

Signing Local Cycle Routes

Sheffield City Council



November 2006

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1.0 Introduction

1.01 This report has been prepared in response to a request to Cycling England's Local Authority Professional Support Services by James Burdett of Sheffield City Council. It has been undertaken by Tim Pheby of Transport Initiatives who is one of 7 advisers appointed by Cycling England to provide this support.

2.0 Methodology

2.01 The work has been undertaken by Transport Initiatives by:

Research: the following have been studied –

- The Traffic Signs Regulations and General Directions 2002,
- Draft LTN3/04 Signing and Road Markings for Cycle Routes
- Cycling England Working Paper – Signing Local Networks.
- Cycling England's Website Gallery photos of cycle route signs
- Sustrans Website on the National Cycle Route (NCN)

3.0 Background

3.1 Sheffield City Council is planning new cycle signing on the city's cycle route network. As part of this work, they would want to bring about some identity to each of the routes. At present they are proposing that:

- Each route will be given a route number, and a route name
- The route name will be used at strategic route locations only, with the route number used on all signs to ensure continuity
- Each directional sign will include a local and final destination, including distances
- Route confirmation signs will be implemented at regular intervals, as appropriate.

In addition the following they have sought advice on the following:

- Does the above meet with TSRGD regulations?
- With regard to the route number, how should this be signed? TSRGD (diagram 2602.1) indicates that 'the background colour of the route number patch shall be varied to blue when the route forms part of a regional cycle network', what is a definition of a 'regional cycle network'.
- Sheffield is shortly to approve a formal cycle network - could it then be defined as a regional network, or is it ok to use the blue patch anyway?
- Where two routes converge in the city centre, the proposal is to put both route numbers on the signs, together with a local destination, and the overall destinations of both routes. Has been done elsewhere?

Each of these is considered in **Table 1 and Table 2** below:

Table 1 – comments on signing proposals




Proposal	Comments	Photo to illustrate
<p>1. Each route will be given a route number, and a route name</p>	<p>Route numbers have been used for the National Cycle Network (NCN) where they are shown on a red patch on signs. These numbers have already been agreed; routes 6 and 67 run through Sheffield.</p> <p>Route names – are not so prescriptive e.g. Peterborough has a network of named routes. These include route numbers where they are part of the NCN</p>	
<p>2. The route name will be used at strategic route locations only, with the route number used on all signs to ensure continuity</p>	<p>This sounds like a good idea as the route name could be fairly long leading to large signs</p>	
<p>3. Each directional sign will include a local and final destination, including distances</p>	<p>Destinations –consider how many destinations to put on each sign –as a rule of thumb 3 seems to be the maximum</p> <p>Consider involving local stakeholders to identify local destinations – as has been done in Cambridge - were local areas have been used</p> <p>Distances - its useful to give users and potential users some idea how far destinations are</p>	 <p>Sign from Cambridge</p>
<p>4. Route confirmation signs will be implemented at regular intervals, as appropriate.</p>	<p>This could be done in a couple of ways – 1057 markings on the road as has been done in Sheffield to way mark quiet streets or sign diagram 967 repeater signs along the routes</p>	

Table 2 – Responses to Signing Questions

Question	Comments	Photo to illustrate
<p>1. Does the above meet with TSRGD regulations?</p>	<p>Naming a route complies with the Signs Regulations, the problem may be with the proposed route number – only route numbers that are part of the NCN – red for national routes and blue for regional routes - can be used under the Traffic Signs Regulations.</p>	
<p>2. With regard to the route number, how should this be signed?</p> <p>TSRGD (diagram 2602.1) indicates that 'the background colour of the route number patch shall be varied to blue when the route forms part of a regional cycle network',</p> <p>What is the definition of a 'regional cycle network' ?</p>	<p>As shown above route numbers can only be used if they are part of the NCN.</p> <p>Regional routes link towns or cities in a region and are not as long as the National Routes.</p> <p>The country has been divided up into 10 regional areas by and each region has regional route numbers allocated to it.</p> <p>Sheffield is part of area 4 with the other S Yorkshire authorities has 9 regional routes allocated from numbers 40-49.</p>	<p>See Sustrans Regional Route Areas information sheet attached</p>
<p>3. Sheffield is shortly to approve a formal cycle network - could it then be defined as a regional network, or is it ok to use the blue patch anyway?</p>	<p>I don't think so as strictly only routes linked to other South Yorkshire authorities would be considered regional while Sheffield's is a local cycle network .</p>	

<p>4. Where two routes converge in the city centre, the proposal is to put both route numbers on the signs, together with a local destination, and the overall destinations of both routes. I am interested to know if this has been done elsewhere</p>	<p>Yes but only if part of the NCN as the sign leading to routes 65 and 66 in York shows</p> <p>The example from Cambridge also shows this</p>	
<p>5. Any other suggestions you may have</p>	<p>There are other ways to way mark routes</p> <ol style="list-style-type: none"> 1. Colours coding as has been tried in Stevenage 	
	<ol style="list-style-type: none"> 2. Symbols or logos like the Great North Way logo shown in green in the photo <p>Both methods will require authorisation from the DfT as they do not comply with the TSRGD.</p>	

5.0 Conclusion

5.1 Signing local cycle networks seems to work best when local stakeholders are involved to help identify local destinations and the routes to use to get to them

5.2 Cycle route signs should include:

- Destinations – as a rule of thumb 3 per sign maximum
- Distance – in miles to the nearest quarter mile
- Direction
- Cycle symbol (and pedestrian if shared route)

5.3 Routes can be named and this often helps give them a local identify – local stakeholders can help with this. Short names work best to help keep sign sizes manageable.

5.4 Route numbers can only be used under the present Traffic Sign Regulations if they are part of the National Cycle Network using a red patch for national routes and a blue patch for a regional route. These numbers have already been allocated by Sustrans. Any more local numbering system would need authorisation from the Government Office for Yorkshire and the Humber. Perhaps with a different number route patch.

5.5 Routes can be way marked in a number of other ways

- Cycle symbols on the road, cycle symbol signs on posts which would not require authorisation.
- Other ways include branded route logos and colour coding routes on signs which both require authorisation