

**STREET LIGHTING  
AND ILLUMINATED SIGNS POLICY**

October 2004

## **1. COVERAGE OF POLICY STATEMENT**

1.1. This Policy statement covers the following Service Delivery areas: -

- 1.1.1. Lighting of Public Highways
- 1.1.2. Lighting of off Highway footways and cycle ways
- 1.1.3. Illuminated signs
- 1.1.4. Lighting on new Developments
- 1.1.5. This policy is not exhaustive of the requirements of City of York Council and should be read in conjunction with the current Street Lighting Specification. Any inaccuracies are to be reported to the Engineer. The Councils decision is final.

## **2. LIGHTING OF PUBLIC HIGHWAYS, FOOTPATHS AND CYCLEWAYS**

### **2.1. OBJECTIVES OF THE SERVICE**

- 2.1.1. When installed, public lighting shall contribute to the safe use of the public highway concerned by those on foot and in vehicles and shall not, by its presence, create or contribute in any manner to any pre-existing or new safety hazard on that highway.
- 2.1.2. Lighting equipment shall enhance the streetscape both during the hours of darkness and during the day. Care will be taken to minimise lighting pollution and energy efficient light sources shall be used.

### **2.2. GENERAL PRINCIPLES**

- 2.2.1. Luminaires are to be mounted on lighting columns. These are to be circular in section and manufactured from steel to BS EN 40, hot dipped galvanised to BS 729 and painted in accordance with 2.7. Roots shall be bitumen coated.
- 2.2.2. If practicable and approval is granted by the adopting authority, lighting may be provided by the attachment of luminaires to buildings. In this instance, the necessary agreement(s) shall be sought from the owner and tenant(s).
- 2.2.3. When lighting equipment is installed on buildings care shall be taken when selecting and erecting equipment so as to minimise the visual impact caused.

- 2.2.4. Columns and lantern fixings shall be sized to the minimum dimensions required to support the forces generated by the lantern and to resist wind factors, as shown in the table below.

Column Height	Exposure Class	K Factor
5 m	1	2.2
6 m	1	2.2
8 m	1	2.2
10 m	1	2.2
12 m	1	2.2

- 2.2.5. Columns shall be sited in accordance with BS 5489.
- 2.2.6. Where a lighting column is located in a foot way the clear width between it and the furthest edge of the foot way shall not be less than 1.1m
- 2.2.7. Columns shall be painted (as specified hereafter) and individually numbered within each street at a height above road level of not less than 1.6 m. Numbers shall be visible to oncoming traffic.
- 2.2.8. Numbers shall be black on a white rectangular patch.
- 2.2.9. Optical compartments of luminaires shall be sealed to IP65 minimum and gear compartments shall be sealed to IP54 minimum.
- 2.2.10. All equipment and work shall be supplied and undertaken in accordance with the current Specification, Codes of Practice and British Standards/European Norms where applicable.
- 2.2.11. Where it is proposed to install new or substantially alter existing lighting the view of the Parish Council and Ward Committee shall be obtained prior to any commitment to a scheme being installed. In the case that the Parish Council or Ward Committee feel that lighting should not be provided, the matter shall be referred to The Executive for resolution.

## **2.3. ROAD LIGHTING – ILLUMINATION REQUIREMENTS**

- 2.3.1. Generally, lighting shall be operational throughout the hours of darkness (dusk to dawn/70 lux on, 35 lux off).
- 2.3.2. Lantern control shall be by means of photo electronic control units. Where lighting is to group controlled a suitable time clock shall be selected to comply with 2.3.1 and be capable of automatically adjusting for British summertime variations and leap years.

## **2.4. LEVEL OF ILLUMINATION**

- 2.4.1. New lighting schemes are to comply with BS 5489 and BS EN 13201. Further guidance is given in Appendix 1.

## **2.5. ILLUMINATION SOURCE**

- 2.5.1. Generally, light sources shall be High Pressure Sodium (SON/T+) except where a unit is being replaced in a system of existing units in which event the same type of light source as the rest of the system is to be used. If the existing units are MBFU the replacement luminaire shall be SON/T+ type.

## **2.6. INSPECTION OF UNITS**

- 2.6.1. Inspections shall be undertaken as follows: -
- 2.6.1.1. The lanterns and base compartments shall be cleaned as described in the current maintenance contract
  - 2.6.1.2. A visual inspection of the condition of all columns, brackets and lanterns, fixings and associated wiring shall be undertaken at each maintenance visit (reactive or routine)
  - 2.6.1.3. A full structural condition survey of all columns shall be undertaken upon the instruction from the Street Lighting Engineer
  - 2.6.1.4. A full electrical test of all equipment shall be undertaken at least every 6 years.

## **2.7. PAINTING OF ROAD LIGHTING UNITS**

- 2.7.1. Columns and brackets shall be painted. Painting will be undertaken within 10 working days of erection. The standard colour will be Black/Green (ACC Ref LO:10:10). Refer to the current Street Lighting Specification for further guidance.
- 2.7.2. Where, due to maintenance works or a vehicle knockdown replacement a single column is replaced in a system of street lighting, that column will be painted to match those in the rest of the street. Alternatively, where those columns are not painted then the replacement column will be left unpainted.
- 2.7.3. Paint shall have a required durability of: -
- 2.7.3.1. No maintenance up to eight years
  - 2.7.3.2. Minor maintenance after eight years
  - 2.7.3.3. Major maintenance after fifteen years

## **2.8. ROAD LIGHTING UNITS - ELECTRICAL SUPPLY**

- 2.8.1. It is assumed that most road lighting equipment is sited in low risk areas; therefore, a Regional Electricity Company supply shall be necessary. For further guidance contact the Street Lighting Engineer.

### **3. ILLUMINATED SIGNS**

#### **3.1. OBJECTIVES OF THE SERVICE**

- 3.1.1. This policy is not exhaustive of the requirements of City of York Council and is to be read in conjunction with the current Street Lighting Specification and City of York Council Signs Policy. Any inaccuracies are to be reported to the Engineer. The Council's decision is final.
- 3.1.2. When installed an illuminated sign shall contribute to the safe use of the footway, cycleway or road concerned by those on foot, on cycles and in vehicles and shall not, by its presence, create or contribute in any manner to any pre-existing or new safety hazard.
- 3.1.3. Illuminated signs shall enhance the streetscape, both during the hours of darkness and during the day. Care will be taken to minimise lighting pollution. Energy efficient light sources will be used.

#### **3.2. GENERAL PRINCIPLES**

- 3.2.1. All traffic signs are to comply with the Traffic Signs Regulations and General Directions.
- 3.2.2. Signs that require illumination under the above Regulations will be internally illuminated where possible.
- 3.2.3. Sign faces and associated luminaires are to be mounted on appropriately sized sign poles. These are to be circular in section and manufactured from steel to BS EN 40, hot dipped galvanised to BS 729 and painted in accordance with 3.5. Poles are to be bitumen coated.
- 3.2.4. If practicable and approval is granted by the adopting authority, signs may be attached to buildings. In this case, the necessary agreement(s) shall be sought from the owner and tenant(s).
- 3.2.5. When signs and associated cabling are installed on buildings care shall be taken when selecting and erecting equipment so as to minimise the visual impact.
- 3.2.6. Traffic signposts shall be sized to the minimum dimensions required to support the forces generated by the sign and associated wind pressure.
- 3.2.7. Illuminated traffic signs shall be sited in accordance with 2.2.5 and 2.2.6.
- 3.2.8. Traffic signposts shall be painted (subject to the proviso in paragraph 3.5) and individually numbered within each street at a height above ground

level of not less than 1.6 m. Numbers shall be visible to oncoming traffic. See the current Street Lighting Specification for further guidance.

- 3.2.9. Numbers shall be black on a white rectangular patch.
- 3.2.10. External illumination units shall have a minimum ingress protection rating of IP56
- 3.2.11. Internal illumination units shall have a minimum ingress protection rating of IP65.
- 3.2.12. All Equipment and work shall be supplied and undertaken in accordance with the current Street Lighting Specification, Codes of Practice and British Standards/European Norms.
- 3.2.13. Externally illuminated signs will be Retro reflective to Class 1 minimum and manufactured from aluminium in accordance with the requirements of The Traffic Signs Regulations and General Directions.

### **3.3. TRAFFIC SIGNS – ILLUMINATION REQUIREMENTS**

- 3.3.1. Where signs are to be illuminated they shall be operational as described in section 2.3.

### **3.4. MOUNTING OF ILLUMINATION UNITS**

- 3.4.1. Where external illumination units are used, these are to be mounted directly over the centre of the sign being illuminated. Unless the size of the sign is such that illumination from above is not suitable, illumination from below may be permitted. Mounting arrangements for all luminaires mounted on sign posts are to be agreed with the Street Lighting Engineer.
- 3.4.2. Overhead mounted illumination units shall be placed as close as practically possible to the top of the sign being illuminated with no part of the column or supporting fixings protruding above the top line of the illuminating unit. See the current Street Lighting Specification for further guidance.

### **3.5. PAINTING OF TRAFFIC SIGN POSTS, BRACKETS AND ILLUMINATION UNITS**

- 3.5.1. The standard colour will be Black (ACC Ref LO:10:10) in Conservation areas and the City Centre and Traffic Grey elsewhere.
- 3.5.2. Where, due to maintenance works or a vehicle knockdown replacement, a single traffic sign post is replaced in a system of street lighting, then that sign post will be:

- 3.5.2.1. Painted black to match existing black equipment
- 3.5.2.2. Painted traffic grey in all other installations.

3.5.3. Paint shall have a required durability of: -

- 3.5.3.1. No maintenance up to eight years
- 3.5.3.2. Minor maintenance after eight years
- 3.5.3.3. Major maintenance after fifteen years

### **3.6. ILLUMINATED SIGNS - ELECTRICAL SUPPLY**

- 3.6.1. Each sign included in the scheme is to be assessed as to whether it would be a safer option to supply the sign via a private cable network. If the sign is considered to be in a low risk location the supply is to be obtained from the Regional Electricity Company. For further guidance contact the Street Lighting Engineer.

### **3.7. ILLUMINATED BOLLARDS**

- 3.7.1. Illuminated bollards will be of the base lit type and fitted with a flexible shell. The base light assembly shall have an ingress protection rating of IP67.

### **3.8. ILLUMINATED BOLLARDS - ILLUMINATION REQUIREMENTS**

- 3.8.1. Bollards shall be illuminated 24hrs.

### **3.9. ILLUMINATED BOLLARDS - ELECTRICAL SUPPLY**

- 3.9.1. It is assumed that all illuminated bollards are located in high-risk areas; therefore, supply via a private cable network shall be required. For further guidance contact the Street Lighting Engineer.

### **3.10. INSPECTION OF ILLUMATED SIGNS AND BOLLARDS**

- 3.10.1. Inspections shall be undertaken as follows: -
  - 3.10.1.1. The lanterns and base compartments shall be cleaned as described in the current maintenance contract
  - 3.10.1.2. A visual inspection of the condition of all posts, brackets and lanterns, fixings and associated wiring shall be undertaken at each maintenance visit (reactive or routine)
  - 3.10.1.3. A full structural condition survey of all signposts and brackets shall be undertaken upon instruction for the Street Lighting Engineer.
  - 3.10.1.4. A full electrical test of all equipment shall be undertaken at least every 6 years.

## **4. LIGHTING ON NEW DEVELOPMENTS**

### **4.1. OBJECTIVES OF THE SERVICE**

- 4.1.1. When required under Planning conditions and or agreements, installed lighting on New Developments shall comply in all respects with the provisions of the preceding sections and the current Street Lighting Specification. Any inaccuracies are to be reported to the Street Lighting Engineer. The Council's decision is final.
- 4.1.2. Where a development extends to an existing road upon which there is an existing system of street lighting the developer is to seek guidance from the Street Lighting Engineer as to the requirements of the proposed extension.

### **4.2. DESIGN OF THE LIGHTING SYSTEM**

- 4.2.1. The City of York Council offers an in house design and installation service.
- 4.2.2. The developer may design and install his own lighting scheme. In which case the developer shall submit details of the proposed system for approval to the Council. No lighting will be adopted by the Council until such approval has been obtained and a Section 38 Agreement entered into by the Developer. See Appendix 1 for further guidance.
- 4.2.3. Appendix 1 lists the standard range equipment which all persons providing new lighting or new illuminated signs will be expected to adhere to wherever possible. Any departures from these standards are to be agreed in writing with the Street Lighting Engineer prior to work commencing. Where no such prior agreement has been made the City Council reserves the right not to adopt the lighting or illuminated signs concerned
- 4.2.4. Where a Developer or Ward Committee elects to use equipment which is different to that currently in use by City of York Council, then this will be permitted, subject to the following: -
  - 4.2.4.1. The equipment is approved for installation by the Street Lighting Engineer
  - 4.2.4.2. Spare equipment i.e. lanterns, bollard bases etc. is to be supplied to the Council at no cost. The quantity to be supplied shall be 10% (rounded up) of that installed.

### **4.3. ELECTRICAL SUPPLIES**

- 4.3.1. Refer to sections 2.8, 3.6 and 3.9

#### **4.4. MAINTENANCE OF THE UNADOPTED LIGHTING SYSTEM INCLUDING ILLUMINATED TRAFFIC SIGNS**

- 4.4.1. The developer shall be responsible for the maintenance (including replacement for damaged columns and the like) of the new equipment and any existing equipment affected by the works from the date of commencement of works up to and including the date of adoption.
- 4.4.2. The developer shall be responsible for the purchase of energy of the newly installed lighting system from the date of equipment being energised up to and including the date of adoption.
- 4.4.3. Immediately prior to the final adoption certificate being issued a bulk lamp change and clean shall be carried out by the developer. Dependant on the age of the installation, the Council may also request repainting, electrical test etc. which shall be carried out by the developer at his own expense.
- 4.4.4. The adoption of the illuminated equipment shall be subject to an inspection carried out by the Council. All remedial's arising from such an inspection shall have to be rectified before adoption.

## **5. MAINTENANCE OPERATIONS**

### **5.1. OUTAGE INSPECTIONS**

- 5.1.1. All units shall be scouted in accordance with current Street Lighting Specification.

### **5.2. BULK LAMP CHANGES**

- 5.2.1. Lamps are to be replaced as described in the current Street Lighting Specification.

### **5.3. FAULT REPORTING**

- 5.3.1. Reports of faults may be made by: -

- 5.3.1.1. Telephone, or

- 5.3.1.2. By letter

- 5.3.2. In all events a record is to be made of the date the fault report was received and the date it was rectified.

## **APPENDIX 1**

### **REQUIREMENTS OF NEW STREET LIGHTING PROVIDED BY DEVELOPERS OR OTHERS WHICH IS INTENDED TO BE ADOPTED BY THE CITY COUNCIL**

Street lighting and illuminated traffic signing scheme proposals shall have to satisfy the requirements listed below.

1. The submission must include a detailed specification and layout plan showing the units to be installed, removed or altered.
2. The design shall comply with BS 5489 and BS EN 13201
3. Lighting and power calculations shall be submitted where appropriate
4. Schematic drawings detailing cable types and sizes, fusing arrangements and associated control equipment shall be submitted where appropriate
5. A redesign will have to be submitted where changes have been made which affect the original submission. As built drawings and test certificates in accordance with BS 7671 will also have to be submitted to the authority.
6. Arrangements must be made with the regional electricity company to obtain electricity supplies to the proposed street furniture, including across road ducting where appropriate. You must notify your Section 38 Engineer when this is in place
7. Equipment should be sited in the public highway. If unavoidable then proposals affecting private property must include the land owners (and if applicable the tenants) written consent in the form of a wayleave
8. The developer shall be responsible for all power supply costs and maintenance of the equipment until the final certificate is issued
9. Set out below is the standard range of equipment used. If other products are preferred by the developer please contact the Section 38 Engineer
10. Immediately prior to the final certificate being issued a bulk lamp change and clean shall be carried out. Dependant on the age of the installation, the authority may also request repainting, electrical test and inspection etc. which shall be carried out by the developer at his own expense.

### **Standard Range of Associated Street Lighting Equipment**

<b>Item</b>	<b>Manufacturer</b>	<b>Model</b>
Paint system	AKZO NOBEL	Permoglaze Gloss Colour Black/Green (LO:10:10)
Illuminated Traffic Bollards	Haldo	Base Lit Bollard with 2 x 11w PL lamps and Reflex Shell
Illuminated Traffic Signs	Simmons signs	
	Externally Illuminated	Type 'A' Signlight with 1 x 11w PL lamp
	Internally Illuminated	Invinca with 2 x 11w PL lamp
Zebra Crossing Beacon	Forest City Safe Post	3 white/black bands with standard gallery and fluorescent lamp, yellow flexiglobe with Zebra flash, post 3.1m height above ground level with planted foundation.
Centre Island Beacon	Forest City Safe Post	2 white/grey bands with standard gallery and fluorescent lamp, opal flexiglobe, post Abacus Hinged 4.7m length, 3.8m height above ground level with planted foundation.
Feeder Pillars	Haldo	Haldopillar with Tri-head Screw
Photo Cell	S.E.L.C.	841 one part PECU mounted in Nema socket
Cut Outs	SMK Tofco	DPI with BS 88 Fuse(s). Cut out to be rated up to 32A
Underground Cable		XLPE / SWA / PVC 2 Core Copper Cable

### **Standard Range of Street Lighting Columns**

<b><u>Manufacturer</u></b>	<b><u>Model</u></b>	<b><u>Mounting Height</u></b>	<b><u>Material</u></b>	<b><u>Bracket Arrangement</u></b>
Stainton	Metro	5m	Tubular Steel	Post Top
Stainton	Metro	5m	Tubular Steel	0.3m Web Style
Abacus	R & L	5m	Tubular Steel	Post Top
Urbis	Chatsworth	5m	Ornate	Post Top
Urbis	Blenhiem	5m	Ornate	0.8m Hooped Style
Stainton	Metro	6m	Tubular Steel	Post Top
Stainton	Metro	6m	Tubular Steel	0.8m Web Style
Abacus	R & L	6m	Tubular Steel	Post Top
Urbis	Chatsworth	6m	Ornate	Post Top
Urbis	Blenhiem	6m	Ornate	1.0m Hooped Style
Stainton	Metro	8m	Tubular Steel	Post Top
Stainton	Metro	8m	Tubular Steel	1.5m Web Style
Abacus	R & L	8m	Tubular Steel	Post Top
Urbis	Blenhiem	8m	Ornate	1.5m Hooped Style
Stainton	Metro	10m	Tubular Steel	2.0m Web Style
Stainton	Metro	12m	Tubular Steel	2.5m Web Style

## **Standard Range of Street Lighting Lanterns**

<b>Manufacturer</b>	<b>Model</b>	<b>Mounting Height</b>	<b>Lamp Wattage</b>	<b>Source</b>
WRTL	Arc	5m	50W	SON/T+
WRTL	Arc	6m	70W	SON/T+
Urbis	ZX2	8m	100W	SON/T+
Urbis	ZX2	10m	150W	SON/T+
Urbis	ZX2	12m	250W	SON/T+
Urbis	Abbey Medium	5m	50W	SON/T+
Urbis	Abbey Medium	6m	70W	SON/T+
Urbis	Abbey Large	8m	100W	SON/T+

### **Design Guide**

This text is a guide to the general principles, which are to be adopted when designing street lighting for installation within the boundary of City of York Council.

The comments are open to discussion and any irregularities are to be reported to the Engineer.

If further guidance is required contact the Engineer.

#### **1. Lighting of Traffic Routes**

- 1.1. The surround ratio is to adhere to BS 5489:2003 where footways, cycle ways, verges etc are up to 5m in width beyond the effective width of the carriageway.
- 1.2. Where the adjacent footways, cycle ways and verges are greater than 5m in width beyond the effective width of the carriageway, a suitable CE Class is to be selected from BS 13201:2003.
- 1.3. If a scheme consists of numerous crests which, after the installation of new lighting may cause unnecessary glare to road users the entire installation is to meet G5 requirements or greater as specified in BS 5489:2003

#### **2. Conflict areas and Junctions**

- 2.1. T-junctions are generally not considered as conflict areas. Only where an array of T-junctions may cause difficulty in placing columns as described in BS 5489:2003 Annex J conflict area status is to be assigned.
- 2.2. Major T-junctions (both roads being traffic routes) are to be as specified in BS 5489:2003 Annex J where practicable
- 2.3. T-junctions of any type, both major and minor roads, are to have column 'B' and 'D' installed as specified in BS 5489:2003 Annex J where practicable
- 2.4. Cross roads, roundabouts and major intersections are to be treated as conflict areas and the suitable levels to light such areas shall be extracted from table B3 of BS 5489:2003

- 2.5. Extents of conflict area are to cover intersecting roads, building line to building line and extended to include pedestrian crossings within 10m of the boundary of the area. See section 3 for further guidance on the lighting of pedestrian crossings.
- 2.6. Conflict area's are to include adjacent footpaths and cycle ways where appropriate.
- 2.7. Where a conflict area is located on or at the end of roads with no other street lighting equipment, a suitable lighting class shall be selected for that road and the approach shall be lit within at least 60m either side of the conflict area.
- 2.8. Conflict areas are to be illuminated to a higher class than the approach roads in accordance with BS 5489 Table B3.

### **3. Pedestrian Crossings**

- 3.1. Pedestrian crossings within the boundary of a conflict area shall be illuminated to no lesser degree than the conflict area itself
- 3.2. Zebra crossings are the only crossings where 'Zebra' type lanterns are to be used
- 3.3. Crossings not covered by the above comment are to be illuminated by means of negative contrast.

### **4. Equipment in the vicinity of Aerodromes, Railways, Harbours and Waterways**

- 4.1. Equipment is to be selected and sited in accordance with BS 5489:2003.

### **5. General Lighting Levels**

- 5.1. As a general rule, residential areas shall be designed to BS 13201:2003 Class S3.
- 5.2. Where a residential road is used as a distributor to other residential roads, Class S2 may be applied. The Engineer shall advise the use of this class.
- 5.3. Back alleys shall be designed to BS 13201:2003 Class S4.
- 5.4. Traffic routes are to have the appropriate lighting class selected for the particular road(s) in question.
- 5.5. Light source for all installations is to be SON/T+ unless specified otherwise by the Project Engineer.



CITY OF  
**YORK**

**POLICY ON  
TRAFFIC SIGNS  
&  
CARRIAGEWAY MARKINGS**

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## **PREAMBLE**

### **Coverage of the Policy**

- 1.1 This Policy covers the placing of any sign on, or the marking of any mark on the surface of any part of, the public highway, whether of a temporary nature or not. The policy is not exclusive to signs that fall to the responsibility of the City Council as Highway Authority but extends to encompass any and all signs that the City Council acting in whatever capacity, is empowered to erect within the confines of the public highway.
- 1.2 In the context of this Policy the term “public highway” is taken to mean those highways which are maintained at public expense and all Public Rights of Way.

### **Application of the Policy**

- 1.3 This Policy is applicable to all persons employed by, either directly or indirectly by the City Council and all other persons having lawful authority from the City Council acting in its capacity as Highway Authority to erect signs or lay carriageway markings within the bounds of the public highway.
- 1.4 In the context of this Policy document the term ‘city centre’ is taken to mean the central historic core conservation area, as defined in the document ‘City of York Local Plan,’ and broadly encompassing the area enclosed by the city walls. Particular specifications apply for traffic signs, street nameplates and materials within the city centre, as stated within the relevant sections of this document.

### **Relationship to other Policies**

- 1.5 This Policy compliments the Councils’ Policy on “Obstructions and Unofficial Signs on the Highway” and its Policy on “Street Lighting and Illuminated Signs”.
- 1.6 This Policy supports guidance given in The City of York Highway Design Guide (2002).

## **COVERAGE OF POLICY STATEMENT**

- 1.7 This Policy statement covers the following Service Delivery areas: -
- Signs, including Traffic Signs and other signs permitted to be erected within the confines of the public highway
  - Carriageway Markings, including any and all symbols and other marks that are permitted to be placed upon the public highway

- Gateway Treatments, including associated signs and carriageway markings
- Zebra crossings, including all associated carriageway markings
- Construction requirements, including support structures, fixings and protection from the elements and for the travelling public.
- Permitted materials for sign substrates, faces, posts, and foundations for posts

## **OBJECTIVES OF THE SERVICE**

- 1.8 Installed signs and carriageway markings shall contribute to the safe use of the public highway concerned by those on foot and in vehicles and shall not, by their presence, create or contribute in any manner to any pre-existing or new safety hazard on that highway.

## **GENERAL PRINCIPLES**

- 1.9 Signs and carriageway markings shall be used sparingly and in just sufficient volumes as to ensure that the intended warning, requirement or prohibition can be readily understood. Due care shall be exercised at all times to ensure that signs and their attendant supports do not detract from their immediate surroundings or create an obstruction.
- 1.10 The use of signs and carriageway markings within the vicinity of ancient monuments or Grade 2/Grade 2\* listed buildings shall be kept to a minimum. Extreme care must be exercised with regard to siting of signs directly in front of or within 10 metres of ancient monuments, Grade 2 or Grade 2\* listed buildings with the presumption that signs are not provided in such positions. If, for reasons of public safety, the only location possible is within such an area signs shall not be erected without the express approval of the Assistant Director (Planning and Design), with reference first to the Head of Highway Regulation.
- 1.11 Wherever practicable and appropriate, signing shall be provided by the attachment of signs to existing structures, (subject to suitable wayleaves having been obtained from the owners) or to street furniture to minimise sign clutter.

## **SECTION A**

### **Signs**

#### **GENERAL**

- 2.1 The Council will not permit the erection of any sign (whether temporary or permanent) on any highway for which it has responsibility (or which has been erected on land that is not highway but which sign can be viewed by persons using the highway), which does not comply in all respects with the Requirements of the Road Traffic Regulation Act 1984 or of any other legislation empowering its erection and display.
- 2.2 Signs erected or displayed other than with the lawful authority of the Road Traffic Regulation Act 1984 or of any other legislation empowering their erection and display, are subject to the Councils' Policy in respect of "Obstructions and Unofficial Signs on the Highway".

#### **TRAFFIC SIGNS**

- 2.3 Traffic signs shall be directly illuminated where required under the Traffic Signs Regulations and General Directions 1994 (TSRGD). Illumination shall conform to the Councils' Policy on Street Lighting and Illuminated Signs. All traffic signs within the city centre shall be internally illuminated. Elsewhere signs shall be externally illuminated where required, except in conservation areas where they may be internally or externally illuminated following consultation with the Assistant Director (Planning and Design), with reference first to the Head of Highway Regulation.
- 2.4 External and internal illumination units shall comply with BS 4533. External units shall have an IP 56 rating, while internal units shall have an IP 54 rating.
- 2.5 Overhead mounted illumination units shall be placed as close to the top of the sign to be illuminated as practically possible, with no part of the column or supporting fixings protruding above the top line of the illuminating unit.
- 2.6 The size of signs used shall be related to the 85<sup>th</sup> percentile measured speed of free-flowing traffic (rounded to the nearest whole 10 mph) or the speed limit of the road upon which they are to be erected whichever is the higher. For new highways the size is to be related to the speed limit. The sizes used will be as stated in Annex A. The use of alternative 'x' heights will be at the discretion of the Head of Highway Regulation.
- 2.7 Where more than one sign is to be erected on the same support then all the signs shall be mounted on a grey backing plate of dimensions just sufficient to accommodate all the required signs. Where a warning sign

and a regulatory sign are to be mounted together, the warning sign shall be mounted above the regulatory sign.

2.8 Not more than three signs of any type or size, including associated plates, will be permitted to be erected at any single common location, to minimise sign clutter.

2.9 No sign will be permitted to be mounted on a yellow, orange, or other fluorescent backing board unless it is:-

a maximum speed limit sign as part of a gateway sign or otherwise, or a warning sign.

**AND** the sign is to be located where there is a known accident problem.

**AND** the site has specific prior approval from the Head of Highway Regulation

2.10 Signs are to be located where they can be clearly seen from a distance of a minimum of 20 metres, or as prescribed in the Traffic Signs Manual (or 5 metres for regulatory waiting restriction signs and signs intended only to be viewed by pedestrians). Where signs require to be located where the growth of vegetation might partially or fully obscure the sign during part or all of the year, and there is no alternative suitable location, then trimming of the vegetation on a regular basis must be arranged for.

2.11 The mounting height of any sign, defined as the vertical distance between the lower edge of the sign and the highest point of the adjacent ground level or the distance between the lowest point of any non-vertical element of any support post and the ground level, whichever is the smaller, shall not be less than the following:

- 2100mm where the sign is located on or adjacent to a footway/footpath, or anywhere else where pedestrians are likely to walk, and shall preferably be between 2150mm and 2300mm.
- 2700mm where a sign is to be located on or adjacent to a cycle path/cycleway.
- 1500mm elsewhere, where a sign is to be located where pedestrians or cyclists are not generally found.

2.12 No sign shall be erected partly or fully over a carriageway.

2.13 No sign shall be erected alongside a carriageway with a 30mph speed restriction or less, a cycleway or a shared cycle/footway, such that any part is closer than 450mm to the vehicle face of the adjacent kerb (or in the case where there is no kerb, the edge of the metalled carriageway, cycleway or path), unless the sign is erected upon a pre-existing pedestrian guardrail.

- 2.14 No sign shall be erected alongside a carriageway with a 40mph speed restriction or more such that any part is closer than 600mm to the adjacent kerb (or in the case where there is no kerb, the edge of the metalled carriageway).
- 2.15 Where a sign is to be erected on a footway of 2.0 metres width or less then it shall be positioned as close to the back of the footway as possible. An offset support post can be used to bring the sign face closer to the carriageway if required. Where signs are to be erected on wider footways they shall not be located more than 2.5 metres from the adjacent kerb and shall be located such that they cause minimal obstruction to pedestrians.
- 2.16 Where signs are to be located within footways they shall not be erected upon more than two posts and where two posts are used a clear distance of not less than 1.2 metres between posts shall be maintained.
- 2.17 When mounted on posts, signs must be mounted such that no part of the post extends above the top edge of the sign, except where the post is to carry a top-mounted lighting unit, in which case the post may extend to a maximum of 75mm above the sign plate.
- 2.18 The relevant statutory undertakers should be contacted and the location of any plant and other underground equipment established before any sign is sited within the highway.
- 2.19 Signs may only be erected upon lamp columns providing that the total area of all signs of whatever type does not exceed 1.0 sq m
- 2.20 Where a sign is to be erected adjacent to a crash barrier, the post/posts should be located such that the barrier is between the sign and the carriageway.
- 2.21 Policy guidance for specific signs is given in Annex B. Diagram numbers refer to Diagrams in the document Traffic Signs Regulations and General Directions (TSRGD) 1994: -
- 2.22 Temporary direction signs shall be provided to Regulation 41 of TSRGD 1994 and shall be erected for the purpose of directing traffic to a special event, such as a major sporting event or exhibition only. It shall be used where a large volume of traffic is expected to be attracted to the event or to indicate an alternative route to that which is marked by directional signing for traffic management purposes. Such signs shall not be erected more than 48 hours before the commencement of the event or retained more than 48 hours after the end of the event.

## **TOURIST 'BROWN' SIGNS**

- 2.23 For the design and siting of all tourist signs, the Council's Tourism Signing Policy should be consulted.
- 2.24 Approval for the installation of brown tourist signing to an attraction or facility shall be at the discretion of the Council and signs that could create unfair competition shall not be approved.
- 2.25 To be eligible for signing the facility/attraction must be permanent and must either be open at least 150 days or host ten eligible events per year. It must also have adequate permanent off-street car parking.
- 2.26 Within urban areas brown tourist signs shall not be permitted where the facility/attraction can be easily located by street name plates or signing, or where it fronts onto or is immediately visible from a classified or local distributor road.

## **PUBLIC RIGHTS OF WAY**

- 2.27 All public rights of way shall be signed at their commencement using finger-post signs and shall include the words 'public bridleway' or 'public footpath', the City of York Council logo and may also include the destination and distance in miles.

## **SECTION B**

### **Street Nameplates**

#### **GENERAL**

3.1 The erection of all street name signs, both within the public highway or on private roads, will be at the approval of the Council and shall be to the standards set out in this policy document. Signs not erected in this manner are subject to the Councils Policy in respect of "Obstructions and Unofficial Signs on the Highway."

#### **POSITIONING**

3.2 Nameplates shall be erected such that they will be clearly seen by both pedestrians and motorists.

3.3 On through roads nameplates shall be erected on both sides of the carriageway at each end of the road, and elsewhere only sparingly, for instance where the road name changes along the length of a road or at major intermediate junctions along long roads. Where a road with no through route is accessed from another road with no through route then a nameplate shall only be erected on the side of the carriageway facing the access into the first road.

3.4 Nameplates shall be positioned where they cause minimum obstruction to the footway. They shall be located at the back of the footway, as close to the adjoining boundary as possible. Where there is a grass verge or similar between the carriageway and the footway, the nameplate may be positioned within it if desired, such that it does not obstruct any part of the footway and such that no part of the nameplate is closer than 450mm to the vehicle face of the adjacent kerb (or in the case where there is no kerb, the edge of the metalled carriageway).

3.5 Within pedestrianised areas, where they are to be viewed principally by pedestrians, nameplates shall be mounted on existing street furniture or on buildings (subject to suitable wayleaves having been obtained from the owners) wherever practical and possible. In other locations signs shall be mounted on existing street furniture, lighting columns, or on buildings only if the nameplates remain easily visible to approaching vehicles. Otherwise they should be located at the back of the footway, on support posts.

#### **PLATE SIZES**

3.6 Plate length and height shall be dictated by the individual street names to be accommodated. Plates with a single line of text are to be a depth of 150mm.

#### **LETTERING**

3.7 All lettering is to be in black, on a white background with a black border.

3.8 Where additional street names are given under the principal street name no more than three street names shall be presented and shall be preceded by the words 'leading to.'

3.9 Lettering of the principal street name is to be 90mm in height 'Kindersley' style, in uppercase. Lettering for the text 'leading to' and any additional street names is to be 50mm in height 'Kindersley' style, in uppercase.

## **SECTION C**

### **Carriageway Markings & Coloured Surfacing**

#### **GENERAL**

4.1 Unless otherwise stated in this document all carriageway markings, including any symbol and other marks that are permitted to be placed upon the public highway, shall be marked to the specifications and regulations set out in the document 'Traffic Signs Regulations and General Directions (TSRGD)' 1994.

#### **CARRIAGEWAY MARKINGS**

4.2 Policy guidance for the use of specific carriageway markings is given in Annex C. Diagram numbers refer to Diagrams in the document 'Traffic Signs Regulations and General Directions (TSRGD)' 1994.

4.3 Yellow lines to Diagrams 1017 and 1018.1 to be a width of 50mm and coloured 'primrose yellow' within the city centre. Consideration should also be given to the use of 50mm primrose yellow lines within conservation areas. Elsewhere, yellow lines and the gap between double yellow lines are to be a width of 75mm and painted to the standard colour.

4.4 Where anti-skid surfacing is to be used in the carriageway, then the carriageway markings are to be applied on top of the anti-skid surfacing.

#### **COLOURED SURFACING**

4.5 Coloured surfacing shall be used within the carriageway only as part of a specific traffic calming, cycle, or bus priority scheme and not in isolation. The Council aims to use consistent colouring within carriageways and all coloured surfacing shall be used according to the following:-

Red	Areas to be avoided by general traffic, e.g. under white line hatching or within bus lanes and other bus priority schemes. Also, for gateway treatments and within specific traffic calming measures.
Buff	Warning situations, e.g. on the approach to a pedestrian crossing and for anti-skid surfacing. Can also be used for traffic calming schemes where a sensitive location warrants a 'softer' colour.
Green	Within cycle lanes and other cycle priority schemes

4.6 Coloured surface shall only be used within bus or cycle lanes and priority schemes where there is a particular problem of infringement by other traffic.

4.7 Coloured surface backing to carriageway markings, such as 'slow' markings, shall be used only where the markings form part of a series of traffic calming measures for a particular scheme, e.g. a 'school safety zone scheme,' where the marking highlights a specific hazard or traffic calming measure ahead AND where accident records indicate a problem. It shall not be used where markings have been used in isolation. Where such surfacing is to be used in conservation areas prior approval from the Head of Highway Regulation is required.

4.8 Warning sign markings in the carriageway shall only be used in exceptional circumstances and only after prior approval from the Head of Highway Regulation.

### **Reflecting Road Studs**

4.9 All reflecting road studs used shall be to a standard fully approved by the Department for Transport.

4.10 Where double white lines are used (diagram 1013.1) reflecting road studs shall always be provided between the lines at 4 metre centres. Where single white lines are used then on roads that are unlit and either heavily trafficked, have a poor alignment, or have hazardous conditions, reflective road studs shall be used. Elsewhere, unlit roads shall either be provided with reflective road studs and plain white lining, or reflective white lining alone.

## **SECTION D**

### **Gateway Treatments**

#### **GENERAL**

5.1 Consideration to the individual site shall be given when considering the implementation of a gateway treatment and no such treatment will be permitted unless it has the prior approval of the Head of Highway Regulation.

5.2 Gateway treatments shall give due consideration to the surrounding environment and shall be installed at the entrances to areas with a known safety or speed problem only. The use of more-aesthetically pleasing and unobtrusive elements shall be considered wherever possible when designing a gateway feature.

#### **SIGNING**

5.3 Signing at a gateway shall consist of either speed limit signs, area name signs, the words 'please drive slowly' or a combination of the three positioned at either side of the carriageway. This may be complimented by dragon's teeth markings, countdown signs, or transverse coloured strips.

5.4 Guidance on the use of coloured backing boards to traffic signs is given in Section 2.8.

#### **CARRIAGEWAY MARKINGS & COLOURED SURFACING**

5.5 Due consideration shall be given to the use of carriageway markings and coloured surfacing and the visual effect this will have and all such markings shall be kept to the minimum required to achieve the objectives of the particular gateway.

5.6 Dragon's teeth markings are to be used on the approaches to gateway features and within the approach lanes to the village only. They should be used within rural areas. The standard layout for dragon's teeth markings is shown in ANNEX D.

## **SECTION E**

### **Zebra Crossings**

#### **GENERAL**

6.1 Carriageway markings associated with zebra crossings shall be determined in accordance with the document 'The Zebra, Pelican and Puffin Crossings Regulations and General Directions 1997' together with this policy document.

6.2 Anti-skid surfacing shall be used on the approaches to a zebra crossing for a distance of 30 metres prior to the road studs and shall be buff in colour.

#### **ROAD STUDS**

6.3 Road studs shall be arranged in two lines across the carriageway at a distance between 2.4m and 5.0m apart. For wider crossings, approval of the Head of Highway Regulations must first be sought.

6.4 The road studs shall be non-reflective and may be white, silver or light grey in colour. They may be square or circular in shape. The sides of the square or the diameter of the circular studs shall be between 95mm and 110mm. The studs shall not project more than 110mm above the carriageway at their highest point. They shall be positioned between 250mm and 715mm from centre to centre.

#### **STRIPES**

6.5 The stripes shall be laid in an alternate black and white pattern across the full width of the carriageway and positioned centrally between the two rows of studs.

6.6 The stripe adjacent to the kerb on both sides of the carriageway shall be black and shall be between 500mm and 1300mm in width. The intermediate black and white lines shall be between 500mm and 715mm in width and of equal width.

#### **GIVE WAY LINES**

6.7 Give way lines associated with zebra crossings shall be marked as prescribed in the document 'The Zebra, Pelican and Puffin Crossings Regulations and General Directions 1997.'

#### **ZIG-ZAG LINES**

6.8 Longitudinal white zig-zag lines shall be marked on the carriageway on both approaches to the crossing. Where the carriageway is less than 6m in

width, zig-zags shall be laid on each side of the carriageway and the standard hazard line used in the centre of the carriageway. Where the carriageway width is 6m or more, three zig-zag lines should be used, one on each side of the carriageway and one laid centrally to replace the hazard line.

6.9 Where zebra crossings are located on one-way streets or where a staggered refuge is provided where parking space is in high demand in the vicinity of the crossing, then the minimum number of zig-zag markings may be relaxed to 2 on the downstream sides of the crossing.

## **AMBER BEACON**

6.10 Flashing globes set on black and white striped posts shall be used in association with zebra crossings. Where residential properties are located in the vicinity of a zebra crossing, shields shall be used to reflect the amber light away from the properties. Where a zebra crossing is to be located where there is bright street lighting or a known problem of strong sunlight affecting driver visibility, then black halo boards may be used to emphasise the flashing amber globes.

## **SECTION F**

### **Construction Requirements**

#### **GENERAL**

7.1 For foundations to traffic signs posts the document 'Highway Maintenance and General Works Term Contract 1998-2001' as well as this policy document should be referred to.

#### **TRAFFIC SIGNS**

7.2 Regulatory signs for waiting restrictions are to be mounted on 60mm support posts.

7.3 The size and type of support posts and the foundation requirements for all other traffic signs are to be determined using industry standard software and should take into account wind loading. Circular posts of a diameter greater than 76mm shall not be used and instead a solution using posts with rectangular cross-sections shall be sought. Where rectangular cross-section posts are used they shall be positioned such that the long length is parallel with the carriageway.

7.4 Lattix frame support posts shall be used at all locations where the use of safety fencing protection would be necessary for the purpose of protecting the support posts, and the safety fencing shall be omitted. The lattix frame posts shall conform to BS EN 12767.

7.5 Supporting posts for traffic signs shall be set in ST4 concrete foundations, as specified in BS 5378: Part 2. Suitable sockets shall be used within the foundations to support the posts and allow for easier replacement. Standard detail of foundations for traffic signs is given in Annex E.

7.6 Care shall be taken during excavation to avoid damage or movement to adjacent pipe runs or other services. Split ducts shall be used for protecting services in foundations.

#### **STREET NAMEPLATES**

7.7 Street nameplates that are to be free standing shall be erected at a height of 750mm above ground level. The plates are to be fitted to two horizontal channel stiffens and attached to two 75mm diameter tubular posts with sole plates. The posts should be galvanised and treated with two coats of grey gloss.

7.8 Supporting posts for street nameplates that are to be free standing shall be set in ST4 concrete foundations. The foundations shall be 300mm square by 500mm deep.

## **SECTION G**

### **Materials**

#### **GENERAL**

8.1 All traffic signs, street nameplates, carriageway markings and associated fixings shall be constructed to the materials set out in this Policy document.

#### **TRAFFIC SIGNS**

8.2 Traffic signs to the specified Diagram numbers in the TSRGD, as quoted in Annex F shall be of a VIP micro-prismatic reflective material where installed more than 50 metres from a street light in urban areas and of a LDP micro-prismatic reflective material on roads in rural areas with long sight distances and no street lighting. All other traffic signs shall be of a Class 1 reflective material, except for waiting restriction signs which may be of a Class 2 or 3 reflective material.

8.3 Where traffic signs are to be located underneath or in close proximity to vegetation then they shall be treated with a vinyl coating and shall be cleaned annually to prevent the build-up of algae.

8.4 Where traffic signs are to be located in areas prone to vandalism then they shall be treated with an anti-vandal coating.

#### **SIGN SUPPORT POSTS**

8.5 Within the city centre, all poles supporting traffic signs shall be coloured black. Within conservation areas consideration should be given to colouring support posts either green or black. Poles shall be coloured by painting and not plastic coated. Elsewhere, poles shall have shop applied grey colouring.

8.6 All posts supporting traffic signs shall be of galvanised steel.

#### **CARRIAGEWAY MARKINGS**

8.7 All white carriageway markings shall be produced from superimposed thermoplastic and have the minimum standard of performance as defined in BSEN 1436 for a period of two years after application, as referenced below:

Property	BSEN 1436 reference	Requirement	Value
Colour	Table 6	White	x, y, co-ordinates given
Luminance	Table 5	Class B2	0.30
Skid Resistance	Table 7	Class SI	45
Retro-reflectivity	Table 2 Classes	Class R2	100

	of RL for dry markings		
Retro-reflectivity	Table 3	Class RWO	No requirement

8.8 All yellow carriageway markings shall be produced from superimposed thermoplastic and have the minimum standard of performance as defined in BSEN 1436 for a period of two years after application, as referenced below:

Property	BSEN 1436 reference	Requirement	Value
Colour	Table 6	Yellow	x, y, co-ordinates given
Luminance	Table 5	Class B2	0.30
Skid Resistance	Table 7	Class SI	45
Retro-reflectivity	Table 2 Classes of RL for dry markings	Class R0	No requirement
Retro-reflectivity	Table 3	Class RWO	No requirement

8.9 All white markings shall be reflectorised with solid glass beads in accordance with BSEN 1423 and BSEN 1424.

8.10 All white and yellow markings to be applied to carriageway consisting of stone cobbles or block paving shall be produced from chlorinated rubber lining paint.

## **STREET NAMEPLATES**

8.11 Plates are to be of pressed aluminium, embossed and enamelled, or stove enamelled cast aluminium, with a raised text in a minimum of 11-gauge thickness.

8.12 Nameplate support posts are to be 75mm in diameter and tubular. The posts should be galvanised and painted in two coats of grey gloss.

## **PUBLIC RIGHT OF WAY SIGNS**

8.13 Finger post signs, including support posts, indicating a public right of way shall be produced from wood, with all lettering carved in and painted.

## ANNEX A – PERMITTED SIZES OF TRAFFIC SIGNS

### Warning Signs

Speed	Size
0 – 19 mph	600 mm
20 – 29 mph	600mm
30 – 39 mph	600mm
40 – 49 mph	750mm
50 – 59 mph	900 mm
60 – 69 mph	1200 mm
70 - mph	1500 mm

‘x’ height for all supplementary plates:-

To regulations, such as to ensure match to plate size

### Regulatory Signs

A – where a variation is permitted under the regulations:-

Speed	Size
0 – 19 mph	Smallest permitted size
20 – 29 mph	Second smallest permitted size
30 – 39 mph	Recommended permitted size
40 – 49 mph	Recommended permitted size
50 – 59 mph	First larger permitted size
60 – 69 mph	Second larger permitted size
70 - mph	Largest permitted size mm

‘x’ height for all supplementary plates:-

To regulations, such as to ensure match to plate size

B - for the signs specified below:-

637	639.1A	650.1	660.4	661.4	666
637.1	640	650.2	660.5	662	669
637.3	640.1	651	661	663	669.1
638	640.2A	660	661.1	663.1	
638.1	642.3	652	661.2	664	
639	646	660.3	661.3	665	

Speed	Size
0 – 19 mph	Smallest permitted size
20 – 29 mph	Smallest permitted size
30 – 39 mph	Smallest permitted size
40 – 49 mph	Smallest permitted size
50 – 59 mph	First larger permitted size
60 – 69 mph	First larger permitted size
70 - mph	First larger permitted size

#### Informatory Signs and Signs for Bus and Pedal Cycle Facilities

Speed	Size
0 – 19 mph	Smallest permitted size
20 – 29 mph	Smallest permitted size
30 – 39 mph	Smallest permitted size
40 – 49 mph	Smallest permitted size
50 – 59 mph	First larger permitted size
60 – 69 mph	First larger permitted size
70 - mph	First larger permitted size

#### Directional Signs, Services Signs, Boundary Signs and Signs to Parking Places

Speed	Size
0 – 19 mph	Smallest permitted 'x' height
20 – 29 mph	75 mm 'x' height
30 – 39 mph	75 mm 'x' height
40 – 49 mph	100 mm 'x' height
50 – 59 mph	150 mm 'x' height
60 – 69 mph	200 mm 'x' height
70 - mph	250 mm 'x' height

#### Tourist Signs

Speed	Size
0 – 19 mph	Smallest permitted 'x' height
20 – 29 mph	Smallest permitted 'x' height
30 – 39 mph	First larger permitted x' height
40 – 49 mph	First larger permitted x' height
50 – 59 mph	First larger permitted x' height
60 – 69 mph	First larger permitted x' height
70 - mph	First larger permitted x' height

## Directional Signs for Cyclists and Pedestrians

Speed	Size
0 – 19 mph	Smallest permitted 'x' height
20 – 29 mph	Smallest permitted 'x' height
30 – 39 mph	75 mm 'x' height
40 – 49 mph	100 mm 'x' height
50 – 59 mph	150 mm 'x' height
60 – 69 mph	200 mm 'x' height
70 - mph	250 mm 'x' height

## ANNEX B – POLICY GUIDANCE FOR SPECIFIC TRAFFIC SIGNS

Diagram Number	Sign	Policy
513.2	Advisory speed limit	To be used on the approach to a bend or other hazard where there is a known safety problem only. The maximum speed to be displayed is to be determined through consultation with the Head of Highway Regulation and the Police
544	Pedestrian crossing ahead	To be used in advance of a pedestrian crossing, to the standard of a staggered pedestrian refuge or above, on roads with a speed limit of 40mph or more only, except for at other locations where forward visibility to a crossing is restricted and there is no immediate scope for relocation of the crossing
544.1	Pedestrians in road ahead	To be used in rural locations only where no footway or adjacent footpath is provided and where a significant number of pedestrians are likely to be found walking along the road within the carriageway
544.2	Elderly or disabled pedestrians	To be used in the vicinity of an old people's home, or home for the disabled only AND where elderly or disabled pedestrians are likely to be crossing the road, but where no formal crossing facility is provided
545	Children going to or from school or playground	To be used in the vicinity of a school, playground or park. Where the sign is to be used in the vicinity of a playground or park then it should be used only where there is poor forward visibility in the vicinity of an entrance and where children are likely to cross the road.
551.2	Wild fowl in road	To be used where there is likely to be wild fowl in the road ahead, in the vicinity of ponds or streams, in suburban or rural locations only
550.1	Horses or ponies in road	To be placed in advance of locations where accompanied horses or ponies are likely to be found crossing the carriageway only, e.g. where a bridleway crosses a road.
553.1, 553.2	Agricultural vehicles in road	To be placed on roads used by through traffic with a speed limit of 60mph or above only where there is a likelihood of agricultural traffic in the road

790	New level crossing control ahead	To be installed at completion of new method of controlling traffic at a railway level crossing scheme and for a period of no more than 3 months after completion of the scheme.
816, 816.1, 817	No through road for vehicular traffic	To be used only where it is likely that a road with no through route would be mistakenly used by through traffic
958.1	With-flow cycle lane ahead	To be used at commencement of marked on-road cycle lane where a problem of compliance has been identified once the cycle lane has been implemented AND only with prior approval of the Head of Highway Regulation
959.1	With flow cycle lane	Signs to Diagram 2601 or 2602 to be used in preference to this sign
967	Route recommended for pedal cycles	Signs to Diagram 2601 or 2602 to be used in preference to this sign
2601, 2602	Recommended cycle route	Directional cycle signs, indicating destination and distance, to be used adjacent to cycle lanes or recommended cycle routes and in preference to signs to Diagram 959.1 and 967, where the destination of a cycle lane is unclear or where it differs from that for other traffic only
2701	Direction to a new housing development	To be used to sign the vehicular route to a new housing development positioned at principal junctions between the development and the nearest arterial traffic route only. Signs to be removed no later than three months after completion of the final dwelling.
4004	Children likely to be crossing (flashing amber lights)	To be located where children are likely to be crossing the road in the vicinity of a school AND where there is a school patrol person present or where the school authority can regulate the amber lights
7014	Permanent change in road layout ahead	To be installed in advance of permanent road layout change at completion of scheme and for a period of no more than 3 months

## ANNEX C – POLICY GUIDANCE FOR SPECIFIC CARRIAGEWAY MARKINGS

Diagram Number	Carriageway Marking	Policy
1024	Slow road marking	To be used only where there is a specific potential hazard ahead AND where the hazard is not clearly visible to approaching drivers, for example due to the geometry of the road.
1026	Keep Clear road marking	To be used at priority junctions where traffic regularly blocks across a minor arm. The markings are to be marked on the side of the carriageway adjacent to the minor arm only and across both the entry and exit lanes of the minor arm
1026.1	White Line road marking	To be used in the vicinity of shops, or other amenities, where there is a recognised problem of adjacent private driveways or other accesses being blocked by parked vehicles
1027.1	School Keep Clear road marking	The entire legend 'School Keep Clear' is to be used with these road markings when positioned outside a school and the markings are to be of a length between the minimum and maximum lengths as set out in the TSRGD 1994 document. The markings are to be used on the side of the carriageway adjacent to a school only and not on the opposing side. They can also be used outside a fire, police, or ambulance station or a hospital, where the word 'school' is omitted.
1065 – new dia.	Speed Limit Roundels	To be used in conjunction with other measures, such as coloured carriageway surfacing or gateway signing only, in rural (usually unlit areas). They are to be used at speed limit boundaries (30mph, 40mph and 50mph) and repeater markings may be used where appropriate (40mph and 50mph only). They may only be used in urban areas with the prior approval of the Head of Highway Regulation

Note: Diagram 1065 is a proposed diagram as stated in the document 'Proposed Revision of the Traffic Signs Regulations and General Directions' (TSRGD) 1994

## **ANNEX D – STANDARD DETAIL FOR DRAGON’S TEETH MARKINGS**

## **ANNEX E – STANDARD DETAIL FOR FOUNDATIONS**

## ANNEX F – SPECIFIED REFLECTIVITY OF SIGNS

The signs stated below are to be of a micro-prismatic reflective material.

### Warning Signs

501	505.1	512	530
502	506.1	512.1	
503	507.1	512.2	
504.1	510	513	

### Regulatory Signs

601.1	611.1	617	629.1
602	612	619	629.2
606	613	619.1	670
609	614	619.2	671
610	615	622.1A	
611	616	629	