



Implementing Restricted Zones

Steve Boor, St Edmundsbury Borough Council

steve.boor@stedsbc.gov.uk

Following enhancements to the environment through improved paving and other means, it is not uncommon for the addition of even 50mm primrose lines to spoil the overall effect.

However, it is necessary to indicate where parking is permitted and the answer to this might be to create a **restricted zone**. This allows parking restrictions without the need for yellow lines.

Experience with restricted zones has shown a number of factors need to be taken into account for the introduction of a zone to be successful:

- A restricted zone needs to be fundamental to the design and not added as an afterthought.
- The most important consideration is that the Highway Authority cannot introduce a restricted zone without specific Department for Transport consent for the necessary signing.
- Early engagement with the traffic engineers who will be arranging the traffic regulation order and signing is therefore essential.
- Consent may take some time and ideally needs to be in place so the scheme can be opened and enforced from the beginning.
- Contact with the enforcement agency is important; either the police or local authority if the area has civil parking enforcement. Agreement must be reached and input can be valuable if they have experience of similar schemes elsewhere.
- Consider the design from the point of view of the motor vehicle users; relaying the footways and using bitmac on the carriageway alone will not lead to a successful restricted zone. The whole appearance of the area needs to change needs to change, where possible the driver should be in no doubt where parking and waiting might be permitted without reliance on signing.
- Carriageways should be narrowed to the minimum necessary for the expected movements and if parking, loading, etc are to be permitted it should be in clearly defined bays that are easily identifiable to casual observation. This also avoids the need for bay markings.
- The positioning of the signing is also important. A forest of signs can be avoided if property owners agree to the repeater signs being placed on suitable walls, fences, etc.

(sign is variant of 637.2). The signs which permit rather than forbid (eg loading bay) do not need to be more prominent and in most case should be placed behind the kerb line and clearly visible to any driver attempting to wait. Without yellow lines it is necessary to use larger entry and exit signs, to the size and dimensions of the Department for Transport's working drawings for restricted zone signs. This can be obtained from the Traffic Signs Policy Branch.

- If the proposed scheme involves some element of pedestrianisation, during part of the day or week, pedestrian zone signing should be used as an alternative. The Department for Transport may provide special directions permitting the omission of yellow line and/or repeater plates.

Extract from 'Manual for Historic Streets'(2008) available from www.ehtf.org.uk