

NORTH YORKSHIRE
LOCAL ACCESS FORUM

THURSDAY 26TH FEBRUARY 2009

SIGNS & WAYMARKS

1.0 PURPOSE OF THE REPORT

- 1.1 To present a new draft signposting and waymarking policy document.

2.0 BACKGROUND

- 2.1 The LAF have previously been consulted on options for standardising signposting and waymarking in North Yorkshire, initially through a report to the November 2008 meeting (see Appendix 1).
- 2.2 The LAF convened a subgroup meeting in January 2009 where members discussed and drafted a set of recommendations (see Appendix 2).

3.0 DRAFT DOCUMENT

- 3.1 The following draft document has been produced, drawing on the comments from the LAF subgroup and attempts to set out an approach to signposting and waymarking on the network which meets considerations of user needs, landscape, sustainability and cost effectiveness.
- 3.2 In producing a standard set of guidelines it is pointed out that compromise between the many variables is necessary to achieve a workable solution.
- 3.3 The draft document contains the key principles and refers to various Figures, which are standard drawings of signs and waymarks – these are still in production and it is expected that draft versions will be tabled at the meeting.
- 3.4 The document will be circulated to both National Parks and discussed at the joint LAF event in March.
- 3.5 The document will then be refined to produce a final version for adoption.

4.0 RECOMMENDATIONS

- 4.1 It is recommended that the LAF consider the draft document and provide any guidance and comments as appropriate.

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Signage and Waymarking on the Public Rights of Way network

PURPOSE

This document is designed as a practical guide to the signposting and Waymarking (signage) of the Public Rights of Way network within North Yorkshire. It sets out agreed guidelines on location of signage and design principles.

GENERAL PRINCIPLES

1.0 Signposting

In accordance with section 27 of the Countryside Act 1968 all routes will be signposted where they leave a metalled road, with the exception of locations where it is deemed a signpost is not required and the Parish Council are in agreement. Signposts will meet the design principles set out in this document.

2.0 Waymarking

Where practicable, routes will be signed at their junction with other routes. In addition, where a route is not reasonably easy to follow when using existing signage and a 1:25 000 scale Ordnance Survey Map, waymarkers may be erected. Waymarks will meet the design principles set out in this document

DESIGN PRINCIPLES

1.0 Signposting

Signposts at the roadside will take the form of a Fingerpost complying with the dimensions laid out in [Figure 1](#). The post shall be FSC certified softwood and the finger an appropriate hardwood.

Standard Blade design

- As a minimum the blade will be routed with the route status.
- A coloured arrow corresponding to the route status will be routed on the blade.
- A pictogram representing the lawful classes of user will be included.
- All text will be in lower case with initial capital letters to a minimum of 35mm capital letter height in Arial font.
- Where a clear route destination exists this will be routed on the blade with the distance in miles, expressed as fractions to a minimum of $\frac{1}{4}$ mile.
- Route destinations will normally correspond to a place or feature marked on the 1:25000 scale Ordnance Survey Map.
- The layout will conform to the design set out in [Figure 2](#). All text will be infilled with black paint.

Promoted Route Blade design

- Where a route forms part of an approved promoted route the details will be added to the blade.
- The name of the route shall appear immediately below the route status.
- Where the promoted route has a logo, this will be included on a separate plaque affixed to the post.
- Where a clear route destination exists this will be routed on the blade with the distance in miles.
- Route destinations will normally correspond to a place or feature marked on the 1:25000 scale Ordnance Survey Map.
- The layout will conform to the design set out in [Figure 3](#). All text will be infilled with black paint.

AONB Blade design

- Where a route falls within an Area of Outstanding Natural beauty, the appropriate AONB logo will be added to the blade to conform to either [Figure 4](#) (Howardian Hills AONB) or [Figure 5](#) (Nidderdale AONB) as appropriate.

Additional Post detail

- All posts will contain a plaque giving name and contact details for the authority.
- Where the route is a promoted route the logo will be included on this plaque.
- Where a route is a recognised 'easy access' route, this detail will appear on the plaque.
- Any other relevant and appropriate information may be included on the plaque.

2.0 Waymarking

With the exception of approved promoted routes, all waymark arrows will contain the following information:

- Route status
- Coloured arrow corresponding to route status
- Website address

The layout will conform to the standard set out in [Figure 6](#).

For approved promoted routes the adapted standard waymark arrow, consisting of a clear panel with custom logo sticker insert, will be used ([Figure 7](#)).

NORTH YORKSHIRE
LOCAL ACCESS FORUM

20 NOVEMBER 2008

SIGNPOSTING & WAYMARKING

1.0 PURPOSE OF THE REPORT

- 1.1 To set out current practice for design and materials used in signposting and waymarking of the rights of way network and to seek the view of the LAF on options for updating and standardising these.
- 1.2 This report focuses on the materials used for signposting and not wider signposting policy. It is the intention that once a standard approach to materials has been agreed upon, a signposting policy incorporating this will be drafted.

2.0 CURRENT POSITION

- 2.1 The Countryside Act 1968 s27 sets out the duty of Highway Authorities to sign public rights of way where they leave a metalled road.

Signposts must indicate the nature of the legal right (i.e Route Status) and may include the destination and distance of the route.

This duty extends to placing of signs at points along a route where the Authority considers it necessary to assist persons unfamiliar with the locality.

- 2.2 There is currently no designated standard signpost design in use within the County although there is a standard waymark arrow design.
- 2.3 In order to ensure consistency and efficiency in the signposting of rights of way across the county it is necessary to develop a standard signpost design.
- 2.4 Whilst a vast array of historic signage can be found across the county the most common designs currently in use are as follows:

Standard Routed Fingerpost

Materials: Oak blade on a Larch Post
 Lettering: Standard Routed
 Status only
 Capitalised
 Letter Height 40 – 45mm
 Optional Waymark Disc
 Average Cost: £36.00
 Estimated Lifespan: 14 – 20 years



Nidderdale AONB Type Fingerpost

Materials: Oak blade on a Larch Post
 Lettering: Paint infill Routed
 Capitalised
 Status, Destination & Distance
 Letter Height 40 – 45mm
 Average Cost: £61.00
 Estimated Lifespan: 14 – 20 years

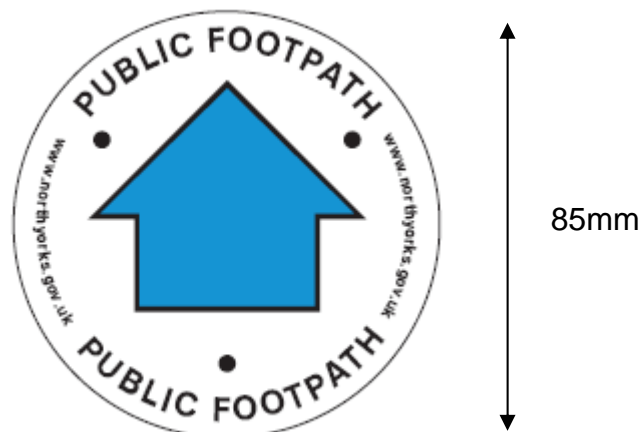


Howardian Hills AONB Type Fingerpost

Materials: Oak blade on a Larch Post
 Lettering: Standard Rounded
 Capitalised
 Destination & Distance
 Letter Height 40 – 45mm
 Waymark Disc for Status
 Average Cost: £55.00
 Estimated Lifespan: 14 – 20 years



2.4 In addition the current standard waymark design for footpaths and bridleways is as follows (colour and status demonstration only)



3.0 THE BRIEF

3.1 A priority is the standard specification of a new fingerpost and within this there are three main considerations:

- Materials
- Information
- Format of Information
- Location specific requirements

3.2 When deciding upon the best approach with regard to these individual elements it is necessary to bear in mind statutory requirements set out in the Traffic Sign Regulations and General Directions 2002 schedule 7(VII) (2610, 2601.1). This specifies:

- Letters must be between 35mm & 70mm capital letter height
- Lettering must be from the Transport Medium alphabet (similar to arial)
- Distances should be expressed in miles down to a quarter and below that in yards

Disability Discrimination Acts 1995 and 2005 are also highly relevant, requiring all public bodies to help remove barriers for all disabled people, including the blind and partially sighted. It is unlawful to discriminate against anyone on the grounds of their disability with regard to the provision of services, which must include provision of signage. We must make reasonable provision.

3.3 The relevant action points within our RoWIP apply:

- **Action AC6** Progressively roll out signage to indicate routes with barrier reduction, access for all, local circular routes, destination and distance between places and authority logo and contact details.
- **Action AC7** Increase signage in areas of high actual or potential demand to meet the needs of people with a range of expectations, interests and levels of ability that need additional waymarking to increase their confidence

3.4 The guidance of the LAF is requested with regard to each of the main considerations, the options for which will now be detailed:

4.0 OPTIONS

4.1 Materials

There are a number of options available on the market, summarised in the following table

Option No.	Material Type	Indicative Cost*	Life Expectancy**
1	Oak Post & Finger	£86	14 – 20 yrs
2	Larch Post & Oak Finger	£3	14 – 20 yrs
3	Steel Post & Polycarbonate Finger	£50	20 – 40 yrs
4	Steel Post & Aluminium Finger	£145	10 – 40 yrs
5	Larch Post & Polycarbonate Finger	£30	14 – 20 yrs
6	Recycled plastic Post & Finger	£98	20 – 40 yrs

*Based on single finger, status only in a quantity of 200

**From 'Thames Path Signposting review 2006, Bentley. A'

Data regarding life expectancy does not carry a high degree of accuracy, for example posts constructed of Oak and Larch fall within the same category, although Oak would be at the high end of the category and larch at the lower end. This must be considered when debating the various options.

4.2 Information

There is scope within the relevant guidelines to allow flexibility in what information is provided.

The core pieces of information and options are summarised in the following table, in addition to information about the route there is an opportunity to incorporate The County Council's details within the signage for the purposes of publicity and improving customer service.

Option No.	Information
1	Status
2	Status, Destination & Distance
3	Status, Destination, Distance, NYCC on Finger
4	Status, Destination, Distance, NYCC on Post
5	Status, Destination, Distance, NYCC on Finial

It is intended that the signposting policy will deal with any other information which could potentially appear on the signage, for example details of promoted routes and other routes where promotion is an important factor e.g. Access for all routes.

4.3 Format of information

There are several options for how the information can be displayed:

Option No.	Display
1	Text only
2	Graphical representation only
3	Text & Graphical representation
4	Text & Waymark Arrow
5	Graphical representation & Waymark Arrow
6	Text, Graphical representation & Waymark Arrow

4.4 Location specific requirements

Within the principal of a standard sign type for the County it is acknowledged that there may be geographical areas which require variance from a standard. This is exemplified by the two AONBs where distinctive signage has already been developed and is in use. There are, therefore geographical related options:

Option No.	Action
1	Retain existing sign type in AONBs
2	Apply new standard to future AONB signposting
3	Suggest modifications to AONB design
4	Suggest other geographical distinctions

5.0 Conclusion

- 5.1 There are many variables to consider in adopting a standard design for signposting in the county. In addition there is potential to modify the standard waymark design. The advice of the LAF would be gratefully received.

NORTH YORKSHIRE LOCAL ACCESS FORUM

RECOMMENDATIONS TO NORTH YORKSHIRE RIGHTS OF WAY SECTION FOR A POLICY ON SIGNAGE AND WAYMARKING

This paper was approved at a meeting of the local Access Forum sub groups on the 22nd January 2009. It comments on Aidan Rayner's Report on Signposting and Waymarking presented to the November LAF meeting.

Paragraph numbers are in line with Aidan Rayner's paper unless otherwise stated.

In general we want to see signage that is simple, easy to understand and inviting. We want to encourage new users to understand the signs and feel comfortable with them particularly those for who do not easily speak or read English.

- | | | |
|-------|---|-----------------------|
| 1.0 | Purpose of the Report | No additional comment |
| 2.0 | Current position | No additional comment |
| 3.0 | The Brief | No additional comment |
| 4.0 | Options | |
| 4.1 | Materials Note that option 2 larch post/oak finger costs £36 not £55 (see para 2.4). | |
| 4.1.1 | Standard Routed fingerpost: Unless there is a large cost and environmental benefit we would prefer option 2 using British wood from FSC certified sources. We note that if the post is to be routed then it may have to be in oak. | |
| 4.1.2 | Waymark signs and status roundels etc should be in plastic and to a standard design and size and may vary for each route status see para 4.4. | |
| 4.2 | Information All roadside signposts should show status, destination & distance (SDD) but this can be varied on minor routes and elsewhere where appropriate. Where a signpost is used instead of waymarking at cross path junctions they should normally show the same information, although it is not necessary to show the status unless it alters. 'NYCC' should be routed onto the post as a standard item (unless it is cheaper on the finial). Signage on priority and promoted routes is dealt with later. | |
| 4.3 | Format of information As far as possible information should be routed onto the blade or post unless plastic roundels are used. | |
| 4.3.1 | Status The highest designation should be shown on the blade preferably in writing with the appropriate coloured pictogram. Other pictograms for the route should be appropriately coloured plastic roundels on the post. | |
| 4.3.2 | For footpaths, bridleways and restricted bridleways pictograms should be used as they are more obvious to non English speakers and non readers. For bridleways and restricted bridleways pictograms for all permitted users should be shown. If there is insufficient room on the blade it may be necessary to use plastic signs on the post. Until somebody produces a pictogram for a BOAT it will have to be set out in full – this should not be a problem in view of the limited number. 'B.O.A.T.' as seen on a new Pennine Way sign is meaningless. Negative symbols should not be used except to address a problem or possibly where different status routes cross. | |
| 4.3.3 | Destinations should be agreed with local inhabitants/users and should normally name a place marked on the 1:25000 OS map to aid navigation. | |
| 4.3.4 | Lettering (para 3.2) should normally be lower case with capital initial letters as it is understood to be the easiest lettering to read. | |
| 4.3.5 | Distance The restrictions set out in para 3.2 are accepted. | |

4.3.6 There should be a separate sign to indicate a route that may be used by the less able (this is not intended to be a technical term) and its length, although NYCC should not attempt to try and describe who is able to use the route on it. Information on availability of use for less able users should be published on the web and in a separate booklet similar to 'Miles Without Stiles' by giving information and letting the user decide whether they can use it.

4.3.7 Blades should normally be a standard depth and height. Deeper ones can be used where additional information has to be incorporated such as in AONB's. Blades should be at a standard height and length (to help in standardisation but see para 4.5.6) but consideration should be given to assisting wheelchair and visually impaired users to read the signs. Advice should be taken on whether routed wording or signs should be coloured.

4.3.8 There should be a standard system of way marks based on the plastic roundel but also incorporating more information such as a path turning at right angles after a boundary or indicating a change of route after a diversion order. They should comply with DDA.

4.4 Location specific requirements and priority routes

Type/Priority of Route

4.4.1 National Trails Natural England require their own signage which should follow SDD. However they do not always indicate SDD on cross routes and this should be corrected.

4.4.2 National Parks Should use their own signage but have regard to the NY standard. YDNP has a particular problem as they incorporate part of Cumbria which has its own criteria. It is appropriate for the logo to be shown on either the blade or post.

4.4.3 AONB Should use the NY signage but incorporate their own logo and additional information. The logo and the name of the AONB could appear on the post to avoid cluttering up the blade. Apart from the logo there could be a standard AONB sign for the county (NB Forest of Bowland is mainly in Lancashire). Problems of over signage will have to be considered.

4.4.4 Promoted routes Such as the Ribble Way or Dales Way Standard signage with route logo. Unless the route is sponsored the route logo could be a plastic sign on the post. If sponsored a larger blade could be used incorporating the route name. Negotiation will be required on cross boundary routes.

4.4.5 Main routes These are seen as well-used major routes joining villages or going to or from points of interest or carparks. Should contain full information about SDD and if leaving a carpark etc additional information about the route/destination could be included alongside. These routes should have priority when erecting new signposts.

4.4.6 General routes Should contain SDD but have lower priority in replacements except where necessary.

4.4.7 Minor routes If SDD is not used ie no specific destination then the blade can be short and only have the 'walker/rider' logo.

4.4.8 Routes to Access Land Should contain additional information to the effect that they give access to access land and any restriction on the access land ie 'grouse moor - no dogs except on right of way' and fire restrictions. These may have to appear on a separate notice board alongside.

5.0 Conclusion

5.1 The advice of the LAF is that this document should be incorporated into the draft Signposting and Waymarking design and procedure plan. It is considered that a waymarking policy should be incorporated as soon as possible. The plan should incorporate both materials and a signposting and waymarking policy.

5.2 Further recommendations

5.2.1 The draft plan, including signage and waymarking, should be resubmitted to the LAF for further comment.

5.2.2 The plan should be flexible to allow for variations to cover cross border routes and local circumstances.

- 5.2.3 The last paragraph of para 3.2 is important and DDA should be considered in all circumstances and incorporated wherever possible but it is accepted that neither the signage of routes nor the rights of way network itself can fully comply with the Act and be affordable.
- 5.2.4 Para 3.3 (RoWIP) of the report is also important and should be incorporated wherever and whenever possible.