

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.

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| 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.