

## 9 Crossings

### Toucan Crossings

Toucan crossings are the standard UK treatment for cycle tracks crossing roads. They are always shared with pedestrians on the crossing itself, although the approaches may be segregated. Some authorities continue segregation of the crossing area by using coloured surfacing.



*Wide toucan crossing with shared use approaches on A38 Bristol Road at Selly Oak*

It is feasible to design a 'parallel' signalled crossing similar to a Pegasus (equestrian) crossing arrangement where a cycle track is off to one side of the pedestrian crossing area. These crossings generally require additional poles and signal heads.



*Separate parallel crossing arrangement, Bristol*



*A simple 'jug handle' approach can be used to take cyclists from the carriageway into the waiting area of a toucan crossing.*

### Zebra Crossings

Cyclists are currently required to dismount when using a zebra crossing. Some authorities have installed cycle tracks that lead up to a zebra crossing and added 'Cyclists Dismount' signs adjacent to the crossing. This is not good practice, and cyclists are unlikely to dismount in practice.

The DfT is currently revising the regulations (2014) with the intention that some equivalent form of crossing (sometimes called Tiger crossings) will be available to cyclists in 2016. The layout is likely to be similar to the example below.



*This example shows (currently illegal arrangement) a parallel cycle track and zebra crossing on a wide flat top speed hump. (Cycling England)*

## Priority Crossings

A mid-block priority crossing for cyclists can be located on a raised road hump with give-way markings. These should only ever be installed where the speed limit is 30mph or below and average speeds are at or near the speed limit.



*Cycle track mid-block priority crossing of carriageway, Thetford (Rob Marshall)*



*On quieter routes such as this one in Bournville, provision of dropped kerbs may be adequate, while on busier routes additional half-size give way markings and buff tactile paving can be used to indicate a mid-block crossing point.*

On wider roads, a central reservation should be provided at unsegregated crossings. The reservation should be at least 2.0m wide to prevent wheels overhanging into the carriageway.