

A SUMMARY OF CYCLE ROUTE SIGNS AND MARKINGS FOR SPELTHORNE LOCAL COMMITTEE

Mandatory cycle lane



These are marked with a continuous white line and are supported by a Traffic Regulation Order that prohibits vehicles from driving or parking in the lane.

Staines Bridge



Recommended on-road cycle route

“Route recommended for pedal cycles on the main carriageway of a road” *

**This and the other descriptions of signs are from: Traffic Signs Regulations and General Directions 2016*



With an advisory cycle lane

Advisory cycle lanes indicate an area of the road that is intended for cyclists. They instruct other vehicles not to enter unless it is safe to do so. They do not require a Traffic Regulation Order.

Upper Halliford Bypass



Without an advisory cycle lane

A recommended route without an advisory cycle lane. The sign is used with the cycle symbol marking on the road. Spelthorne probably has more of these than any other area of Surrey.

Kingston Road



Cycle tracks

“a way over which the public have the following but no other, rights of way, that is to say, a right of way on pedal cycles with or without a right of way on foot” *section 329(1) Highways Act 1980*

Cycle tracks might be created through the conversion of a footway (by committee resolution) or footpath (Cycle Tracks Act 1984), or by constructing a new highway. The term “greenway” is sometimes used for a construction away from roads where cycling is permitted but the route doesn’t have the legal status of a cycle track (for example, where there is permissive use from the owner).

“Route for use by pedal cycles only”



Track between Station Path and South Street. In practice, this type of track usually operates as a shared path.

“Route for use by pedal cycles and pedestrians only”



Chertsey Road
This type of path is also often called “unsegregated”.

“Route comprising two ways for use by pedal cycles only and by pedestrians only, with those ways separated”



Older square version of the sign at Fordbridge roundabout.
This type of path is also often called “segregated”

Three methods are used for separating the pedestrian and cycle ways (separation can also be by a kerb or barrier but that is rare in Surrey):

Ordinary white line



Mustard Mill Road

Tactile white line



Bedfont Road

These are profiled lines, 12-20mm high, detectable by a cane. They are used with the 'tramline' tactile paving shown*.

Metal studs



Marshall's roundabout

Over the last three years, Surrey CC has innovated with the use of metal studs as a less visually-intrusive form of marking.

* In addition, the corduroy "hazard, proceed with caution" tactile paving can be used where a footway or footpath joins a cycle track.

The decision whether to separate pedestrians and cyclists, as well as other considerations such as overall width of the cycle track, is taken scheme-by-scheme.

Directional signing

These signs can be used to guide cyclists along a promoted route that might use a variety of cycle tracks, greenways, bridleways and roads.



Bridleway between Moor Lane and Poyle Trading Estate near the A3113/M25 underpass



National Cycle Route 4, Staines-upon-Thames

END OF CYCLE TRACK OR LANE



“End of cycle lane, track or route”



“Pedal cyclists to rejoin main carriageway or dismount at the end of, or at a break in, a cycle track or route”



Thames Street (cycle track goes to the left, straight on is footway only)



Gaston Bridge Road, cycle track to cycle lane
The ‘No Cycling’ sign has been used to show the end of track, as the sign can be smaller.



French Street, leaving path “TP26”
Road markings used in conjunction with the ‘End of Route’ signing

NO CYCLING



”Riding of pedal cycle prohibited”

A cycling prohibition is supported by a Traffic Regulation Order (TRO) and is found most often on paths:



Sunbury Crossroads
‘No Cycling’ through the subways.



Public footpath 21, Sunbury
Public footpaths only have a right of way on foot. The presence of a TRO makes cycling an offence where otherwise it might be a civil matter.