

Types of walking and cycling infrastructure: Off-road/ away from traffic

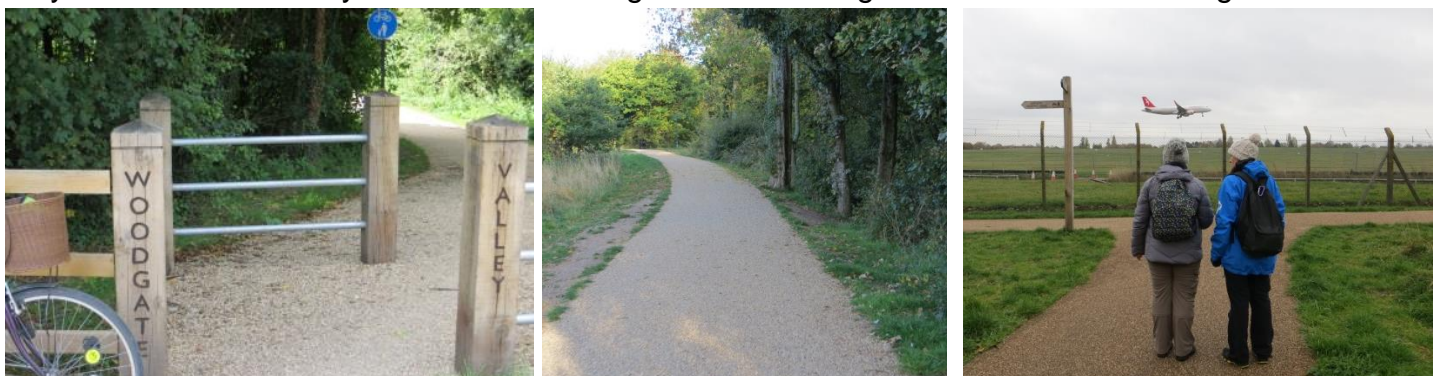
Two-way segregated cycle track with priority at side roads and cycle signals at major junctions



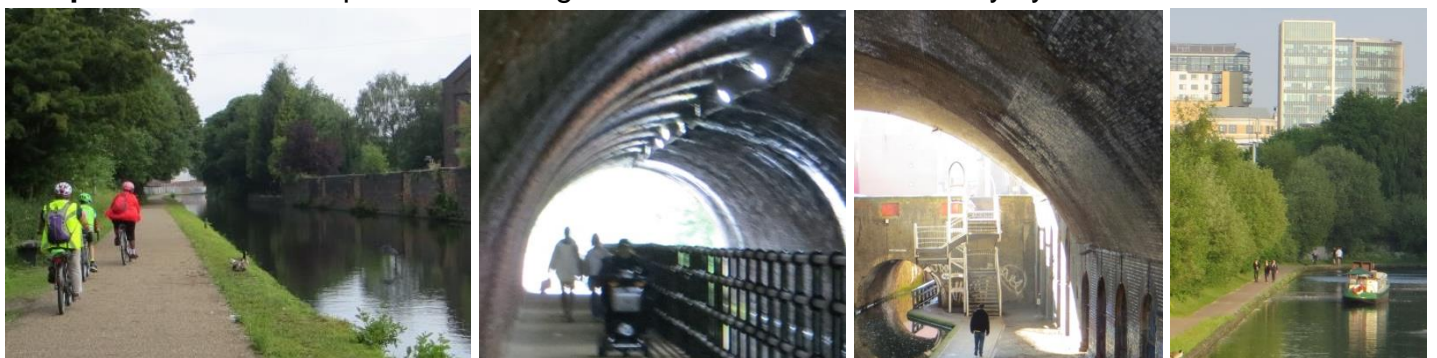
Shared use footway/ cycle track - pavements that are designed for both pedestrians and cyclists to use - identified with blue shared use signs and possibly with surface markings. Pedestrians and cyclists may share the space without separation or may be separated by painted white lines



Green Route Many paths through parks have been improved for cycling as well as walking – these may also be identified by blue shared use signs or blue and green route destination signs



Towpaths All canal towpaths in Birmingham can be used on foot or by cycle



Types of walking and cycling infrastructure: On-road/ mixed with traffic

Low traffic neighbourhoods/ filtered permeability - created by restricting through traffic, making one-way streets (with cycle contraflows) and/or stopping up streets with access controls.



Low speed streets, 20mph speed limits and school zones



Traffic calming – includes Speed Cushions and Table Top Junctions (where the road is raised so that it is the same height as the pavement). This encourages vehicles to slow down as they approach the junction, giving users more time to negotiate junctions safely. Other speed-reducing measures include contrasting surfacing and/or paving, raised sections of the road and changes to road widths.



Types of cycling infrastructure: On-road/ mixed with traffic

Cycle Lanes – mandatory cycle lanes are identified by a solid white line on the road. No vehicles are permitted to enter or park in the cycle lane at any time. Advisory cycle lanes are identified by a broken white line. Vehicles may enter the lane when required.



Contraflow cycle lane - is a cycle lane which runs in the opposite direction to the main traffic flow. This allows cyclists to use one-way streets in both directions.



Advanced Stop Line – provides space at traffic signals for cyclists to wait ahead of queuing traffic where they are more visible to drivers and can set off quickly ahead of traffic when lights turn green.



Bus Lane – cyclists can use the dedicated lane for bus use, separated from the main carriageway with a solid white line.



Types of walking and cycling infrastructure: Crossings, Lighting, Signs

Signal controlled crossings - Toucan crossings can be used by both pedestrians and cyclists to cross the road and usually have a wider crossing space than Puffin and Pelican pedestrian crossings. Displays can be on the nearside, next to the push button, or the far side of the road.

Toucan crossing



Pelican crossing



Zebra crossing



Lighting

Solar-powered lighting studs



and traditional lamp columns



Signs and waymarking

Interconnect pedestrian totems and signs



and route direction signs



Types of cycling infrastructure: Cycle parking

'M' stand



'Sheffield' stands



Tiered racks in a cycle hub



and Cycle Hoop

