

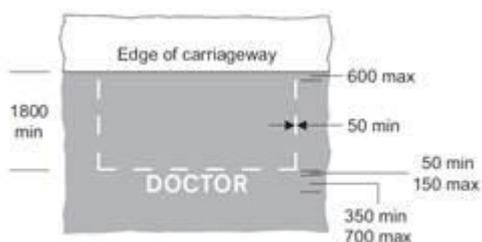
**Query:** What are the main impacts on parking bay signage of the new TSRGD regulations?

**Response:** Thanks for your enquiry. The legal requirements for parking bays were changed significantly with the new signing regulations (TSRGD 2016), but the Department for Transport’s supporting advice (Chapter 3 of the Traffic Signs Manual) has not yet been brought up to date to reflect these changes. Consequently, I will give the clearest advice I can, but it has to be subject to whatever further guidance may eventually be forthcoming from the Department.

The key to it all is to have a clear understanding of the terms involved and, in particular, what is meant by “parking bays” and “parking spaces”. Paragraph 7.1 of Chapter 3 offers the following definitions:-

parking bay	“a defined area marked on the carriageway where vehicles should be parked” [may or may not be marked into individual parking spaces]
parking spaces	“individual parking spaces for single vehicles” [together comprising a parking bay]

Many councils use these terms in their traffic orders, but not necessarily in the same sense as the Department for Transport. Confusion can easily result and needs to be carefully avoided. Under the TSRGD 2016, the road marking requirements have been changed and simplified. A single marking (diagram 1028.4 and variants) has replaced several separate diagrams for bays with and without individual spaces, bays for various types of user, and bays in parallel or echelon formation. The new marking is shown like this for a doctor’s bay at the edge of the carriageway and parallel to the kerb:-



This is a marking of an unspecified length and for an unspecified number of vehicles. However, one of the permitted variants is that “The bay may be divided into individual spaces” with a continuous or broken white line (Schedule 7, Part 5, Paragraph 2(4) of TSRGD 2016). Double lines are no longer prescribed to indicate the ends of the bay. Instead, the limits of the bay are simply the beginning and end of the first and last spaces.

Where a bay is divided into individual spaces, Paragraph 7.50 of Chapter 3 says “it is not necessary to provide a sign for each individual space. The whole run of parking spaces should be treated as a single bay for the purposes of signing (i.e. signs should be placed at approximately 30 m intervals).”



However, any break in an otherwise continuous run of adjacent spaces, whether for a vehicular access or any other reason, will represent a break between one parking bay and the next. Each bay (but not each space) then needs to be signed separately.