

DIRECTION SIGNING IN LEICESTER – SIGNING POLICY

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1 BACKGROUND

- 1.1 A “Traffic Sign” is defined in Section 64 of the Road Traffic Regulation Act 1984 as, “any object or device (whether fixed or portable) for conveying, to traffic on roads or any specified class of traffic, warnings, information, requirements, restrictions or prohibitions of any description:-
- (a) specified by regulations made by the Ministers acting jointly, or
 - (b) authorised by the Secretary of State, or
 - (c) any line or mark on a road for so conveying such warnings, information, requirements, restrictions or prohibitions.”
- 1.2 The Act also gives powers to the highway authority relating to the placing of traffic signs.
- 1.3 Traffic signing is effected by the use of road markings, road studs, traffic signals, lamps, cones, cylinders and beacons as well as various types of upright signs. Street nameplates and markings on builders’ skips are not classed as traffic signs.
- 1.4 The circumstances in which each of the devices referred to above is permitted or required to be used, and a detailed specification for each, are contained in the current Traffic Signs Regulations and General Directions (TSRGD). Advice on the use and design of signs is given in the Traffic Signs Manual (TSM) supplemented by Department for Transport (DfT) Circulars, Advice Notes and Standards.
- 1.5 This document represents a code of practice underlying the principles involved in the design and implementation of direction signing schemes in the City of Leicester within the regulations contained in the TSRGD.

2 PRINCIPLES OF DIRECTION SIGNING

- 2.1 It is the purpose of direction signing to convey clear and unambiguous information to road users. Signs should be understood quickly and easily. They must be used sparingly to avoid a proliferation and are not to be used as a form of advertising. The information presented must not be given too soon or the information will be forgotten. It should neither be presented too late which can lead to problems regarding the safe operation of required manoeuvres. To achieve this, the sign must have the correct letter height and the appropriate siting distance in relation to the approach speed of vehicles.
- 2.2 The principle of direction signing is to direct traffic firstly along the Primary Route Network (PRN), defined in the DfT Local Transport Note (LTN) 1/94 “The Design and Use of Directional Informatory Signs” as the national roads linking prescribed Primary Destinations. Traffic is then directed onto Leicester’s Principal Road Network (PrRN), characterised in the Council’s Transport Asset Management Plan (TAMP) as Category 2 Strategic Route and Category 3a Main Distributor roads, and finally to more specific destinations on the non-

principal road network. Signing trees are used by traffic engineers to represent the pattern of roads used to sign each destination. Their use is key to ensuring that signing is clear, logical and, above all, continuous for all road users.

- 2.3 There is a hierarchy of destinations on each route that will determine which destinations are signed at each location and in which order.

3 STRATEGIC DIRECTION SIGNING

3.1 Primary Route Destinations

The top categories of destinations that will appear on direction signs in Leicester are the primary route destinations that lie on the National Primary Route Network referred to in LTN 1/94 above.

For the City of Leicester these are as follows:-

M1

M69

Loughborough A6

Market Harborough A6

Peterborough A47

Coalville A50

Ring road A563/A6030

Melton Mowbray A607

Newark A46

These destinations will be signed on the PRN and at appropriate locations on the PrRN approaches to the PRN

3.2 Secondary Destinations

The secondary destinations listed below are large settlements near Leicester, together with the inner ring road, which although not a destination in itself, provides continuity of signing to secondary destinations on the approach to the city centre.

Hinckley A47

Rugby A426

Central ring A594

Wigston A5199

A5460

Anstey B5327

South Wigston B5366

Secondary destinations will be signed extensively on the PrRN and where appropriate on the non-principal road network in liaison with the County Council.

3.3 The City Centre

The legend 'City Centre' will appear as a target destination with the correct route number on the PRN, PrRN and where appropriate on the non-principal road network.

3.4 Route Confirmatory Signs

Route confirmatory signs on the exits to all major junctions, with the distance to the destination identified, should be included in signing schemes to TSRGD drgs S2030, S2030.1 or S2128.

3.5 Naming and sponsorship of junctions

The City Council as highway authority has powers under Section 64 of the Highways Act (1980) to provide landscaping on the highway. The objective of seeking or responding to sponsorship opportunities at junctions from the Highway Authority point of view is to enhance the local street scene, not to detract from it. In principle, sponsorship opportunities are welcomed. This is provided that acceptable design principles are adhered to, the sponsor funds the full implementation and maintenance costs of the landscaping whilst obtaining any necessary planning consent and Highway Authority Approval.

- 3.6 The naming of junctions can provide useful contextual and geographical information for both local drivers and strangers to the area. In order to introduce consistency and provide contextual information, the following naming protocols will be used:
Roundabouts = "Roundabout"
Four way junctions = "Cross"
Three way junctions = "Junction"

4 LOCAL DIRECTION SIGNING

- 4.1 The following three local destination categories will normally only be signed from the nearest point on the PRN, PrRN, or non- principal road networks.

4.2 Settlements outside Leicester

There are a number of settlements outside the City of Leicester which, although not strategic destinations, are of importance in the overall highway network. Where appropriate, and in liaison with the County Council, these destinations will be signed from a point on the nearest strategic route or classified road.

A list of these settlements is as follows:-

Barkby
Birstall
Blaby
Braunstone
Glen Parva
Glenfield
Groby
Kirby Muxloe
Leicester Forest East
Oadby
Rothley
Scraptoft
Stoughton
Syston
Thorpe Astley
Thurcaston
Thurmaston
Thurnby
Wigston

4.3 Important Public Buildings

There are a number of important public buildings in Leicester that require comprehensive direction signs. As such, Leicester City Council is prepared to provide funds for the supply and installation of direction signs to these places. Additional funding from outside bodies could, however, be used in order to expedite signing schemes.

The destinations which would fulfil these criteria are:-

Railway Station
St. Margaret's Bus Station
Royal Infirmary
Glenfield Hospital
General Hospital
Major city centre car parks

4.4 Private Premises and Lesser Public Buildings

Private premises and public amenity buildings can attract significant numbers of visitors who may be unfamiliar with the exact location of the destination. Examples of this type of destination may include schools, industrial estates, places of worship, community centres and sports clubs.

There may be good traffic management reasons for additional traffic direction signs to these destinations. However, these facilities will not be signed for general traffic unless:-

- i) There are identified traffic management or road safety problems which could be resolved by appropriate direction signing.
- ii) The operator of the premises can provide evidence that measures have been undertaken to provide visitors with information to enable the destination to be located and that this information has not proved successful. This would normally include good quality information to visitors e.g. web site, leaflets and the provision of suitable signing upon arrival at the destination.
- iii) There are no private or unauthorised signs relating to the facility erected on the highway.
- iv) The destination attracts, on a frequent and regular basis, large numbers of drivers who are unfamiliar with the area (at least 50 per day or an average of 200 per week).
- v) There is suitable and sufficient parking available for the expected number of visitors. Where this is not the case, the use of direction signs for pedestrians could be considered. If dedicated off-site parking is available, direction signs to the parking facility may be provided. The parking facility must be within 200m of the signed establishment's normal public entrance and guaranteed to be available during all normal opening hours for a minimum period of five years.
- vi) The operator of the premises funds the full cost of the supply and installation of the signs, including a commuted sum to cover future maintenance and cleaning. The Local Authorities (Transport Charges) Regulations 1998 refers, and charges are set in LCC minor charges report, updated annually.

- 4.5 If the above circumstances are met, signs from the nearest point on the PRN, PrRN, or non- principal road networks will be approved. The provision of any new signs will take into account existing signage. Where there would be any additional clutter or road user confusion that

may arise from the installation of supplementary signs, consideration will be given to the replacement of the entire sign assembly.

4.6 The name of the destination to appear on any additional signs will be determined by Leicester City Council, after due consideration to the desires of the applicant.

4.7 Local areas within Leicester

In the past, a number of suburbs and areas of Leicester have been included as destinations on direction signs. The definition of boundaries for areas and suburbs within the city is difficult and often subjective. In addition, the need to access such areas is mainly local drivers, most of which will have a reasonable degree of knowledge of the area.

4.8 In order that the issue of boundaries for local areas is not clouded further, direction signs to local areas within Leicester will not be provided. All existing signs that include legends for local areas will be amended in the course of normal sign maintenance.

4.9 Extraneous Signs

From time to time, private premises and public amenity buildings may close. Leicester City Council, where possible, will seek to recoup the cost of sign removal. Where this is not possible, then the Authority will remove signs as soon as resources allow. The temporary masking of signs will be considered as an interim measure.

5 TOURISM DIRECTION SIGNING

5.1 A tourist attraction is defined as a permanently established destination or facility which attracts or is used by visitors to an area and is open to the public without prior booking during its normal operational hours.

5.2 The responsibility for assessing the suitability of applicants for tourist signing from the road network rests with the City Council as the highway authority. Applications for tourist signs will be welcomed and assessed using the same criteria as signs to Private Premises and Lesser Public Buildings (section 4.3), and the additional requirements set out in paragraph 5a and b.

5.3 Signs to attractions and facilities will be considered in the following circumstances.

a) *Tourist Attractions* (an establishment which may be frequented by tourists and which is open to the public e.g. museum, historic houses)

- Permanently established attractions, which are open to visitors without prior booking for a minimum of 4 hours per day, 150 days per year.
- The attraction shall provide evidence that it has agreed to abide by the terms of the English Tourist Board Visitor's Charter.
- The attraction must provide evidence that over 50% of its customers are from outside the area (i.e. more than 20 miles away).

b) *Tourist Facilities* (an establishment which provides a service to tourists and which is open to the public e.g. hotels, restaurants)

- The applicant shall provide confirmation that it is a quality tourist facility from the English Tourist Board, a Local Authority Tourism Department or any other body recognised by the City Council as representing standards in the particular field of tourism.
 - The facility must provide evidence that over 50% of its customers are from outside the area (i.e. more than 20 miles away).
- 5.4 For both types of signs an application fee is payable and applicants will agree to reimburse the City Council for the full costs involved in the processing of the application and the subsequent planning, design, implementation and maintenance of the signs. The Local Authorities (Transport Charges) Regulations 1998 refers, and charges are set in LCC minor charges report updated annually.
- 5.5 The geographical extent to which the attraction or facility should be signed will be determined by the Council, in consultation with the County Council and other Highway Authorities where appropriate. For nationally or regionally important visitor attractions the attraction or facility would normally be signed extensively on the PRN, PrRN and non- principal road networks. For other areas it would normally be signed from the network locally or the adjacent junction.

6 CYCLE DIRECTION SIGNS

- 6.1 Comprehensive direction signing will be provided on the primary cycle network and where there are any major deviations in the route for other vehicular traffic.
- 6.2 Additional direction signing for cyclists will be provided as and where required to ensure route continuity, where there are specific traffic management issues and as set out below:
- Destinations signed will be those in Section 4.1 (Settlements outside Leicester) and Section 4.2 (Important Public Buildings or Places);
 - In addition, local facilities (such as educational institutions, larger local shopping areas and employment areas) will be signed where a high quality route intersects with the trunk City Cycle Network;
 - Within the city centre, areas that provide parking for at least 10 cycles and Bike Park(s);
 - If appropriate, larger towns and cities will be signed where the cycle route forms part of the National Cycle Network;
 - Where main cycle routes cross the City / County boundary, close liaison will be required with the County Council;
 - Normally no more than three or four destinations should be listed on each sign;
 - To minimise the effects of vandalism and damage, cantilevered signs will be as short as possible;
 - Signs will be mounted on lamp columns where possible; and
 - Special sensitivity will be applied in conservation and other sensitive areas. In these situations liaison with the Council's Urban Design Group will be undertaken.

- 6.3 The DfT Local Transport Note (LTN) shall also be consulted when installing cycle route signing features. Where it is appropriate, the pedestrian symbol may be included in cycle route direction signing.

7 PEDESTRIAN DIRECTION SIGNS

7.1 City Centre Destinations

Within the city centre, vehicular traffic is discouraged and very few destinations have their own parking facilities. It is therefore intended to guide visitors from public transport facilities and car parks, where City Centre maps are provided, to their destinations on foot. As such, a comprehensive network of pedestrian route signing in the form of fingerposts is provided. The needs of all users, particularly disabled people, should be met (in this sense disabled is inclusive of people with walking difficulties, the elderly, people with pushchairs etc.).

- 7.2 Strategic pedestrian destinations will be signed extensively over the city centre network.

- Strategic pedestrian destinations are:
- City Centre
- Railway Station
- St Margaret's Bus Station
- Haymarket Bus Station
- Leicester Market

- 7.3 Additional destinations may be signed if fingerpost capacity is available. The criteria for selection of these additional destinations will be:

- They should be available as a "public provision or service";
- Access should normally be free of charges, except for parking, for the majority of the time;
- Destinations should be priority destinations for visitors; and
- The destination should attract large numbers of people who are strangers to the area, on a frequent basis.

- 7.4 These non-strategic destinations will be signed only locally and in the light of changes in the city centre, may vary over time.

7.5 Destinations outside the City Centre:

- 7.6 Outside the city centre, pedestrian signing, where considered appropriate (such as libraries and other community facilities), will take the form of conventional direction signing as illustrated in the TSRGD. Selection of these destinations will be by the same criteria as non-strategic city centre destination and be linked where appropriate with the local cycle route signing.

8 CAR PARK DIRECTION SIGNING

8.1 City Centre Car Parks

In the city centre variable message signing is used to direct motorists to the most appropriate car park as part of a hierarchical approach to signing as drivers approach the city centre. The signs provide

information to drivers on the number of available spaces within the car parks to influence their decision making. There will be a sufficient number of static car park signs to compliment and reinforce the variable message signing.

8.2 All standard direction signing for car parks in Leicester will be assessed separately and where appropriate, signs will be provided from the nearest junctions on the classified road network, but independent to existing direction signs. Powered two wheeler parking areas will also be signed from the nearest junctions on the classified road network.

8.3 Often the exits to car parks are situated on minor streets, or one-way systems and a signed route back to the major road is not always obvious. Additional signs from the exits of car parks to the nearest junctions on the PrRN will be included as part of the signing scheme.

8.4 Car Parks in District Centres.

Car parks in District Centres fulfil an important economic need for local businesses. However, the local community mainly use these car parks and signing is normally considered to be unnecessary.

8.5 Park and Ride

To raise awareness and promote the use of park and ride, the park and ride sites should be signed with the same degree of importance as primary route destinations as defined in paragraph 3.1. To encourage further use and increased modal share, signing to park and ride sites will be provided extensively over the PRN, PrRN, and where appropriate, the non- principal road network.

8.6 To differentiate between park and ride sites as they are developed, the names for individual park and ride sites will be included. The mixture of symbols and text must follow that shown in TSRGD Diagram Nos. 2503 (ADS) and 2504 (DS).

9 FREIGHT TRAFFIC DIRECTION SIGNING

9.1 There will be a hierarchy of signing to industrial estates throughout the city. They will form part of the integrated system of strategic direction signing. However, where routes for heavy goods vehicles differ to those for other traffic, specific signs for these vehicles will be provided.

9.2 The Freight Quality Partnership has produced a leaflet “LEICESTER – Freight routing map” which details the seven largest industrial sites in Leicester. These are:

- Gorse Hill
- Bursom
- Braunstone Frith
- Freeman's Common
- Cobden Street
- Hamilton
- Troon

For the above seven sites freight signing to direct drivers into the site from, and back to the PRN and PrRN will be provided.

- 9.3 Where there are routes that differ from the signed routes for non-freight traffic signs, drgs TSRGD 2805, 2806 and 2806.1 must be used.

10 BOUNDARY SIGNS

- 10.1 On each of the main routes into Leicester, there are boundary signs indicating the administrative boundary of the Authority and announcing that Leicester was Britain's first Environment City. The positioning and content of these signs will reflect the current requirements of elected members, within the constraints laid down for such signs in the current TSRGD.

11 TEMPORARY DIRECTION SIGNING

- 11.1 The Council will require that all temporary signing schemes are designed, implemented and maintained to an appropriate and acceptable standard. These standards will apply to all applications for temporary signs from event promoters and developers. The Council will require that the temporary signing strategy and details of the sign faces, locations and means of fixing are submitted for approval. These signs must comply with the TSRGD. Applications must be submitted to the Council at least four weeks before the signs are to be erected. Applicants will agree to reimburse the City Council for the full costs involved in the processing of the application and any subsequent planning, design, implementation and maintenance of the signs. The Local Authorities (Transport Charges) Regulations 1998 refers, and charges are set in LCC minor charges report updated annually. In the event of signs not being removed expeditiously, the Council will remove them and recharge the costs to the promoter.

- 11.2 Temporary directional signs fall into three categories. These are:

- Special events
- New developments
- Traffic diversion signs

11.3 Temporary Direction Signing for Special Events

Where large numbers of visitors are expected at special events in Leicester, temporary traffic direction signs may be erected at the applicant's expense for reasons of road safety and traffic management, to direct visitors along the most suitable route. Approval will be based on the following criteria:

- The promoter will demonstrate that adequate off street temporary car parks will be provided and that the signing scheme directs vehicles to those car parks.
- If the destination already enjoys permanent signing, no temporary signs will be permitted. (It is the responsibility of the event promoter to advertise the venue in marketing material).
- Signs are not means of providing additional advertising for a special event.
- Signs will only be considered where the event is expected to attract a considerable volume of traffic from outside the local area and where adequate parking facilities exist.

- Signs will not be permitted where there are already adequate direction signs.
- Signs must comply with the current TSRGD.
- Signs will present information clearly and concisely, with the number of words kept to a minimum.
- Signs will only include dates and times where it is considered that this information will be of use to road users who may wish to avoid the area for the duration of the event.
- Signing should be erected no more than 48 hours before the start of the event and removed within 48 hours of its completion. However, for larger events with a regional or national dimension signs may, by prior planning and agreement with the City Council, be erected up to 14 days before the start of the event; removal within 48 hours will still be required.

11.4 Temporary Direction Signing for New Housing Developments

Temporary signs to new developments can assist construction traffic, visitors and delivery vehicles to the site by the most appropriate routes. Temporary signs to housing developments will only be permissible:

- For new housing developments of at least 30 dwellings;
- From a point on the nearest classified road;
- If signs conform to the TSRGD and are designed in accordance with DfT Drawing P2701 (house symbol in black on a yellow background);
- From the start of work on the site substructure to the time when 80% of the residential properties have been sold, or no longer than six months after completion of the development;
- If no commercial name is on the sign; and
- When the application includes information on the expected number of deliveries, visitors and parking provisions.

11.5 Temporary Direction Signing for Roadworks and Diversionary Signing

Major roadworks will necessitate the provision of temporary direction signs to divert drivers away from works in the highway and aid their navigation through any diversionary routes. In addition, permanent direction signs may require masking for the duration of the works to avoid any confusion. All such temporary direction signs must comply with the requirements of Chapter 8 of the Traffic Signs Manual.

11.6 The Council may consider the introduction of a temporary road closure in circumstances where it is anticipated that the road would be thronged with pedestrians as a result of either a sporting, recreational or social event which may be dangerous to the travelling public.

11.7 If a road closure is approved, it is anticipated the diversion route will normally use the same or a higher classification of road. The Council will require that the applicant submit plans and signing schedules for diversion routes for consideration and approval. The plans and signing schedules will provide adequate information to enable the Council to review the extent, location, quality and robustness of the signing measures. The overarching requirement is that the location, scale, clarity and maintenance regime of the temporary signing scheme should be at least as good as that for a permanent scheme.

- 11.8 Before a temporary road closure is applied for, all feasible alternatives should be considered, in partnership with the highway authority, the police, emergency services, bus operators and any other appropriate key stakeholders. The Council's position is that a road closure should be the final resort.

12 UNAUTHORISED SIGNS

- 12.1 There is an increasing problem in Leicester, along with many other cities, of private operations and premises installing signs and advertisements on the highway. These signs are technically an illegal obstruction of the highway. Signs which do not conform to the appropriate regulations or are unauthorised signs may distract the attention of road users, be a hazard to disabled people and detrimental to road safety. Leicester City Council or any other organisation is not allowed to put up any signage in the highway which do not conform to the current TSRGD. It is proposed therefore to remove any unauthorised from the public highway if they are considered to be a potential hazard to highway users, a hazardous distraction or are obstructing the highway visibility.
- 12.2 The Highway Authority or its Agent have the common law right and powers under Section 132, 137 and 143 of the Highways Act 1980 in relation to marks on and wilful obstructions and structures on the highway. We have powers to remove any unauthorised structures from the public highway if they are considered to be a potential hazard to highway users, a hazardous distraction or are obstructing the highway or visibility. The Highway Authority has powers under the Highways Act 1980 to prosecute offenders.
- 12.3 Where it is practically possible to identify them, offenders will be notified by the Council to remove their illegal signing within a specified period. If this notice is not complied with, or cannot be issued, then the illegal signs will be removed. A charge will be made for the recovery of each one, to cover the Councils reasonable expenses in doing so. Unrecovered signs will only be stored for 4 weeks from the date of removal.

13. DIRECTIONAL ROAD MARKINGS

- 13.1 Road markings are classed as traffic signs. To supplement information provided on direction signs, worded lane destinations with arrows may be provided on the carriageway on the approaches to junctions. Such markings will normally be restricted to the PRN and PrRN networks; however, consideration will be given to using directional markings on the non-principal road network where there is a proven traffic management need.
- 13.2 In addition, all directional road markings to TSRGD drg 1035 must reflect the information provided by the upright signing scheme, and be amended in accordance with, and at the same time as any changes to the rest of the local signing scheme.

14 SIGN MAINTENANCE

- 14.1 To ensure clarity and consistency, it is vital that direction signs are undamaged, clean and structurally safe. This is significant in terms of road safety, where a lack of maintenance can be a contributory factor in road traffic accidents. Therefore, important maintenance considerations concerning signing matters and a regular inspection regime is required.
- 14.2 Non-illuminated signs on the PRN and PrRN will be inspected annually and cleaned twice annually. Non-illuminated signs on all other routes will be inspected bi-annually and cleaned annually.
- 14.3 Sign obstructions are to be cleared on a proactive and reactive basis; however, obscuring vegetation will be removed within one week of being brought to the Councils attention.
- 14.4 The replacement or repair of damaged signs will depend on the degree of danger posed by the structure. Where there is considerable danger to the public, the site will be made safe forthwith, with replacement or repair taking place as soon as possible thereafter.
- 14.5 Directional road markings should be replaced within four weeks of the completion of any surface treatment works. In any case, road markings should be renewed as soon as possible when approximately 40% of their area becomes ineffective or worn away.
- 14.6 To assist maintenance, the Council will maintain a database inventory of direction signs within the city of Leicester. This database will be a vital maintenance aid when:-
- Replacing damaged or missing signs.
 - Assessing any signing inconsistencies.
 - Answering any complaints or enquiries.
 - Recording maintenance inspections.
 - Assessing direction signing implications of temporary traffic management schemes.

15 ENVIRONMENTAL CONSIDERATIONS

- 15.1 Whilst road safety and traffic management issues should be the overriding concerns regarding the placement of signs, the need for and purpose of a sign should always be questioned. The recently published DfT “Manual for Streets” and Local Transport Note 1/08 “Traffic Management and Streetscape” stress the need to consider whether signs are necessary and, if so, whether their visual intrusion can be minimised in terms of, for example, number and size. New or improved signing schemes will therefore take account of the following five aspects.
- 15.2 Position of Sign
Wherever possible, the Council will utilise existing street furniture when fixing signs. It is desirable to use a backdrop, whether natural or artificial, to both provide a contrast to increase the conspicuity of the sign, and to diminish the visibility of the rear of the sign. The position of

supporting posts should minimise the effect on the free passage of pedestrians.

- 15.3 The Leicestershire Act (1985) enables the Authority, after consultation, to position signs on buildings. This can be an appropriate method of reducing highway clutter. The Act will be employed where it is deemed appropriate.

15.4 Height of Sign Assembly

DfT advice recommends a height of between 900mm and 1500mm from ground level to the bottom of the sign, with 2150mm where signs are to be placed above a footway. The lower mounting height has technical advantages in terms of visibility and minimises environmental intrusion. There are, however, potential problems over such mounting heights. These include excessive road spray, stationary vehicles and susceptibility to vandalism. In view of the largely urban nature of the city, it will, in most instances, be necessary to place signs at a minimum mounting height of 2150mm, or 2300mm where cyclists can be expected.

15.5 Number of Signs

There is a maximum level of information that a road user can absorb from a direction sign. The provision of superfluous information can confuse road users and lead to a deterioration in road safety. Therefore, the number of direction signs will be kept to a minimum to avoid over-proliferation and confusion. The maximum number of individual destinations shall be in accordance with advice contained in the Traffic Signs Manual.

15.6 Size of Sign

The size of direction signs relates to both the design of the sign face and the prevailing approach speed of traffic. Wherever possible, the design of the sign shall minimise the size of its face to reduce costs and environmental intrusion whilst taking into account the overall clarity and legibility of the message portrayed. Where there is a range of letter heights that may be used for specific vehicular approach speeds, smaller heights may be used in environmentally sensitive areas such as conservation areas.

15.7 Fixing Method of Sign

No part of the supporting post should be visible above the sign. The minimum number of posts should be used, whilst ensuring the structural stability of the sign assembly. Cantilever support should be used as appropriate.

(A design guide should be issued to deal with foundation sizing based on BS EN 12988 - similar to Leicestershire County Council's on-line version. Until this design guide is issued, Leicester City Council will apply the County Council's specifications where appropriate).

- 15.8 Designers should thoroughly check to ensure that the contractor carries out their requirements.

15.9 Conservation Areas

Where it is proposed to install signs in conservation areas, or close to listed buildings, particular consideration will be given to environmental issues. The Council's Urban Design Group will be consulted at such times.

- 15.10 It must be remembered that the prime function of direction signs is to assist in managing traffic. This will ensure that motorised traffic follows the most appropriate route to its destination. This will help minimise the adverse effects of vehicles on the environment by minimising queuing and unnecessary mileage, and reducing pollution.

16. TRAFFIC INFORMATION / RADIO FREQUENCY SIGNS

- 16.1 This form of traffic sign requires specific DfT authorisation to erect on the highway. However, the DfT state that there no longer seems to be a traffic management case for them. Therefore, this type of signing will not be used in future signing schemes and existing signs of this type will not be replaced or updated.

- 16.2 Any signs that are removed may be reused in more appropriate locations such as within city centre car parks.

17. OUTER RING ROAD SIGNING

- 17.1 Signing practices are required to encourage through traffic to use the Outer Ring Road (ORR) rather than city centre roads. The following section presents the signing principles that specifically address to improve the legibility and conspicuity of the Outer Ring Road for Leicester.

17.2 Naming of the Ring Road

There should be consistency in the naming of the ORR routes as well as destinations along and off those routes. It is considered that from a navigational point of view it is advantageous to retain a distinction between the two Ring Roads. It is proposed therefore to retain the 'Outer' distinction (at least for the first ADS sign that drivers observe when joining the ORR). It is also considered that the use of the term "Road" on the sign is unnecessary and its removal would improve the legibility of ORR signs.

17.3 Naming of junctions

It is considered that the naming of junctions provides useful contextual and geographical information for both local drivers and strangers to the area and can be referred to in traffic broadcasts. When opportunities arise, the ORR junctions will be named on direction signs.

- 17.4 In addition to paragraph 3.5, the naming of junctions will also adhere to the following protocol:

- The local ward councillors are first consulted, where appropriate, for accepted existing local junction naming;
- Where the ORR crosses local minor roads the local road name will be used;
- Where the radial road name changes at the junction to be named, the inbound road name will be used;

- Where a local geographical feature or building is more prominent than the local road name then this may be used in place of the local road name;
- In all cases care is to be taken to ensure that there is no naming duplication or confusion for visiting or through traffic.

17.5 Classified Road Numbers

It is considered that displaying the current route number is helpful and relevant to the needs of drivers, particularly to visitors and through traffic. Classified road numbers must be consistently included in direction signing for the Outer Ring routes.

17.6 'Point of Compass' Destinations

Currently many ORR signs carry 'point of compass' destinations, for example, 'Leicester North' and 'Leicester South', rather than more specific geographical destinations. In many cases it is appropriate to include 'point of compass' destinations, due to the number of Primary Route destinations that may need to be included on the sign face. Therefore, the 'point of compass' destinations would need to be considered on a junction by junction basis.

17.7 Signs for Cyclists

On many sections of the ORR, good quality off-road cycle tracks / shared pedestrian and cycleways with signal controlled crossings are available, but may only be obvious for people with local knowledge or experienced cycle users. The lack of signage does not send out positive messages to potential new users. It is appropriate that on the approaches to the ORR junctions, cycle users are advised by means of advance direction signs, of the availability and destinations of the off carriageway routes.

17.8 Cycle route repeater direction signs shall be provided on the ORR routes to TSRGD drgs 2602.2 or 2602.3.

17.9 Freight Direction Signing

Every opportunity should be taken to route freight traffic via the ORR in preference to any other route.

17.10 Lane Indicator Signs on multi-lane approaches to ORR junctions.

Lane indicator signing is a useful aid to drivers, providing information that allows them to make the correct decisions required to safely negotiate junctions. Lane indicator signs will be included at all major or complex junctions on the ORR. If no other signing is provided, then signs to TSRDG drg S877 will be used.

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