

Traffic Signs Manual

CHAPTER

6

**Traffic Control
2019**

maintenance, not just for the equipment but for the associated road markings and signs. Traffic authorities should ensure that maintenance contracts will cover any proposed installations, particularly those put in place as part of new developments that they may be required to adopt in future. Advice on installation is given in section 27.

1.8.5. The Department does not produce or advocate numerical flow criteria for junction assessments, as decisions on when to signalise a junction depend on many factors that will vary from site to site and cannot easily be quantified. Flow data will be part of the assessment process but has to be considered in context. There is a range of factors which will form part of an assessment, such as road layout, accident records, traffic speeds and vehicle counts.

1.8.6. Much of the above also applies to stand-alone crossings. In addition, suggested assessment criteria are set out in section 13.

1.9 Consultation and publicity

1.9.1. There are no legal consultation requirements for a traffic signal junction. If the design incorporates banned movements or other restrictions, then these will require Traffic Regulation Orders (TROs) which must be made following the procedures set out in the relevant regulations.

1.9.2. Section 23 of the Road Traffic Regulation Act 1984 requires authorities establishing, altering or removing Zebra or Puffin crossings to consult with the local chief of police, and give public notice of the proposals. Notification to the Secretary of State is no longer required following the Deregulation Act 2015.

1.9.3. There are no set procedures for “giving public notice”, and authorities should consider what approach will ensure local residents, businesses and accessibility groups are properly informed and able to comment.

1.9.4. In addition to statutory requirements (where applicable), the Department strongly recommends that authorities engage with local residents and others affected by proposed works. It is particularly important to involve groups representing disabled people at an early stage, as a change from one type of facility to another can be disorientating. Any concerns raised should be considered and addressed as far as possible.

1.9.5. There are no statutory consultation requirements for equestrian, Parallel or Toucan crossings, or stand-alone signal-controlled pedestrian facilities (Pedex), but as above it is strongly recommended that engagement is carried out with those likely to be affected.

1.9.6. The Equality Act 2010 places a duty on public sector authorities to comply with the Public Sector Equality Duty in carrying out their functions. This includes making reasonable adjustments to the existing built environment to ensure infrastructure is accessible to all.

1.10 Control equipment

1.10.1. The Regulations removed the requirement for traffic control equipment to be of a type approved by the Secretary of State. Recognising that the removal of type approval meant there was a need for a body to maintain standards, the Department has worked with traffic authorities, as purchasers of this equipment, and representatives of the industry to set up TOPAS – Traffic Open Products and Specifications. TOPAS maintains a product register and the suite of TR technical specifications previously maintained by the Highways Agency (now Highways England). To be included on the register of TOPAS products, manufacturers self-certify that their equipment meets the relevant specification and has passed the relevant tests. This enables purchasers to check that equipment they are buying meets national good practice.