

Annex 3

Explanation of Permit Zones

Clarification of Controlled / Residents Permit Zones:

A controlled parking zone (CPZ) enables us to have a standard parking restriction throughout an area (indicated by zone entry signs) without the need of additional signing for every stretch of single yellow line. This reduces street clutter, which is important to residents, and is a policy that Surrey County Council supports. Signs are still required for all parking bays.

We can introduce resident permit bays either individually, or within a CPZ, the only difference being the matter of signage for single yellow lines. Properties entitled to permits are listed in the traffic regulation order (TRO).

An area that is set aside for resident permit holders only is easier than a CPZ to extend in the future. There is not necessarily a need for yellow lines across dropped kerbs, as they can be enforced separately. We would however recommend the installation of yellow lines in areas where it is required for safety reasons.

Another option to consider is that we can extend parking bays across dropped kerbs, and mark out the access with white 'H-Bars'. This reduces the amount of yellow lines required, and by reducing the number of individual parking bays reduces the number of signs required for parking bays. It also increases parking capacity of the road by allowing the resident or visitor to park across their driveway (although a permit would still be required in operational times). We would, however, only wish to introduce this type of scheme where the road/zone is under heavy parking pressure, as the markings can be misunderstood, or abused.

Zones without road markings:

Please note that during previous discussions with DfT over a scheme in Spelthorne, it was stressed by them that the roads in question had to have some significant features, for example, block paving, cobbles or an historical feature as opposed to a normal black topped road. This is to prevent the spread of this type of scheme in all roads.

Extracts from The Traffic Signs Manual – Chapter 3:

Where the road is a cul-de-sac and all parking is for permit holders only, the signing described in para 7.15 might be appropriate (see below), but this will require authorisation from the Department (see para 2.1, below). In this case there would be no road markings within the road concerned, but it would be designated as a parking place for permit holders.

7.15 Where parking in an entire road is reserved solely for permit holders and where no other parking or loading activities are permitted, it might be possible to provide signs at the entrance to the road and dispense with signs and bay markings within the road itself. It should be noted that such signs are not prescribed by the Regulations and will require authorisation (see para **2.1**). Many roads will not be suitable for this type of signing and any proposed scheme should be discussed with the Department at an early stage. The most likely candidates would be a cul-de-sac or a small network of roads with little or no through traffic. This type of signing might be appropriate in an environmentally sensitive area, or near a large sports stadium where parking restrictions are required only on certain days of the year. In this case a special direction should be sought from the Department (see para **2.1**) to allow the signs to be used without bay markings.

Any part of a road may include a prohibition of waiting (which would apply equally to permit holders) and be signed and marked.

Signs indicating the end of the permit holder parking area will be needed, unless it is a cul-de-sac, and again these will require authorisation.

2.1 All traffic signs placed on a highway or on a road to which the public has access (right of passage in Scotland), as defined in section 142 of the Road Traffic Regulation Act 1984 and amended by the New Roads and Street Works Act 1991, must be either prescribed by Regulations or authorised by the Secretary of State for Transport (for installations in England), the Department for Regional Development (Northern Ireland), the Scottish Executive or the Welsh Assembly Government as appropriate. Care should be taken to ensure that signs are used only as prescribed in the Regulations, and in accordance with any relevant directions, and that no non-prescribed sign is used unless it has been formally authorized in writing. Failure to do so may leave an authority open to litigation, or make a traffic regulation order unenforceable. There could be circumstances where it might be appropriate to use prescribed signs in a manner that is not strictly in accordance with the Directions. In such cases, a special direction (not an authorisation), given in writing, should be sought from the Department. Except in the case of certain signs to indicate temporary obstructions or placed by the police in an emergency, signs may be placed only by or with the permission of the traffic authority.

(Please note that as of the DfT was proposing that authorization would no longer be required for these schemes as of November 2011)