VERSION 1 - DECEMBER 2019

CYCLEWAYS SIGNING GUIDANCE

MAYOR OF LONDON

TRANSPORT FOR LONDON

EVERY JOURNEY MATTERS

Contents

Introduction

This documents outlines the requirements for signing cycle routes as part of the Cycleways network. It supplements the 2016 London Cycling Design Standards (LCDS), and should be read in conjunction with that document.

Chapter 6 of LCDS covers general signing issues, such as regulatory signing required for all on-highway cycling provision. This document contains Cycleway-specific standards and covers variations from the LCDS that are applicable to routes in the Cycleways network.

Use of the term 'signing' in this document refers both to vertical signs and surface markings. Surface colour, which has no regulatory meaning, is not included within this definition. This document should be followed by officers when designing signage schedules for the Cycleways network.

This guidance has been produced following extensive customer research, with the aim to provide a coherent wayfinding system that encourages people to cycle.

All images and photos in this document are illustrative only and do not reflect numbered routes as they appear on street.

Chapter 1
Design principles

Design principles

1.1 Signing to support wayfinding for Cycleways should follow good-design outcomes set out in LCDS.

- Safety – signing or surface colour used for wayfinding should support and reinforce, not compromise, signing that has an identified safety function
- Directness – signing should assist users to make their journey without undue deviation (ie remaining on the identified route, or using the most direct means of accessing an intersecting route)
- Comfort – signing should give users the confidence to follow a route, or access an intersecting route, using information on-/off-street (ie without needing to refer to other sources of information)
- Attractiveness – appropriate signing should be selected to avoid compromising other street design and urban design objectives
- Adaptability – preferred and variant options are set out within this guidance. Options are provided within the toolkit so that authorities can continue to apply their own design guidance and satisfy any place-specific considerations
- Coherence – although there is flexibility in this guidance, it is important that signing on- and off-highway should be used in a broadly consistent way on all Cycleway routes

1.2 Signing for Cycleways should also adhere to the following three basic rules:

1. The primary means of signing for Cycleways is the cycle symbol and route number used together on the carriageway surface – throughout this guidance, this combination is referred to as the 'C symbol'. This has two functions:
   - As route reassurance – repeated at intervals along the route
   - As direction signing – to indicate the direction in which a route continues at a decision point (in which case the C symbol appears with a direction arrow)
2. The C symbol primarily has a wayfinding function but can also be used for road positioning or awareness-raising if considered appropriate.

   This relates to LCDS guidance that the cycle symbol can have three separate functions: to show a recommended (but not required) road position, to raise driver awareness of cyclists and to give wayfinding information.
3. Standard and map-type Cycleway signs should primarily be used at decision points, to enable a user to remain on a route, to follow a destination or to sign an intersection with other cycle routes. This guidance sets out the minimum signing required. Local authorities are free to use more if they consider it appropriate.

1.3 The rules apply both to on-highway and off-highway scenarios. However, more variation is permitted off-highway.

Purpose		Preferred	Permitted variations
For route continuity (on a link)	On-highway	C symbols	Confirmatory signs (usually after junctions/decision points only). These may be used as well as C symbols or, where surface markings cannot be applied, instead of C symbols
	Off-highway	C symbols or inlaid repeater symbols	Confirmatory signs, where surface markings cannot be applied
			Omission of route number for repeater
			Agreed alternative symbol, such as cycle and pedestrian symbol for shared use
For signing a change of direction	On-highway	C symbol with direction arrow and standard Cycleway direction sign.	C symbol with direction arrow alone. Finger posts – to be used only in exceptional circumstances (see paragraph 4.8)
	Off-highway	C symbol or inlaid symbol, with direction arrow	Finger post
			Bollard-mounted sign
For signing a more complex movement or an intersection with another route	On-highway	Standard Cycleway direction sign or map-type sign ahead of decision-point	Map-type sign on an intersecting side road to sign onto a two-way segregated Cycleway.
	Off-highway	Standard Cycleway direction sign or map-type sign ahead of decision-point	Finger post with multiple directions

1.4 Summary of guidance.

See section 6 for a full specification list of the recommended signs to be used in a number of scenarios. This section also contains a visualisation of each scenario based in a real life street context.

Chapter 2
Network and numbering strategy

Network and numbering strategy

The Cycleways network supersedes the Quietways and Superhighways brand, with changes to onstreet wayfinding infrastructure expected for all existing Quietway and Superhighway routes that meet TfL's New Cycle Route Quality Criteria.

We are making this change because our customer research highlights that the old branding of routes has not always lived up to user expectations, and that the use of multiple brands can be confusing and misleading for existing and potential customers.

There are also an increasing number of routes which do not comfortably sit within the previous dual brand identity, as the network has expanded across a wider range of streets. Therefore moving forwards, our existing and new cycle routes will be combined into a single unified Cycleways network, with a new logo and green backdrop.

This Cycleways Signing Guidance document has been developed to reflect this change, drawing largely on the format of the Quietways Signing Strategy (2017), with some additions and alterations included to reflect wider application, learning from delivered schemes, customer research and emerging best practice.

The proposed cycle network will comprise numbered Cycleway routes and unnumbered Cycleway links (to be signed onstreet with a 'C' but without a number).

The minimum expected requirements for a numbered Cycleway are that they:

- Are at least 800m in length
- Serve a key strategic cycling movement function, such as the corridors identified in the Strategic Cycling Analysis (2017)

Any proposed link which does not meet these requirements may be considered for signing as an unnumbered Cycleway link, which may be incorporated into a numbered route at a later date as the network grows.

The numbering strategy for routes is such that:

- Numbers will be allocated as they pass Stage Gate 3 (or equivalent), once they have been subject to public consultation
- Routes will be numbered sequentially based on the order they pass Stage Gate 3
- Only one route number will be applied on any section of road (exceptions may be made where shared sections are under 400m and /or where there are no adjoining roads on the shared section)
- Opportunities to continue a Cycleway route number across central London or town centres should be sought where possible.

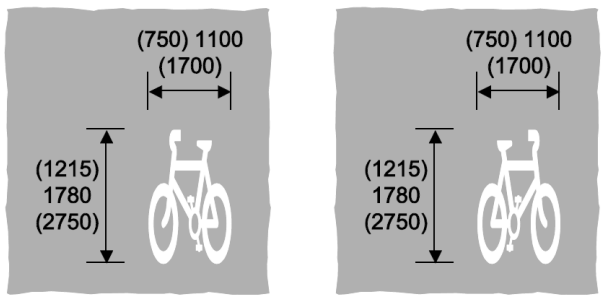
Chapter 3
Surface markings

On-highway surface markings

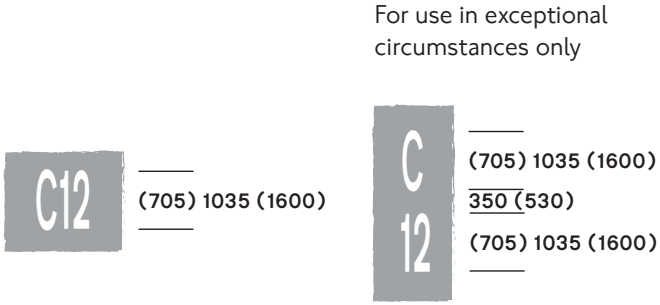
3.1 Use of surface markings should generally follow the advice set out in LCDS (2016) chapter 6. They must also comply with the Traffic Signs Regulations and General Directions (TSRGD 2016) and follow guidance set out in the Traffic Signs Manual Chapter 5 (2013).

3.2 Effectiveness of road markings for wayfinding will depend on surface quality and on maintenance. Markings applied to a rough or damaged surface are not likely to endure. Application must therefore be read with guidance (in LCDS chapter 7) on surface quality, with an expectation that any street forming part of a Cycleway will have a good quality riding surface. Guidance on maintenance of cycle routes may also be found in chapter 7 of LCDS. Note that Cycleways fall under the 'prestige' definition for maintenance regimes.

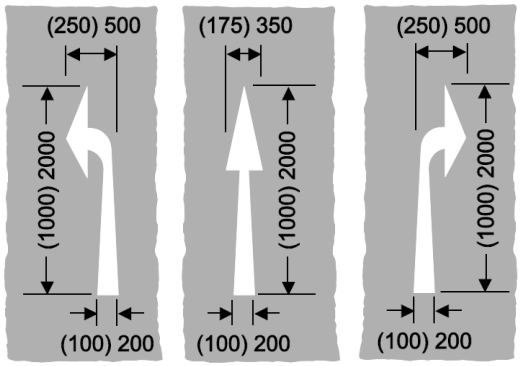
3.3 For Cycleways, three types of regular road marking are used, generally all at the smallest available size.



TSRGD diagram 1057
The cycle symbol may be used on its own or, for wayfinding for Cycleways, as part of the 'C symbol'. The recommended size for Cycleways is 750mm wide, 1215mm high.



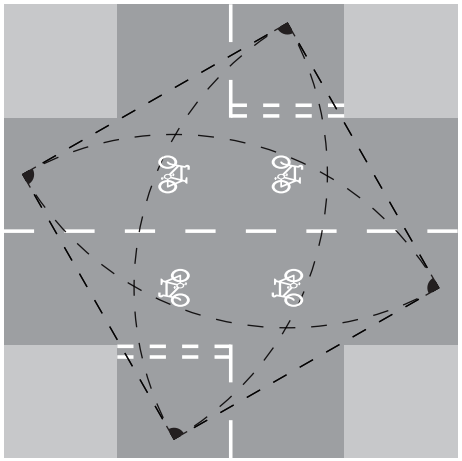
TSRGD diagram 1057.1
The route number forms the other part of the C symbol. For numbered Cycleways, it consists of 'C' and the number, for unnumbered Cycleways, 'C' alone. The recommended size is 705mm high. Vertical spacing between the cycle symbol and the route number is 350mm (or 530mm if larger versions of the road markings are used).



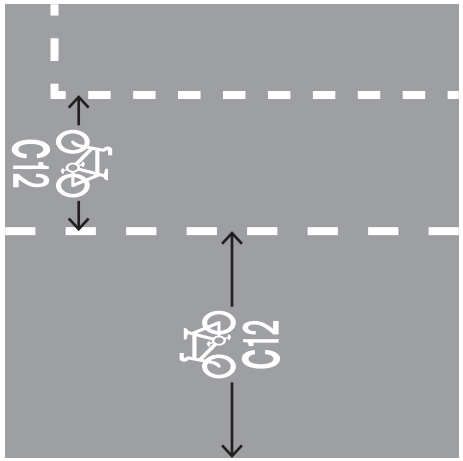
TSRGD diagram 1059
The direction arrows are used to indicate a change in direction but the ahead arrow can also be used for route continuity or on contraflows. They are needed at all decision points. Arrows should only be used in conjunction with the C symbol.

Extracts from TSRGD showing all permitted sizes of road markings

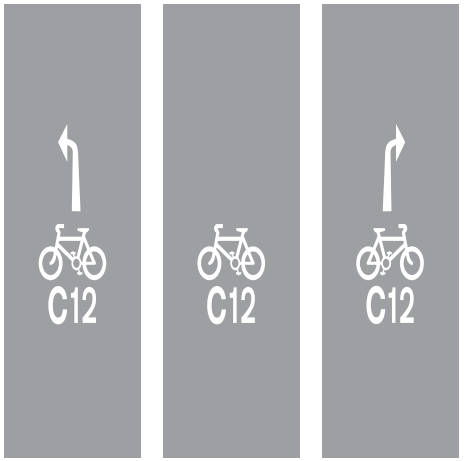
Conspicuity



Positioning



Wayfinding



3.4 As described in LCDS (chapter 6, section 6.2.5), a diagram 1057 cycle symbol can have three distinct functions:

1. Conspicuity (alerting other road users to expect the presence of cyclists)
2. Positioning (suggesting a recommended line of travel for cyclists)
3. Wayfinding (route confirmation and reassurance)

Some cycle symbols are used for the first two of these functions, and not explicitly for wayfinding. This is typically the case at side roads and past parking or loading bays, where it is important to make all road users aware of the presence of cyclists and to give cyclists some guidance on recommended positioning.

C symbols should be considered for use alongside parking bays and past side roads in order to provide additional route confirmation.

3.5 For Cycleways, C symbols should be used in almost all cases where a cycle symbol would normally be provided. This gives the user regular reassurance that they remain on the Cycleway route.

By exception, cycle symbols can be used on their own at side roads, in instances where the direction of the route is unambiguous or where provision of multiple C symbols would create unnecessary visual clutter – as in the example below. Where the side road is narrow, use of a single C symbol rather than two cycle symbols is an acceptable approach.

Multiple cycle symbols and C route number markings at a side road.

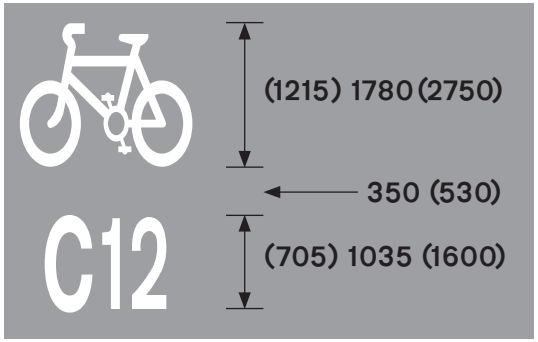
Single cycle symbol and C route number at a side road.

C symbols may only show one route number. Where Cycleways intersect the C symbol of the currently ridden route should be shown. Standard signs should indicate connections. To aid legibility C symbols for the connecting Cycleway route should be placed as close to the junction as possible without intersecting with the other route.

3.6 For wayfinding purposes, C symbols should be used to confirm the route and reassure users. There is no requirement for the next C symbol to be visible from the previous, unless there is any doubt about the continuity of the route. The maximum spacing is 250 metres but, indicatively, most circumstances are likely to require 75 to 150 metre spacing. This applies to:

- Streets with mixed traffic
- Cycle streets
- Cycle tracks, with separation from motor vehicles
- Cycle lanes

The absolute minimum spacing is 20 metres and 50 metres should be used as a working minimum



3.7 Guidance in LCDS chapter 6, section 6.2.6 on use of coloured surfacing applies to Cycleways. This means that Cycleway green should not be used to highlight C symbols (as coloured surfacing is recommended for conspicuity only, not wayfinding).

Cycle symbols and C symbols should never be placed on top of other line markings.

3.8 Where C symbols are used for simple changes of direction, they need to be accompanied by the direction arrow. These markings should be placed immediately before the movement to be made. After the movement, a confirmatory C symbol should be used to show the continuation of the route.

Directional sign and marking.

3.9 The C symbol and arrow should only be used where it is clear that cyclists are permitted to make all movements at a decision point, with the direction shown to continue on the Cycleway route. This is most likely to be the case:

a) Where the Cycleway route turns from a major road onto a minor road and where it is clear that cyclists may continue on the major road (this may be reinforced by use of diagram 1057 symbols or cycle lanes on that road).

b) At signalised junctions, where it should be clear that all movements may be made unless they are explicitly prohibited.

More care is needed at a T-junction where the Cycleway route leaves the minor arm to join the major road and where there may be ambiguity about whether turning in the other direction is permitted for cyclists.

3.10 In street environments where the C symbol and arrow would be the most prominent road marking, designers need to take a view on whether their use could mislead other road users about access at the junction ahead. In such situations, the alternative is to use the Cycleway direction sign, either with destinations and directions or with a map-type element (see paragraph 4.8 onwards).

3.11 Coloured surfacing may be used to raise road user awareness of the existence of a cycle facility at selected locations, as part of a package of measures aimed at enhancing cycle safety.

Colour should be used to highlight, not replace, regulatory road markings.

Blue remains the default ‘conspicuous colour’ for cycle infrastructure patch markings.

Proposals to consider alternative colours will require approval in principle by the TfL Streetscape Review Group.

End-to-end coloured surfacing for branding or wayfinding on new cycle routes is not advised.

Off-highway surface markings

3.12 Surface markings used through parks and other green spaces and on canal towpaths should be developed and agreed with the land owner or managing authority. The preference is for a combination of signs at decision points, supported by selective use of surface markings. Where it is problematic to use surface markings, an exemption may be gained to allow for use of signs only.

3.13 Use of regulatory surface markings (ie painted white markings) should generally be avoided in these environments, although the C symbol with direction arrow could be applied in some 'road-like' contexts through parks and in order to give consistency to wayfinding on a route.

3.14 Markings inlaid in tiles can work well in park and towpath environments – for example, using the 'shared use' cycle and pedestrian symbol or a variant of it. To indicate intended pedestrian priority in off-highway scenarios, the order may be reversed so that the pedestrian symbol appears at the top, but note that this version should not be used on-highway. Use of the Cycleway route number on such signing is optional.

3.15 Surface markings for route continuity are generally only required after decision points, to give those cyclists turning onto the route the confidence that they are following the Cycleway. Any further repetition of the marking is at the discretion of the designer. Towpaths, and any other context in which it is clear that there is only one direction that can be taken to stay on the route, do not need further repeaters for route continuity.

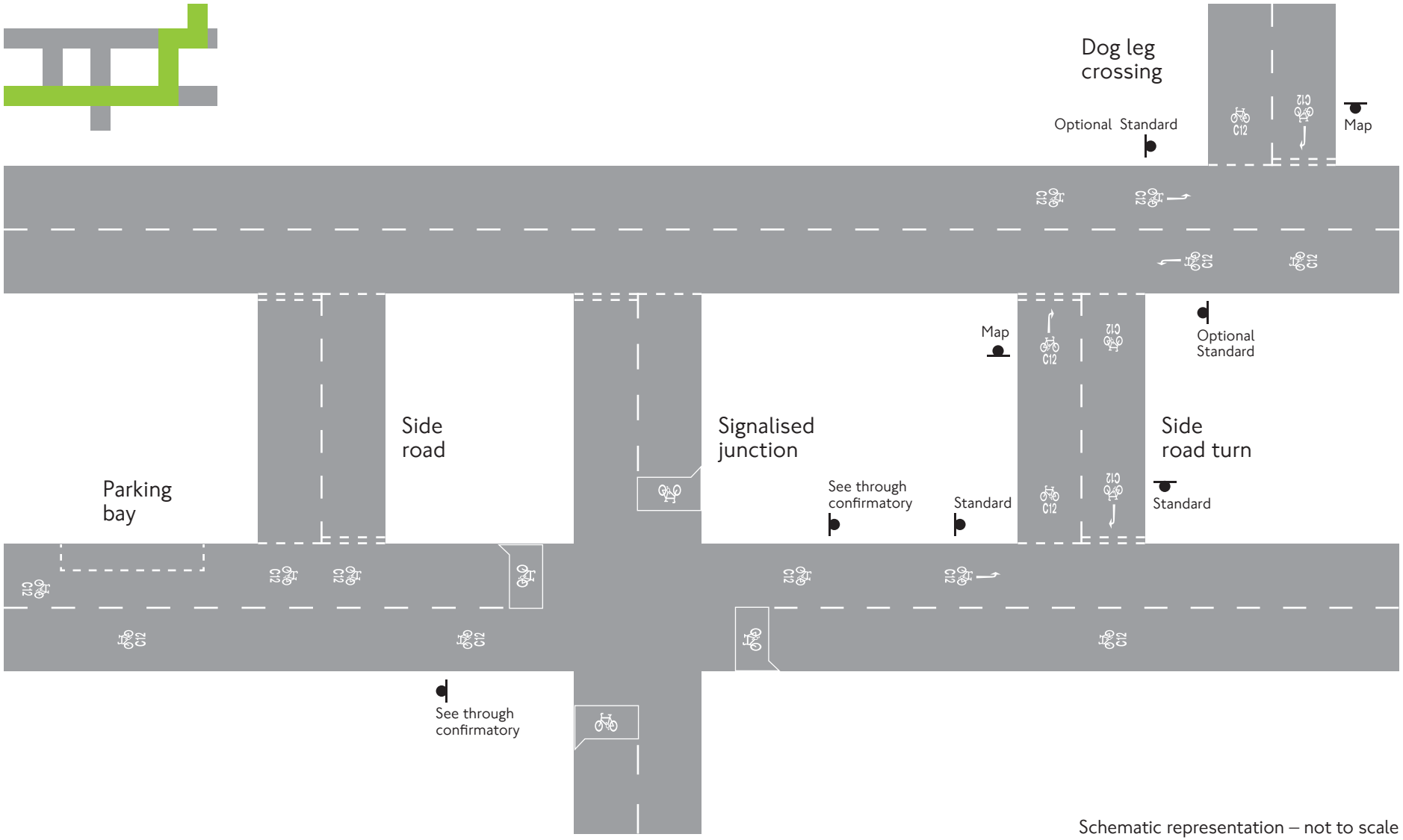
Shared use tile with C route number.

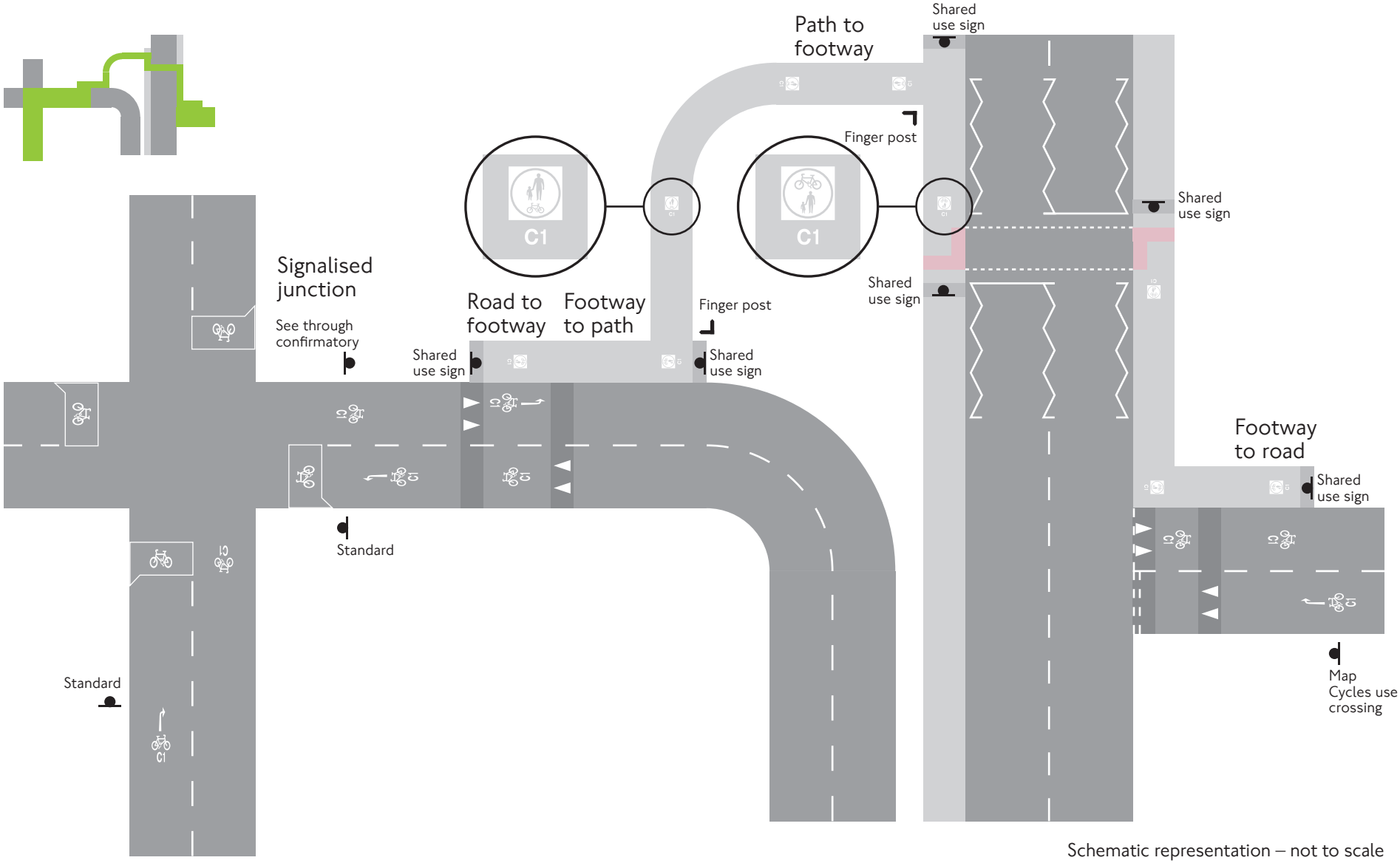
Shared use tile (suggesting pedestrian priority) with C route number.

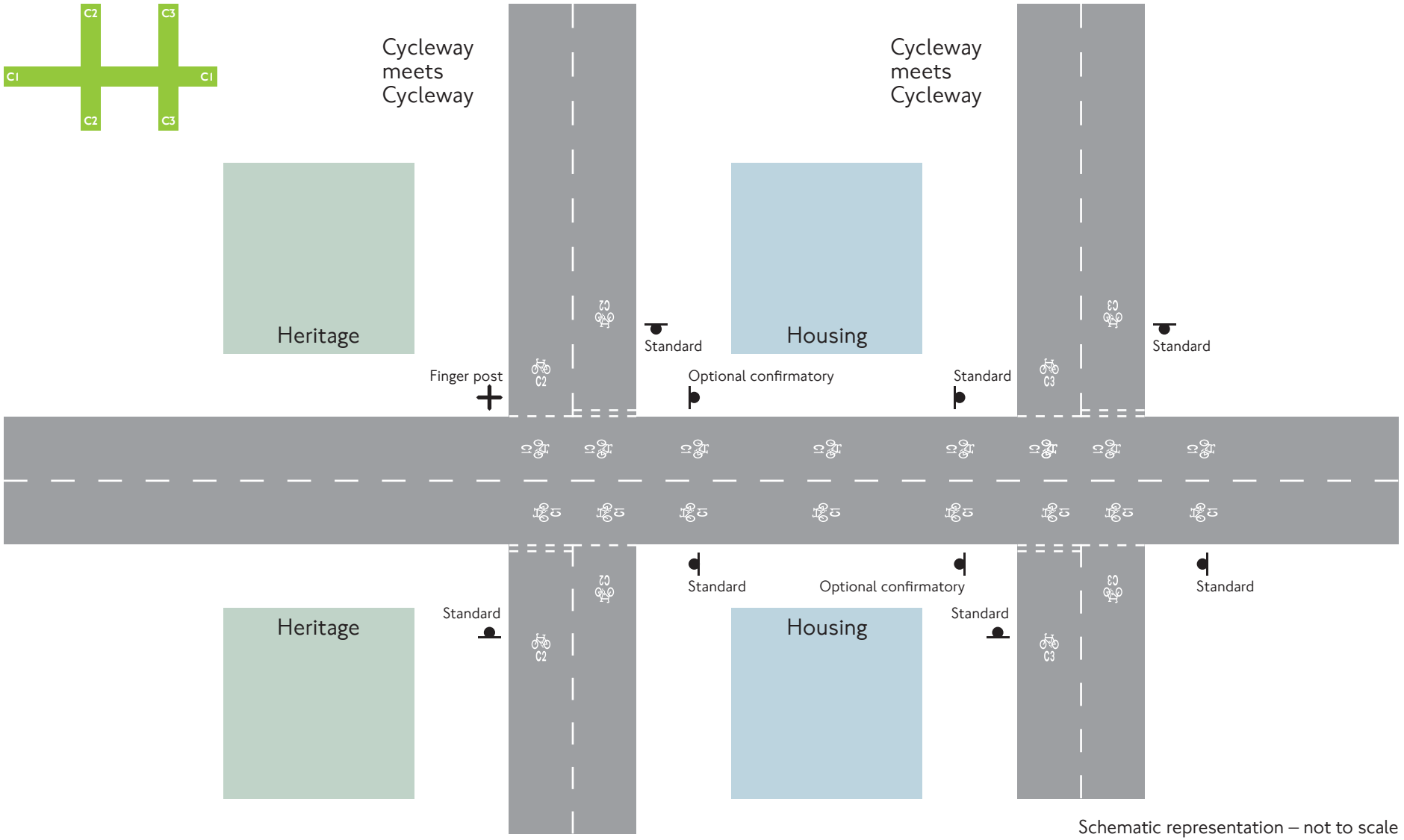
Existing cycle only path with C route number reassurance where required.

Shared use marking (suggesting pedestrian priority) with C route number.

Schematic diagrams for recommended use of C symbols and cycle symbols




Path to footway
Shared use sign
Finger post
C1
C1
Shared use sign
Shared use sign
Signalised junction
See through confirmatory
Road to footway
Footway to path
Finger post
Shared use sign
Shared use sign
Footway to road
Shared use sign
Standard
Standard
Map
Cycles use crossing
Schematic representation – not to scale


C2
C3
C1
C1
C2
C3
Cycleway meets Cycleway
Cycleway meets Cycleway
Heritage
Housing
Heritage
Housing
Finger post
Standard
Optional confirmatory
Standard
Standard
Standard
Optional confirmatory
Standard
Standard
Standard
Schematic representation – not to scale

Chapter 4
Signs

On-highway signs

4.1 Use of signs should generally follow the advice set out in LCDS (2016) chapter 6. They must also comply with the Traffic Signs Regulations and General Directions (TSRGD) and follow guidance set out in the Traffic Signs Manual. Standard signs for Cycleway routes will require separate authorisation for each highway authority.

Standard signs must be used for every decision point. Surface markings alone may, by exception, be acceptable in less complex envrionments.

4.2 In summary, signs can:

- Provide complex directional information
- Show links to interconnecting routes
- Facilitate orientation, allowing cyclists to determine their current location
- Help give an indication of the level of expected effort required to complete a journey

4.3 Cycleway signs should be provided in a way that minimises street clutter, following the advice set out in figure 6.3 in LCDS (2016). The most practical options for Cycleways signs are likely to be: replacement of existing signs or consolidation of cycle signing, and mounting on existing poles and lamp columns. All signs should be mounted according to guidance set out in LCDS (2016) chapter 6. Key points include the following:

- Signs should be mounted so as to be as visible as possible to the intended user
- For wall and bollard mounting, heights of between 0.5 metres and 1.5 metres are recommended
- Anti-rotational fixings must be used
- Signs for existing cycle networks on the route should be removed in order to avoid confusion

Wayfinding totems are generally not recommended across the Cycleways network, although in exceptional circumstances, existing Counter Totems which display cycle count data, may be retained.

4.4 Signs placed on posts on the footway can reduce pedestrian comfort and add to street clutter. They should therefore only be used at key decision points or where route coherence is lost – for example across a busy transport interchange or offset junction (See schematic diagrams in section 3 for recommended use). Vertical and horizontal clearance are the two main considerations and so the following minimum requirements must be met.

- The base of the sign should be no lower than 2.1 metres (2.3 metres if cyclists are using the space)
- The edge of the sign should be no closer than 450mm from the edge of a carriageway used by motor traffic, or 250mm from the edge of a track or path used only by cyclists
- Standard signs should be situated on the left facing the direction of travel
- At decision points, standard signs should be placed between 2m and 20m before the junction wherever possible

4.5 Sign design should also follow the basic principles set out in LCDS (2016) chapter 6 and the Traffic Signs Manual Chapter 7 (2019). Legend x-height is suggested as 30mm for most street contexts with a range from 25 to 40 based on area characteristics, visibility and complexity. Larger x-heights may also be required for legibility of map-type signs.

4.6 Times to destinations should be provided rather than distance, as described in TSRGD (2016), Schedule 12.

- The abbreviation 'mins' should be used
- Journey times on-highway can indicatively be calculated used an average cycling speed of 10mph (16kph) but should be confirmed by riding the route at different times under different conditions
- As a general principle, a minute should be added per signalised junction that the route passes through, subject to professional judgement regarding expected journey times
- No time-to-destination of more than 30 minutes should be provided (since signing is to a nearby 'village name or local landmark', long times are unlikely to arise – see section 5)
- Between 20 and 30 minutes, times should be rounded to the nearest five minutes

4.7 TSRGD sets no requirement for cycle route signs to be illuminated, but use of reflectorising material is advisable, as is placement of signs in such a way as to be illuminated by street lighting.

4.8 Three main types of cycle route sign are proposed for Cycleways, with finger posts permitted in exceptional circumstances. This may include the following:

a) In locations such as Conservation Areas where the area-specific guidance precludes the use of the standard Cycleway sign and/or C symbol. In such locations, a further alternative is to adapt the Cycleway signing to adhere with the relevant conservation or heritage area guidance.

b) As a last resort, where there is a need to sign a change of direction or sign to another route, but where physical constraints dictate that the standard Cycleway sign and/or C symbol and arrow cannot be accommodated.

Sign	Guidance on use	Example
a) Standard Cycleway direction sign	To be used principally for signing a complex movement or an intersection with another route. Can incorporate direction arrows, destinations, route type and number, and time to destination. Brackets are permitted by exception such as where a nearby Cycleway is accessible via a local route or Cycleway link. In this instance more than one destination can be shown per panel.	
b) Cycleway map-type direction sign	May be used where the continuity of a Cycleway route through any junction type may not be immediately obvious, but there is no need to provide directions to other routes. An additional use of the map-type direction sign is to sign onto a two-way segregated cycle track from an intersecting side road.	
c) Route confirmatory sign	Not to be used for a change of direction or signing to another route, but may be acceptable in certain sensitive locations as an addition or alternative to the C symbol where confirmation is needed of the continuation of a route. It is also recommended for use across signalised junctions to enable cyclists to see through to where the route continues.	
Exception d) Finger post direction sign with route number on green-coloured patch	Exceptional circumstances on-highway on a Cycleway route – see paragraph 4.8.	

See through confirmatory sign used to show that the route continues on a shared use footway.

Standard Cycleway sign and see through confirmatory sign.

Panel for signing to an numbered Cycleway (4.11)

Panel for signing to another route that meets minimum level of service (4.12)

4.9 Standard Cycleway sign.

This sign incorporates a branding panel at the top with the Cycleway logo. Its purpose is to show intersections with local destinations and with routes within a connected network of good quality infrastructure. The sign is not primarily for showing an end-to-end route and it should only show connections and destinations within a 30-minute ride.

Generally it will only be considered appropriate to sign intersecting routes that have been approved as a Cycleway route.

4.10 The sign can incorporate up to three panels. For each direction signed, only one destination name should be given (see section 5 for more details), together with time to destination in minutes and route type and number, if applicable.

4.11 Cycleway routes should be identified on the direction sign by their prefix and route number or, for unnumbered Cycleways, by use of 'C' alone. These should be placed on a green coloured patch on the sign.

During the period of brand transition from Quietways and Cycle Superhighways to Cycleways, it should be assumed that all existing routes will change to the new system and therefore new signs should only sign to Cycleways routes even if its current status has not yet changed. Note that some route numbers may be subject to change and it should not be assumed that a Quietway route number will remain the same once its status has changed to a Cycleway.

4.12 Directions to other cycle infrastructure, such as NCN routes, should only be included on the Cycleway direction sign if an intersecting route has been shown to be of good quality for all cyclists using the cycle route quality criteria tool. In that case, the cycle symbol should be used on the sign.

4.13 Other sign design parameters are as follows:

- The order of directions, from top to bottom, should be: ahead (top panel), left (next panel) and right (lowest panel)
- For destinations to the left and right, the route number patch or cycle symbol must be at the 'tail' end of the direction arrow (arrow is on the left for left turns and on the right for right turns)
- Time to destination should be provided as a default (see paragraph 4.6 above)
- Follow guidance on sign design in the Traffic Signs Manual, Chapter 7 and the appendix to this guidance

For further detail on sign design parameters, see appendix, page 91.

4.14 As described in chapter 2, the Cycleway network will be comprised of individually numbered end to end routes. In some instances, especially in central London, there may be the need for short sections of unnumbered Cycleways between these numbered routes. These will adopt the same signing requirements as shown on full numbered routes, but using 'C' alone on signs and road markings instead of a full route number (see right).

Unnumbered Cycleway link example.

4.15 The Cycleway direction sign may be used:

a) Ahead of complex decision points.

b) Ahead of a decision-point where there is an intersection with another Cycleway route.

c) Instead of the C symbol and arrow combination, to sign a simple change of direction (in circumstances described in paragraph 3.10).

4.16 Cycleway map-type direction sign

This variant of the standard Cycleway sign uses the same basic design approach, but replaces the direction panels with a single map-type element. It is anticipated that a small number of standard approved maps of common manoeuvres will, in time, be developed for the Cycleways. A C number patch is recommended for use on mpa-type signs in order to maintain route continuity.

4.17 This sign type may be used:

- To show graphically a complex movement through a junction (that would be difficult to communicate with other road markings or sign types)
- To show wayfinding information to connecting routes in scenarios where it would be difficult or confusing to convey this information with the standard direction sign

Map-type sign, as shown in TSRGD

- To show wayfinding information in advance of joining a two-way segregated Cycleway route, on all intersecting side roads.

4.18 Destinations may be omitted, varied or added. For Cycleways, the route number on a green patch may be provided next to the cycle symbol to clarify the Cycleway route.

4.19 In some circumstances, a panel clarifying the movement to be made to remain on the cycle route may be necessary. The instruction should be short and simple, eg 'Cyclists use crossing'.

4.20 Finger direction sign.

This sign, which can point either left or right, is a generic cycle route sign and should not be used other than in the circumstances described in 4.8 above. TSRGD shows a blank finger post sign, to be populated with elements such as names of destinations and journey times. The destination on the sign is required to be 25–60mm x-height. On Cycleways, 30mm is recommended for most street contexts.

4.21 TSRGD demonstrates how a component showing a cycle route might be included on the finger post direction sign. Cycleway routes can be indicated by use of the green patch and route number. The sign must always include the cycle symbol.

4.22 Signs put together in this way are likely to resemble those shown in TSRGD, with journey time in minutes provided instead of distance.

4.23 Alternatively, finger post signs for Cycleways could adopt the same design approach as that currently approved for use only on Cycle Superhighways, with the branded route name and logo on a coloured strip. This would require area-wide or site-specific approval. If such a sign is developed, it should follow the rules on signing other routes set out in paragraph 4.12 above rather than rules developed for Cycle Superhighways.

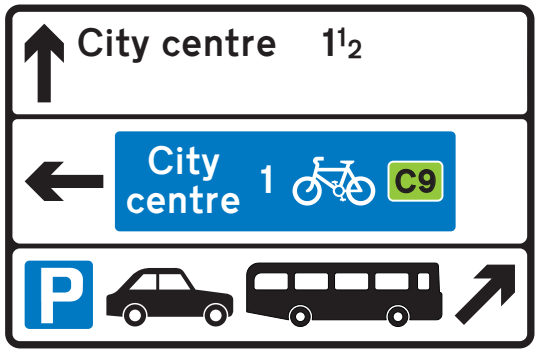
4.24 Route confirmatory sign.

As described in the table on page 22, this is a variant sign for the 'C symbol' surface markings and should be used where confirmation is needed but the C symbol cannot be provided. They should also be used as a visual cue for cyclists across signalised junctions.

4.25 Route numbers may be provided on coloured patches – which includes use of 'Cycleways Green'. X heights should be between 25 and 40mm. 30mm should be used in most street contexts. Larger ones should be considered for complex environments or on large junctions.

4.26 Signing cycle routes from other road signs.

TSRGD (2016) allows for a cycle route panel to be applied to the template for various standard road signs, producing signs similar to the one below.



Adapted version of TSRGD diagram to include Cycleway route patch.

4.27 On the cycle route panel, the route number should have an x-height 80% of that used on the main legend on the sign.

Off-highway signs

4.28 Wayfinding totems were previously used on Cycle Superhighway routes but do not form part of the standard signing palette for Cycleways. For existing routes where there is a transitional resigning stage, removal of totems and the potential retention of counter totems will be considered on a route by route basis.

4.29 Signs off-highway are not subject to the same regulations as on-highway signing, and generally will need to conform with branding and standards operated by the managing authority for the park, green space or canal towpath in question. The basic approach is to adapt Cycleway branding elements to existing signing.

4.30 Use of the on-highway toolkit is, however, an option for parks and other green spaces. The standard Cycleway sign may be appropriate for wider paths in open spaces, where cycling speeds are higher – potentially at the 'gateway' between the space and the highway. A simple, highways standard direction sign, mounted on a wall or fence, or a route confirmatory sign on an existing pole, may also be appropriate. Use of this signing where a route runs for a short distance through a park can help to maintain the consistency of signing through the Cycleway route.

4.31 In most cases, the Cycleway logo and/or the route number on a green patch should be incorporated into existing signing. This may be done with finger posts, showing a Cycleway route in one direction on one finger with one or two locations on the route and the time to destinations. Examples adapted to Royal Parks, Canal and River Trust, Clapham Common and Legible London signing systems are shown below.

Towpath location - Legible London adapted finger post.

Park location - adapted confirmatory sign.

Royal Parks green finger post with C route number.

Royal Parks black finger post with C route number and logo.

Adapted confirmatory off-highway sign.

4.32 In calculating riding times on off-highway sections of Cycleway, 8mph should generally be applied. This is appropriate for canal towpaths and many other width-constrained and shared path contexts. In some instances, 10mph may be more appropriate in a park setting.

4.33 With the agreement of the managing authority, other types of sign in off-highway environments may be adapted to include the Cycleway branding. This should ideally comprise the Cycleway logo and route number on a green patch, but either one may be omitted to fit the sign design. An example of an adapted Canal and River Trust 'Thank you for slowing down' sign is shown above right.

4.34 Direction signs in off-highway environments are generally only needed at decision-points and at the points of access to the route. Repeaters are optional – adapting existing signs with the Cycleway branding to act as repeaters on a route is preferred to introducing new signs. By exception canal towpath signs may point to nearby routes even if the connection is not easily accesible.

Park location - adapted confirmatory sign.

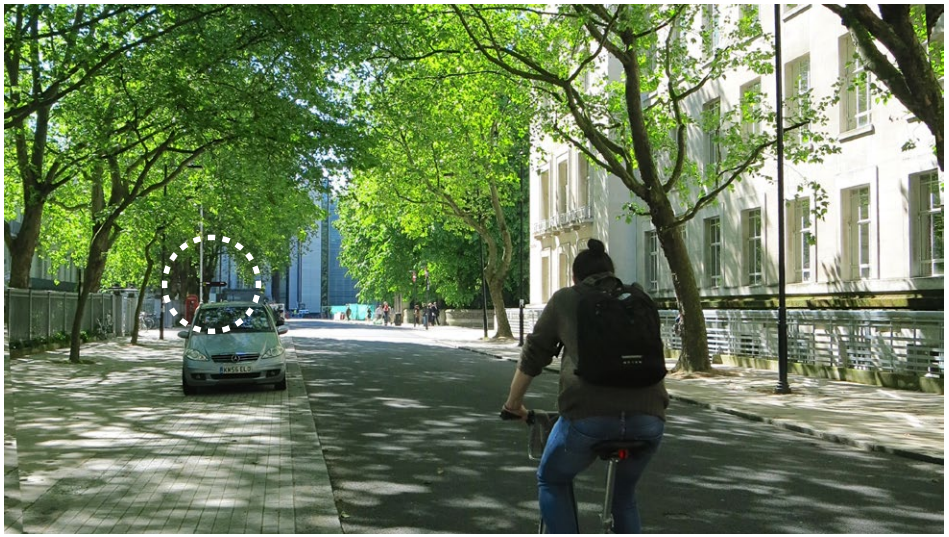
Towpath location - adapted confirmatory sign.

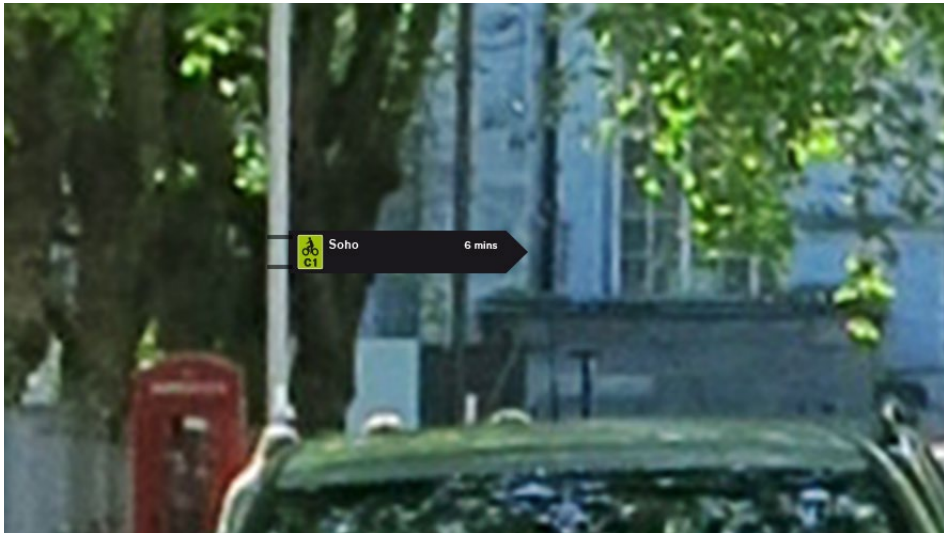
Park location - non-prescribed sign.

Locations where special considerations apply

4.35 Variations from the preferred direction sign and marking types set out in this document are permitted in areas subject to local design guidance, such as conservation areas. Where surface markings cannot be used, directional information should be conveyed using any sign type permitted by such guidance or as otherwise specified by the relevant highway authority. The Cycleway branding may, for example, be adapted to existing finger posts to give directions and, where necessary, reassurance.

Extra care should be taken when designing for sensitive historic areas, such as Conservation Areas, World Heritage Sites and historic canals, and in the vicinity of nationally and locally listed buildings and registered historic parks and gardens. Advice can be sought from TfL's heritage advisor in the Planning, Urban Design team.





Example heritage finger post.

Chapter 5
Procedures for preparing a signing schedule

Procedures for preparing a signing schedule

5.1 A signing schedule should be prepared for each Cycleway route through collaboration between the relevant authorities and TfL. This should draw on an audit of all existing cycle signing within 0.5 kilometres of the route, as recorded on a base plan.

5.2 The audit should involve site observations and user representative input, identifying joining, leaving and crossing points for the route. The aim should be to facilitate safe and convenient movement of cyclists onto, along and off the Cycleway and therefore needs to include consideration of onward journeys from the end of the route.

5.3 Existing sign posts and lamp columns close to potential decision points should also be assessed and recorded on the base map. Where road signs generally need replacement or upgrade then this should also be noted. There may, in some locations, be benefit in incorporating wayfinding for Cycleways into existing road signs – see section 4.26.

5.4 For Cycleway routes, the default position is that all signs and markings provided according to requirements set out in this document should replace existing signs and markings. This applies, for example, to sections of existing LCN routes that have become parts of Cycleways.

5.5 Standard Cycleway signs should reference all intersecting Cycleway routes by their route number or, in the case of unnumbered Cycleways, by a C patch alone. Any other intersecting networks (such as NCN, Greenways and local cycle routes) can, by exception, be referenced with the sole use of a cycle symbol, as described in paragraph 4.12.

5.6 Cycleway signs will display destinations taken from the 'village names' established as part of the Legible London pedestrian wayfinding system. There are approximately 700 of these 'villages' across London and a full list is available from TfL. Occasionally, local landmarks such as historic buildings, bridges, parks and railway stations may be referenced to supplement this list, but these will need to be approved by TfL before being used on any sign.

5.7 Each standard sign will direct to the next village or landmark along the current route and for any intersecting routes (usually one destination per directional panel). Routes may pass through the edge of village areas and in this instance it may not be meaningful to use that Village name. The next or most appropriate village can be used in this instance. Villages are smaller within central London, meaning that destinations will change more frequently on Cycleway routes within the Central London Grid area.

5.8 Signs will include a journey time in minutes beneath each destination. The maximum journey time displayed to any destination should not exceed 30 minutes. Transport for London will coordinate the assignment of destinations to be used along Cycleway routes, in consultation with delivery partners.

5.9 A diagram or set of diagrams should be produced for the whole Cycleway route, showing the proposed locations for the installation of signs and the destinations and routes that each sign will direct to. Example schedules can be provided by TfL.

Chapter 6
Sign use specification

Sign use specification

This shows how guidance in chapters 1 to 5 of this document could be applied in practice to typical Cycleway scenarios.

Street type	Scenario	Signing recommended	Visual example
Public highway	Mid link	C symbol	page 36
Public highway	Priority junction (minor to major)	Standard, C symbols, arrow	page 37
Public highway	Priority junction (major to minor)	Standard, C symbols, arrow	page 38
Public highway	Priority junction (passing)	Cycle symbol	page 39
Public highway	Crossing (informal)	See through confirmatory, C symbol	page 40
Public highway	Crossing (parallel zebra)	See through confirmatory	page 41
Public highway	Crossing (toucan)	See through confirmatory	page 42
Public highway	Crossing (parallel signalised)	See through confirmatory	page 43
Public highway	Signalised (minor)	See through confirmatory	page 44
Public highway	Signalised (major)	Standard, see through confirmatory, cycle symbol	page 45
Public highway	Offset junction (priority)	Map, C symbols (arrow, see through confirmatory optional)	page 46
Public highway	Offset junction (crossing)	Map, C symbols (arrow, see through confirmatory optional)	page 47
Public highway	Offset junction (signalised)	Map, C symbols (arrow, see through confirmatory optional)	page 48
Public highway	Intersecting route	Standard	page 49
Towpath	Mid link	Non-prescribed	page 50 and 51
Towpath	Intersecting route	Non-prescribed	page 52
Local park	Mid link	Non-prescribed	page 53
Local park	Intersecting route	Non-prescribed	page 54 and 55
Royal park	Mid link	Non-prescribed	page 56 and 57
Royal park	Intersecting route	Non-prescribed	page 58
City of London green space	Mid link	Non-prescribed	page 59
City of London green space	Intersecting route	Non-prescribed	page 60
Housing land (LA)	Mid link	Non-prescribed	page 61
Private land	Mid link	Non-prescribed	page 62
Shared use footway	Mid link	Shared use sign, optional context-specific surface markings	page 63
Shared use footway	Offset crossing (informal)	Map, see through confirmatory	page 64

'Non-prescribed' in this instance relates to locations away from the public highway where the relevant managing authority may take a view on appropriate signing (ie the guidance here is not prescriptive). The examples shown are therefore suggested signs for these scenarios.

Public highway, mid link – C symbol.

Public highway, priority junction (minor to major) – standard, C symbols, arrow.

Public highway, priority junction (major to minor) – standard, C symbols, arrow.

Public highway, priority junction (passing) – cycle symbol (optional C symbol).

Public highway, crossing (informal) – see through confirmatory, C symbol.

Public highway, crossing (parallel zebra) to shared use footway – see through confirmatory.

Public highway, crossing (toucan) – see through confirmatory.

Public highway, crossing (parallel signalised) – see through confirmatory.

Public highway, signalised (minor) – see through confirmatory.

Public highway, signalised (major) – standard, see through confirmatory, cycle symbol.

Public highway, offset junction (priority) – map, C symbols, arrow.

Public highway, offset junction (crossing accessed from shared-use footway) – map, see through confirmatory, C symbols.

Public highway, offset junction (signalised) – map, see through confirmatory, C symbols.

Public highway, intersecting route – standard.

Towpath, mid link – non-prescribed (route information added to managing authority's signing).

Towpath, mid link – non-prescribed (route information added to managing authority's signing).

Towpath, intersecting route – non-prescribed (route information added to Legible London sign).

Local park, mid link – non-prescribed (route information added to managing authority's signing).

Local park, intersecting route – non-prescribed (use of standard Cycleway sign).

Local park, intersecting route – non-prescribed (route information added to managing authority's signing).

Royal park, mid link – non-prescribed (route information added to managing authority's signing).

Royal park, mid link – non-prescribed (route information added to managing authority's signing).

Royal park, intersecting route – non-prescribed (route information added to managing authority's signing).

City of London green space, mid link – non-prescribed (route information added to managing authority's signing).

City of London green space, intersecting route – non-prescribed (route information added to managing authority's signing).

Housing land (LA), mid link – non-prescribed (use of off-highway inset markings and route confirmatory sign).

Private land, mid link – non-prescribed (use of route confirmatory sign).

Shared use footway, mid link – shared use sign to diagram 956, with optional context-specific surface marking showing route number, for continuity

Shared use footway, offset crossing (informal) – map, see through confirmatory.

Appendix

The Basic elements of the Cycleways brand identity

The Cycleways logo

The logo has been created as a digital artwork and should not be recreated or altered in any way. To obtain digital files, please contact TfL Corporate Design: corporatedesign@tfl.gov.uk

The preferred use of the logo is the primary colour version for two or more colour printing. The black and white version should only be used when colour printing is not available. Only when the sign is indicating travel in the left direction we use the left direction logo.

Please ensure legibility and compliance with TfL accessibility guidelines.

tfl.gov.uk/corporatedesign

For signs shown in this guidance document, designers may reproduce the logo to fit the width of their sign (p69). Excessive empty space on the sign to the left and right of the logo should be avoided. The logo should fit within the panel in such a way that the clear space above and below the logo is at least 7.5% of the total height.

Primary colour logo

Black and white logo

Left direction only

Clear space

The Cycleways logo should never be reproduced in print at a width less than 24mm.

The logo should never be reproduced for onscreen use at a width less than 82 pixels.

Minimum size

24mm

82 pixels

Cycleways colours

Signs

On-highway signage will generally use the Cycleways primary colours of green (Pantone 376), Pantone Black.

Other colours, including DfT Blue, may be required in certain circumstances and the relevant guidelines should be adhered to for those applications.

Colours for off-highway and non-prescribed use may depend on the location. Seek guidance from the relevant authority, such as Royal Parks or the Canal and River Trust.

Colour specifications for Department for Transport signs can be found here:

https://www.gov.uk/traffic-sign-images

Please note:
All signs should be retroreflective and have a top layer of anti-graffiti coating (p71).

Communication materials

For all other printed materials, such as posters and leaflets, use the Cycleways primary colours of green and black and refer to other relevant guidelines, such as TfL's Colour standard:

https://www.tfl.gov.uk/cdn/static/cms/documents/tfl-colour-standard.pdf

Colours for use in the production of all Cycleways signage

Primary logo colour – Green

PANTONE®	C: 47 Y: 100	R: 147 G: 213 B: 10	HEX
376			93d50a

Primary logo colour – Black

PANTONE®	K: 100	R: 0 G: 0 B: 0	HEX
Black			1d1d1b

Background colour for signs (DfT blue)

PANTONE®	C: 100 M: 44	R: 0 G: 121 B: 193	HEX
300			0079c1

Cycleways typeface

The primary font for on-highway use is Transport. For full guidance on how to use the Transport font please refer to:

www.gov.uk/working-drawings-for-traffic-signs

Further guidance on the design and layout specification for on-highway signing can be found here:

http://www.legislation.gov.uk/uksi/2016/362/contents/made

(Traffic Signs Regulations and General Directions)

Off-highway use will depend on the location, using either Transport, New Johnston, or following guidance from the relevant authority, such as Royal Parks or the Canal and River Trust.

For all other applications, such as printed posters and communication materials, use New Johnston. Please refer to the relevant TfL standard for each application:

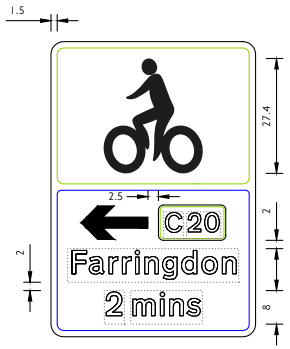
https://www.tfl.gov.uk/info-for/suppliers-and-contractors/design-standards

Cycleway sign design basics

Design of the Cycleways standard and map-type signs must conform to guidance set out in the Traffic Signs Manual in the application of typography, direction arrows and number patches. The application of the Cycleways Brand panel, the direction panel, and the location panel, is shown over the next two pages.

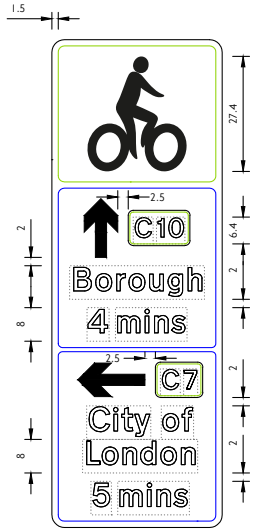
The size of the Cycleways standard and map-type signs depends on the information displayed, with minimum width set by the width of the logo in the upper panel and maximum width depending on the length of the longest destination name. The logo size must be fixed at 33 stroke widths in height (based on x-height of 30). The diagram on the right of this page shows dimensions and stroke widths using these three logo sizes, as generated in the Keysign add-on to AutoCAD. The diagram on the following page shows the appearance of the same signs.

One destination
365mm wide



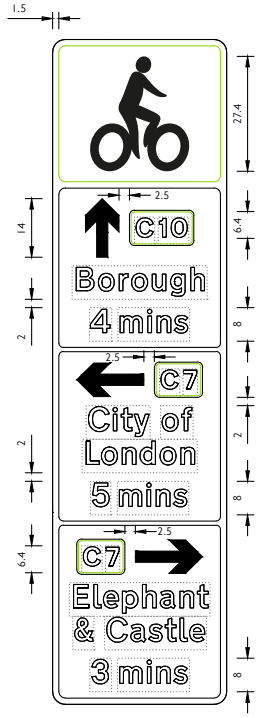
Width	365mm
Height	520mm
Area	0.19m²

Two destinations
300mm wide



Width	300mm
Height	870mm
Area	0.26m²

Three destinations
310mm wide



Width	310mm
Height	1190mm
Area	0.37m²

Where units are not displayed, all dimensions are in stroke widths.

Cycleway sign design basics

Designers should seek to minimise the width of the sign. Some longer destination names may need abbreviating, but reducing the x-height for certain destinations is not recommended.

Positioning and height clearance of signs should always conform to standards described on page 20 of this document.

It is important to ensure that there is sufficient strength in the poles and columns that the signs will be mounted to.

For the purposes of wind loading calculations, authorities need to calculate the area of each sign face. On the previous page, indicative areas are provided for the signs at the widths and heights shown here.

These figures should be taken as a guide only. Designers should consult the street design guidance relevant to the location and conduct their own structural calculations to determine items such as foundation depth.

One destination – Right

Two destinations

Three destinations

One destination – Left

Sign material specification

This section shows the specification recommended for the production of Standard Cycleway Signs. Transport for London acknowledges that each highway authority may have specific sign standards and so adaptation of this specification is possible by exception. Authorisation for variations should be sought from Transport for London.

Transport for London has undertaken research into the most suitable sign materials for use on the Cycleway programme and has chosen a DIBOND composite sheet with a High Intensity Microprismatic Reflective Film and a Transparent Overlay Film as the optimum material choice. The benefits of these material choices are highlighted below.

DIBOND composite sheet.

These are rigid and lightweight composite panels and are suitable for use as durable road signage. DIBOND is available in sheets or in pre-cut sizes. It is constructed in layers of 0.3mm stove enamelled aluminium with a UV resistant Polyethylene core. The surface is a high quality stove enamel and suitable for adhesion and printing. It has the capability to work with both screen and digital printing.

Features:

- Smooth surface finish
- Excellent impact resistance
- Outstanding weather resistance
- Class 0/Class 1 fire retardant
- Excellent dimensional stability
- Erosion resistant
- Exceptionally rigid against comparable traditional sign materials

High Intensity Microprismatic (HIP) Retroflective Film

This film is used on permanent and temporary signage. It is a high quality, durable material with a pressure sensitive adhesive. Its construction provides a high level of retroflectivity for challenging traffic control situations. The omni-directional film incorporates tiles of microprisms arranged in multiple orientations. The benefit of this feature is that signage will perform with uniform visual reflectivity at all sign face orientations.

Features:

- Omni directional
- High intensity Microprismatic Retroflective performance
- Proven long term durability
- Uniform daytime and night time visual appearance

Conversions:

- Screen Printing
- Thermal transfer printing
- Solvent based inkjet printing
- Mild/Eco solvent inkjet printing
- UV Inkjet printing
- Thermal die-cut
- Flat bed sign cut
- Drum roller sign cut
- Steel rule sign cut

Transparent Overlay Film

This film is a high quality, durable, electronic computer cuttable film that is designed to be laminated over retroreflective products. It is a clear, pressure sensitive over-laminate, intended to protect finished signs from vandalism and solvents. Most types of graffiti can be cleaned from the surface of this film.

Features:

- Can be used with reflective sheeting
- Proven long-term durability
- Uniform daytime and night-time visual appearance

Conversions:

- Designed to be used with reflective films and as part of an integrated component
- Flat bed sign cut
- Drum roller sign cut
- Steel rule sign cut

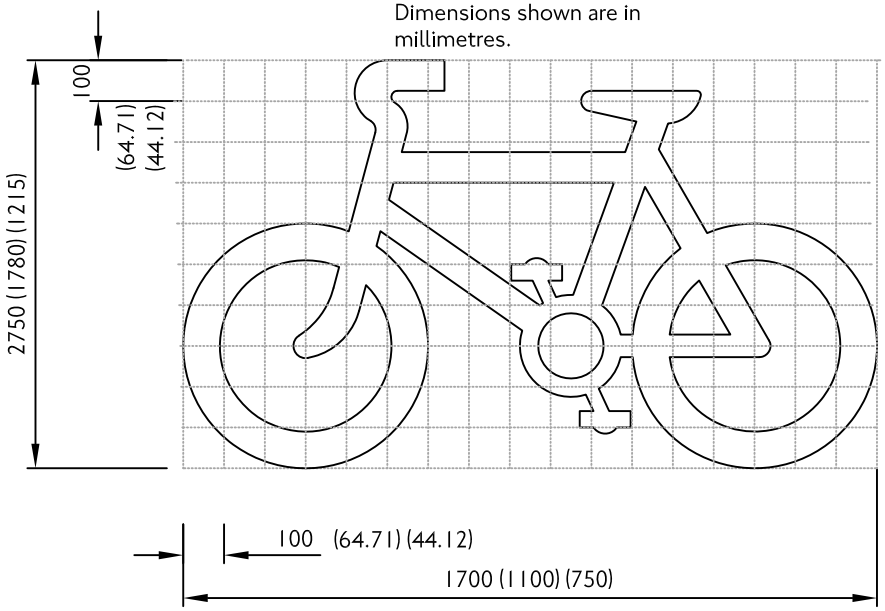
Template for road markings

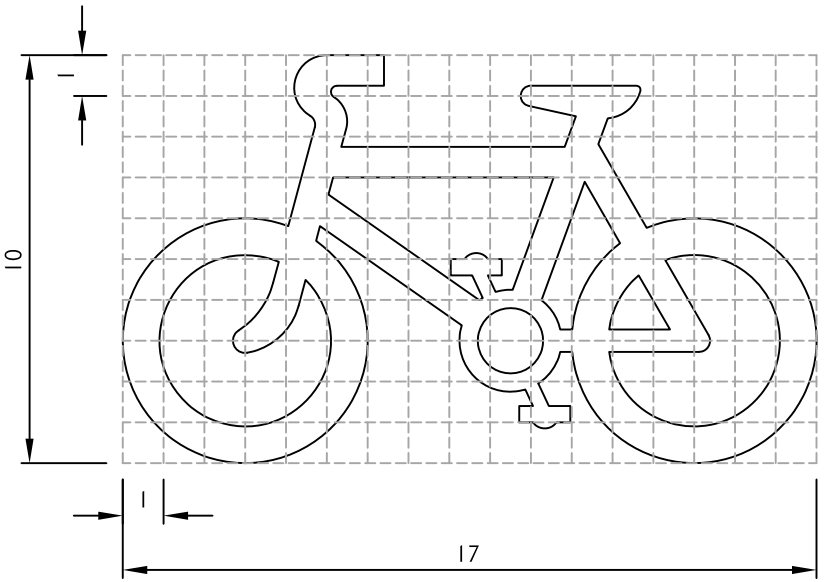
NOTES

1. The colour for both the sign symbol & the road marking is white.
2. The background of the sign is blue.
3. The gridlines do not form part of the symbol.
4. The direction of the symbol can be reversed.

ROAD MARKING DIAGRAM 1057

Dimensions shown are in millimetres.





CYCLE SYMBOL FOR SIGN

Dimensions are given in grid divisions (normally 1/4 'x'-height)

The specification of the cycle symbol above should be replicated on all on carriageway markings to ensure consistency. Templates matching this specification are much preferred to other methods. A CAD version of this file is available from TfL.

Legible London signs

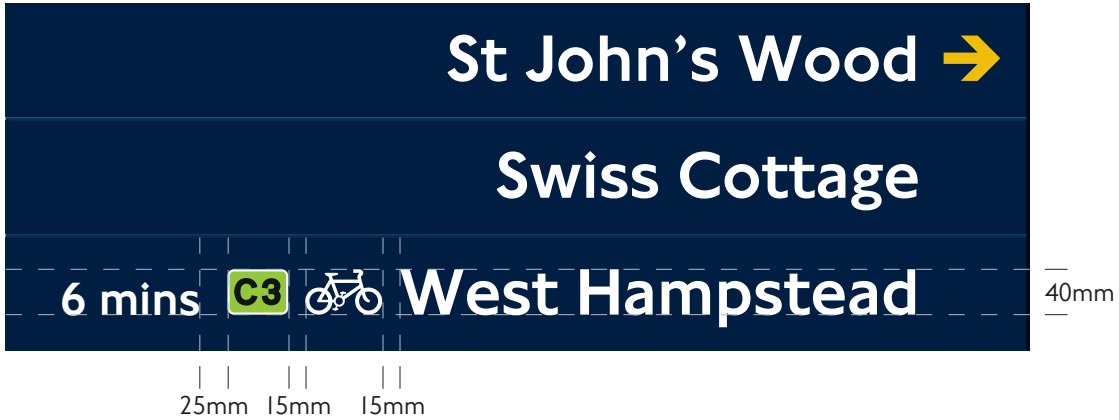
Sign design for applying Cycleway information to Legible London finger posts should follow the basic principles set out in the Legible London Sign Artwork Guidance, May 2014.

The Cycleway Route Number patch and the Bicycle symbol should be the same height as the Cap height of the destination. The time to the destination should be 120pt type size, positioned 25mm from the side of the Route Number patch.

Subject to agreement with managing authorities, these principles could be applied to both Royal Park and heritage area finger posts.

Legible London Finger Post slats (left direction)

Legible London Finger Post slats (right direction)



All other specifications should be taken from the Legible London Sign Artwork Guidance, May 2014.