

<b>Scrutiny Commission for Rural Communities</b>	<b>Agenda Item No. 5</b>
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## **Report of the Executive Director of Operations**

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### **DIRECTIONAL SIGNING IN RURAL AREAS**

#### **1. PURPOSE**

To inform the committee with regards to using traditional style direction signs (finger posts) in the rural areas of Peterborough rather than the current ‘aluminium plate’ type signs.

#### **2. RECOMMENDATIONS**

The use of traditional signs is implemented where supported and where appropriate.

#### **3. BACKGROUND**

The purpose of directional road signs is to inform and advise motorists who are unfamiliar with the area, thus assist in the provision of an efficient road network and the avoidance of unnecessary mileage, time and pollution.

The Department for Transport (DfT) fully supports the use of these old style signs and posts. It states that “traditional direction signs make a very important contribution to the local character and identity of suburbs, villages and rural areas across the country”.

However the regulations specify where such signs can and cannot be used:

- Current regulations permit the erection of new fingerposts signs at the junction of one minor road with another i.e. those that are either class C or unclassified.
- They are not permissible when either road must be classified as an A or B class road.

##### **3.1 Advantages**

- Finger post signs give an identity to each site they are positioned at.
- They are compatible with the local character of the area in which they are found.

##### **3.2 Disadvantages**

- Finger post style signs are not reflective and therefore during night time hours, motorists would have more difficulty in seeing the information on the sign faces.
- The size of text on such signs would be less than that of a modern sign and thus drivers may not observe the signs resulting in additional journey time.
- Delivery drivers who are unfamiliar with the area may take unsuitable roads if they fail to observe the signs.

### **3.3 Costs**

Given the variety of material available and number of different configurations it is only possible to provide indicative costs.

- To remove two posts each with two signs and replace with a single post and four traditional signs would be between £600 and £900.

If the existing signage was safe and functional, due to the costs involved, it would not make financial sense to replace it.

### **4. LINKS TO CORPORATE PLAN, SUSTAINABLE COMMUNITY STRATEGY AND LOCAL AREA AGREEMENT**

Building Pride in Peterborough (SSC04): NI2 - % of people that feel they belong to their neighbourhood.

### **5. CONSULTATION/KEY ISSUES**

None – they are permitted under existing legislation.

### **6. BACKGROUND DOCUMENTS**

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

The Traffic Signs Regulations and General Directions 2002 (diagram number 2141 relates).

Department for Transport, Traffic Advisory Leaflet 6/05.

Costs received from Peterborough City Councils contractors, Ringways Infrastructure, Sign Shop.

### **7. APPENDICES**

Map of A & B roads - showing where traditional style signing is not permitted.