Chapter 6

Signs and markings

6.1 Sign requirements

Regulatory requirements
Signs requiring enforcement
Warning signs
Signs for pedestrian zones
Signs to minimise or avoid

6.2 Sign design

Minimising sign clutter
Sign installation and mounting
Fixing and illumination

6.3 Surface Markings

Lane markings
Give way markings
Additional markings for cycle tracks and paths
Cycle symbols
Surface colour

6.4 Direction signing

Wayfinding signage
Signing strategies
Types of direction signs
Sign design principles
Destinations for signing
Branded road markings on Superhighways

6.5 Schedule of signs
6.1 Sign requirements

6.1.1
This section gives an overview of requirements on signage and marking to support cycling, both for dedicated cycling infrastructure and for cyclists' general use of the highway. It includes some specific information on additional requirements for signage for the established Cycle Superhighways.

New signage and wayfinding for the Quietways is currently in development and a full strategy will be added to this guidance when available.

6.1.2
Signage requirements for cycle routes is covered by the Cycling Level of Service Assessment, as shown in figure 6.1.

Figure 6.1 Key signage considerations in CLoS

<table>
<thead>
<tr>
<th>Factor</th>
<th>Indicator</th>
<th>Relates in this chapter to</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coherence: Connections</td>
<td>Ability to join/leave route safely and easily</td>
<td>Fit-for-purpose direction signing</td>
</tr>
<tr>
<td>Coherence: Wayfinding</td>
<td>Signing</td>
<td>Wayfinding strategy</td>
</tr>
<tr>
<td>Attractiveness: Minimise street clutter</td>
<td>Signage and road markings required to support scheme layout</td>
<td>Minimising the need for signage</td>
</tr>
</tbody>
</table>

6.1.3
Road signs and markings (both regarded as 'signs' in this guidance) have three main functions:

- Regulatory – traffic management signing that is enforceable
- Warning and informatory – traffic management signing that warn of hazards and guide vehicle positioning
- Wayfinding – location and direction signing

The same sign may combine more than one function and some signs for cyclists fall into this category. It is important to understand these multiple roles, particularly where one is regulatory and requires enforcement.

6.1.4
Regulatory signs are important for the role they play in enforcing the provision of safer, more comfortable cycling infrastructure. Signs and markings for warning, information and route guidance should be applied sparingly in order not to add unnecessarily to street clutter. It is almost always better to convey this information through informal cues in the environment rather than through formal signs, for example cycling facilities that look like cycling facilities, rather than shared infrastructure with pedestrians.
Regulatory requirements

6.1.5

Regulatory signs must conform to the Traffic Sign Regulations and General Directions (2002), referred to throughout this document as TSRGD. When on the public highway, signs and road markings used for warning, information or wayfinding should also conform to TSRGD, although there are some exceptions.

TSRGD revision, 2014-15

The Department for Transport (DfT) is undertaking a full revision of TSRGD and published its Consultation on the draft Traffic Signs Regulations and General Directions 2015 in May 2014. The proposed changes this brings about are referred to throughout LCDS, but this will not be applicable until the consultation has completed and it is finalised in mid-2015.

6.1.6

TSRGD revision follows a national traffic signs’ policy review and the publication of the policy paper, Signing The Way (2011). Key themes from this review, intended to set a direction that TSRGD will follow, include:

- providing greater discretion for local authorities to design and deliver traffic signs that meet local needs
- greater emphasis on the role and responsibility of traffic engineers and sign designers
- reduction in the need for central approval of non-standard signing
- improved signs and signals that will promote cycling and walking
- reducing the environmental impact of signs
- welcoming innovation and trialling

The 2011 TSRGD amendments made it possible to add an ‘Except cycles’ plate to a ‘no entry’ sign to permit contraflow cycling.

Flexibility in sign use: small version of the ‘shared-use path’ sign as part of context-sensitive design.
6.1.7
On the highway, local authorities may use any of these prescribed signs or markings from TSRGD, provided they meet the conditions for application. Any variation from those conditions, or any sign or marking not included in TSRGD will require further authorisation from DfT. This usually takes the form of a site-specific authorisation, but DfT may also authorise the limited use of a sign or marking by a single authority on any of its highways. This can be particularly useful for the purposes of conducting on-street trials of non-prescribed signs. 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

Email: traffic.signs@dft.gsi.gov.uk / Tel: 0300 330 3000

6.1.8
DfT occasionally issues formal amendments to TSRGD. There have been several such examples that have been beneficial for cycling in recent years, including some changes in October 2011 that gave local authorities more flexibility to allow contraflow cycling in one-way streets, and to permit use of blind-spot safety mirrors at signalised junctions in February 2012. These amendments are summarised in Traffic Advisory Leaflet 1/12. The up-to-date list of authorisations may be found here: http://www.legislation.gov.uk/uksi/2011/3041/introduction/made

6.1.9
The ‘Schedule of signs’ (section 6.5) summarises most of the signs used for cycling infrastructure in the UK, over and above those that form part of the general traffic signing regime. This references the current TSRGD diagram numbers, although these may be subject to change in the revised TSRGD. Supplementary advice on the correct application of signs and road markings can be found in the Traffic Signs Manual (HMSO/Stationery Office).

Signs requiring enforcement

6.1.10
Traffic Regulation Orders (TROs) made by the traffic authority require regulatory 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 bus lanes, one-way working, no entry, waiting and loading restrictions, width and weight restrictions, speed restrictions and banned turns. TROs are not normally needed for off-carriageway cycling unless those facilities operate one-way.
6.1.11
As is set out in section 2.3, the requirement for a TRO for certain cycle-friendly measures is set to be removed under proposals in the consultation draft of TSRGD (2015). This includes cyclist exemption to general traffic restrictions, which is important for maximising the permeability of cycle routes. It is usually applied through the diagram 954.4 ‘except cycles’ plate, which can be used on the following signs.

![Diagram of road signs](image)

**Diagram 606** – proceed left/right
**609** – turn left/right
**612** – no right turn for vehicular traffic
**613** – no left turn for vehicular traffic
**616** – no entry for vehicular traffic
**816** – no through route for vehicular traffic

6.1.12
Similar provision can be made in many cases at traffic signals, but different diagram numbers apply and a process applies – see section 4.4 for procedures for schemes involving traffic signals.

![Cycle exemptions to general traffic restrictions](image)

6.1.13
Under TSRGD, site-specific approval may be sought for variants of diagram 877 that allow for ‘Except buses and cycles’ or ‘Except cycles’ to be added to lanes dedicated to left-turning general traffic but also used by buses and bicycles. This and similar signs should only be used where road markings do not provide sufficient clarity.

![Diagram 877 variant](image)
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, as set out in TSRGD and the Traffic Signs Manual.

Warning signs

6.1.15

Sign 963.1, warning pedestrians of a cycle track, may occasionally be necessary, but a carefully positioned diagram 1057 cycle symbol may be a suitable alternative. On cycle tracks a diagram 955 sign (Route for Pedal Cycles only) can serve a dual purpose by removing the need for a 963.1 sign.

6.1.16

Where there is a high risk of conflict between cyclists and motor vehicles and where the conflict cannot be eliminated by design, diagram 950 signs can be used to raise motorists’ awareness of the likely presence of cyclists ahead. To maximise the impact of this sign it should not be used frequently.

6.1.17

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, eg ‘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.
Signs for pedestrian zones

6.1.18

Town centre pedestrian priority zones are usually created under Section 249 of the Town and Country Planning Act and should be marked with an appropriate combination of signs to diagram numbers 618.2, 618.3, 619, 620 or 620.1 to show what restrictions are in place and when they apply. Diagram 619, ‘no motor vehicles’, means that cycling is permitted, while diagram 617, ‘no vehicles’, means that it is not.

This can lead to some ambiguity about the status of cycling. Cycle symbol paving slabs and other inset symbols have been used in some areas to clarify that cycling is permitted, although these do not have any legal status and TSRGD indicates that vertical signing is required.

The consultation draft of TSRGD (2015) proposes that pedestrian zones can be referred to as ‘Pedestrian and Cycle Zones’ to help clarify the status of cycling.

6.1.19

For all cycle routes serving town centres and other pedestrian priority areas, a management and enforcement plan is desirable. This should detail proposals for reducing the obstruction and risk to cyclists and pedestrians from unlawful and inconsiderate driving/riding and car parking.
Signs to minimise or avoid

6.1.20

There are a number of signs that were featured in TSRGD 2002 for use in conjunction with cycle facilities, but are confusing, unnecessary, or in some way compromise wider objectives of promoting safety, comfort, coherence and directness in cycling. This category includes:

- 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

**A cycling route should never disappear abruptly**

‘End’ signing and ‘Cyclists Dismount’ signs are unacceptable because they show that consideration for cyclists has simply ended. Where an off-carriageway track ends, signed provision must continue on the carriageway – therefore the diagram 966 sign ‘Cyclists Rejoin Carriageway’ should be used instead of ‘Cyclists Dismount’, as set out in the 2011 amendments to TSRGD.
6.2 Sign design

6.2.1
Designers should, wherever appropriate, help guide cycle positioning and direction by using surface markings. Posts are very often unsightly and obstructive and should be kept to a minimum, unless used as a short-term measure to support legibility on a new route.

<table>
<thead>
<tr>
<th>TSRGD diagram no. and name</th>
<th>Signage</th>
</tr>
</thead>
<tbody>
<tr>
<td>[951]</td>
<td>'Riding of pedal cycles prohibited'</td>
</tr>
<tr>
<td>[955]</td>
<td>'Route for use by pedal cycles only'</td>
</tr>
<tr>
<td>[956]</td>
<td>'Route for use by pedal cycles and pedestrians only' (i.e. shared use)</td>
</tr>
<tr>
<td>[957]</td>
<td>'Route comprising two ways... for use by pedal cycles only and by pedestrians only' (i.e. a separated path)</td>
</tr>
</tbody>
</table>
6.2.4

For other signs the smallest practicable plate size should be considered, taking into account the prescribed options in TSRGD. See ‘Schedule of signs’ (section 6.5) for further details.

6.2.5

To minimise plate sizes on direction signs for cyclists, 25mm x-height text (the smallest permitted size, in mm) should normally be used. In TSRGD, x-heights of between 30mm and 60mm are allowable (usually 30, 35, 37.5 or 50mm). An x-height of 25mm has been authorised for use on Cycle Superhighways, appears in Signing The Way and is included in the consultation draft of TSRGD (2015). It is seldom necessary to use the larger size texts, except where the viewing distance is large (in excess of 30m).

6.2.6


The consultation draft of TSRGD (2015) proposes that the change to regulatory requirements will explicitly support the aims set out in TAL1/13, Reducing sign clutter. While TSRGD will continue to prescribe signs, decisions on how to use them to sign restrictions and manage traffic and on where and how to place signs are for local authorities to take.

| Figure 6.3 Summary of methods for minimising signage clutter |
|---------------------------------|---------------------------------------------------------------|
| Option                          | Notes and justification                                      |
| Combine existing signs and      | See TSRGD (2002) diagrams 2005.1, 2105.1 and 2106.1 for     |
| incorporate cycle signs into    | guidance on combined signs.                                  |
| general direction signage.      |                                                               |
| For branded routes, consolidate | Show existing and proposed posts and signs on scheme         |
| existing signage wherever       | drawings to allow for review and rationalisation as          |
| possible and use existing poles | necessary.                                                   |
| and columns along the route.    |                                                               |
| Omit vertical signage in favour | This should be a site-specific consideration, bearing in     |
| of road markings, which avoids  | mind visibility in the dark, maintenance, the impact of     |
| the need for sign posts and can  | more surface markings on all two-wheelers and the            |
| be more convenient for cyclists  | possibility of markings being covered or obscured by other   |
| and pedestrians, given their field | vehicles.                                                   |
| of view.                        |                                                               |
Use restricted parking zones and ‘permit holders only past this point’ area-wide parking controls (avoiding the need for road markings to indicate waiting restrictions and parking bays).

| Local authorities in England may remove yellow lines from pedestrian zones where appropriate repeater signs are placed, according to the 2011 amendments to TSRGD. |

Consider omitting yellow or red ‘no waiting’ lines and kerb ‘no loading’ marks where mandatory cycle lanes are provided.

| These are not legally required, but are often provide to facilitate enforcement of stationary vehicle and parking and loading offences. |

For 20mph and 30mph roads, reduce the width of red or yellow line markings to 50mm (for higher speeds retain 100mm markings).

| This is recommended by TfL for TLRN in Streetscape Guidance (2009, page 7.13). It helps to minimise visual clutter and incursion of markings into nearside cycling space. Authorities should determine their own approach, bearing in mind the need for consistency. |

For streets with a carriageway width of less than 5.0m, omit one regulatory sign (two are normally provided at the street entrance).

| TSRGD allows for this – e.g. one diagram 616 ‘no entry’ sign. Note that, for all signs other than speed limit signs, the centre of the single sign should be within 2.0m of the edge of the carriageway. |

In conjunction with signal heads, use small diameter restrictive signs (eg ‘no left/right turn’).

| These are permitted by TSRGD only where all of the movements on that aspect are controlled. |

For off-highway routes, use smaller sign sizes, as they only need to be visible to cyclists and pedestrians. Also consider reducing frequency of repeater signs.

| The 2011 TSRGD amendments specify a minimum of one repeater sign, in place of the earlier need to provide them at ‘regular intervals’, thus giving designers the flexibility to place only those signs they deem necessary. |

**6.2.7**

Legibility, attractiveness and visibility in the dark and when wet and in snow, all need to be taken into account when designing signs and road markings. It is difficult for a sign to compensate for poor lighting or for a road layout that is not easily legible. The design of the street, and detailing such as borders, paving or surface colour, can also used to assist to cyclists and others, to complement and reinforce signage and, in some cases (but not where the signs have a regulatory function), to supersede the need for signs and markings.
Sign installation and mounting

6.2.8
Signs should ideally be mounted at the eye level of the intended user. However, where their placement might be a hazard for other users – typically when they are on the footway – minimum clearance will be needed. The possibility of parked or moving vehicles or pedestrians obscuring the sign may also have a bearing on the chosen mounting height.

In general, any sign likely to be a hazard to pedestrians should be mounted at a minimum height of 2.1m to the underside. A minimum of 2.3m is required where cyclists can cycle beneath them. For wall or bollard mounting, heights of between 0.5m and 1.5m are preferred.

6.2.9
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. Note that, away from the footway, the normal mounting height, measured to the lower edge of a sign, its backing board or any supplementary plate, is between 900mm and 1500mm above carriageway level. (Traffic Signs Manual, chapter 3, para 1.21)

6.2.10
For signs and posts, guidance on recommended dimensions for lateral clearance is as follows:

- signs should be sited no more than 1.0m away from the relevant surface, to avoid confusion
- where moving motorised vehicles are passing to the side, posts and signs should normally have a minimum of 450mm lateral clearance (or more if the crossfall of the carriageway is greater than 2.5 per cent) – this is in order to prevent damage by vehicles having a lateral overhang, bearing in mind their likely swept paths
- less than 450mm clearance is needed on any side where cyclists are the only vehicles passing (it is recommended that the appropriate clearance be determined by a risk assessment on a site-by-site basis)
- posts and signs should not encroach into travel envelope of cyclists

6.2.11
Signs that indicate the existence of off-carriageway cycling facilities should be sited no more than 10m from the start and end of the facility. Ideal spacing for intermediate signs can vary between 20m and 200m, depending on the level of footway activity (the need to warn pedestrians about the presence of cyclists) and the frequency of interruptions such as side roads and bus stops.
Fixing and illumination

6.2.12
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, rather than banding. Dealing with rotation of finger post signs should be a key part of maintenance regimes.

6.2.13
The consultation draft of TSRGD (2015) proposes that illumination requirements for certain categories of signs will be removed – in other words left for local authorities to determine on a site-by-site basis. This includes lighting requirements for regulatory cycle signs and warning signs. Illumination requirements remain only for safety critical signs, such as give way, no entry, banned manoeuvres and vehicle size restrictions.

6.2.14
Since illumination requirements will only be changed once TSRGD (2015) comes into force, requirements of Schedule 17 of TSRGD 2002 are summarised in section 6.5 below.

6.2.15
In most instances, if street lighting is adequate, signs for off-carriageway facilities do not require illumination. For example, there is seldom any need to illuminate terminal signs to diagram 955, 956 and 957. One exception may be diagram 955 signs indicating cycle gaps on-carriageway, which are likely to continue to need illuminating. In all instances the site characteristics need to be considered to identify where illumination is appropriate.

6.2.16
Cycle-specific signs should have reflective, anti-graffiti coating. Single- or double-faced signs can be used, as appropriate to the location.
### 6.3 Surface Markings

#### 6.3.1

Surface markings are generally the best way to communicate traffic management and directional information to cyclists, and should be used wherever practicable and legal. All markings are classified as traffic signs and are covered by TSRGD. The markings set out below should all be provided in retroreflective material.

#### 6.3.2

It is essential to check the condition of surface markings on a regular basis, particularly in areas also used by motor vehicles, and to take swift remedial action when needed. This checking should form part of regular maintenance regimes – see section 7.2 for more details.

**Lane markings**

<table>
<thead>
<tr>
<th>[1049]</th>
<th>[1004]</th>
<th>[WBM 294]</th>
<th>[1009]</th>
<th>[1010]</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mandatory cycle lane marking</strong> also division of a route between pedal cycles and for pedestrians</td>
<td><strong>Advisory cycle lane marking</strong> (when used in conjunction with diagram 967)</td>
<td>‘Elephants footprints’ to define cycle routes across a carriageway</td>
<td><strong>Entry taper to cycle lane</strong> recommended 1:10 taper where cycle lane begins</td>
<td><strong>Lane through junction</strong> or edge of carriageway marking in TSRGD</td>
</tr>
</tbody>
</table>

| 150mm wide or 250mm where lanes are 2m+ wide | 100 or 150mm wide 4000mm dash 2000mm gap | square, with gap equal to length of one side, anywhere in range 250-400mm (as proposed in TSRGD 2015) | 150mm wide 600mm dash 300mm gap | 150mm wide 1000mm long 1000mm gap (or 850 long, 1150 gap variant) |
6.3.3
The entry taper, diagram 1009, is more important for mandatory cycle lanes. An angle of 30 or even 45 degrees may be adequate for advisory cycle lanes because it is not so essential to deflect vehicles in advance of it. (Traffic Signs Manual, chapter 5, para 16.10) The taper is not necessary where a cycle lane ends before and recommences after either a junction, bus stop cage or crossing zig-zag marking.

6.3.4
A longer dashed advisory cycle lane marking exists (diagram 1004.1, 6000mm dashes with 3000mm gap) but its use is not recommended because it is for roads of 40mph or more, where an advisory cycle lane is unlikely to be appropriate.

6.3.5
TfL has authorisation to use the 250mm-wide diagram 1049 marking on its network and on Cycle Superhighways but authority-wide or site-specific authorisation need to be sought for its use elsewhere. Wider cycle lane markings are proposed for general authorisation in the consultation draft of TSRGD (2015) but the 250mm-wide mandatory cycle lane marking does not yet appear in the schedules.

6.3.6
The use of 1010 markings for the continuation of cycle lanes across junctions is, however, proposed in the consultation draft of TSRGD (2015). Until the regulations come into effect, DfT has authorised TfL to use a ‘variant 1010’ marking, with 850mm dashes and 1150mm gaps, on its network. Other authorities may seek similar authorisation.

6.3.7
‘Elephants’ footprint’ markings can be used to delineate a cycleway when it crosses a carriageway where the route may not otherwise be clear to cyclists, generally under the protection of traffic signals. The consultation draft of TSRGD extends a general authorisation to this use of elephants’ footprints and allows for flexibility in the size of the square markings between 250 and 400mm (where previously 400x400 was the convention).
6.3.8

These markings may be used to delineate a cycle crossing parallel to a signal-controlled pedestrian crossing (providing a separated alternative to the toucan crossing). The consultation draft of TSRGD also proposes that they may be used for a new type of parallel priority crossing (see section 4.5).

WBM294 Elephants’ footprints markings at Royal College Street / Crowndale Road junction, Camden

Elephants’ footprints markings and surface colour used to highlight conflict point as cycle route crosses the carriageway (Copenhagen)

6.3.9

International practice shows extensive use of square markings similar to elephants’ footprint markings to show continuity of cycle routes crossing the carriageway, marking them a widely recognised aspect of cycling infrastructure, particularly in Europe. They are used not only at signal-controlled junctions and crossings but also to help give priority at side roads and roundabouts.

Give way markings

6.3.11

Single-dash give way markings are proposed in the consultation draft TSRGD (2015) for zebra and parallel pedestrian/cycle crossings (see section 4.5). Give way markings should not be used at linear transitions between cycle tracks and cycle lanes.

<table>
<thead>
<tr>
<th>[1003]</th>
<th>[1023]</th>
<th>[1023]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Give way double-dashes</td>
<td>Give way triangle</td>
<td>Give way single-dashes</td>
</tr>
<tr>
<td>300mm dashes</td>
<td>3750x1250 full-size but 1875x625 recommended for cycle use</td>
<td>200mm wide</td>
</tr>
<tr>
<td>1500mm gaps</td>
<td>500mm dashes</td>
<td>500mm gaps</td>
</tr>
<tr>
<td>300mm gap</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
6.3.12
‘Keep Clear’ (diagram 1026), hatching and chevron road markings may also be useful for warn drivers to give priority to cyclists crossing or moving in the same direction. They remind drivers to give cyclists a wide berth. ‘Keep Clear’, often employed for safeguarding access for emergency vehicles, can also be used to ensure that cycle gaps are unobstructed by parked vehicles.

Chevron markings used in conjunction with islands

Keep clear markings allow space foe cyclists to cross

6.3.13
In countries such as the Netherlands and Denmark, a further ‘give way’ option is to use small, ‘sharks’ teeth’ triangular give way markings. These are often used in conjunction with elephants’ footprints but confer formal priority on the cyclist in a way that elephants’ footprints alone do not.

Additional markings for cycle tracks and paths

6.3.14
For two-way cycle tracks, centre line markings should consist of 50mm-wide diagram 1008 markings generally, with two sets of the longer diagram 1004 markings used where the track adjoins an intersection or shared use area (where more conflicting movements are likely). Where centre lines are omitted – for example, where flows are expected to be tidal and designers wish to suggest there is more flexibility in use of width – an alternative may be the use of pairs of diagram 1057 cycle symbols in opposing directions.
Centre-line marking for two-way cycle tracks
(A carriageway centre line marking)

Centre-line marking for use at intersections
(Same as advisory cycle lane marking)

Raised marking to divide a route between pedal cycles and pedestrians
(Same marking as entry taper to cycle lane)

50mm wide when used as centre line
2000mm dash
4000mm gap

50mm wide when used as centre line
4000mm dash
2000mm gap

150mm wide, with 50mm top face
12-20mm high
May need 20mm gaps at 3m intervals for drainage

100mm wide
300mm dashes
150mm gaps

Cycle symbols

6.3.15
Diagram 1057 cycle symbol markings are used, orientated in the direction of travel for cyclists, in three distinct and well recognised ways:

- for wayfinding: indicating a route, particularly at a decision point
- suggesting a recommended path for cyclists across a junction
- alerting motorists to expect the presence of cyclists

Diagram 1059 markings should be used in conjunction with the 1057 marking or a bespoke number patch for a branded route (see section 6.4). They should not be used in conventional, with-flow cycle lanes.

[1057] Cycle symbol marking
750x1215, 1100x1780 or 1700x2750mm
Select according to width available: normally small for cycle tracks, medium for cycle lanes and large for ASL boxes.

[1059] Route direction arrows
1000 or 2000mm
Select size according to space available
6.3.16
Detailed design and dimensions of the cycle symbol when used as a road marking (right, above) and on a sign (below). On the sign, dimensions are given in grid divisions, which normally correspond to 1/4 of the x-height used on the sign.

6.3.16
The diagram 967 sign should only be used with the diagram 1057 road marking where there is an additional need to alert other road users to the presence of a cycle route. This is consistent with advice in Traffic Advisory Leaflet 1/13, Reducing Sign Clutter, on interpreting TSRGD (2002) guidance flexibly.

6.3.17
Cycle symbols marked at the entry to and exit from side roads joining a cycle route are an effective way of warning motorists and pedestrians of the presence of cyclists. They remove any need for warning signs to diagrams 962.1 or 963.1 except for situations where contra-flow cycling is permitted. At side roads with restricted access or less than 5m wide, kerb-to-kerb, one rather than two diagram 1057 markings may be used.

6.3.18
Symbols should never be placed so as to encourage a riding position closer than 0.5m away from a kerb, side road or obstruction. Where conditions are appropriate for primary position riding symbols should be placed in the centre of running lanes.
6.3.19
It is good practice to provide cycle symbols to diagram 1057 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, optional repeater symbols may be provided, to give a maximum interval between symbols of 200m. Where practical, cycle symbols should be placed close to street lights, to maximise visibility after dark. Further uses of cycle symbols for route continuity are summarised in figure 6.4.

Diagram 1057 symbols showing continuation of cycle route and recommended road position

Figure 6.4 Examples of use of diagram 1057 markings for route continuity

<table>
<thead>
<tr>
<th>Location</th>
<th>Spacing/layout</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cycle route on quiet roads (no lanes)</td>
<td>50-200m</td>
</tr>
<tr>
<td>Main road route (no lanes)</td>
<td>10-30m</td>
</tr>
<tr>
<td>Cycle lanes on-carriageway (normal)</td>
<td>20-50m</td>
</tr>
<tr>
<td>Cycle lanes (high stress)</td>
<td>10-20m</td>
</tr>
<tr>
<td>Cycle feeder lane to ASL</td>
<td>10-20m</td>
</tr>
<tr>
<td>Off-carriageway cycle track (surfaced)</td>
<td>50-200m</td>
</tr>
</tbody>
</table>

6.3.20
It is important to use the cycle symbol in ways that reinforce its multiple functions. Care should be taken when using them for route continuity, so that they are not placed in a manner that puts cyclists in a vulnerable position, particularly past parking and loading bays. If cyclists are accustomed to following them as a suggested route then they will expect this to be the case whenever they see the symbols.

6.3.21
Cycle symbols may also be used as a substitute for lane markings through junctions (see section 4.3). This may be most appropriate where a route is signified by diagram 1057 symbols only before and after the junction, as it provides continuity.
Surface colour

6.3.22
Colouring surfacing is optional for cycle lanes and tracks. The colour has no legal meaning and is used for wayfinding/branding purposes or for specific safety reasons, or both. If it is provided, the designer should be clear about the purpose for its use and consistent in its application for any given area, route or street.

6.3.23
There may also be benefits in using coloured surfacing to raise awareness at the following locations:

- across the mouth of side road junctions / past priority junctions (see section 4.2)
- alongside on-street car parking
- feeder lanes and reservoirs used in conjunction with advanced stop lines (see section 4.3)
- through signal-controlled junctions (see section 4.3)
- through zig-zag markings at crossings (see section 4.5)
- at the entry to and exit from roundabouts
- where there is ‘crossover’ between cycle lanes and on/off slip lanes (see section 4.3)

6.3.24
Any decision about use of colour in these circumstances needs to be balanced with use of other signs and markings and any location-specific requirements, and needs to be in line with an overall strategy about the meaning of coloured surfacing. Diagram 1057 cycle symbols can perform a similar function in many of the locations cited above.
6.4 Direction signing

6.4.1
To help cyclists find their way, clear direction signing and wayfinding principles should be developed and applied consistently, within the framework of a London-wide strategy for cycle wayfinding. That strategy is still in development, with customer research ongoing. The first part of this section therefore sets out some interim principles emerging from the research, pending the finalisation of a complete strategy to support delivery of the Vision for Cycling.

6.4.2
It is important to note that direction signing has several purposes; it is not only to help cyclists find their way and assess the physical and mental effort needed to complete their journey. It also highlights the presence of cyclists for other road users, asserting their right to travel along a particular street or path.

Wayfinding signage

6.4.3
TfL has commissioned customer testing of proposals for a new wayfinding system for cycling in London: a Tube Network for the Bike. This involves exploring both the network and route naming strategy and the detail of the design and application of signs and road markings. It focuses on Quietways, and the objective of gaining the confidence of people who may currently be deterred from cycling. The intention is that it should lead to the development of a coherent signage and wayfinding strategy for all cycle infrastructure in London.

6.4.4
Feedback has been received from qualitative focus groups and some on-street testing of sign concepts. Further phases of research include a quantitative online survey. It was clear from the focus groups that, for a wayfinding system to be effective, it needs to build from people’s intuitive wayfinding thought-processes.

6.4.5
Other key recommendations emerging from this research are that wayfinding for Quietways should:

- build on and reference the current mental map of London
- create routes by linking together landmarks from our mental maps
Chapter 6 – Signs and markings

- help people find ‘safe and efficient’ routes
- include a range of tools, not just on-street signage
- adopt distinctive branding
- include signage that is easy for cyclists to read at a glance
- both indicate (give directional information) and reassure
- include an ‘iconic’ cycle map

Mental maps, built around memorable places, help to make the city legible for people

6.4.6

When asked about signs and road markings, some clear patterns emerged in the focus groups. Cyclists said they mainly use pole-mounted signage for information on direction, and found it most useful ahead of major decision-points (at the junction, they have many more demands on their attention). In contrast, on-carriageway signage, in the form of road markings, has a different function, being primarily understood as reassurance and ideally placed after major decision-points.

6.4.7

Drawing on those findings, TfL is working with DfT to develop and refine signage that meets these aspirations and emerging regulatory requirements. A new type of sign for branded routes such as Quietways has been allowed for in the consultation draft of TSRGD (2015). In London, this will include the Quietways logo to meet the desire for distinctive, recognisable route branding.
6.4.8
It is also clear from the research conducted to date that cyclists use a variety of
wayfinding tools to navigate, combining pre-journey planning with support from
information provided on-route. Given the growing sophistication of mapping tools
accessible through smartphone technology, pre-journey planning and personalised on-
route wayfinding are likely to become ever more important over time.

Signing strategies

6.4.9
A direction signing strategy should be prepared for each whole Superhighway or
Quietway route, to ensure that signing is coherent, consistent and easy-to-follow. This
should take account of and maintain appropriate continuity with existing signing of
cycle routes along and crossing the route. Although signing for off-highway sections do
not, strictly, need to conform to TSRGD requirements, it is recommended that they are
consistent with on-highway signs for the route wherever possible.

6.4.10
The strategy needs to recognise existing cycling provision and networks and links in
the vicinity. It is an opportunity to identify and where appropriate and feasible enable
cycle movements that are currently banned, such as contraflow provision or exceptions
to banned turns. It should include a schematic diagram of the route with adjoining
routes and destinations for agreement among stakeholders to ensure a joined-up
approach to planned signage and infrastructure changes on the network.

6.4.11
Preparation of the signing strategy should ideally be part of the route planning and
scheme design process. A base plan should be prepared, taking account of:

- crossing- points with other routes or other unbranded cyclist desire lines, identified
  from route rides and using TfL Cycle Guide maps
- potential strategic and local destinations
- existing cycle and vehicle signing – signs recorded photographically
- locations for proposed direction signing – preferably existing posts or lamp
columns

A draft schematic (‘spider’) diagram should hen be prepared, showing the route
considered and the destinations proposed. The aim is to facilitate the safe and
convenient movement of cyclists onto, along and off a given route
Types of direction signs

6.4.12

The ways in which route information may be communicated via the various basic types of direction sign are set out below. The sign concept for Quietways will be developed to include these different types.

**Flag-type or finger post signs**
[TSRGD diagram 2602.1, 2601.1]

These signs should be placed at the junction or decision-point itself and point in the appropriate direction using a chevron-type arrow.

**Route confirmatory signs and repeaters**
[diagram 2602.2, 2602.3]

Repeater signs may be needed on long sections of cycle routes between nodes to confirm to users that they have not left the route inadvertently, and to keep drivers conscious of the use of the route by cyclists. These should be provided at least every half mile, as well as after each decision point (normally the far side of every junction). Route numbers can also be used as confirmatory signs, preferably on existing posts or lamp columns.

**Advance direction signs** [diagram 2601.1]

For more complex scenarios, usually prior to junctions on main roads, advance signs may be used in order to give warning of the junction and to enable initial manoeuvring to take place. These may be appropriate in advance of a right-turn or where there is a downhill gradient.

The main sub-types are:

- **Stack signs**, where different junction destinations are listed above each other in tabular form.
- **Map-type signs**, which include a pictorial representation of the junction. Alternatively, a map type sign to TSRGD diagram 2601.2 can show a precise route through a junction, distinguishing between on- and off-carriageway provision, and showing priorities and crossings.
6.4.13

Direction signs should only be used where they meet a purpose not already served by road markings, existing road signage or other types of cycle signage. For example, the cycle route sign to diagram 967 may serve as a confirmatory sign.

6.4.14

Branded route information, such as the Quietway logo, can be incorporated into the sign types above. TSRGD provides for an addition of a coloured panel with route number on the blue-background signs. Route symbols may also be included, with DfT authorisation, as is the case with Cycle Superhighway signage. This uses the route name, number and branding on a rubine red-coloured panel on the blue cycle signage.

6.4.15

Signing information for cyclists may also be added to other direction signs by using the method shown in diagram 2106.1 in TSRGD: cycle route information on a blue background as part of a 'conventional' direction sign for all road users.
Sign design principles

6.4.16
Detailed sign design requires specialist traffic engineer input, reference to the Traffic Signs Manual and TSRGD and use of appropriate computer software. Overall, the size of signs should be kept as small as possible while clearly conveying the necessary information.

6.4.17
Closest destinations should be listed at the top of the sign, with more distant and strategic destinations below. Where distances are provided, they should be in imperial measurements: the smallest fraction of a mile allowed is 1/4 mile, and yards must be to the nearest 50.

6.4.18
For Superhighways and Quietways, time to destination in minutes should be used, followed by ‘mins’. Signing to other destinations, off the branded routes, should use distance and be on a separate diagram, though may be on the same backing plate. Journey times should be rounded up to the nearest five minutes, except where a journey is expected to last less than 15 minutes. Minutes ending in 1, 2, 6 and 7 are rounded down to the nearest five minutes and minutes ending 3, 4, 8 and 9 rounded up. Journeys under 15 minutes should be rounded to the nearest minute if there is benefit to users. Timings should be calculated using an average cycling speed of 16kph (as used in the TfL Journey Planner) and confirmed by riding the route at different times and conditions so that a realistic and accurate average time is provided.

6.4.19
‘Via’ and other wording can be introduced on signs to clarify a route, eg via park, common, towpath, bridle-way, subway, bridge, shopping centre etc. The size of this lettering should be 80 per cent of the normal size, ie 25 x-height where 30 is the normal size.

6.4.20
Dimensions and other details for branded signs for Cycle Superhighways approved by DfT in 2010, are:

- flag-type route destination signs – sign face 845mm wide and 255mm high, including a ‘header patch’ (‘Cycle Superhighways’, the symbol and the route name) on rubine red, and destinations and timings in white on blue background.
- route confirmatory signs – sign face 720x255mm, containing the same information as the flag-type sign, but without indicating a direction.
• stack-type signs – sign face 645x425mm, showing destinations and timings in multiple directions, together with a route name (on rubine red patch) but without using the full header patch
• repeater signs – sign face 165mm wide and 230mm high, including the route name and Superhighways symbol only, on rubine red patches.

In all cases, x-height is 25mm.

Destinations for signing

6.4.21
Signs may be required to:
• mark a route, and provide route confirmation
• direct cyclists to join the route at intermediate places
• direct cyclists to destinations at intermediate places along the route, or at the end

6.4.22
Guidance on destinations for signing for programmes delivered as part of the Mayor’s Vision for Cycling is in preparation as part of the wayfinding strategy.

Branded road markings on Superhighways

6.4.23
For Cycle Superhighways, the diagram 1057 cycle symbol road marking should appear as part of the ‘Cycle Superhighway project symbol’. This consists of diagram 1057 centred above the route number, based on TSRGD diagram 1058. Two sizes are available:
• small (1215mm high cycle symbol, 350mm gap, 705mm high text) – usually in cycle lanes and tracks and within cycling facilities (which may have blue surfacing) up to 2.5m wide
• medium (1780mm high cycle symbol, 530mm gap, 1035mm high text) – the default size for stand-alone Superhighways markings, and usually within cycling facilities (which may have blue surfacing) greater than 2.5m wide

A blue background may be applied underneath a CS project symbol. The size of the patch should be 2570x950mm for the small version and 3845x1500mm for the medium.
**6.4.24**

Within cycle lanes, narrow bus lanes (up to 3.1m) and blue surfacing, CS project symbols should be positioned centrally between any parking-related markings (red or yellow lines) and the relevant lane marking or coloured surfacing. Alignment across junctions should be based on projected parking markings (the outside of any parking bay up to and after the junction) and cycle lane markings / surfacing so that a smooth, continuous alignment for cyclists is maintained.

**6.4.25**

For stand-alone markings and wide bus lanes (4m or greater), the centre of the CS project symbol is to be positioned one third of a lane’s width from the left side of the lane. It is important that markings are not positioned such that a general traffic lane could be interpreted to be a cycle lane when it is not.

**6.4.26**

Before and after bus stop/stand cages and parking or loading bays, CS project symbols cannot be placed within the cage or bay and so should usually be positioned one third of a lane’s width inside the right side of the lane. A bespoke layout may be necessary where bus stands are located in very wide nearside lanes.

**6.4.27**

CS project symbols should be positioned with visual continuity in mind so that there are not unexpected lateral steps between consecutive markings. Between junctions, they should be positioned as follows:
on-carriageway (no cycle or bus lane) 40-60m spacing
within cycle lanes 90-110m spacing
within bus lanes 40-60m spacing
within cycle tracks 100-200m spacing

6.4.28
At non-inset bus stop/stand, cages and non-inset parking or loading bays, CS project symbols should be placed alongside the outside of the cage/bay immediately before the start and immediately after the end of it, with a maximum interval between the centres of symbols of between 20m and 40m. This also applies to multi-lane roads with bus lanes less than 3.9m where CS project symbols should be provided in the second lane. Where gaps between cages/bays are 30m or less, the CS project symbols should be continued across the gap at the same offset from the edge of the carriageway or the projected kerb line.

6.4.29
CS project symbols in opposing directions on cycle tracks or single-carriageway roads should usually be no closer than 10m between the edges of the opposing symbol borders. Exceptions are permitted where additional CS symbols are provided to identify decision points.

6.4.30
CS project symbols should be provided on cycle lanes, coloured surfacing and cycle tracks at the start of each section and immediately after (within 10m or as soon as possible beyond that, subject to avoidance of other road markings) each decision point, including side road junctions. The exception to this is when markings across side road junctions indicate a change of direction. In this case, the route number patch may be used instead of the CS project symbol.
### 6.5 Schedule of signs

This table is for general reference only and contains requirements current in TSRGD (2002) rather than changes proposed in the consultation draft of TSRGD (2015), which are described in sections 6.1-6.4 above. Please refer to TSRGD and the Traffic Signs Manual for further details of sign application.

<table>
<thead>
<tr>
<th>Sign Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>[612] No right turn for vehicular traffic</strong></td>
<td>Normally 600mm diameter&lt;br&gt;To be illuminated&lt;br&gt;Can be used with [954.3] 'except buses and cycles' or [954.4] 'except cycles' plates (or with equivalent signs in a signal head at 270mm diameter).</td>
</tr>
<tr>
<td><strong>[616] No entry for vehicular traffic</strong></td>
<td>Can be used with [954.4] 'except cycles' exemption plate&lt;br&gt;Normally 600 or 750mm diameter&lt;br&gt;To be illuminated&lt;br&gt;300mm variant (non-illuminated) can show no-entry for cycles at one-way off-carriageway cycle tracks, but this requires site-specific authorisation.&lt;br&gt;Authorisation of use of [954.4] ‘except cyclists’ plate was made through the Traffic Signs (Amendment) (No.2) Regulations and General Directions 2011 (SI 2011 No. 3041), and included in Signing The Way (2011)&lt;br&gt;Use of [616] with [954.3] ‘except buses and cycles’ plate is anticipated in the revised TSRGD but in the meantime requires DfT authorisation.</td>
</tr>
<tr>
<td><strong>[617] All vehicles are prohibited except non-mechanically propelled vehicles being pushed by pedestrians</strong></td>
<td>Normal size 600mm&lt;br&gt;To be illuminated&lt;br&gt;Not be used on cycle routes as it would exclude cycles.</td>
</tr>
<tr>
<td><strong>[618] Play Street exemption plate</strong></td>
<td>Prohibits all vehicles from the street during the period indicated, except for access.</td>
</tr>
<tr>
<td><strong>No motor vehicles (i.e. cycles permitted)</strong></td>
<td><img src="image" alt="Sign" /></td>
</tr>
<tr>
<td>---------------------------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Normal size 600mm (also 450, 750, 900 and 1200mm)</td>
<td><img src="image" alt="Sign" /></td>
</tr>
<tr>
<td>To be illuminated</td>
<td><img src="image" alt="Sign" /></td>
</tr>
<tr>
<td>Can have exemption plates [620] ‘Except for access’ and [620.1] ‘Except for loading by goods vehicles’ attached.</td>
<td><img src="image" alt="Sign" /></td>
</tr>
<tr>
<td>For other permitted variants see TSRGD Direction 21 (1). A [967] cycle route sign can be used with this sign to emphasise cycle only access.</td>
<td><img src="image" alt="Sign" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Appropriate traffic lanes for different movements at a junction ahead</strong></th>
<th><img src="image" alt="Sign" /></th>
</tr>
</thead>
<tbody>
<tr>
<td>(Extension of permitted variants to include ‘Except cycles’ or ‘Except buses and cycles’)</td>
<td><img src="image" alt="Sign" /></td>
</tr>
<tr>
<td>Normal size 900mm height (also 1200, 1500 and 1800mm)</td>
<td><img src="image" alt="Sign" /></td>
</tr>
<tr>
<td>To be illuminated</td>
<td><img src="image" alt="Sign" /></td>
</tr>
<tr>
<td>Approved for TLRN and Cycle Superhighways only. All other uses subject to site-specific authorisation.</td>
<td><img src="image" alt="Sign" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Start of Homezone / End of designated Homezone</strong></th>
<th><img src="image" alt="Sign" /></th>
</tr>
</thead>
<tbody>
<tr>
<td>Normal size 540mm width (also 675mm)</td>
<td><img src="image" alt="Sign" /></td>
</tr>
<tr>
<td>To be illuminated</td>
<td><img src="image" alt="Sign" /></td>
</tr>
<tr>
<td>The plate on [881] contains the name of the Homezone. This may occupy two lines.</td>
<td><img src="image" alt="Sign" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Cycle route ahead</strong></th>
<th><img src="image" alt="Sign" /></th>
</tr>
</thead>
<tbody>
<tr>
<td>Can be used with [950.1] exemption plate stating ‘Cycles crossing’, ‘Cycle event’, ‘Child cycle tests’ or ‘Child cycle training’</td>
<td><img src="image" alt="Sign" /></td>
</tr>
<tr>
<td>Normal size 600mm (also 750, 900, 1200 and 1500mm)</td>
<td><img src="image" alt="Sign" /></td>
</tr>
<tr>
<td>Direct illumination 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.</td>
<td><img src="image" alt="Sign" /></td>
</tr>
<tr>
<td>[572] ‘Distance ahead to hazard’ plate or [573] ‘Distance and direction to hazard’ may be used with this sign.</td>
<td><img src="image" alt="Sign" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Riding of pedal cycles prohibited</strong></th>
<th><img src="image" alt="Sign" /></th>
</tr>
</thead>
<tbody>
<tr>
<td>Normal size 270, 300mm (450 and 600mm not recommended)</td>
<td><img src="image" alt="Sign" /></td>
</tr>
<tr>
<td>Means of illumination: retroflecting material</td>
<td><img src="image" alt="Sign" /></td>
</tr>
<tr>
<td>Indicates the effect of a statutory prohibition and is placed at the beginning of the restriction. Could be supplemented with a ‘No cycling’ plate for which DfT authorisation is required.</td>
<td><img src="image" alt="Sign" /></td>
</tr>
</tbody>
</table>
### [953] Route for use by buses and pedal cycles only

- **Normal size:** 600mm (also 450, 750 and 900mm)
- **Means of illumination:** This sign shall have direct illumination if placed within 50m of a lamp forming part of a system of street lighting.
- **Indicates:** the effect of a statutory prohibition and is placed at the beginning of the restriction. Can be used in conjunction with [953.2] ‘Only’ to reinforce the meaning.

### [954.3] Except buses and cycles (954.6 where used within traffic signals)

### [954.4] Except cycles

- An x-height approximately one tenth of the main sign height is normally appropriate from the prescribed options: 37.5, 50, 62.5, 75 and 100mm
- 37.5 is recommended for ‘Except cycles’
- **Means of illumination:** 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 either plate is used in association with traffic light signals it must be internally/externally illuminated.
- The plates indicate the effect of a statutory prohibition. They may be used in combination with [606] or [609], ‘vehicular traffic must proceed in the direction indicated by the arrow’. And they may be used with [612] or [613], ‘no right/left turn for vehicular traffic’ but when such a turn is into a contra-flow bus lane or bus/cycle only street, protected by a [616] ‘no entry’ sign, 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 restrictions on plates with ‘No entry’ signs.
- **However,** [954] ‘except cycles’ may be used with [616] ‘no entry’ and [816] ‘no through road for vehicular traffic’.

### [955] Route for use by pedal cycle only

- **Sizes:** 150mm (recommended for bollards), 270mm (recommended for illuminated bollards), 300mm (recommended for sign posts), 450mm (recommended for illuminated use), and 600mm (not normally necessary)
- Normally class 1 reflective material is sufficient unless the specific location warrants direct illumination
- On-carriageway, this sign indicates a Traffic Order defining a route where only cyclists are permitted. Off-carriageway, it indicates the effect of a statutory prohibition (erected by a Council Resolution under the Highways Act) and is placed at the beginning of the defined section. The 2011 TSRGD amendments changed the minimum requirement for repeater signs to one.
[956] Route for use by pedal cycles and pedestrians only (i.e. shared use)

[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 (separated path)

Normal size 300mm on posts. 100 and 150 may be used on bollards and 270mm on illuminated bollards. 450mm may be appropriate for a terminal sign that is otherwise difficult to see, e.g. against a cluttered background. 600mm is rarely warranted.

Normally class 1 reflective material is sufficient unless the specific location warrants direct illumination. See section 7.4.

These signs indicate the effect of a statutory order (a Council Resolution, not a Traffic Order) and are placed at the beginning of the defined section and along a route. The 2011 TSRGD amendments changed the minimum requirement for repeater signs to one. For [957] symbols may be reversed in a mirror image to represent the arrangement on the ground.

[958] With-flow bus lane ahead that bicycles, powered two-wheelers and taxis may also use

Two sizes 800x825mm recommended (also 960x990mm)

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

This sign indicates the effect of a statutory order. The word ‘taxi’ may be omitted and ‘local’ may be included on the bus if appropriate (as shown below on [959]). Permitted vehicles and times of operations may be varied as necessary.

Use of [958.1], ‘With-flow cycle lane ahead’ is not recommended, although there may be a case for it in situations where general traffic is moving at 30mph or more and/or where the number of general traffic lanes has been reduced to fit in a cycle lane.

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

Two sizes 450x825mm recommended (and 540x990mm but not normally recommended unless speed limit is 40mph or greater)

Class 1 reflective material is normally appropriate.

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, and ‘local’ may be added to the bus symbol. A powered two-wheeler may be included, as shown in [958] above.
### [959.1] With-flow cycle lane

Two sizes 375x825mm recommended (and 450x990mm)  
Class 1 reflective material is normally appropriate  
This sign is for mandatory 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 (mandatory) cycle lane

Two sizes 475x825mm (recommended) and 570x990mm.  
Class 1 reflective material is normally appropriate  
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 depending on number of lanes, normally one.

### [960.2] One-way traffic with contraflow pedal cycles

Two sizes 475x650mm (recommended) and 570x780mm.  
Class 1 reflective material is normally appropriate  
Should be used with an advisory contraflow cycle lane, or no lane marking.  
This sign was authorised by the Traffic Signs (Amendment) (No.2) Regulations and General Directions 2011 (SI 2011 No. 3041), having been included in Signing The Way (2011).

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

Two sizes prescribed, 825 and 990mm  
‘x-heights’ 50 and 60mm 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.  
This sign is for mandatory lanes and is placed at intervals along the lane, in combination with [958], [958.1] or [959]. Time of day and day of the week may be varied.
<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
</table>
| [962.1] | **Cycle lane on the road at junction ahead or cycle track crossing the road**  
50mm ‘x-height’ recommended  
Class 1 reflective material is normally appropriate  
Unlikely to be necessary and should only be used where specific problems are encountered. [1057] cycle symbols positioned on the cycle lane on main roads are preferred as a method of warning emerging drivers of the likely presence of cyclists.  
Lane may be varied to track, and the cycle symbol and arrow may be reversed for a contra-flow. 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. |
| [963.1] | **Cycle lane with traffic proceeding from right (sign for pedestrians)**  
Two sizes 40mm ‘x-height’ recommended (and 50mm)  
Class 1 reflective material is recommended  
This sign should not be routinely used. It is sometimes helpful to warn pedestrians when cyclists travel from an unexpected direction e.g. on a two-way cycle 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.  
‘RIGHT’ may be varied to ‘LEFT’ or ‘BOTH WAYS’, symbols may be reversed, and ‘LANE’ may be varied to ‘TRACK’. |
| [966] | **Cyclists Rejoin Carriageway**  
Two sizes 40mm ‘x-height’ recommended if used (and 50mm)  
Retroreflecting material is recommended  
Sign has no statutory meaning. It replaced ‘Cyclists Dismount’ as the recommended wording on this sign through the 2011 amendments to TSRGD. |
<table>
<thead>
<tr>
<th>[967] Route recommended for pedal cycles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two sizes 300x440mm recommended (and 375x550mm)</td>
</tr>
<tr>
<td>Retroreflecting material is recommended</td>
</tr>
<tr>
<td>The sign is for advisory cycle lanes and cycle routes on carriageways.</td>
</tr>
<tr>
<td>959.1 should be used in conjunction with mandatory lanes.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>[968/968.1] Cycle parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>170x170mm + 250x170mm recommended</td>
</tr>
<tr>
<td>(250x250mm + 420x250mm not recommended)</td>
</tr>
<tr>
<td>Retroreflective material is recommended but not a requirement of TSRGD</td>
</tr>
<tr>
<td>This sign is usually unnecessary. It may be used in conjunction with signing denoting a combined cycle/motorcycle parking facility</td>
</tr>
</tbody>
</table>