



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Signing on quiet rural routes

## Position Statement

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# Background

Transport Scotland has regularly received applications from local authorities to authorise non-prescribed road signing to identify rural quiet routes which are deemed suitable for walking, cycling, and horse riding, within the road carriageway space (and therefore shared with motor traffic).

These routes are typically quiet (in terms of motor traffic), rural in nature, and narrow, therefore not encouraging high vehicle speeds. An example is illustrated in Figure 1.



Figure 1 - Example of rural quiet route.

This document sets out Transport Scotland's position regarding the consistent signing of these routes, particularly in relation to non-prescribed signs.

## Regarding prescribed signs

Traffic signs for Scotland are prescribed in the Traffic Signs Regulations and General Directions (as amended). [Traffic Signs Regulations and General Directions | Transport Scotland](#)

TSRGD prescribes a traffic sign for use in England, Diagram 884 which defines "*Start of a quiet lane in England designated under section 268 of the Transport Act 2000*". However, this sign is not available for use in Scotland as the Transport Act 2000 does not apply. Figure 2 illustrates prescribed sign Diagram 884, and also prescribed Diagram 886, which is further referenced in this paper.



Figure 2 – Prescribed signs Diagram 884 and 886

Where a traffic sign is proposed which is not prescribed in TSRGD, this requires authorisation from Scottish Ministers through the non-prescribed sign process. There have, in the past, been various designs authorised for use for a similar purpose. This includes speed limit signs with associated non-prescribed plates, and variations to Diagram 886 to include an equestrian symbol and therefore provide a more “rural” impression.

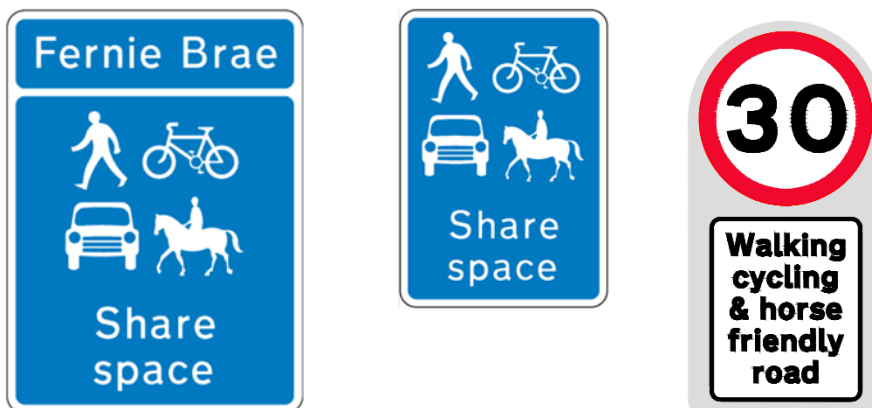


Figure 3 – Non-Prescribed signs previously authorised.

Transport Scotland is keen to ensure that non-prescribed sign applications and authorisations for this purpose are presented consistently to an agreed format. This will enable consistent signing which is familiar to road users, and simplifying the application and authorisation process.

## Current practice

Recent authorisations have consistently followed the format of a variation of the blue Diagram 886, with the addition of an equestrian symbol in the bottom-right position (refer to Figure 3). The white plate beneath the speed limit, “*Walking cycling and*

*horse friendly road*” is considered less desirable for a non-prescribed sign authorisation, as it suggests that a “status” has been conferred on the route, which is not the case.

Several schemes have been authorised where a larger “gateway” sign is provided, sometimes incorporating a scheme name (as shown in Figure 4 “Fernie Brae”). This is followed by smaller repeater signs along the length of the scheme.

In certain cases, a speed limit has been incorporated within the scheme. This decision is for the roads authority to consider and is largely independent of the decision to authorise a non-prescribed sign. However, generally it is considered that the signing is most appropriate where traffic speeds are naturally low (due to route alignment, road width etc).

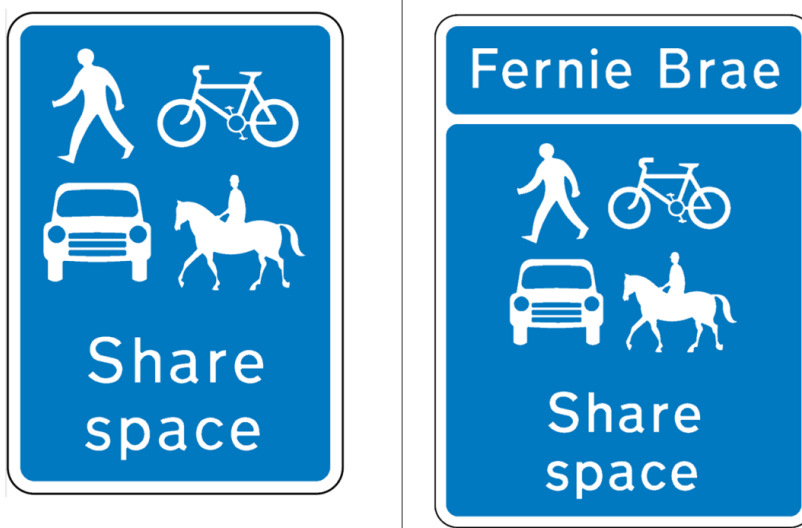


Figure 4 – Sample repeater (left) and gateway (right) signs.

## Transport Scotland position

Transport Scotland will continue to review all non-prescribed traffic sign applications on a case-by-case basis. Transport Scotland has been advised that “blanket” authorisations are no longer advisable, given that TSRGD is now devolved to Scottish Ministers.

The current practice will continue, with applications incorporating the blue variation to Diagram 886, incorporating the equestrian in the bottom-right position, generally viewed favourably in appropriate situations, with the appropriateness to be demonstrated within the application.

Transport Scotland's favoured approach for consistent quiet route signing is therefore as follows:

- The blue variation to Diagram 886, incorporating an equestrian in the bottom-right position is preferred.
- A scheme name may be added at the top of the gateway sign, where appropriate, as shown in Figure 4.
- The x-height of the gateway sign should be 40 mm.
- The x-height of a repeater sign should be 30 mm.
- The suitability of the route for this purpose, including any proposals for speed limits (where applicable), should be considered by the applicant and detailed in the non-prescribed sign application.
- The provision and regularity of repeater signs are at the applicant's discretion.
- The signs have no legal enforcement status, and are for information only, but the application should demonstrate that they are appropriate in the situation.

Further information on the non-prescribed sign application process is available on Transport Scotland's website, at [Non-prescribed traffic signs | Transport Scotland](#).



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