to be mounted to their property, the Highway Authority will normally only explore this option where the freeholders of a relevant property themselves proactively offer it. Where such offers exist the Highway Authority reserves the right to instruct designers and to pursue this option.*

#### Specific developer related works

- b. Where both
- i. works are being undertaken by a developer (which may be to either an existing Highway or a proposed new Highway)
  - ii. the parking signs in question are located along frontage over which the developer has control

then, subject to section 3.1, as per the requirements of standard DS.300, parking signs should be mounted to the developers private structures that bound the Highway extents (e.g. walls, fences or railings to front gardens or other private thresholds) along that section of frontage. However, if it is agreed as per standard DS.300 requirements that this is not appropriate (and related departures are granted) then the requirements of 'b' apply instead.

- c. Where this paragraph applies (see 'b') then, subject to section 3.1, parking signs should be mounted to
- i. lighting columns wherever these
    - are present in a convenient location
    - (in the case of existing lighting columns) have sufficient residual structural capacity to accommodate them

However, lighting columns should not be introduced purely to accommodate parking signs – particularly where wall or centenary mounting of luminaries is otherwise possible or required.

However, if either

- ii. there is no conveniently positioned Council freehold property or lighting column at the location where the sign is required
- iii. (for existing lighting columns) it can be actively proven that this does not have sufficient structural capacity to accommodate a sign then signs may be mounted instead to
- iv. an item of street furniture (other than a sign post) for which there is some other need. Examples include bollards and seating cubes. However
  - signs should not be fixed to pedal cycle stands (even if the restriction relates to the stands)
  - care must be taken to avoid awkward arrangements where the location of street furniture is contrived purely to accommodate signs. This is seldom visually successful
  - see section b about fixing height requirements



- v. an existing post that accommodates an existing other traffic sign
  - for which there remains an enduring need a
  - which is itself correctly positioned (for which see standard DS.300)
- vi. a new post, though designers must check that the other options above have first been reasonably discounted. Wherever possible the post should be shared with at least one further traffic sign
- vii. exceptionally, to other private freehold structures that are not owned or controlled by either the developer or the Council but which bound the Highway extents (e.g. walls, railings or fences) (see note).

*NOTE: Given the extensive officer time required to reach legal agreements with freeholders to permit signs to be mounted to their property, the Highway Authority will normally only explore this option where the freeholders of a relevant property themselves proactively offer it. Where such offers exist the Highway Authority reserves the right to instruct designers and to pursue this option.*

### 3.4.2 Fixing height and position of signs on the structures

#### Height

- a. Signs should be fixed at the heights required by Table 1, appropriate to their location. Other fixing heights require level 1 departure. This is most likely to be permitted in order to allow fixing to items of street furniture (such as low cube bollards, seating plinths or barrier railings). Approving Officers also have discretion to instruct lower fixing heights in order to permit mounting to items of street furniture.

#### Position

- b. Signs should be positioned relative to their mounts as per DS.300.

### 3.4.3 Location of signs in the horizontal plane (including frequency of spacing)

#### Longitudinal position in relation to restrictions

- a. Plates should be located in the horizontal plane to be
  - i. (for parking places)  $\leq 15\text{m}$  from the start of a parking bay except if the bay is  $\leq 30\text{m}$  in length in which case only one sign is required (which can be positioned at any longitudinal position within that parking space). If bay lengths are  $>30\text{m}$  then signs should be repeated at intervals of approx 30m
  - ii. (for waiting and loading restrictions)  $\leq 15\text{m}$  from the start of a restriction and repeated at an interval of approx 60m.

#### Transverse position (e.g. front or back of footway)

- b. If parking signs are located on
  - i. lighting columns or other street furniture (besides new or existing sign posts) then the transverse position of the sign is of no consequence
  - ii. new posts then
    - if no other type of sign will be located on the post, it should be located to the rear of the footway against the limits of the highway. Other locations require level 1 departure, though approving officers also have discretion to instruct these by the same if they have reasonable concerns related to accessibility for pedestrians (see note 1). If it is permitted to locate a post towards the front of the footway then a common sense approach should be taken to agreeing the set back from the carriageway edge (see note 2)
    - if the sign will accommodate another type of sign then the transverse location requirements for that other sign should take precedence. However, wherever possible designers should seek to find overall sign arrangements that allow the greatest number of posts possible to be located to the rear of the footway against the Highway limits
  - iii. existing posts that already accommodate an existing other type of sign (which is to be retained due to an

ongoing need for it) then the transverse location requirements for that other type of sign should take precedence. However, wherever possible designers should seek to find overall sign arrangements that allow the greatest number of posts possible to be located to the rear of the footway against the Highway limits.

*NOTE 1: An example of an instance when locating a sign away from the Highway limits on accessibility grounds might be justified is where there is a significant paved private threshold immediately abutting the Highway with no fence, rail or other upright boundary to define the two. In such instances it is likely to be preferable to locate the sign at the front of the footway rather than in the middle of what most members of the public would generally perceive to be the 'overall pavement'.*

*NOTE 2: In many instances a 450mm set back is likely to be appropriate to avoid posts being struck by vehicles.*

### 3.4.4 Positioning and orientation of fixed signs

- a. Parking signs should be orientated to be parallel to the edge of carriageway. They should not be tilted so as to face slightly towards one direction or the other.
- b. If bays or prohibitions with differing prohibitions immediately abut one another then the aim of reducing the number of sign posts required may sometimes (though not always) be best served by locating the first sign for each on a single shared post located shared post located immediately at the point of transition. If this approach is taken then
  - i. each sign should include an arrow pointing in the direction to which it applies
  - ii. the sign with the left facing arrow (as seen when facing it) should be located above that with the right facing arrow.

SSDM/RP Specification Area within which the post is located	Type of prohibition	Position of sign in the horizontal plane	
		Front of footway (at carriageway edge)	Back of footway (against Highway limits)
		Required sign fixing height (metres) – though see notes	
World Centre Town Centre	Designated space for waiting or loading	2.1m to base of lowest sign	- For signs with a face area $\leq 0.15\text{m}^2$ : 1.1m to base of lowest sign
	Waiting restriction		
	Loading restriction	- For signs with a face area $\leq 0.15\text{m}^2$ : 1.1m to base of lowest sign	- For signs with a face area $> 0.15\text{m}^2$ : 2.1m to base of lowest sign
	Stopping restriction	- For signs with a face area $> 0.15\text{m}^2$ : 2.1m to base of lowest sign	
All others	Designated space for waiting or loading	2.1m to base of lowest sign	- For signs with a face area $\leq 0.15\text{m}^2$ : 0.8-0.95m to top of highest sign
	Waiting restriction		
	Loading restriction	0.8-0.95m to top of highest sign	
	Stopping restriction		- For signs with a face area $> 0.15\text{m}^2$ : 2.1m to base of lowest sign
<b>NOTE</b>			
1) If signs are mounted to lighting columns or existing sign posts (see section 3.4.2) then, irrespective of whether those columns or posts are located at the front or back of the footway, the lowest sign should be fixed so that its base is at 2.1m.			
2) In areas prone to vandalism the Parking Design Manager is likely to require minimum fixing heights of 2.1m to the base of signs in all instances. As per section 3.1 they have discretion to instruct this upon their review of proposals.			

Table 1 - Required fixing heights for Length specific parking signs