

F3 – Signage

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Signage

Street signage provides a vital role in communicating street functions and management regimes, to ensure appropriate user behaviours. However with additional signage comes clutter, often the result of incremental additions. The council has a presumption in favour of minimising street signage where it can be lawfully reduced and to continually review existing signage in line with the Traffic Signs Regulations and General Directions (TSRGD, 2016).

Many of Edinburgh's streets have very narrow footways, which can become obstructed through excessive use of sign poles. Poles can often have considerable visual impact in residential suburban streets.

Designers are encouraged to review best practice in design and location with a view to reducing impact of signage. Existing posts, columns and structures should be used wherever possible.

Please refer to the **Minimising Street Clutter** Factsheet when designing schemes and reviewing signage.

Seek approval from Street lighting prior to any apparatus being attached to a street lighting column or pole.

Design requirements

- All traffic sign poles should be grey. The back panel for signs should match the pole colour.
- Poles should be located to minimise obstructing the footway, though traffic signs must be clearly visible from the carriageway and as per TSRGD 2016 requirements.
- Sign poles should not be situated in the middle of the footway.
- Where possible, poles for signs should be positioned to the rear of the footway or 300mm from the kerb edge (450mm in bus stop areas), ensuring that the clear footway zone (min 1.5m – see Street Furniture) is not obstructed.

- Sign poles located at the back of the footway should be positioned in recesses where practicable, allowing a clear building line to be retained.
- Head height clearance of 2.3m is recommended, with 2.1m an absolute minimum.
- Sign illumination should be kept to a minimum and informed by TSRGD 2016 guidance, with greater use made of reflective diamond grade material (see Minimising Street Clutter).

Historic environment

Signage design or placement exemptions may be considered for schemes proposed in the World Heritage Site and across conservation areas, as appropriate and requested from the Scottish Government.

Relevant Factsheets:

Minimising Street Clutter: Traffic Signs (P7)
Footways (P3)

Street Furniture Layout (F1)



The City of Edinburgh Council: Existing pole used to accommodate new 20mph signage (small sign used) on Canongate, Edinburgh.



Image: [Designing Streets](#). Over utilisation of signage on cyclist/ pedestrian paths should be avoided.

General sign design requirements for street signage

Pedestrian wayfinding signage

- Pedestrian wayfinding signage should be designed to provide a for a range of user groups including: residents, tourists and business visitors. The content of the signage should take into account the needs of these user groups and align with a signing strategy that is consistent across the city.
- Pedestrian signage is particularly important near public transport interchanges and complex road junctions where pedestrian routes may not be intuitive.
- Design advice is provided in TSRDG (Section 7, Part VIII) on suggested pedestrian signing styles, and the use of bespoke pedestrian signing products may be considered as part of a wider roll-out of products to ensure a consistent form and style.
- Additional information can be added to fingerposts, including recognisable symbols; distance in metres (or yards); or time in minutes (5min walk = 400m).

Directional signage for cyclists

- Cycle routes to local and major destinations often differ from vehicular traffic and so require separate directional signage.
- Cycle signage guidance is managed by the Active Travel Team; any new signage required should be discussed with this team.
- Where possible, avoid erecting additional signposts by adding cycle signage to existing posts, while ensuring a minimum 2.3m height clearance.
- Other cycle signs such as sign 955 ('pedal cycle only') and 956 ('shared use route') can be placed on street furniture, including bollards.
- These signs may be considered in diameter sizes of 100mm or 150mm (for bollards), 270mm (for illuminated bollards), 300mm (for sign posts), 450mm (for illuminated use).
- Cycle routes should be designed to minimise the use of "Cyclists Dismount" and "End of Route" signs. They should only be used in exceptional circumstances.

Traffic signs

- The font height for traffic signs should be guided by the speed limit for that particular stretch of road. Signs on roads with low speed limits can have smaller x-heights than signs on higher speed roads.

Controlled parking signs

- Edinburgh City Centre is largely comprised of 'controlled parking zones' (CPZs), providing marked and signed areas where permits are required to park.
- Parking signs must be clearly visible to motorists at all times to enable consistent, unchallengeable parking control.
- Parking bay signs should be spaced no more than 30m apart and not more than 15m from the end of a bay.
- Vertical signs should be designed to provide a clear message while minimising sign size.
- TSRGD 2016 allows flexibility to avoid doubling up of signs and lines. The presumption is that the designer will look to minimise the number of these except where there is a site specific need for more.

Waiting and loading signs

- Where waiting or loading restrictions are in force everyday, 24 hours a day, the restriction is imposed solely by road markings and therefore all 'at any time' signs can be removed.
- Waiting / loading signs in areas with temporal variations in restrictions are required every 60m.
- See Minimising Street Clutter Factsheet for further information.

Temporary signs

- The need for temporary signs should be reviewed to minimise their use. The placement of temporary signage should be monitored and immediate removal of these signs implemented upon the sign becoming redundant.
- Specific provision and timescale for the siting and removal of temporary signs must be detailed in all contracts and must be enforced thoroughly.
- See Schedule 13 of TSRGD 2016 for detailed design guidance.

Relevant Factsheets:

Minimising Street Clutter: Traffic Signs (P7)

Image References

Signage

Dual sign pole: City of Edinburgh Council

Over utilisation of signage: Designing Streets

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