

## 14.0

## Signing for Cycling Facilities

There are 3 types of signs (from the Traffic Signs Regulations and General Directions 2002) which may affect to cyclists:

- Regulatory - e.g. no motor vehicles
- Warning - e.g. cycle route ahead
- Guidance - e.g. directional signs

The majority of cycle routes located on and near to the highway are largely catered for by the existing general traffic signing, however specific additional signs for cycling can be useful for the following reasons:

- Publicises recommended routes
- Directs cyclists to locations that are away from the carriageway and may not be obvious without signing
- Promotes cycling to other road users and provides warning that cyclists are likely to be present
- Regulation - i.e. signs that must be present to correctly enforce cycle facilities

On roads with a speed limit of 30mph or below there should be a general presumption to keep sign sizes to the minimum allowed. This reduces the impact of additional signing upon the streetscape. There will be instances where this does not apply due to:

- High levels of pedestrians - extra warning may be required to avoid a conflict with cyclists if pedestrians are not expecting them
- Advice from the safety audit, requiring a particular junction or point to have larger signing, to warn of restricted visibility, for example.

- It is useful to incorporate cycle route information into standard road signage boards and on existing signposts at all appropriate locations
- Photo 14.1 shows at a glance that the car park also contains cycle parking
- Photo 14.2 indicates cycle routes on roads that have street lighting provided. An alternative route is also available nearby but this makes use of an unlit cycle track.



Top Right **Photo 14.1** Bottom Right **Photo 14.2**

**14.1 Directional Signing**

- At all decision points, road signs should be positioned so that cyclists are able to follow their routes easily and without confusion
- A sign should supply all the information required at a glance. If it invites one or more unanswerable questions then it has failed the test
- It is useful to provide an indication of distances (in miles) on the sign. Some authorities have also experimented with providing distances in estimated minutes, although this is not a permitted variant so requires DfT authorisation at present
- A destination stated on one sign should be repeated on subsequent signposts until it is reached.

**14.2 Sign Installation**

- All signs on the highway are to conform with *TSRGD 2002*
- Take care not to introduce more street clutter (try to fix signs to existing columns/posts where possible - these should be less than 0.3m<sup>2</sup>)
- Do not use full height poles where they are not required
- Do not place posts where they conflict with the movement of pedestrians or cyclists
- Signs fixed to posts should have anti-rotational clips so that they cannot be turned
- Signage for cycle parking is essential to inform users of where the facility is
- Use cycle logos (*diagram 1057*) or cycle slabs on the ground to reinforce direction signing.

**14.3 Mounting Heights, Clearances and Sign Size**

- Provide 500mm clearance from the carriageway
- Signs should be mounted 2.5m high (minimum 2.3m) - there will also be a need to check that existing signs are to this height on a cycle track on a converted footway
- Some signs can be wall mounted, smaller sign sizes will normally be adequate
- Sign sizes to conform to *TSRGD 2002*. (Recommended sizes shown on following pages).



Left Photo 14.4



Right Photo 14.5  
Courtesy Alex Sully

Poor examples of signing for cyclists:

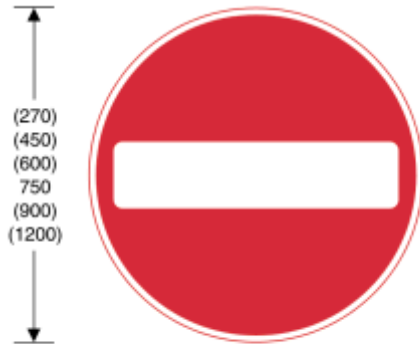
**Photo 14.4** too many signs without clear message; dismount or rejoin?  
**Photo 14.5** don't erect signing in the middle of a cycle track. Lighting columns need to be relocated to the back of footway here.

## 14.4 Signing Summary (i)

### (616) No entry for vehicular traffic

#### Usual dimensions

600mm or 750mm



616  
No entry for vehicular traffic

#### Notes

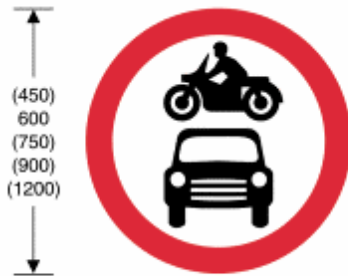
The only exemption plate that can be used in conjunction with this sign is 'except (local) buses'. 'Except cycles' is not permitted and 619 must be used instead.

May be used in conjunction with 955 to create a 'false' one way street with a cycle bypass.

### (619) Motor vehicles prohibited

#### Usual dimensions

600mm



619  
Motor vehicles prohibited

#### Notes

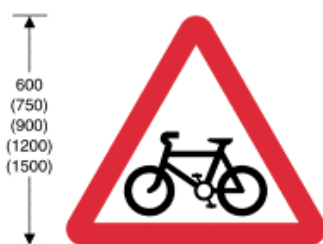
Can be used in conjunction with 620 (except for access) and 620.1 (except for loading).

Often complaints are made that this sign is ignored or misunderstood - it is therefore important that the prohibition is engineered so that it is self-enforcing as much as possible.

### (950) Cycle route ahead

#### Usual dimensions

600mm



950  
Cycle route ahead

#### Notes

Used to warn motorists that cycles may be present ahead on a route or crossing.

In an urban area this is unlikely to be required unless there is a particularly unusual road configuration ahead as motorists are likely to be aware of cyclists in towns and suburbs.

**(951) Pedal cycles prohibited**

Usual dimensions

450mm



951  
Riding of pedal cycles prohibited

**Notes**

This sign is rarely used for new schemes now as is misunderstood by many as meaning cycles are permitted. It tends to be present on footways and alleys where cycling has been banned in the past. There should be a presumption against new use now, as the prohibition is unenforceable.

**(954.4) Supplementary plate**

Usual dimensions

37.5 x-height



954.4  
Same as diagram 954 applying to pedal cycles

**Notes**

Use in conjunction with 606, 609, 612, 613, 816 only.

**(955) Route for use by pedal cycle only**

Usual dimensions

300/450mm (270mm on bollards)



955  
Route for use by pedal cycles only

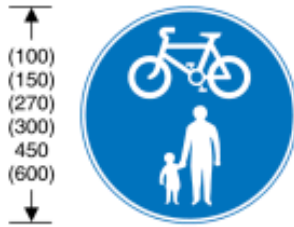
**Notes**

For highway use this means that no other users may utilise the route. There must be a TRO in place before using this sign.

**(956) Route for use by pedal cycles and pedestrians only**

Usual dimensions

300mm/450mm (270mm on bollards)



956  
Route for use by pedal cycles  
and pedestrians only

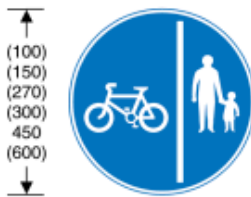
Notes

The sign should be placed at each end of the section where cyclists are permitted to share a path with pedestrians. The sign should also be used sparingly at intervals along the route, preferably on lighting columns to minimise steel posts. There are no set distance requirements for repeaters set out in the TSRGD 2002.

**(957) Segregated route for cycles and pedestrians only**

Usual dimensions

300mm/450mm (270mm on bollards)



957  
Route comprising two ways, separated by the marking  
shown in diagram 1049 or 1049.1 or by physical means,  
for use by pedal cycles only and by pedestrians only

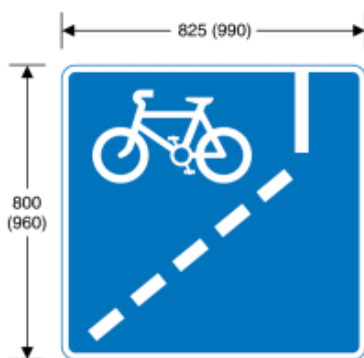
Notes

The sign should be placed at each end of the section where cyclists are permitted to share a path with pedestrians. The sign should also be used sparingly at intervals along the route, preferably on lighting columns to minimise posts. There are no distance requirements for repeaters set out in the TSRGD 2002. The design shown left may be reversed to reflect the layout on the ground.

**(958.1) With-flow cycle lane ahead**

Usual dimensions

800mm x 825mm



958.1  
With-flow cycle lane ahead

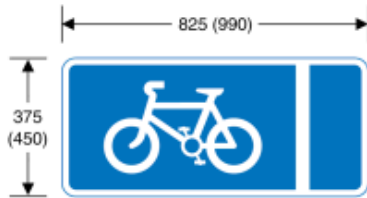
Notes

It is not a requirement that this sign is used with all cycle lanes, however it is may be beneficial where the introduction of the cycle lane has altered the number of general traffic lanes. Where this isn't the case, use 967 at the start of the lane rather than advance signing.

**(959.1) With-flow cycle lane  
(Mandatory only)**

Usual dimensions

375mm x 825mm



959.1  
With-flow cycle lane

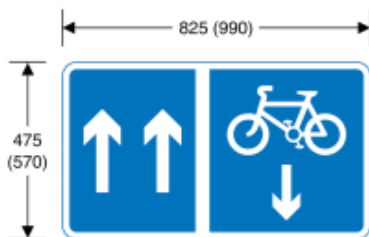
Notes

This is unlikely to apply for new schemes in Nottinghamshire, as mandatory cycle lanes are not recommended for use in the County, due to the requirement of a loading ban. Use 967 instead for advisory with-flow lanes.

**(960.1) Contra-flow cycle lane  
(Mandatory)**

Usual dimensions

475mm x 825mm



960.1  
Contra-flow cycle lane

Notes

A contra-flow cycle lane must be mandatory for safety reasons and therefore loading must be banned through a TRO.

The signing does not have to be externally lit in an urban area, although this may be felt appropriate in certain instances.

**(962.1) Cycle lane at the  
junction or road ahead**

Usual dimensions

50 x-height



962.1  
Cycle lane on road at junction ahead  
or cycle track crossing road

Notes

This sign was regularly used to warn drivers of a cycle lane at a junction when their use was less common. Now, many towns have numerous cycle lanes, so motorists are likely to be aware of cyclists being present. Therefore, this sign should only be used if a site specific safety concern is raised.

**(963.1) Cycle lane/track with traffic from right**

Usual dimensions

40 x-height



963.1  
Cycle lane with traffic proceeding from right  
(Sign for pedestrians)

Notes

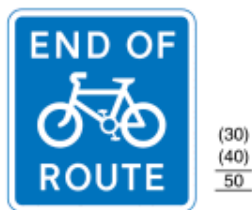
'Right' can be varied to 'Left' or 'Both Ways', the cycle symbol can be reversed and 'lane' can be substituted for 'path'.

This should only be used where high numbers of pedestrians are likely to come into contact with a cycle track. Also consider the use of a marking (or slab) to diagram 1057 instead of the sign.

**(965) End of Route**

Usual dimensions

50 x-height



965  
End of cycle lane, track or route

Notes

Locations where this sign is used rarely is the end of a cyclist's route - e.g. at the end of a cycle lane they will continue on carriageway. Try to provide a design that doesn't mean a route suddenly ends by tying into existing cycle routes or to a convenient point on the carriageway.

**(966) Cyclists Dismount**

Usual dimensions

40 x-height



966  
Pedal cyclists to dismount at the end of,  
or at a break in, a cycle lane, track or route

Notes

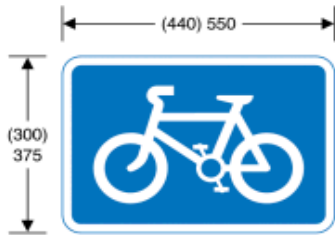
Dismount signs are too often used as a quick solution to pinch points on a route. Coherent cycling schemes should mean that there is an alternative available so cyclists do not have to dismount. Do not use 966 unless there is an extremely good reason to do so.

## 14.4 Signing Summary (vi)

### (967) Route recommended for pedal cycles

#### Usual dimensions

300mm x 440mm



967  
Route recommended for pedal cycles  
on the main carriageway of a road

#### Notes

Should be used at the start of advisory on-carriageway cycle lanes. The sign can be repeated as required along the cycle lane and should be considered after any notable breaks along the route (e.g. after major junctions).

### (968) Cycle parking place

#### Illumination required?

No



968  
Parking place for pedal cycles

#### Notes

Standard cycle parking should be Marshalls/GBBC 'Red Route' Sheffield stand or similar approved design, in black or (brushed) stainless steel. See Section 11 for stand dimensions.

Please also ensure that stand has appropriate reflective bands to assist visually impaired pedestrians to detect the unit being present.

### Directional signing

#### Usual dimensions

30 x-height



2601.1  
Direction of a numbered route for pedal cycles  
forming part of a national cycle route network  
at a junction ahead



2602.1  
Direction and distance to destinations shown along a numbered  
route for pedal cycles forming part of a national cycle network  
(Alternative types)

#### Notes

Types of sign (or variables of) that can be used:

- 2601.1 advance warning
- 2062.1 finger post
- 2062.2 and 2062.3 confirmatory.

Distances allowed on signs are:

- Up to  $\frac{1}{2}$  mile - can use yards instead of miles, to the nearest 50 yards
- Up to 3 miles - can use  $\frac{1}{4}$ ,  $\frac{1}{2}$ ,  $\frac{3}{4}$  miles
- Above 3 - must round distance shown to the nearest whole mile.