6.1 Introduction

6.1.1
Road signs and markings fall into three categories:

- **Regulatory** – traffic management signing that is enforceable;
- **Warning and informatory** – traffic management signing and markings that are to warn of hazards and to guide positioning;
- **Route guidance** – location and direction signing.

6.1.2
In occasional instances the same sign may combine more than one of these functions, e.g. a no-entry symbol on a direction sign.

6.1.3
On the majority of London's streets cyclists can be adequately catered for within the general traffic signing regime and by exemption to restrictions.

6.1.4
In addition to the general traffic signing and marking there are cycling-specific signs and marking in each of the three above categories. Cycle specific signing is useful to

- Warn drivers to keep out of 'cyclists' space' and assist enforcement
- encourage lane discipline and safe positioning
- warn other road users of the likely presence of cyclists
- publicise recommended cycle routes
- promote cycling and raise its status

6.1.5
Following the resurgence of interest in cycling as a transport mode in the 1990s, some of the earlier traffic signing and road markings introduced in relation to cycling were inappropriate, inconsistent or confusing from the outset. Now, instead of being of assistance, the signing itself is part of the problem, reinforcing fears of getting lost and conveying negative messages about cycling.

6.1.6
More recent cycling schemes have generally been of a higher standard, drawing on the experience gained from earlier schemes.

6.1.7
Permitted signs and conditions for use are set out in the current version of the Traffic Sign Regulations and General Directions (TSRGD). Note that road markings are classified as "signs" within TSRGD. The latest edition of TSRGD, published in 2002, incorporates some important changes. These include:

- Advanced Stop Line layout and regulations
- Cycle track priority across side roads subject to provision of a speed table and appropriate Give Way signing and marking
- Smaller size signs and marking options including some new diagrams specifically for cycle facilities

6.1.8
Supplementary advice on the correct application of signs and road markings can be found in the relevant chapters of the Traffic Signs Manual, published by HMSO/Stationery Office.

6.1.9
The majority of prescribed signs are well established and may be used by highway authorities without reference to the DfT, provided that the application conforms to TSRGD. Another group require site-specific authorisation. Requests for sign authorisation should be directed to:

DfT Signing Section,
Head of Traffic Signs Policy Branch,
Zone 3/21,
Great Minster House,
76 Marsham Street
London SW1P 4DR.

6.1.10
Further guidance will be available in a Local Transport Note[13] due to be published in 2005.

[13] This is referred to in draft LTN 1/04 as "LTN 3/04 'Signs and Markings for Cycle Routes", but has not yet been issued.

6.1.11
Where authorities have determined a need for an application that falls outside of TSRGD it is recommended that proposals are discussed with TfL Cycling Centre of Excellence at an early stage.

6.1.12
A schedule of signs and markings normally used in cycling infrastructure is included in figure 6.3 at the end of this chapter.

Signs required to enforce Traffic Regulation Orders

6.1.13
Traffic Regulation Orders (TROs) made by the traffic authority will require signs and markings to give them effect, so that they can be enforced. These orders are particularly relevant to on-carriageway restrictions, common examples of which are:

- waiting and loading restrictions
- bus lanes
- mandatory cycle lanes
- one-way working
- no-entry
- speed, width and weight restrictions
- banned turns
- cyclist exemption to general traffic restrictions

6.1.14
Other markings such as yellow "box junction" markings to diagram 1043 and 1044 can be provided at junctions where cyclists' movements would otherwise be obstructed. This can be particularly useful at a cycle only crossing of another road where queuing traffic is common. There are strict requirements as to the shape and extent of these junctions

6.1.15
TROs are not normally needed for off-carriageway cycle facilities unless they are tracks or adjacent shared paths that operate only in one direction. See Section 2.5 for further details on TROs. Some of the regulations are decriminalised, being enforced by parking and street officers, but this will not affect the TRO procedure.

6.1.16
Examples of TROs may be obtained from CCE.

Pedestrianised zones

6.1.17
Town centre pedestrianised zones are usually created under s.249 of the Town and Country Planning Act and should be marked by Signs 619, 620 or 620.1. Cycle symbol paving slabs have been used very successfully in central Bristol to show that cycling is permitted in such an area.

6.1.18
For all LCN+ routes serving town centres and other pedestrianised areas, a management and enforcement plan is required for cycle access roads adjoining the area. This should detail proposals for reducing the obstruction and risk to cyclists and pedestrians from unlawful and inconsiderate driving/riding and car parking.

For all LCN+ routes serving town centres and other pedestrianised areas, a management and enforcement plan should be prepared for cycle access roads adjoining the area by way of traffic regulation or similar orders

Pavement sign where pedestrians and cyclists mingle (Bristol)

6.2 General sign design considerations

6.2.1
Designers should give guidance on cycle positioning and direction, wherever possible, in the form of surface markings. Posts are unsightly and obstructive and often do little to support legibility, and should be kept to a minimum. Where it is essential to use signs on streets, traffic signals heads, lamp columns, walls, guardrailing and bollards should be considered in the first instance.

On all LCN+ routes inappropriately placed cycling signage and signage in a poor state of repair or inadequately illuminated should be removed or replaced

Sign plate sizes

6.2.2
Signs should not create more visual impact than is necessary to convey the necessary information to those who need to see it. For Diagram 951, 955, 956 and 957 a 300mm diameter sign is normally appropriate, with smaller sizes (down to 150mm) permitted in conservation and other environmentally sensitive areas. When used as intermediate signs, they may be fixed to bollards where practicable as opposed to posts.

6.2.3
For other signs the smallest practicable plate size should be considered, taking into account the prescribed options in TSRGD. See figure 6.3 for further guidance on sign sizes and illumination.

6.2.4
To minimise plate sizes on direction signs for cyclists, the smallest permitted text height (x-height in mm) should be normally used. An x-height of 30mm is allowable within TSRGD. In streetscape sensitive areas a lower level of service such as an x-height of 25mm may be desirable. DfT guidance also prescribes x-heights of between 30 and 60mm (usually 30, 35, 37.5 or 50mm). However it is seldom necessary to use the larger sizes, except where the viewing distance is large, say in excess of 30m.

Ways of minimising clutter

6.2.5
It is recommended that signing of cycle routes on main roads be incorporated in general direction signage to avoid the need for additional cycle specific signs. See TSRGD Diagrams 2005.1, 2105.1 and 2106.1 for guidance.

6.2.6
On mandatory cycle lanes, yellow "no-waiting" lines and kerb "no-loading" marks are not necessary,

On important cycle routes where there is space, mandatory lane markings should be used. Where needed, e.g. because it is necessary to permit car parking at some times, the restricted hours of operation should be signed.

6.2.7
Changes introduced in the 2002 TSRGD allow a single regulatory sign (e.g. Diagram 616 No Entry) to be used where a single carriageway road is less than 5.0m wide. The centre of the single sign should be within 2.0m of the edge of the carriageway (this does not apply to speed limit signs).

6.2.8
Small diameter "No Entry", "No left/right turn" and other restrictive signs are permitted by TSRGD to be mounted on traffic signal heads. These may sometimes be used in place of separate post-mounted signs.

6.2.9
Different surfacing materials and detailing such as borders to paving can also be used to enhance guidance to cyclists and others as an alternative to signage.

6.2.10
Streetscape, legibility, and visibility in the dark and when wet and in snow, all need to be taken into account when designing signs and road markings.

6.2.11
In some cases, there is an option of whether to use a marking or a sign. Because cyclists and pedestrians will normally have the carriageway or footway surface in their field of view, markings can be more visible to them than mounted signs.

The number of post mounted signs should be minimised, by using road markings and surface treatments as alternatives

6.3 Sign installation and mounting

Vertical clearance

6.3.1
Any sign likely to be a hazard to pedestrians should be mounted at a minimum height of 2.1m. Clearance of 2.3m minimum is required to the underside of signs where cyclists can cycle beneath them.

6.3.2
Signs may be mounted at lower heights where they do not represent a hazard to pedestrians, cyclists and motor vehicles, such as on grass verges and in parks.

6.3.3
There are no specific height restrictions for wall or bollard mounting. Heights of 0.5 to 1.5m are preferred providing they do not become obstructed.

Lateral clearance

6.3.4
Posts and signs should normally have a minimum of 450mm lateral clearance to the edge of carriageway.

6.3.5
For off-carriageway facilities, it is recommended that posts and signs should be positioned with sufficient clearance such that they do not encroach in to the travel envelope of cyclists as this reduces the effective width, and comfort, of the facility. Where the desired clearance is not feasible, it can be reduced providing the minimum recommended width of facility is maintained.

Anti –rotational fixings

6.3.6
Where there is a risk that signs could be rotated (e.g. by wind or vandalism), anti-rotational fixings should be used, particularly on finger-post type direction signs. These are clamp type fittings sometimes with set-screws, as opposed to banding that has been frequently used.

Anti-rotational sign fixing should be specified where appropriate

Illumination

6.3.7
The illumination requirements for signs are listed in Schedule 17 of TSRGD 2002. However, in most instances, signs for off-carriageway facilities do not require illumination, if street lighting is adequate. For example there is seldom any need to illuminate terminal signs to Diagram 955, 956 and 957. Cycle gaps on-carriageway routes may need illuminated signs to Diagram 955. In all instances the site characteristics need to be considered to identify where illumination is appropriate.

6.3.8
See figure 6.3 for a schedule of frequently used signs and markings, including illumination requirements and guidance notes.

To avoid challenge to enforcement, illumination as prescribed is essential

6.4 Surface Markings

6.4.1
Surface markings are generally the best way to communicate traffic management and directional information to cyclists, and should be used wherever practicable. In high stress areas, it is essential to check the condition of surface marking on a regular basis and to take swift remedial action when needed. All road/surface markings are classified as traffic signs and are covered by the same regulations and directions (TSRGD 2002).

Clear cycle lane definition through a complex junction

6.4.2

There are a number of approved general traffic markings that do not require Traffic Regulation Orders that are very useful to warn drivers on positioning, to encourage lane discipline and to remind drivers to give cyclists a wide berth and thus improve cyclists' safety and comfort. These include "Keep Clear", hatching and chevron road markings.

6.4.3

"Keep Clear" markings to diagram 1026 can be used to help maintain gaps for cyclists when turning on or off a main carriageway from a side road or cycle track where the turning movement is otherwise frequently obstructed by queuing traffic. Similar "Keep Clear" markings for emergency vehicles, where roads have been closed by gates, can ensure that associated cycle gaps are unobstructed by parked vehicles

6.4.4

Cycle symbols to Diagram 1057 provide a visual guide to cyclists along a continuous route, and also raise motorist's awareness of cyclists, encouraging them to give cyclists space.

Hatching warns drivers not to over-run unless safe to do so

Figure 6.1
Examples of use of Diagram 1057 markings

Location	Spacing/layout
On-carriageway	
Cycle route on quiet roads (no lanes)	50-100m
Main road route (no lanes)	10-30m
Cycle lanes (normal)	20-50m
Cycle lanes (high stress)	10-20m
Cycle feeder lane to ASL	10-20m
Priority junction with no cycle lane	See drawing CCE/S2
Priority Junction with cycle lane	See drawing CCE/B1 and B1.1
Off-carriageway	
Cycle track (surfaced)	50m – 200m
Shared path	Not applicable, but 956 type possible

Cycle symbols to Diagram 1057 should be provided on cycle lanes and cycle tracks at the start of each lane or track, and immediately after each decision point thereafter (including just after a side road has joined the route). On long sections of route repeater symbols should be provided, to give a maximum interval between symbols of 200m. Where practical symbols should be placed close to street lights to maximise visibility after dark.

6.4.5

'Elephant's footprint' markings WBM 294 can be used to delineate a cycleway when it crosses a carriageway, under the protection of traffic signals where the route may not otherwise be clear to cyclists. Site authorisation from the DfT is required for these markings.

6.4.6

In order to comply with "Guidance on the use of Tactile Paving Surfaces" on off-carriageway shared-use paths, raised markings to Diagram 1049.1 should be provided to delineate segregated or adjacent paths, if physical horizontal or

vertical separation is not provided. Associated tactile paving is also required, but this is not categorised as road signing or marking.

6.5 Regulatory, warning and informatory signs and markings

6.5.1
To improve route directness, comfort and convenience, cycles can be given exemptions from a number of restrictions on motor traffic using Diagram 954.4 ("except cycles") plate. This plate can be used on Diagrams 606 (proceed left/right), 609 (turn left/right), 612 (no right turn for vehicular traffic), 613 (no left turn for vehicular traffic) and 816 (no through road for vehicular traffic). TROs are required.

6.5.2
Similar provision can be made at traffic signals, but different Diagram numbers apply.

6.5.3
There are a number of signs that although approved in TSRGD 2002 for use in conjunction with cycle facilities are confusing, unnecessary, old fashioned or in some way compromise GLA transport objectives. The following signs should be avoided:

- **958.1** (sign) Advanced warning sign for with-flow cycle lane ahead
- **962.1** (sign) Cycle lane on road at junction ahead
- **965** (sign) End of lane, route or track
- **966** (sign) Cyclists dismount
- **1058** (marking) END

LCN+ routes must be designed to avoid the need to use (or continue the use of) signs 958.1, 962.1, 965, 966 and 1058

6.5.4
Where it is necessary to warn cyclists of a hazard such as a low bridge or other obstruction giving a vertical clearance of less than 2.3m, then a warning of the specific hazard e.g. "Cyclists beware – low headroom" should be used together with a height warning sign stating the actual headroom available. Non-standard signs will require authorisation from DfT.

6.5.5
More information on the use of these signs can be found in the schedule at figure 6.3.

6.5.6
Some signs may best be replaced by other signs or markings, such as:

- Sign 963.1 warning pedestrians of a cycle track may occasionally be necessary, however, a carefully positioned Diagram 1057 cycle symbol may be a suitable alternative. On cycle tracks a carefully positioned 955 sign can serve a dual purpose by including a 963.1 sign (the 955 is smaller).
- At locations on cycle lanes or tracks where cyclists are required to give way Diagram 1003 dashed markings should be used. The optional triangular marking Diagram 1023 should normally be used where a cycle track or lane meets a carriageway where the cyclist does not have priority.
- In other situations the Diagram 1023 marking should only be used where it is justified on safety grounds. It is not normally necessary where cycle tracks meet other cycle tracks or paths, where the 1003 marking should suffice.

6.5.7
In locations where there is a high risk of conflict between cyclists and motor vehicles and where the conflict can not be eliminated by design, Diagram 950 signs can be used to raise motorist's awareness of the likely presence of cyclists ahead. To maximise the impact of this sign it should not be used frequently.

6.6 Route guidance, location, and direction signing

6.6.1
On unfamiliar streets it is easy to get lost and to feel very vulnerable. This can be addressed with better signing, particularly by ensuring that on important cycle routes there are clear street name signs and other locators at junctions.

Where cycle routes cross major roads, street name plates showing the name of the major road as well as the minor road should be provided at the junction


The street name on this bridge enables the cyclist's position to be located

6.6.2
Cycle routes are usually distinguished by white on blue signing with a cycle symbol. A route should only be specifically signed for cyclists where it is easy to follow. Off-highway and along back streets general direction signing is unlikely, and so cycle signs should address the requirements of direction signing as well as route confirmation. This can be done with signs or with road markings. On main road routes general direction signs should be used for direction signing, with a symbol either on the sign or combined with lane markings to provide route confirmation.

6.6.3
In addition to marking the route itself, signs may be required to direct cyclists onto the route at intermediate places where cyclists are likely to join the route. Signs may also be required to direct cyclists to destinations at intermediate

places along the route or at the end. A specific locality e.g. East Croydon Station should be used even if the cycle route itself does not go all the way there.

Good clear signing will encourage the cyclist

Blue and white cycle route signing and route confirmation should only be used where routes are direct and convenient and journey experience, under normal conditions, is reasonably good

For LCN+ routes, signing must be coherent, consistent and easy to follow

6.6.4
Normally, strategic and local destination(s) should be used on direction signing. The recommended London area destinations are listed in figure 6.2. This list is slightly changed from the strategic destinations that were originally agreed at London Boroughs Cycling Officers Group in 1998 and is an amended version of Local Transport Note (LTN) 1/94.

6.6.5
Strategic destinations enable longer distance users to follow the route more easily. They are generally well known locations that will indicate the general direction. Their spacing is about five miles in London.

6.6.6
Local destinations on LCN+ routes must be specific and consistent across borough boundaries. Stations, local landmarks, major trip generators, sports centres and as well as district centres may be appropriate.

6.6.7
Closest destinations should be listed at the top of the sign, with more distant and strategic destinations below.

6.6.8
Merging routes, where two routes merge for a short common section, may require doubling-up of the destinations, with possibly four destinations on one sign.

Figure 6.2
Schedule of signing destinations for London

Main primary	Other primary	Local	Supplementary
Within London (GLA boundary)			
Barking Bromley Camden Town Canary Wharf Central London *(for use in outer London only)* The City Croydon Ealing Edgware Enfield Greenwich Hammersmith Harrow Hounslow Ilford Kingston Lewisham Richmond Romford Stratford Sutton Uxbridge Walthamstow Wembley Wimbledon Wood Green Woolwich	(High) Barnet Battersea Bexleyheath Brixton Catford Clapham Crystal Palace Elephant & Castle Eltham Feltham Finchley Finsbury Park Hackney Hayes (Middx) Heathrow Airport Highgate Kensington (N-S only) Kilburn King's Cross Orpington Paddington Peckham Tottenham Twickenham Streatham West End	*All other non-strategic and local destinations including:* Acton Barnes Brent Cross Camberwell Dalston Finchley Fulham Hendon Holloway Hornsey New Malden Norbiton Teddington Shepherds Bush Southall Surbiton Thamesmead Westminster	*Examples:* Parks Shopping centres Sports centre Stations (see note 5) Tourist attractions Named cycle routes e.g. Thames Cycle Route Roding Valley Way Wandle Trail Waterlink Way
Outside GLA boundary			
Dartford Leatherhead Redhill Sevenoaks Staines Tilbury Watford Windsor	Basildon Epping Epsom Esher Leatherhead Potters Bar Rickmansworth Waltham Abbey	Bushey Elstree Epsom Ewell	

Notes:

1 One (well known) MAIN PRIMARY DESTINATION should be used as the primary destination on all LCN+ signs if suitable. If not then use an OTHER PRIMARY DESTINATION, or failing that a suitable LOCAL DESTINATION.
2 The route destinations should be in an obvious general direction and preferably be directly on the route signed. A furthest distance of up to 5 miles is normally recommended.
3 Other Primary, Local and Supplementary destinations should be included within the direction signs to ensure that local and other strategic destinations are catered for.
4 Most of the above Main Primary Route Destinations are from LTN 1/94
5 Signs to LUL, DLR, National Rail and Tramlink stations should use approved symbols

6.6.9
Types of direction signs should conform to the approved types Diagram 2601.1 (advance warning) and 2602.1 (finger post). It is not necessary to put a full sign at each change in direction, where smaller confirmatory signs should be used to Diagram 2602.2 and 2602.3, taking care to ensure they are easily visible to cyclists. Many variations of direction signs are shown in TSRGD, and further options are expected in the forthcoming LTN 'Signs and Markings for Cycle Routes' when this is issued. Further variations are shown on the CCE typical detail drawings that are included within this document.

6.6.10
Distances may be crucial to a cyclist using an unknown route. Distances should be provided at key junctions to help them assess journey feasibility and time. Allowable fractions of miles between one and three miles are ¼, ½ and ¾. Above three miles fractions are not permitted, whilst below ½ mile yards to the nearest 50 yards may be used.

For LCN+ and Green Cycle Corridor routes, significant destinations within one mile either side should be signed provided that:

- **routes are direct and straightforward (requiring no more than 3 signs) and**
- **conditions are acceptable during those daylight times that people unfamiliar with the area are likely to cycle there**

6.6.11
Route confirmation signs may be desirable on long sections of route between junctions to confirm to users that they are still on the route. The confirmatory signs shown on drawings CCE/S3 and S4 and markings shown on drawings CCE/S2 are suitable for this purpose (subject to the general comments below on route numbering).

6.6.12
"Via" and other wording can be introduced on signs to clarify a route, e.g. via park, common, towpath, bridle-way, subway, bridge, shopping centre etc. The font of this lettering should be 80% of the size of the normal font, i.e. 25 x-height where 30 is the normal size.

6.6.13
Cycle destinations may be incorporated within main direction signs and examples are shown in TSRGD Diagrams 2005.1, 2105.1 and 2106.1.

Route numbering

6.6.14
Cycle route numbering system is to be reviewed by TfL. Once this review is complete and numbers have been allocated to routes, the route numbers can be added to signs as appropriate and, subject to the necessary approvals, be incorporated in road markings.

6.6.15
Until this review is complete, only National Cycle Network (NCN) numbers (with red background number patches) should be used on signs. With other signs, a space should be included on the sign to allow the route number to be added when allocated.

6.6.16
Some routes have also been given names, such as the Thames Cycle Route, and these may be added to signs provided the name is sufficiently short. In normal circumstances both on and off the public highway large route name signing should not be used.

Types of direction signs

6.6.17
There are a variety of types of direction sign, with factors depending on location and purpose. The main types are listed below. However, detailed sign design requires specialist traffic engineer input, reference to the Road Signs Manual and use of appropriate computer software.

6.6.18
Finger posts are used at the actual junction. The sign itself points in the appropriate direction and includes a chevron type arrow.


Finger post

6.6.19
Advance signs are used prior to junctions to give warning of the junction and enable initial manoeuvring to take place. These may be appropriate in some locations for cycling particularly in advance of a right-turn or where there is a downhill gradient. These advance signs may be of a number of different types including 'Stack' and 'Map', see below.

Advance sign

6.6.20
Stack signs are where the different destinations are listed above each other in tabular form. They can be used as advance direction or prior to a junction.


Combined advance and finger sign

6.6.21
Map type signs are where a pictorial representation (map) is used on the sign to help clarify the direction of the destinations. It is particularly useful at roundabouts, gyratories and where the route taken may be unclear, see Diagram 2601.2 and drawing CCE/S8 for examples.


Map type sign

Progression.

6.6.22

There should always be a logical progression along a route – e.g. for a route via Norbiton to and through Kingston and on to Ham and Richmond:

A. Norbiton 1, Kingston 2

B. Norbiton ½, Kingston 1 ½

C. (in Norbiton) Kingston 1,

D. (Kingston) Town Centre (½ optional) – as you will already be in Kingston by now

E. Town Centre, Richmond 5 at the edge of the Town Centre showing a route across it

F. Ham 1, Richmond 4 at the start of the route out of the Town Centre

Route confirmation signs

6.6.23

On long sections of cycle route between nodes, there may be the need to erect route confirmation signs to let the users know that they have not left the route without being aware. The cycle route sign Diagram 967 on its own (with or without the LCN+ logo) is not recommended for this as the cyclist could be on a different route from that desired. When or if the route is in due course numbered, simple route number signs may suffice, see drawings CCE/S3 & CCE/S4. Prior to numbering being allocated, a route confirmation sign including the destination name will be required, with a space on the sign for the eventual insertion of the route number.

Route confirmation signs reassure the cyclist

6.6.24

A route confirmation sign should be provided at least every ½ mile, as well as after each decision point (normally at the far side of every junction).

Off highway signs

6.6.25

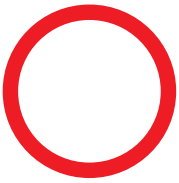
The TSRGD rules only apply to public highways. DfT recommends that all signs should generally conform to TSRGD so that their meaning is clear to all users. However, on Green Cycle Corridor routes with their own specific route name or branding, symbols may be used on bollards and posts and on signpost fillials.

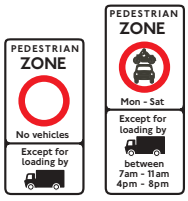
Environmentally sensitive sign in park

Figure 6.3
Schedule of signs and markings (including uses and illumination)
Note that this table is for general reference only. TSRGD and Traffic Signs Manual should be consulted for detailed information.

	**[612] No right turn for vehicular traffic** **Normally 600 diameter** **To be illuminated**
Notes: Can be used with 'Buses and Cycles' diagram 954.3 or 'Except cycles' plate to diagram 954.4 (or with equivalent signs in a signal head at 270 dia)	

	**[616] No entry for vehicular traffic** **Normally 600 or 750 diameter (300 may be appropriate in off-carriageway situations – requires site authorisation)** **To be illuminated**
Notes: The only authorised exemption plate is 'Except buses' or 'Except local buses'. Has been used in 300 size, non illuminated off carriageways to show no-entry for cycles at one-way cycle track, but this requires site specific authorisation.	

	**[617] All vehicles are prohibited except non-mechanically propelled vehicles being pushed by pedestrians** **Normal size 600** **To be illuminated**
Notes: This sign should not be used on LCN+ routes	

	**[618.2] Entry to pedestrian zone restricted (alternative options shown)** **To be illuminated**
Notes: A variety of pedestrian zone signs can be used - see TSRGD 2002. See also note to Diag 617 and 619 above.	

[619] No motor vehicles (i.e. cycles permitted)
Normal size 600 (also 450, 750, 900, 1200)

To be illuminated

Notes:
Can have exemption plates 620 (Except for access) and 620.1 (Except for loading by goods vehicles) attached.
For other permitted variants see TSRGD Direction 21 (1). A cycle route sign to Diagram 967 can be used with this sign to emphasise cycle only access.
This sign and its variants should be used in town centre pedestrianised zones

[950] Cycle route ahead

Normal size 600 (also 750, 900, 1200, 1500)

Direct illumination is not normally required unless the sign is on a principal or trunk road (See Schedule 17 of TSRGD) in which case the sign should be illuminated if placed within 50m of a system of street lighting.

Notes:
Can be used to warn motorists of a cycle route crossing or merging. 'Distance ahead to hazard' plate 572 or 'Distance and direction to hazard' plate 573 may be used with this sign. Symbol may be reversed. Cycle logos and other measures may be more appropriate in many situations.

[951] Riding of pedal cycles prohibited

Normal size 300 (450 and 600 not recommended)

Means of illumination: retroflecting material

Notes:
This sign indicates the effect of a statutory prohibition and is placed at the beginning of the restriction. This sign is not always understood so could be supplemented with a 'No cycling' plate for which DfT authorisation is required. Alternatively a 'Cyclists rejoin carriageway' plate may be more appropriate.

[953] Route for use by buses and pedal cycles only

Normal size 600 (also 450, 750, 900)

Means of illumination: this sign shall have direct illumination if placed within 50m of a lamp forming part of a system of street lighting.

Notes:
This sign indicates the effect of a statutory prohibition and is placed at the beginning of the restriction. Can be used in conjunction with Diagram 953.2 'Only' to reinforce the meaning.

Except buses and cycles	**[954.3] Except buses and cycles (954.6 where use within traffic signals)**
	An x-height approximately one tenth of the main sign height is normally appropriate from the prescribed options of 37.5, 50, 62.5, 75 and 100.
	Means of illumination for this plate must be the same as the sign which it is placed in combination with, unless the illumination for the sign adequately illuminates the plate. Where this plate is used in association with the traffic light signals it must be internally/externally illuminated.

Notes:
This plate may only be used in combination with signs
- 606 'vehicular traffic must proceed in the direction indicated by the arrow'
- 609 'vehicular traffic must turn ahead in the direction indicated by the arrow'
- 612 'no right turn for vehicular traffic'
- 613 'no left turn for vehicular traffic'

If sign 954.3 or 954.4 'Except cycle' plate is used with sign 612 or 613 and such a turn is into a contra-flow bus lane or buses and cycle only street, protected by 'No Entry' sign 616 an alternative is to use 953 'route for use by buses and pedal cycles only' or 960 'contra-flow bus and cycle lane' to overcome the exception plate restriction on Diagram 616 signs.

Except cycles	**[954.4] Except cycles**
	37.5 x-height recommended, (50, 62.5, 75, 100 not recommended)
	Illumination provided for the sign it is associated with is normally sufficient for this plate.

Notes:
This plate indicates the effect of a statutory prohibition. This plate may only be used in combination with signs:
- 606 'vehicular traffic must proceed in the direction indicated by the arrow'
- 609 'vehicular traffic must proceed in the direction indicated by the arrow'
- 612 'no right turn for vehicular traffic'
- 613 'no left turn for vehicular traffic'
- 816 'no through road for vehicular traffic'

	**[955] Route for use by pedal cycle only**
	Five sizes are prescribed (diameter) 150 (recommended for bollards), 270 (recommended for illuminated bollards), 300 (recommended for sign posts), 450 (recommended for illuminated use), and 600 (not normally necessary)
	Normally class 1 reflective material is sufficient unless the specific location warrants direct illumination

Notes:
In on-carriageway situations, this sign is used to indicate a Traffic Order defining a route where only cyclists are permitted.
In off-carriageway situations, this sign indicates the effect of a statutory prohibition (erected by a Council Resolution under the Highways Act not a Traffic Order) and is placed at the beginning of the defined section and at intervals along the route.

[956] Route for use by pedal cycles and pedestrians only

Normal size 300 on posts. 100 and 150 may be used on bollards and 270 on illuminated bollards (also 450 and 600)

Normally class 1 reflective material is sufficient unless the specific location warrants direct illumination

Notes:
This sign indicates the effect of a statutory order and is placed at the beginning of the defined section and at intervals along the route.

[957] Adjacent/Segregated route for use by pedal cycle and pedestrians only

300 diameter is recommended for normal use on posts, although 100 or 150 is suitable for use with unlit bollards and 270 with internally illuminated bollards. Occasionally a 450 sign is appropriate for a terminal sign that may otherwise be difficult to see, for example against a cluttered background. A 600 sign is also prescribed but will rarely be justified.

Normally class 1 reflective material is sufficient, see section 7.4

Notes:
This sign indicates the effect of a statutory order (a Council Resolution, not a Traffic Order) and is placed at the beginning of the defined section and at intervals along the route. Symbols may be reversed in a mirror image to represent the arrangement on the ground.

[958] With-flow bus lane ahead, which cycles and taxis may use also

Two sizes 800x825 recommended (also 960x990)

Means of illumination is optional – internal/external lighting or retroflecting material

Notes:
This sign indicates the effect of a statutory order. The word 'taxi' may be omitted. The word 'local' may be omitted.

[958.1] With-flow cycle lane ahead

Two sizes prescribed 800x825 (recommended), and 960x990 (not normally recommended)

Class 1 reflective material is normally appropriate

Notes:
This advance sign should only be used in situations where general traffic is generally moving at high speed (30mph or more) and introduction of the cycle lane involves a reduction in the number of general traffic lanes.

[959] With-flow bus lane which pedal cycles may also use

Two sizes 450x825 recommended (and 540x990 not normally recommended unless speed limit is 40mph or greater)

Class 1 reflective material is normally appropriate

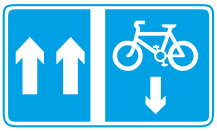
Notes:
This sign indicates the effect of a statutory prohibition and is placed at intervals along the route. The word 'taxi' in white letters may be added alongside the cycle symbol. The word 'local' may be added to the bus symbol.

[959.1] With-flow cycle lane

Two sizes 375x825 recommended (and 450x990)

Class 1 reflective material is normally appropriate

Notes:
This sign is for mandatory cycle lanes and is placed at intervals along the route. Reverse may be used for offside lanes but requires site specific authorisation.



[960.1] Contra-flow cycle lane

Two sizes 475x825 (recommended) and 570x990. Two 'x-heights' 50 recommended (and 60 not recommended)

Class 1 reflective material is normally appropriate

Notes:
This plate indicates the effect of a statutory prohibition, and is placed at intervals along the route. The number of arrows showing vehicle lanes may be varied.
Where providing advisory contra-flow lanes or a contra-flow cycle facility with no marked lane, a non-prescribed sign will be necessary (similar to 960.1 but without the dividing line) . This requires site specific authorisation.

[961] Times of operation of a bus or cycle lane

Two sizes prescribed, 825 and 990. 'x-heights' 50 and 60 to match the size of sign used.

Method of illumination for this plate must be the same as the sign which it is placed in combination with, unless the illumination for the sign adequately illuminates the plate.

Notes:
This sign is for mandatory cycle lanes and is placed at intervals along the lane, and is used in combination with 958, 958.1or 959. The time of day, the day of the week may be varied.

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

50 'x-height' recommended

Class 1 reflective material is normally appropriate

Notes:
This sign was originally introduced to protect cyclists in a cycle lane by warning side road traffic of their likely presence. However, now that cycle lanes are more common, such signing is less likely to be necessary, and it should only be used where specific problems are encountered. The cycle symbol and arrow may be reversed for a contra-flow where signing is recommended. If a sign is needed, and there are lanes in both directions, the arrow should be omitted and "lane" varied to "lanes". Reference to the times of operation of the lane may be added if appropriate.
Cycle symbols to Diagram 1057 positioned in the cycle lane on main roads are recommended as a method of warning emerging drivers of the likely presence of cyclists.

[963.1] Cycle lane with traffic proceeding from right (sign for pedestrians)

Two sizes 40 'x-height' recommended (and 50)

Class 1 reflective material is recommended

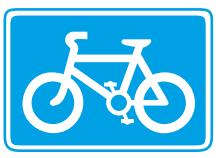
Notes:
This sign should not be routinely used. However, it is sometimes helpful to warn pedestrians when cyclists travel from an unexpected direction e.g. on a contra-flow cycle lane or two-way cycle track.
'RIGHT' may be varied to 'LEFT' or 'BOTH WAYS', symbols may be reversed. 'LANE' may be varied to 'TRACK'.
It will often be sufficient to place the cycle marking to Diagram 1057 in the lane or track at the point where pedestrians cross.

[966] Cyclists dismount

Two sizes 40 'x-height' recommended if used (and 50)

Retroreflecting material is recommended

Notes:
Dismount signs should not normally be used. See text for alternatives.
These signs must reflect directives given in a council resolution that allow or prohibit cycling in specified areas.



[967] Route recommended for pedal cycles

Two sizes 300x440 recommended (and 375x550)

Retroreflecting material is recommended

Notes:
The sign is for advisory cycle lanes and cycle routes on carriageways.
959.1 should be used in conjunction with mandatory lanes.

	**[968/968.1] Cycle parking**
	170x170 + 250x170 recommended (250x250 + 420x250 not recommended)
	Retroreflective material is recommended but not a requirement of TSRGD
Notes: This sign is usually unnecessary. It may be used in conjunction with signing denoting a combined cycle/ motorcycle parking facility	

	[1003] Give Way
	Size 300 line and 150 gap recommended for cycle only uses
	Retroflecting material recommended but not a TSRGD requirement when used on a cycle track
Notes: This marking is used for give-way on cycle lanes and tracks at junctions.	

	[1004] Advisory cycle lane marking when used in conjunction with Diagram 967 and 1057 where speed limits are 40mph or less
	Two widths, 100 and 150 (more visible)
	Retroflecting material
	Notes: Advisory cycle lane marking when used in conjunction with sign 967. Also used as a hazard warning line in general traffic lanes or for centre lines.

	[1004.1] Advisory cycle lane marking with speed limits of more than 40mph
	Of the two widths prescribed, 100 and 150, the latter is recommended
	Retroflecting material
	Notes: Advisory cycle lane marking when used in conjunction with sign 967. As for Diagram 1004, this is unlikely to be used as off-carriageway routes will normally be provided if the speed limit is greater than 40 mph.

[1009] Entry taper to cycle lane. Recommended taper 1:10 for mandatory lanes.

Size 600mm long with 300mm gap, 100mm wide

Retroflecting material

Notes:
Also used 300mm long with 150mm gap as the edge of carriageway on a cycle track.

[1010] Edge of main carriageway marking (for full list of definitions see TSRGD)

Size 1m long with 1m gap, 150mm wide recommended

Retroflecting material

Notes:
DfT approval is being sought for increased use of this marking, for cycle lanes across junctions and at pinch points.

[1023] Give Way

1875x625 recommended for only cycle use

Means of illumination – retroflecting material is recommended

Notes:
Diagram 1023 should normally be used where a cycle track or lane meets a carriageway where the cyclist does not have priority.
In other situations the Diagram 1023 marking should only be used where it is justified on safety grounds. It is not normally necessary where cycle tracks join other cycle tracks or paths, where the 1003 marking should suffice.

[1049] used for delineation of mandatory cycle lanes and the division of a route into that part reserved for pedal cycles and that part reserved for pedestrians

Width 150mm for cycle lanes (250mm for bus/cycle lanes)

Retroflecting material is recommended

Notes:
This marking is also used to delineate the boundary of bus and cycle lanes.

[1049.1] The division of a route into that part reserved for pedal cycles and that part reserved for pedestrians

Width 150mm, 12-20mm high, with 50mm wide top face

Retroflecting material is recommended

Notes:
The white line may need a short gap (20mm) for drainage (at 3m intervals) (DoT 1990 TAL 4/90)
This profile is also available in pre-cast concrete.

[1057] Cycle lane, track or route

Three sizes 750x1215, 1100x1780 and 1700x2750. Select according to width available, normally small for cycle tracks, middle for cycle lanes and large for ASL boxes.

Retroflecting material is recommended

Notes:
The symbol may be reversed. If used on a two-way cycle track, alternate the direction of the symbol and position on the appropriate side of the track.

[1058] End of cycle lane, track or route

Three sizes 705x750, 1035x1100, 1600x1700. Select according to width of lane.

Retroflecting material is recommended

Notes:
Use of this marking is discouraged. Continuity of provision for cyclists should normally be provided thus eliminating the need for this sign. Chapter 5 of the Traffic Signs Manual states "It is not intended to be used at short breaks, nor where facilities continue in another form". Main use is for when continuity of route is unfeasible, such as at a point beyond which cycling is prohibited or physically impossible. It has no clear meaning in terms of right of way, but may give that impression to cyclists and drivers.

[1059] Direction in which pedal cycle should travel on a cycle lane, track or route

Two sizes 1000 and 2000. Select according to space available

Retroreflecting material is recommended

Notes:
It must be used in conjunction with a 1057 cycle symbol. The arrow pointing to the left may be reversed to point to the right.

	[WBM 294] 'Elephants footprints' cycle route to define cycle routes across a carriageway
	400x400x400 gap
	Retroreflecting material is recommended
Notes: This marking is not included in TSRGD. It is only for use at signal controlled crossings/junctions. DfT authorisation is required for each site.	

Note:
See S series typical detail drawings in Appendix C for additional details on the use of signs.