



ECF gratefully acknowledges financial support from the European Commission.



ECS manual Annex 2.2

April 2018



Crossings

Safe, dangerous, very dangerous



Generally safe

- Raised crossings, speed cushions for cars
- Single lane roundabouts
- (Most) traffic lights
- Single lane in each direction with wide traffic island in between
- Carriageway narrowed to single lane at crossing location
- Very low traffic volumes



High risk factors

- Limited visibility (by fences, walls, shrubbery, billboards, curves...)
- Left (in right-hand traffic) turns on busy roads with no hook turn possible
- HGV turning right (in right-hand traffic) across cycle lane/path
- Overtaking possible on crossing (2x2 and wider road between junctions)
- Roundabouts with multiple lanes on exits
- Traffic lights with significant conflicts (e.g. with turning cars)
- Long crossings (> 10 m) with no traffic island or lights
- Lack of necessary signing for drivers



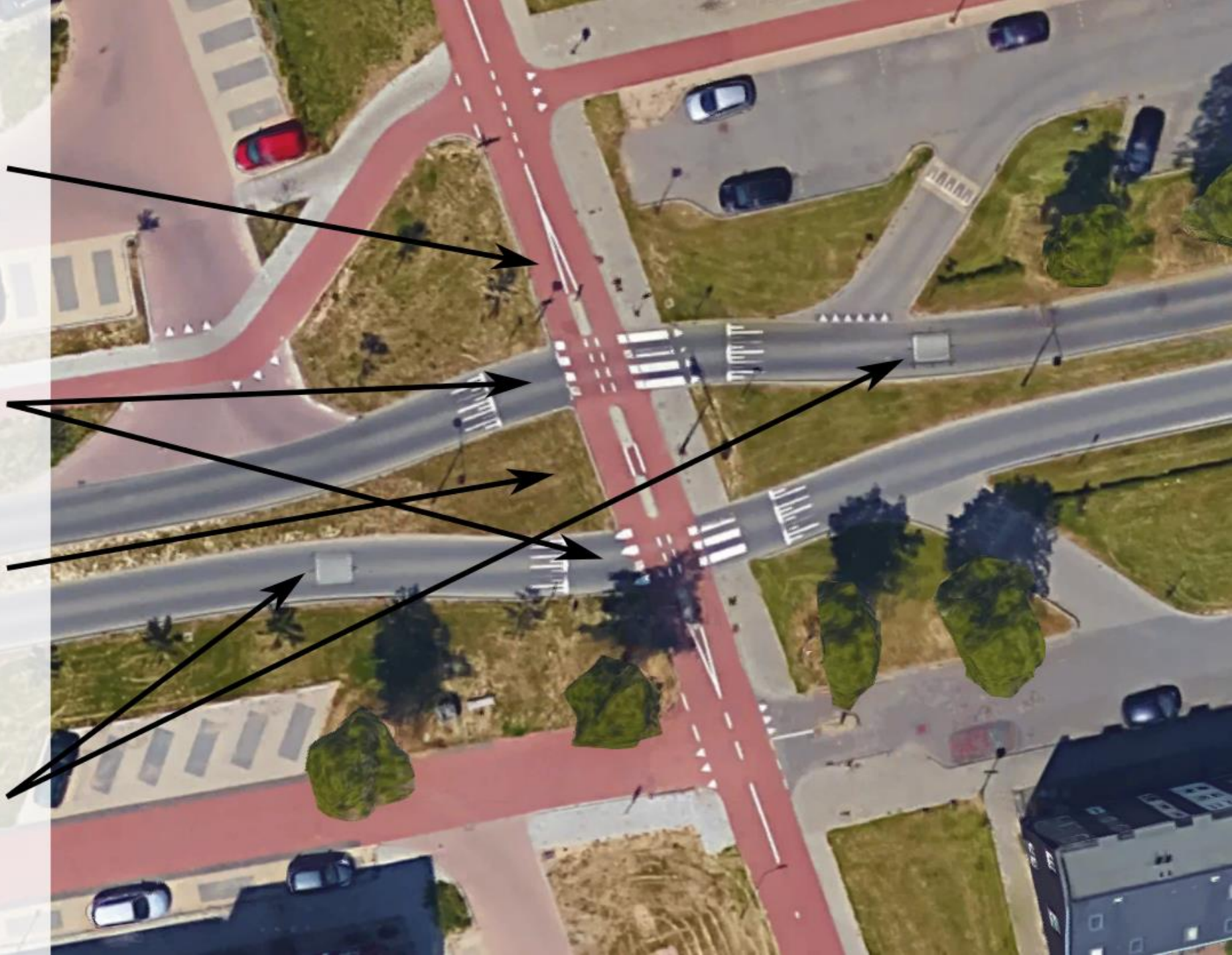


continuity of
cycle path
surfacing
and colour

raised crossing -
vertical deflection

wide refuge island -
horizontal deflection

additional
speed cushions
20 m before
the crossing



Safe: raised crossing, cycle path continuity



Safe: raised crossing, cycle path continuity



Safe: raised crossing, cycle path continuity



Safe: single lane on roundabout entry&exit, raised crossings



Safe: traffic lights, hook turn



Safe: road narrowing, clear signing



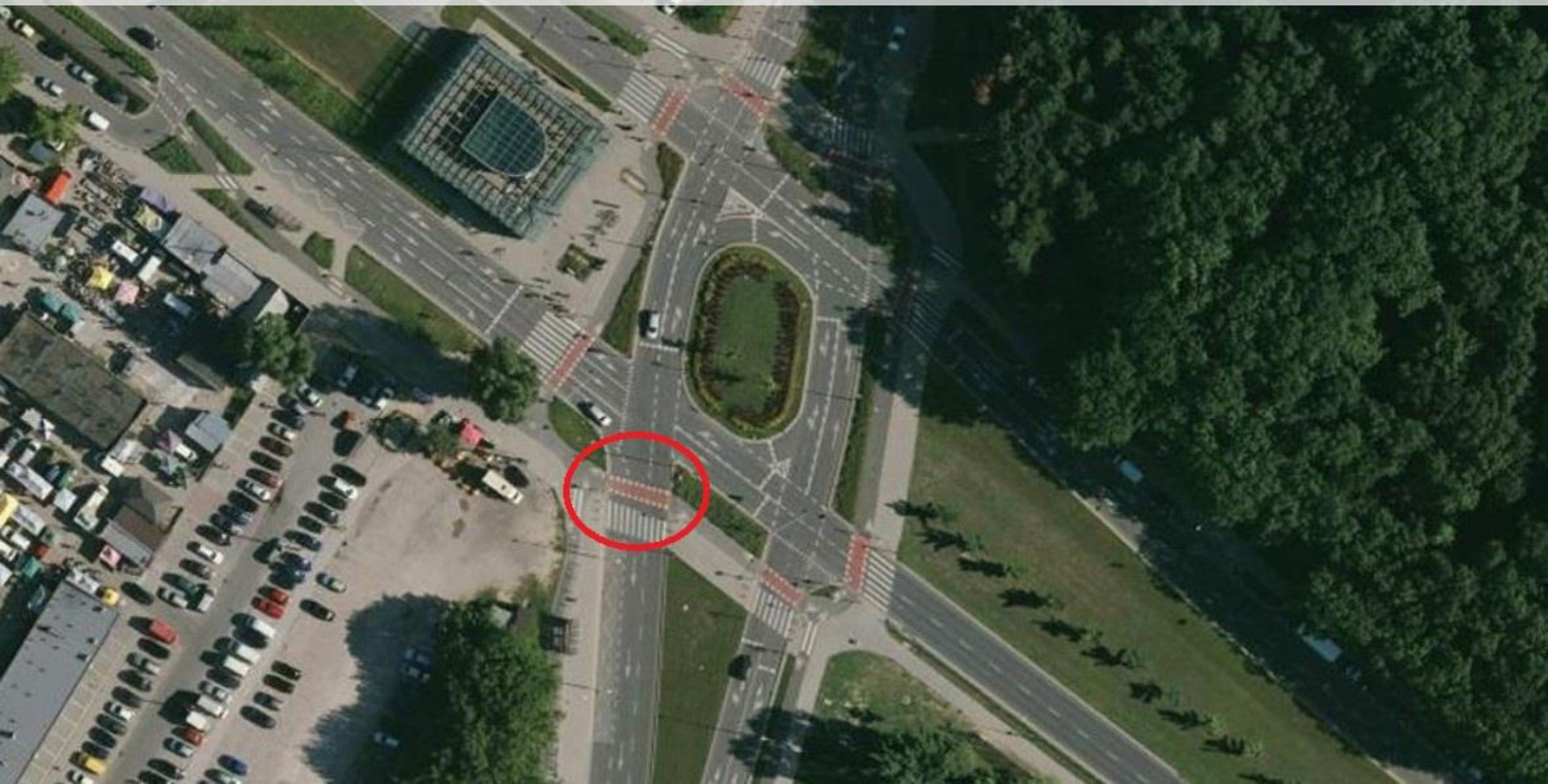
Safe: cycle lane ending 20 m before single lane roundabout



Dangerous: cycle path ending on downhill



Dangerous: cars turning right at obtuse angle in the same traffic light phase



Dangerous: limited visibility, traffic island not wide enough for bicycles



Dangerous: busy road, 3 lanes, no island, no traffic calming measures



Dangerous: very wide (20 m) exit from a side road



Dangerous: no visibility splay



Dangerous: large curve radii for turning cars, limited visibility



Dangerous: cycle path bidirectional, no visibility splay





Dangerous: signing fault, cycle path connects to motorway ramp

Dangerous turned into safe by narrowing exit from roundabout



Very dangerous: no continuity across junction, HGV turning right



Very dangerous: 4 lanes roundabout, both high speed and risk of accident

