



Red Route Policy

North Essex Parking Partnership

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Introduction

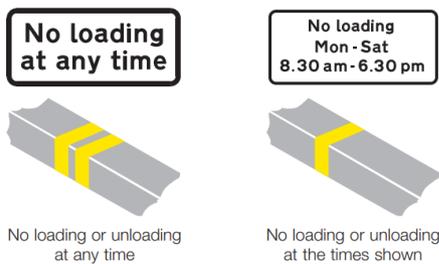
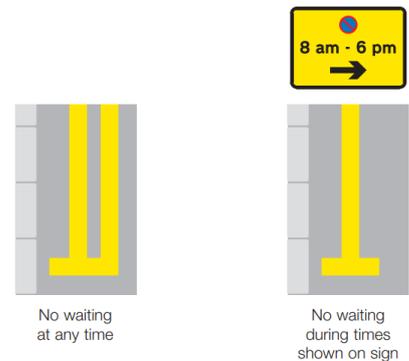
This document outlines the purpose and application of red route restrictions, providing guidance for partner organisations on their use, benefits, and alternative measures. It aims to support informed decision-making when considering traffic management measures.

Background

Waiting & Loading Restrictions

Traditionally, waiting and loading restrictions have commonly been used to manage parking and traffic flow. These restrictions are indicated by yellow lines, and apply to the carriageway, pavement and verge. Waiting and loading measures can be limited in their effectiveness, particularly in areas requiring more visible and enforceable restrictions.

Yellow lines on the highway indicate waiting restrictions. You may stop to load or unload, and to allow passengers to board or alight, unless loading restrictions are also in place (as described below). Double yellow lines mean no waiting at any time, unless seasonal restrictions are indicated on adjacent signage. Single yellow lines mean no waiting at the times indicated on nearby signage.



Loading restrictions are indicated by yellow markings on the kerb or edge of the carriageway. Again, a double kerb marking indicates no loading at any time, whilst a single kerb marking means no loading at the times indicated on adjacent signage. Vehicles may stop whilst passengers board and alight.

School Clearway Restrictions

School keep clears and associated yellow lines are typically used around schools. These restrictions are time-limited and require physical enforcement, which can be resource-intensive and less effective in preventing verge or footway parking.



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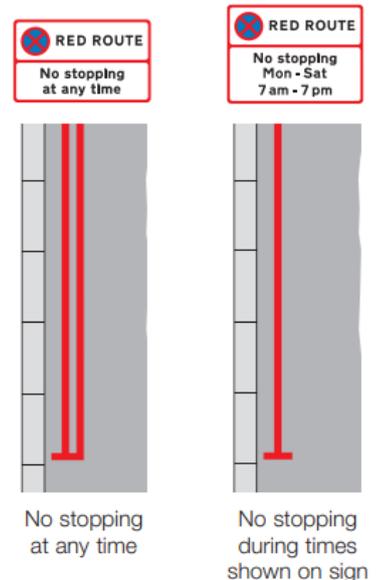
Red Route Restrictions

Definition and Use

Red routes, which indicate no stopping, are increasingly used where traditional restrictions, such as no waiting and no loading, are not appropriate. This is typically where the free flow of traffic is paramount, such as near schools, junctions, or to assist large vehicle access such as refuse freighters and buses. They are especially effective in deterring inconsiderate parking and can be enforced using approved devices (CCTV).

'No Stopping' includes stopping to park, load/unload or to board and alight from a vehicle, as with Clearway restrictions which are commonly found in all Partnership areas. A red route traffic regulation order (TRO) should permit a licensed taxi, or driver of a vehicle displaying a blue badge, to stop to collect or set down a disabled person. Drivers of other vehicles should not stop for any purpose other than an emergency or breakdown.

Similarly to yellow lines, double red lines indicate no stopping at any time, whilst a single red line means no stopping at the times indicated on adjacent signage. These restrictions apply to the carriageway, pavement, and verge. Within a red route there may be separately lined bays in which loading or parking is permitted, though this will again be indicated by nearby signage.



'Red Route Clearways' could also be considered for significant schemes which cover a much wider area, such as A or B classified through-roads which service a Town or City Centre, large scale Industrial Estates, or roads which encircle a site such as an airport. No lines are required in these instances and the entry and exit points of the Clearway would be sign-posted applicably, as well as any parking permitted in bays or laybys.

If a 'Red Route Clearway' is introduced it is important to note that, unlike with other red route or red line restrictions, enforcement cannot be carried out via approved devices (CCTV). This function would need to be undertaken by a patrolling officer, in the same manner as the enforcement of an Urban or Rural Clearway.

Advantages and Disadvantages

Red lines form part of a limited list of restrictions (including school keep clears and bus stops) which can be enforced by an approved device (CCTV). This could be either a fixed camera, or one attached to an approved vehicle. CCTV enforcement enables Civil Enforcement Officers to take immediate action if a contravention is detected, **making enforcement more efficient**. Note: CCTV enforcement is not possible for 'Red Route Clearways', which do not require road markings.



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Red routes also tend to offer a **more visible deterrent**, which is effective against careless and inconsiderate parking. Red routes also **require less road space and maintenance**, without the need for kerb markings or additional signage. These efficiencies make the measures **more cost-effective** in the long-term.

However, the materials required for red routes – including the paint - do have **higher initial costs** than alternative measures, especially if CCTV equipment needs to be purchased. They also **require careful planning to avoid isolated or unjustified installations**.

Applications for New Measures

When considering requests for red route restrictions, NEPP will consider practical implications such as introduction costs (planning, advertising and installation), enforcement options, surrounding restrictions, and long-term maintenance needs. These will be weighed up against other measures, such as yellow line equivalents. Red route restrictions should be considered where traditional measures are ineffective or difficult to enforce, for example:

New School Sites

Red lines offer better enforcement and visibility than yellow lines, especially when paired with CCTV vehicles or fixed cameras. This is illustrated in appendix one. Whilst CCTV enforcement can be utilised for school keep clear markings, this does not extend to any accompanying yellow lines and, unlike red lines, they do not prevent parking on verges or footways. This would mean the presence of a Civil Enforcement Officer would still be required to issue penalty charge notices to vehicles in contravention but, in essence, officers tend to act as traffic marshals in these locations. The introduction of red line restrictions at new school sites allows a CCTV vehicle to be utilised for all measures in place, acting as a more visible deterrent for those who may be inclined to contravene and park in an anti-social or dangerous manner.

Red line measures are also cheaper to install and maintain, as a line requires less road space and paint than a typical school keep clear. Lines also witness less vehicular traffic and subsequent wear than a school zig zag.

However, when considering school-based parking issues, sterilisation of all parking should not be encouraged as some road-based parking does serve to manage traffic flow and speed.

Built-up Areas/Housing Developments

Some larger, built-up developments can suffer with access issues for large vehicles, such as refuse trucks. These areas can benefit from red route restrictions to act as a deterrent. One such example is illustrated in appendix two for The Square, Loughton. This housing estate is near a tube station, as well as having the presence of school restrictions in the direct vicinity. Red route installation allowed for effective, efficient CCTV enforcement.



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Replacement of Existing Measures

The NEPP are witnessing a rise in the number of requests for conversion of existing measures to red route equivalents. Unlike a new site request, we must apportion additional costs to the conversion of existing measures.

Whilst the processing costs of a red route TRO conversion will be comparable with a new site request, there are significant costs involved initially in the preparation of the road surface. All existing lines will need to be removed beforehand and cannot be overlaid with new measures, as this would significantly reduce the longevity of lines and lead, in most cases, to a relatively rapid erosion of new markings. In these cases, hydro (high pressure water) or sand blasting will need to be utilised to return the Highway to a “blank canvas” state. Traffic management would also be required due to the machinery used in this process, to manage and prevent risks and to preserve the safety of Highway operatives. The additional cost (above those associated with a new site TRO) would be more than £3200 *per day*, consisting of £2500 for removal and £700 traffic management costs.

Note: Requests to consider whether existing school sites may be suitable for conversion to red-line restrictions should be directed to Essex County Council (ECC), who review school-related measures as part of the Safer Streets programme (example shown in Appendix Three). Any assessment would be carried out collaboratively, with ECC, Essex Highways and the NEPP colleagues sharing relevant data, local knowledge and expertise as appropriate. Outcomes will depend on the priorities and resources available within the programme.

Alternatives

There are some existing alternatives which should be considered alongside red routes when planning highway changes. In some cases, these may be more beneficial when the processing costs are considered to outweigh the advantages.

- Enhancing existing no-waiting restrictions with the addition of no-loading measures.
- Safer Streets Programme: managed by Essex County Council (ECC), this initiative reviews and upgrades school-related restrictions using data-driven approaches (e.g. Millfields School, Wivenhoe, Appendix Three).
- Essex Act Enforcement: There are sometimes pressures to utilise red route measures to prevent verge-based parking, however alternative legislation – the Essex Act - is available for use and is provided at a cost to the applicable landowner. If red route measures are desired, this can be arranged if external funding is available.



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Conclusion

Red route restrictions offer a modern, efficient-to-enforce solution to traffic and parking challenges, particularly in sensitive or high-traffic areas. While not universally applicable, they provide a valuable alternative to traditional measures when used strategically and supported by appropriate enforcement mechanisms.



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Appendices

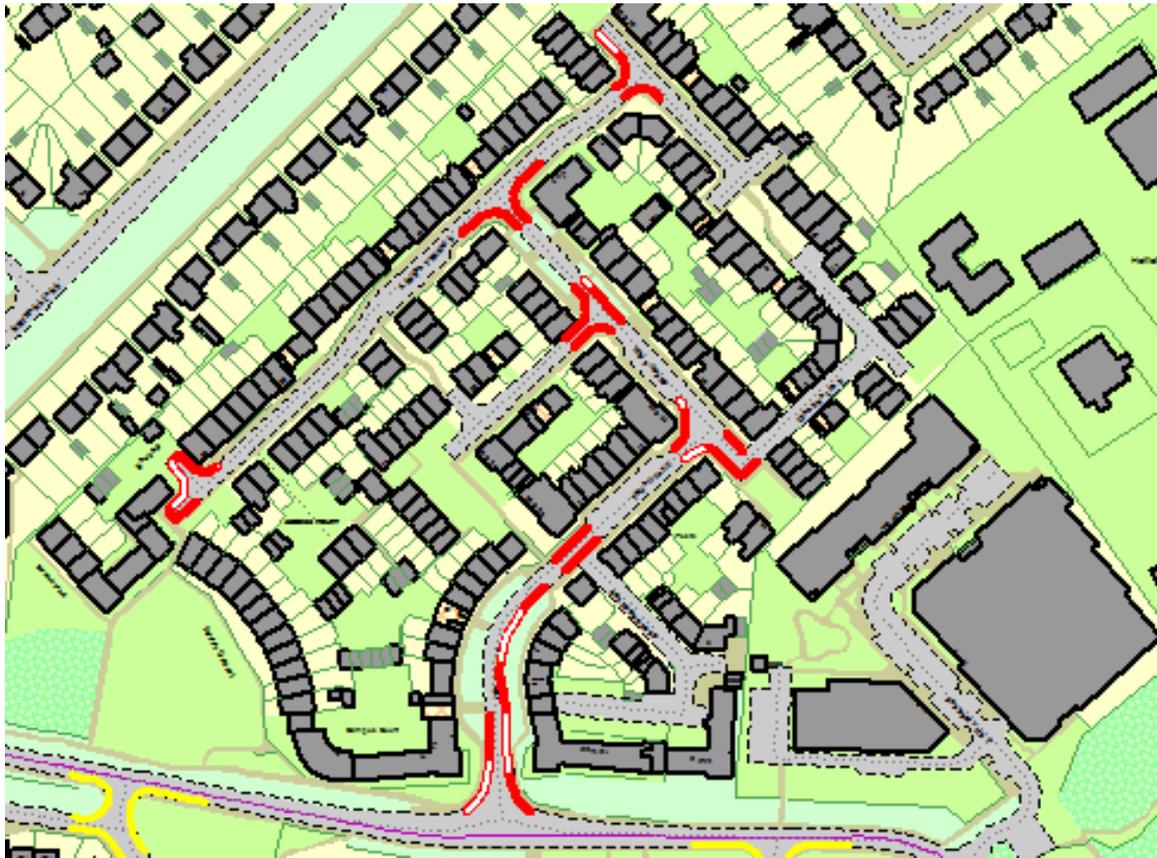
Appendix 1 - Kettle Street, Colchester



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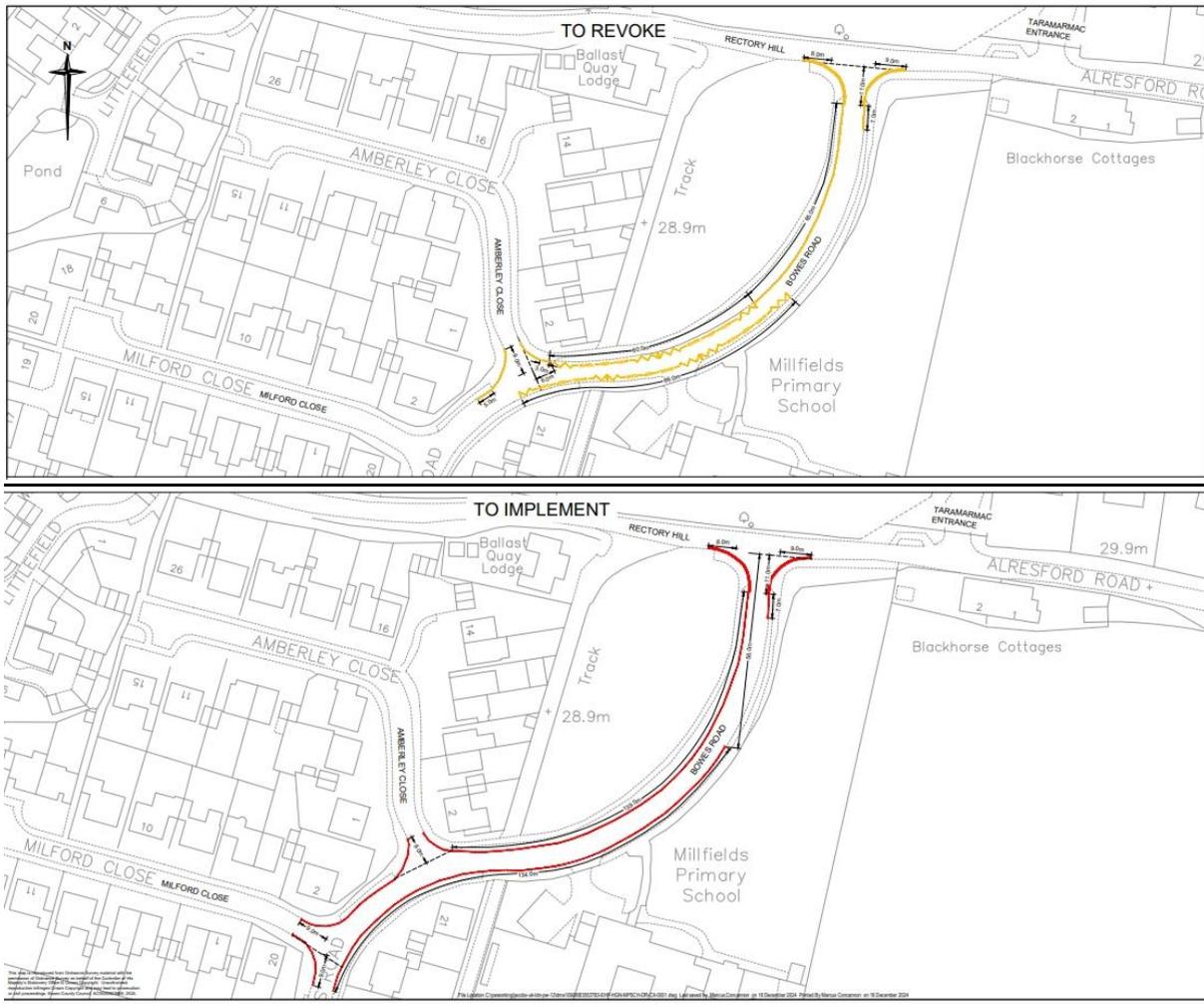


Appendix 2 – The Square, Loughton



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Appendix 3 - Millfields School, Wivenhoe



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