

15.0 Markings and materials

15.1 Cycle logos



Above **Diagram 15.A**
Cycle symbol to diagram 1057



Photo 15.1
Paving slab with diagram 1057 imprinted

Symbols to diagram 1057 may be more appropriate than repeating signs. These are usually after each decision point (the location where a cyclist may want to turn or change speed due to a junction or similar). 200m is a reasonable distance to repeat the marking, although this could be more regular where appropriate.

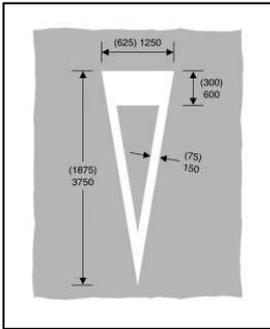
There are examples in other counties of the symbol being used on quieter roads without a cycle lane to both advise motorists of cyclists' presence and provide cyclists confirmation of the suggested cycle route in between directional signs. This may be something that could be considered on new schemes in Nottinghamshire, although this would require DfT authorisation as TSRGD 2002 states that 1057 must be used in conjunction with cycle signing or lane markings at present.

In conservation or paved areas a slab with a cycle logo could be used instead of thermoplastic (Photo 15.1).

15.2 White lining



End of route
Diagram no 1058
Suggested dimensions 1100 x 1035mm
As with the sign 'End of Route' this marking is rarely required as the point that a cycle lane isn't actually the end of a cyclist's journey - they will just continue on the carriageway or onto alternative facility. Use a cycle symbol to diagram 1057 as a lane termination alternative.

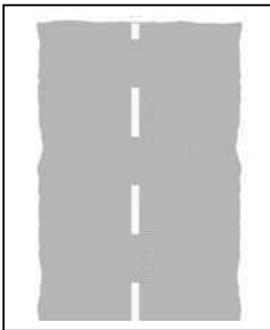


Give Way

Diagram no 1023

Suggested dimensions 625 x 1875mm

Only normally required when cycles lose priority at a junction. Where they meet another path/ track, vehicular access or a lightly trafficked side road a dashed line to diagram 1003 should be sufficient unless the Safety Audit states otherwise.

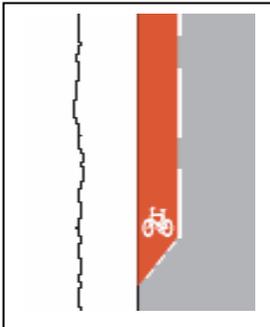


Edge of cycle track/ segregated shared path

Variation of diagram no 1010

Suggested dimensions 50mm wide line, 500mm long, 500mm gap

An edge of path marking is only required adjacent to roads with speed limits of 40mph or above, unless a specific safety issue dictates otherwise. The marking should be non-reflective and laid to create a buffer zone of at least 500mm.



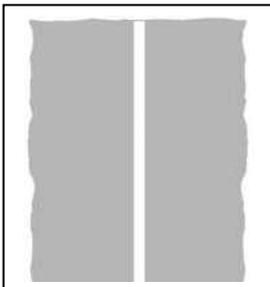
Advisory cycle lane - edge of lane marking

(roads with a 40mph or lower speed limit only)

Diagram no 1004

Suggested dimensions 100mm wide, 4000mm long, 2000mm gap

Red surfacing within the lane is optional. Consider maintenance implications of red surfacing if used - it may be more appropriate just to use it across junctions where cyclists need to be highlighted.

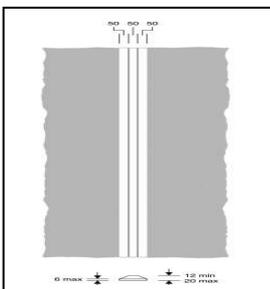


Path segregation (by line)

Diagram no 1049

Suggested dimensions 150mm wide line

Line used to divide segregated cycle/ pedestrian path. The line must be provided in white thermoplastic and should have a skidding resistance value of 55 after application.



Path segregation (by raised line or block)

Diagram no 1049.1.

Suggested dimensions 50mm central line 12-20mm high with 50mm lines either side 6mm high.

Raised diving line for segregated cycle/pedestrian path. Line must be provided in white.

Further details on lining dimensions and requirements for cycle facilities available in:
 Traffic Signs Regulations and General Directions 2002 and
 Traffic Signs Manual Chapter 5 (Road Markings) 2003
http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_610051.pdf