Local Cycling and Walking Infrastructure Plan (LCWIP) Consultations

Glossary of terms

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Introduction

We all need to be able to get around easily to get to work or school, to meet friends or family, to go shopping, to visit the doctors or to simply go out and enjoy sport, social and leisure activities.

Nowadays, many of these journeys are made by car which may seem the easiest way and sometimes this is the only option. However, in towns across West Northamptonshire, the high number of car journeys is causing congestion, resulting in journey delays, poor air quality in some areas and contributing to the climate emergency. With the higher fuel prices many people are also struggling more than ever with the cost of everyday travel by car.

We need to make it easier for people to be able to choose other ways of getting around safely and conveniently, especially for the short, everyday journeys to places of work, to education facilities and areas of retail and leisure.

From surveys we know more people would like to walk and cycle but many are concerned about mixing with traffic on busier roads and would only cycle, or let their children cycle, if there were safer routes. Providing separate infrastructure for those who wish to walk or cycle also benefits those who need to drive as it improves road safety.

Recent changes to the guidance for the design of walking and cycling routes supports this by placing a stronger emphasis on pedestrians and cyclists having their own facilities, separate from other modes of transport.

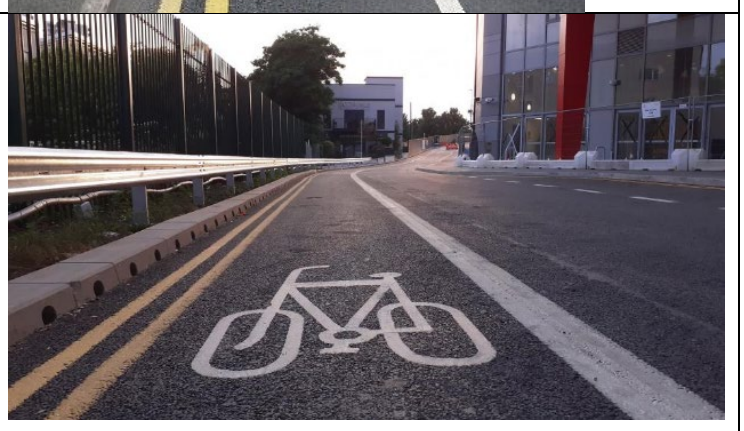
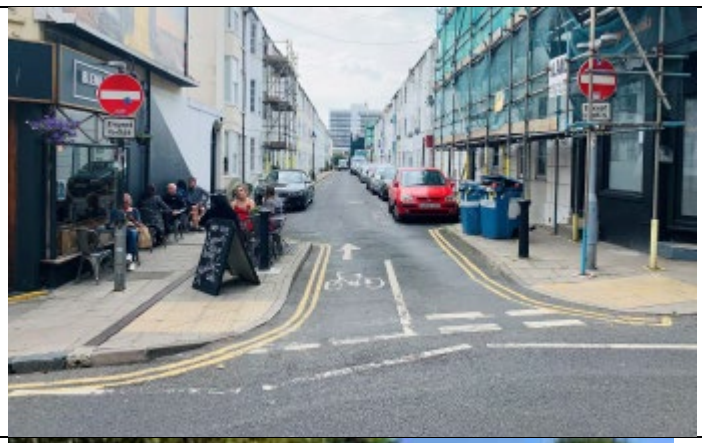
The Department for Transport's (DfT) Gear Change document, published in 2020, represented a step-change in the type and standard of pedestrian and cycle infrastructure that local authorities should aim to deliver. Alongside this, the DfT's Local Transport Note on Cycle Infrastructure Design (LTN 1/20) sets out in detail the design principles that all new cycling schemes should follow when being designed and built.

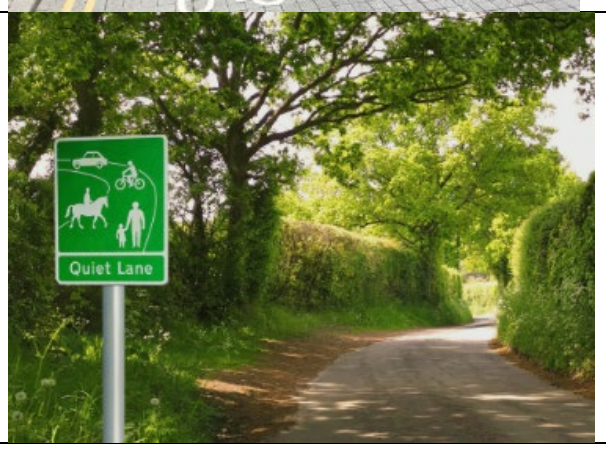
At West Northamptonshire Council we are developing Local Cycling and Walking Infrastructure Plans (LCWIPs) for the main towns. These plans propose improvements to the walking and cycling networks within each locality in line with the standards set out in the new guidance.

Many of these proposed improvements use specific terms to describe different elements of the walking and cycling network. The purpose of this document is to help define some of these terms and give examples of where they may be used and what they look like.

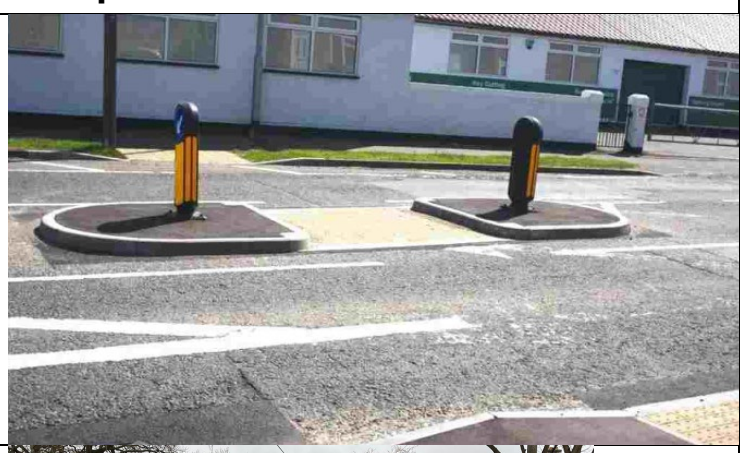
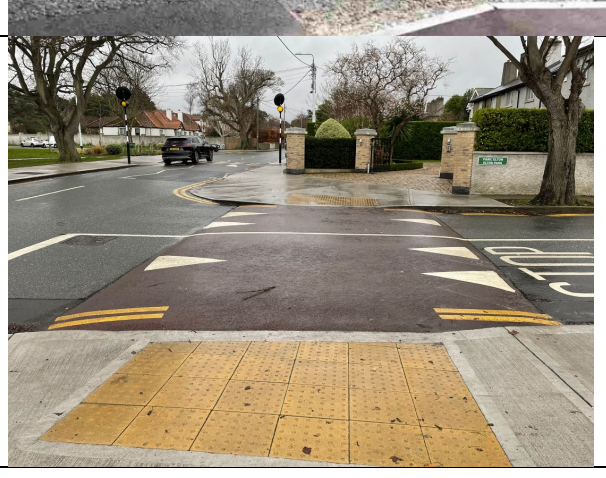
Glossary

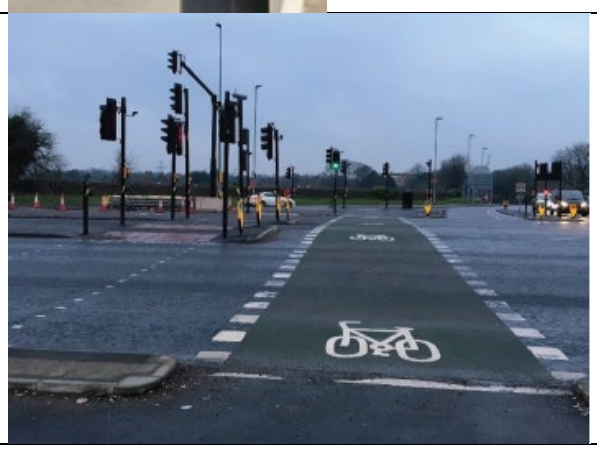
1. Cycle and walking route types

Description	Example
Shared-use route This describes a path that can be used by both pedestrians and cyclists. They are normally identified with a round signage showing an image of a bike and a pedestrian on a blue background. The usual minimum width is of these paths is 3metres, although there are some older paths that are narrower than this. Whilst shared-use routes are not recommended for very busy areas, they can be very useful on rural roads as well as some urban and suburban roads with lower footfall or those with fewer active frontages. A buffer should be provided between the road and the shared-use facility on roads with speeds over 30mph.	
Advisory cycle lane These are lanes painted within the road and marked with a broken or dashed white line and cycle symbols. The dashed line indicates that whilst motor vehicles should not enter the lane, they are permitted to do so if unavoidable and, as such, they should only be used when there are limitations on available space for a mandatory lane or a cycle track as they offer a poor level of protection to cyclists. They can be effective on quiet roads in conjunction with the removal of the road centre-line as a form of traffic calming. The minimum recommended width of an advisory lane is 1.5metres.	
Mandatory cycle lane Mandatory lanes are marked with a continuous, solid white line and cycle symbols within the road and offer a greater degree of legal protection than advisory lanes as motor vehicles are prohibited from driving in them. Due to the lack of physical protection for cyclists, mandatory lanes are not recommended for roads with higher levels of traffic or high speeds where a form of segregated infrastructure may be more appropriate. The minimum recommended width of an advisory lane is 1.5metres.	
Cycling contraflow A cycling contraflow is where cycling is permitted in the opposite direction to other traffic on a one-way street. They can be helpful in make cycling easier through residential areas and town centres, by providing more direct routes than those travelled by a car. Cycling contraflows should be indicated by blue signage showing the direction of travel permitted and also often with painted lanes with directional arrows. This type of intervention is usually only recommended on quieter roads where traffic speeds are low.	
One-way (segregated) cycle track This is space used exclusively for cycling and is physically separated from both motor traffic and pedestrians and which can improve safety and comfort for all road users. One-way tracks are usually positioned on both sides of a road and run with the flow of traffic. They can be segregated using a range of methods, such as by a level difference (stepped track), light segregation, such as bollards or wands, or fully kerbed. The type of segregation and the amount of buffer space from the carriageway will depend on the conditions of the specific road. The minimum width of a one-way track is 1.5metres, increasing to 2metres for heavy cycle traffic.	
Two-way/Bi-directional (segregated) cycle track As with a one-way track, a two-way cycle track is separated from other road users, but both directions run side by side. The benefit of this arrangement is that it takes up less room than two separate tracks and so can be used in areas where space is limited. They can also be useful on long stretches of rural road with low number of people walking, where pedestrians are permitted to also use the track. The type of segregation and buffer from the carriageway will vary according to road conditions as with one-way tracks. Minimum width is 2metres, although ideally 3metres, increasing to 4metres for heavy cycle traffic.	

Description	Example
Greenway/traffic-free route These are routes that run away from roads and can be very valuable in providing safe, attractive, high-quality links for both everyday walking and cycling trips as well as for leisure. Traffic-free routes can be employed in urban locations, e.g through parks or linking residential areas, or in rural areas where Greenway networks can be created using, for example, former railway lines or bridleways and byways. Most traffic routes will be shared between pedestrians and cyclists, although it may be appropriate to separate users in busier locations. Good lighting and wayfinding signage can help to enhance the useability of such routes.	
Quietway/Quiet route Cycle routes through quiet residential areas with mixed traffic can be an important tool for connecting up other cycling infrastructure to create joined up networks. Traffic calming and traffic management techniques (see section 4 below) can be used to help reduce motor vehicle speed and reduce rat-running to make cycling in mixed traffic less hazardous and more comfortable. An important consideration is to ensure a quiet route is adequately signed to ensure users can easily navigate their way through an area.	
Quiet Lane Quiet Lane is a designation that can be given to a single track rural lane that meets with specific criteria that includes being used by fewer than 1000 vehicles per day and actual speeds lower then 40mph. A Quiet Lane requires the creation of a legal order and will have advisory signs at either end to show drivers clearly that the road is a shared space and to indicate that other more vulnerable users may be using the road.	

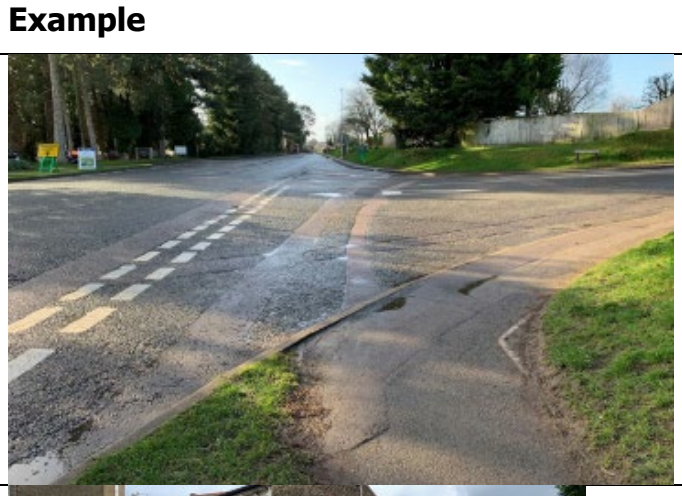
2. Pedestrian and cycle crossings

Description	Example
Uncontrolled crossing A uncontrolled crossing is where pedestrians and sometimes cyclists are able to cross a road without the assistance of traffic signals to stop traffic. They can be useful to link up footways or shared-use routes that continue on opposite sides of the road, particularly in quieter, lightly trafficked areas. Each crossing should feature dropped kerbs and ideally tactile paving. Some include a central refuge for users to wait between crossing each side of the road. For busier, faster roads an uncontrolled crossing may not be appropriate and may not meet the needs of all users.	
Raised tables/speed tables A raised table is where the road is raised up, usually to pavement level at a crossing point. The effect is to help slow traffic and assist people in crossing the road. They can be employed at junctions or other uncontrolled crossing points and can offer an inferred priority to those crossing which may help in the further slowing of traffic.	

Description	Example
Cycle priority crossing This allows a cycle route crossing a lightly trafficked street to be given priority over traffic on the carriageway by using give-way markings on either side of the crossing. The cycle route is often placed on a raised table, although this is not always the case. Cycle priority crossings can be useful across quieter roads or side-road junctions where traffic is slowing on entry into the junction. They are not suitable for use over busier roads.	
Zebra crossing A zebra crossing is a type of controlled crossing for pedestrians that features painted white stripes across the carriageway and flashing yellow "belisha" beacons on either side of the road. Drivers and cyclists are required to give way to pedestrians using a zebra crossing. A zebra can also feature a raised table to help further slow vehicles.	
Parallel crossing This is a type of zebra crossing that also allows cyclists to cross. People walking are separated from cyclists, with a marked cycle track alongside the striped pedestrian section of the crossing. A parallel crossing can be useful where a shared-use route continues on both sides of the road in cases where a Toucan crossing isn't deemed necessary, for example on narrower or more lightly trafficked roads. Parallel crossings can also be used where both a segregated cycle track and a footway need to cross a road in the same location.	
Puffin/pelican crossing A puffin is a type of signal activated crossing for pedestrians to enable the crossing of busier or multi-lane roads. Users push a button on either side of the road to call the signals to change and stop traffic before making the crossing. The control box on the user's side of the road indicates with a green or red person whether it is safe to cross or not. A pelican crossing is an older version where the green and red person are shown on the opposite side of the road next to the traffic light signals. Pelicans are no longer installed.	
Toucan crossing A toucan is very similar to a puffin crossing but also allows cyclists to ride across. The control box signal features a green or red bicycle alongside the pedestrian image and the crossing space will also generally be wider (usually at least 4 metres). This type of crossing is useful where shared use routes continue on opposite sides of the road.	
Sparrow crossing Otherwise know as a signalised parallel crossing, this type of crossing is similar to the toucan crossing with the exception that the pedestrian and cycle areas are separated out alongside each other, giving each type of user their own space to help avoid conflict. These are especially useful where segregated cycle routes and footways cross in the same location over busy or multi-lane roads.	

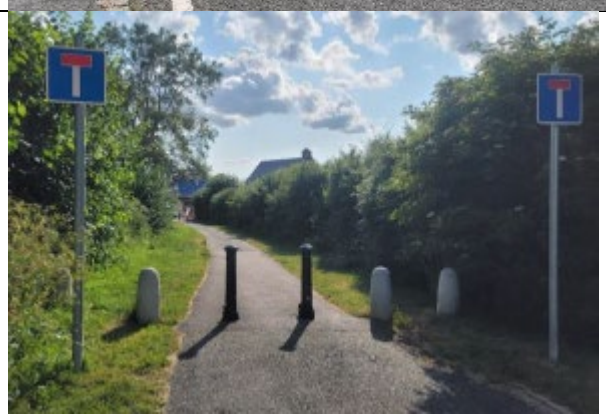
Description	Example
Pegasus crossing A Pegasus, or equestrian crossing is another type of signalised crossing that allows horses to be ridden across alongside pedestrians and cyclists. Occasionally horse riders are separated from other users on these types of crossing. These may be useful in rural settings or at locations where bridleways continue on either side of the road.	

3. Junctions

Description	Example
Priority junction An un-signalised priority junction is where vehicles entering a main road from a side road are required to give way to traffic already on the main road. These locations can be difficult for walkers and cyclists to cross, particularly if the junction is flared out to enable higher vehicle entry speeds. Reducing the width of the junction will give a shorter distance for pedestrians and cyclists to cross whilst also requiring drivers to slow before turning into the side road. This type of junction may in some cases be suitable for the introduction of a cycle priority or raised table crossing.	
Junction radius This refers to the curve of the road at a junction between two roads. A wide radius encourages higher vehicle speeds when turning in and out of a junction and also makes the road wider at the points where pedestrians and cyclists are most likely to cross (the desire line). Tightening the radius by narrowing the mouth of a junction or by constructing build-outs can improve conditions for walking and cycling by slowing traffic and shortening crossing distances.	
Cycle gate A cycle gate is one way of enabling cyclists to pass through a signalised junction safely. It allows cyclists to wait separately from motor vehicles, often separated by a buffer or kerbing each with their own separate traffic lights. This type of facility can be useful at junctions where, for example, there is a lot of left-turning traffic. In this case the motor traffic may be release first, followed by cycle traffic once the main traffic signals have turned back to red.	
Two-stage right turn This is another example of enabling cyclists to negotiate a complex junction safely, particularly in areas where there is limited space. In this instance cyclists wishing to turn right are, after the lights turn green, first directed into a specific designated space to the left of the junction where they wait, facing to the right of their original position. Once the second set of lights change, they then proceed ahead across the junction with the flow of traffic.	

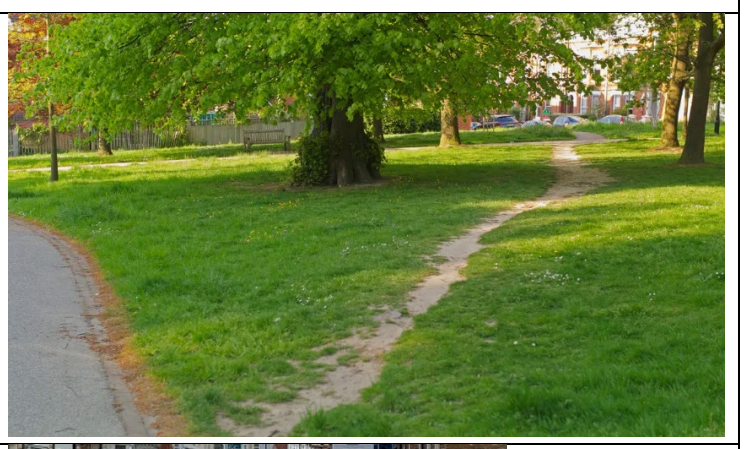
Description	Example
Cyclops junction The name stands for Cycle Optimised Protected Signals and refers to a method of using a combination of segregated cycle tracks and cycle gates to enable cyclists to travel through a complex junction in completely protected space with their own traffic signals. Most such junctions also feature separate crossings for pedestrians.	

4. Traffic calming measures

Description	Example
Speed humps Speed humps are often used to help slow traffic. Whilst some speed humps can be uncomfortable to pass over and potentially hazardous for cyclists, the introduction of sinusoidal humps, which are wider and have a more gentle curving slope can be useful employed on quieter residential roads to make walking and cycling more pleasant and discourage rat-running.	
Build-out/Priority pinch-point A build-out is a type of horizontal traffic-calming whereby the pavement is widened out into the road at specific points to narrow the carriageway. These can be employed at points where people are likely to cross to help narrow the crossing distance, whilst also giving cues to encourage drivers to slow. Junctions are another common location where build-outs are used in order to reduce junction radius and again assist crossing. Build-outs are also sometimes used specifically to slow traffic, such as at a priority pinch-point where the carriageway is narrowed to a single lane for a short distance with one direction of traffic requiring to give way to the other.	
Point closure/Modal filter A modal filter, or point closure, typically consists of bollards, planters, or other barrier that allows pedestrians, cyclists but not motor traffic. This helps to remove through traffic and rat-running from quieter roads and can enable cycling in mixed traffic streets by lowering traffic volumes and speeds. Encouraging traffic to use main roads can provide benefits for pedestrians and residents as well as enabling cycling.	
Bus gate A bus gate is a form of modal filter which prevents all motor traffic entering a road unless it is a bus. These filters use a "no motor vehicle except buses" sign and can help reduce traffic volumes dramatically on roads where the majority of vehicular traffic have good alternative routes. They typically require enforcement, which may be by a rising bollard or the use of ANPR cameras.	

Description	Example
Shared surfaces/surface treatments The use of different materials in surfacing roads in particular locations can be useful in showing that an area is intended for all users and for drivers to adjust their behaviour accordingly. For example, removing the road centre line and visually narrowing the carriageway with block-paving strips can act as traffic calming, or removing kerbs to make the pavement and road the same level, with parking bays marked out in a different colour surface will give extra space for pedestrians when vehicles are not parked there.	

5. Other terms and types of intervention

Description	Example
Desire Lines Desire lines are simply the routes that people naturally gravitate towards using, whatever their mode of travel. Generally, people want to travel from A to B by the shortest route possible, but often walking and cycling facilities are not provided along the most direct routes, instead taking circuitous detours. The effect of this is that people are likely to take short cuts, crossing roads in less locations, or creating tracks across verges and parks. It is important, therefore, to try and provide routes for pedestrians and cyclist along or close to desire lines to make walking and cycling safe and convenient modes of travel.	
Dropped Kerbs and tactile paving Dropped kerbs are places where the kerb of a pavement is made to slope down to the level of the road, so it is easier for people wishing to cross the road. They are particularly important for people with mobility issues, those in wheelchairs or with pushchairs and people on bikes. They will usually be installed at uncontrolled and controlled crossings and at many road junctions, although there are some locations where they may be absent. Dropped kerbs should also be fitted with tactile paving, which are paving slabs that have raised bumps that assist visually impaired people with locating crossing points.	
Access control barriers and guard railing There are many different types of access control barriers used on walking and cycling routes, including gates, railings, bollards, and motorcycle proof barriers. Whilst the use of these is usually well intentioned, for example, to prevent illegitimate use of routes by motor vehicles, or for safety at road crossings, they cause difficulties for legitimate users. They can be awkward for mobility-impaired people and some barriers will be impassable for those in wheelchairs or non-standard cycles. There is, therefore a presumption against the use of such barriers unless there is a genuine need, in which case, only the very minimum of controls should be employed.	
Signage and wayfinding An important part of creating well-connected walking and cycling networks is ensuring people know how to get to specific places. Direction signage with walking and cycling symbols showing destinations at key junctions and decision points are necessary to help with route funding. Distances printed on signs are also useful in helping to promote routes and encourage people to use them, particularly if the routes are shorter than traveling by motor vehicle. Route branding with the use of logos or colours (on signs or route surfaces) is also a useful in giving people confidence in finding their route.	

Description	Example
School street A school street is a scheme whereby the roads outside or around a school are closed during term time at school pick-up and drop off times to through-traffic and have parking restrictions at school pick-up and drop-off times. Access is maintained for residents and other requirements, such as to drop off children who may have mobility difficulties and cannot walk far. Usually managed by the school, the idea is to reduce the number of people driving their children to school and encourage more walking and cycling, plus reduce the chance of conflict between vehicles and other road users and therefore reducing the risk of casualties.	
Public realm/Placemaking Placemaking is an approach to urban planning and design that focuses on the people who use a space and prioritises what people need and not just the physical aspects such as roads and parking which often dominate urban areas. Placemaking is the process of creating good quality places that people want to live, work and relax in. Reducing road widths, or prioritising pedestrian movements over vehicle movements, creates civilised streets which encourage slower speeds and creating high-quality public spaces, for example, pedestrian plazas with outdoor seating, encourages people to dwell longer in those areas.	
"Traffic in villages" scheme The Traffic in Villages approach is similar to placemaking, in that it focuses on reducing the dominance of roads and vehicle traffic. Changing the type of surfacing of roads and footways through small settlements to give a more shared space feel, where there is often limited space to incorporate segregated facilities, can encourage slower traffic speeds and make walking and cycling feel more comfortable. Gateway features into a village can also contribute to creating a sense of place and reduce traffic speeds as it gives further cues to drivers that they are entering an area with a different character to the surrounding roads.