

Index and glossary

This section provides an A-Z index to the eight chapters of the main document, together with a glossary of common cycle infrastructure design terms.



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Glossary

APPCG – All-Party Parliamentary Cycling Group

Group created to help promote cycling inside and outside the Houses of Parliament. Launched a cross-party inquiry into cycling in 2012, which led to publication of the ‘Get Britain Cycling’ report in 2014.

Area permeability (or porosity)

In relation to cycling, a measure of how many locations there are for cyclists to comfortably enter, pass through and leave a given area, very often an area bounded by main roads or other constraints.

Advisory cycle lane

A dashed white line marking an area of the carriageway designated for the use of cyclists. Motor vehicles may need to cross the markings but generally should not enter the lane unless it is unavoidable. Parking and loading is allowed unless specific restrictions are in place to prevent it.

Angled kerb

A kerb with an angled profile, thereby increasing the effective width for cyclists, compared with a vertically profiled kerb. Various types exist, including splayed, battered and half-battered.

ASL – Advanced stop line

Stop line for cyclists at traffic signals ahead of the stop line for general traffic, with a waiting area marked with a large cycle symbol and extending across some or all of the traffic lanes. ASLs may be accessed by an optional lead-in lane or gate. Regulations were changed in 2016 to allow cyclists to cross any part of the first stop line to enter the waiting area.

Better Junctions

TfL programme of junction improvements, aimed at making them safer and more attractive for cyclists and other vulnerable road users.

Bikeability

A programme of skills and confidence training for cyclists and a standard or measure of the level of skill and confidence achieved. Level 1 covers the basics of balance and control. Level 3 equates to the ability to plan and make a journey with confidence on busier roads.

Blind-spot safety mirror

A mirror mounted at junctions in such a way as to give turning motorists a better view of cyclists in front and on the nearside of their vehicles. Area-wide authorisation for the use of blind-spot safety mirrors was granted by DfT to local authorities in England in February 2012.

Blister paving

A type of [tactile paving](#), consisting of a pattern of raised dots provided in a strip at the kerbside (very often where the kerb is dropped) to tell people that they have reached a place to cross. Blister paving in an ‘L’ shape, with a ‘tail’ in line with the crossing denotes a controlled crossing.

Bollard

Any short, vertical post used in managing the movement of vehicles and people. They may be used variously to control access (to vehicles of a maximum width), to instruct users to keep to one or the other side, to warn of a low upstand or to separate different traffic streams.

See also [Flexible post](#).

Box sign

A regulatory sign (such as a prohibited movement sign), lit, 300mm in diameter and designed to be attached to a traffic signal head, very often next to the green aspect.

British Cycling

A membership organisation that oversees all forms of cycling in Britain, including competition, leisure, commuting and utility cycling.

Buffer

Space alongside a cycle facility intended to reinforce the need for other road users to give cyclists appropriate space. Often used between cycle lanes and parking/loading bays. Sometimes but not always marked with hatching.

Bus lane

Lane designated for bus use during the signed hours of operation. Signs also advertise whether other vehicles, such as cycles, are permitted in the lane during those times. In London, with-flow bus lanes on [TLRN](#) are generally open to cycles, taxis and powered two-wheelers.

Bus stop bypass

A bus stop layout in which through-movement for cycles is away from the carriageway and from the bus stop cage. Can be achieved with shared use or partially separated footway around the bus stop but usually features a dedicated cycle track passing behind the bus shelter. In this case, bus passengers cross to and wait on an island between the cycle track and the main carriageway. Sometimes also known as a 'floating bus stop'.

Bypass

See [bus stop bypass](#), [cycle bypass](#).

Carriageway

That part of a road or highway constructed for the use of vehicular traffic (including cycles).

Central London Cycle Grid

A central London network of high quality, high volume cycle routes, combining [Cycle Superhighways](#) and [Quietways](#).

Chicane

A horizontal deflection in the carriageway used as a speed-calming measure.

CLoS – Cycling Level of Service

An evaluation framework for assessment of the performance of cycling infrastructure from a 'rideability' perspective. Its purpose is to frame discussion about design options so that schemes are attractive both for existing cyclists and potential new cyclists.

Coloured surfacing

Any surfacing material that changes the appearance of a conventional blacktop wearing course.

Combined cycle track and bus boarder

A bus boarder is a build-out from the kerbside at a bus stop to improve access and egress for bus passengers.

A combined cycle track and bus boarder is a layout in which a raised cycle track passes between a bus stop and a bus cage. Passengers board and alight across the cycle facility.

Comfort space

Space effectively dedicated to pedestrians in otherwise shared environments. It is usually achieved through placement of physical objects such as street furniture, planting or bollards.

Continuous footway

Technique used at priority junctions and other vehicular accesses to assert visual priority for pedestrians over turning vehicles by continuing the footway material across the access or the mouth of the junction. A 'continuous cycleway' can be added in a similar way if a cycle lane or track is present.

Contraflow or Cycle contraflow

A facility allowing cyclists to travel in the opposite direction to one-way motor traffic. Requires a Traffic Order and can be implemented using lane markings, which may or may not have some other form of physical protection, or by using signing only.

Corduroy paving

A type of [tactile paving](#) featuring a dense pattern of raised, parallel ribs. It is used to warn visually impaired people of the presence of a specific hazard, such as steps.

Corner radius

A measure of the geometry of a kerb at a junction, usually determined by the turning radius of the largest vehicles using the junction. Tighter radii have the effect of slowing turning movements, and shortening crossing distances for pedestrians.

Courtesy crossing

Location designed to invite pedestrians (or cyclists) to cross and to encourage vehicles on the carriageway to give way – although there is no legal obligation to do so. Often used as part of a design approach aimed at reducing vehicle speeds.

CRISP – Cycle Route Implementation and Stakeholder Plan

An enhanced feasibility study to support scheme planning, design and implementation of improvements for cyclists along a link. It was developed to support planning and implementation of the [London Cycle Network](#) and has largely been superseded by the [Route Delivery Plan](#).

Crossings

See: [Courtesy crossing](#), [Parallel crossings](#), [Pedestrian-only crossings](#), [Toucan crossing](#), [Uncontrolled crossing](#), [Zebra crossing](#).

CSAP – Cycle Safety Action Plan

Plan for promoting cycle safety in London, developed by various organisations represented on the Cycle Safety Working Group and related to the wider Road Safety Action Plan for London. TfL published the first version in 2010 and an updated version in 2014.

CTC – Cyclists Touring Club

National charity aimed at promoting cycling for people of all ages, backgrounds and abilities.

Cycle (in the context of traffic signal operation)

One complete sequence of the operation of traffic signals. The time taken is the 'cycle time'.

Cycle bypass

Form of physical separation for cycles enabling them to avoid a controlled feature for other road users – eg traffic signals or a pinch-point requiring 'give way' to oncoming traffic.

Cycle gate

Form of physical separation and signal operation featuring two stop lines and sets of signals for cyclists. The first signal controls access in a 'reservoir' or holding area, the second allows progress into the junction.

Cycle hub / Cycle superhub

Large-scale cycle parking area with good security, cycle routes radiating from it and other associated facilities such as cycle repair, lockers and changing rooms. Most likely to be planned at public transport interchanges.

Cycle lane

See: [Advisory cycle lane](#), [Mandatory cycle lane](#).

Cycle network

A continuous system of connected cycle routes and cycle-friendly areas. A system providing clear, well signposted access for cycling between local centres and other destinations.

Cycle route

A continuous, linear series of links and junctions, signed and/or branded as a coherent facility from A to B – usually planned and delivered as a single facility or in identified phases.

Cycle street

A street where the carriageway is dominated by cyclists and, by virtue of the width and design of the street, all motor traffic moves at the speed of the slowest cyclist. May in the future be given more formal regulatory definition by DfT in relation to maximum speed and overtaking behaviour.

Cycle Superhighway

A strategic cycle route type aimed at enabling safer, faster and more direct cycle journeys both for regular and new cyclists into and out of central London.

Cycle track

A cycle facility physically separated by kerbs, verges and/or level changes from areas used by motorists and pedestrians. It may be next to the road or completely away from the carriageway and may either be at footway level, carriageway level or in-between.

Decluttering

Rationalisation of street furniture, signs and signals aimed at minimising the amount of such objects in the street environment, thereby reducing visual and physical clutter.

Deflector island

Island in the carriageway located to deflect traffic, usually at larger junctions, including roundabouts.

Delineation

Means of separating areas designated for use of pedestrians and cyclists respectively, usually by introducing a low vertical upstand, such as a [raised delineator](#), or a change of level between the two areas.

Desire line

The line taken by a significant number of users through a space, related to common origins and destinations. Very often refers to taking the shortest possible distance between A and B.

DMRB – Design Manual for Roads and Bridges

A multi-volume document that provides standards, advice notes and other documents relating to the design, assessment and operation of trunk roads, including motorways, in the United Kingdom.

Dooring

A type of collision brought about by a motor vehicle driver or passenger opening a door into the immediate path of a cyclist.

Dropped kerb

Feature to facilitate access, usually between the footway and the carriageway. Must be flush when provided for pedestrians, wheelchair users or cyclists.

‘Dutch-style’ roundabout

A type of roundabout where cyclists are physically separated from other road users with orbital cycle tracks. It is one of many types of roundabout seen in the Netherlands.

Dynamic envelope

The width required by a moving cyclist. Usually assumed to be 1000mm but varies by type and speed of cycle, being greater for wider models and at lower speeds.

Early release (at traffic signals)

Form of signal operation where the cycle signal gains right of way before its associated vehicle signal. This allows cycles to move away ahead of other vehicles – for example, at [ASLs](#).

Effective width

The usable width of a cycle lane or track, ie the actual width minus the clearance required to vertical objects and stationary or moving motor vehicles.

Elephants’ footprints (WBM 294)

Square-format road markings used to delineate a path for cycles and help them negotiate a complex junction layout or crossing. They are used in controlled situations where there are no conflicting movements with motor vehicles.

Entry treatment or Raised entry treatment

Raised carriageway surfacing at a side road junction, taking the form of a hump with ramps on either side and usually provided at footway level. The purpose is principally to slow vehicle movements at the junction.

EqIA – Equality Impact Assessment

Process for assessing the impact of a policy or change to the physical environment on accessibility generally and, in particular, on people with protected characteristics under the [Equality Act \(2010\)](#).

Equality Act (2010)

Legislation that requires public bodies to have due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it. This applies to the street environment and to public transport services and covers people using cycles as mobility aids.

Filtered permeability

An area-based network planning approach to improving conditions for cycling by removing through motorised traffic in zoned areas. Cyclists can pass freely through motorised traffic restrictions (such as [modal filters](#)) between zones and so are favoured in terms of journey time and convenience.

Flexible post

A type of [bollard](#) that 'gives' when struck, and can be struck repeatedly without needing to be replaced. Some types may be used as forms of [light segregation](#).

Footway build-out

Area of footway that extends out further than the previous kerb edge and narrows the carriageway.

FORS – Freight Operator Recognition Scheme

A free, voluntary scheme operated by TfL for road freight operators who deliver in and service London, or who intend to do so. It promotes safe working practices, legal compliance and safety of road freight operations in London. A certification system exists to manage the process by which companies can become FORS accredited.

Greenways

Various [shared use](#) route types largely or entirely off-highway – generally designed for people of all abilities to use on foot, cycle or horseback, for leisure, local connection or commuting.

Highways England

The government company responsible for operating, maintaining and improving motorways and major A roads in England.

Homezone

A group of streets and spaces designed primarily to meet the needs of non-motorised users and where the speed and dominance of motorised traffic is reduced. A 10mph limit normally applies.

Horizontal traffic calming

Forms of traffic calming that work by changing the width available for driving. Typically these take the form of static elements such as build-outs or traffic islands, but they may also utilise car parking or temporary features.

HRA – hot rolled asphalt

Type of positive-textured asphalt surfacing often used for carriageways.

Intergreen

In traffic signal design, the safety clearance between the end of the green signal giving right of way for one phase, and the beginning of the green signal giving right of way for the next phase.

Junction table or Raised table

Raised carriageway surface (often to footway level) at a junction, used as a speed control measure and a way of supporting pedestrian movement and pedestrian priority.

Jug handle

Dropped kerb and short ramp ahead of a junction or crossing allowing cyclists to leave the carriageway and access a dedicated or shared area to allow a turn to be made using the controlled facility.

Ladder-and-tramline

A type of **tactile paving**, consisting of flat-topped, widely spaced, parallel rib markings. It signifies a point of transition between a **partially separated** footway and a **shared use** footway and is usually applied in conjunction with a **raised delineator** strip.

Legible London

An easy-to-use wayfinding system, primarily aimed at pedestrians, presenting information in a variety of ways, including on-street signs and printed maps.

Light segregation

The use of intermittently placed objects to separate and protect a cycle facility (usually a marked cycle lane) from motorised traffic.

LCC – London Cycling Campaign

A 12,000-strong membership charity representing everyone who cycles, or wants to cycle, in Greater London.

LCN – London Cycle Network

A set of numbered and branded cycle routes delivered from 1995 onwards.

LCN+

A programme that set out to extend the **LCN** to a network of 900km of radial and orbital routes.

LLCS – Low-level cycle signal

A traffic signal dedicated to controlling cycle movements. Compared with a conventional signal head, it is smaller, features cycle symbols on the aspects and is mounted at a height closer to cyclists' eye level.

LTDS – London Travel Demand Survey

A continuous household survey of travel patterns in the London area. It has been undertaken and published by TfL every year since 2005/06.

LTN – Local Transport Note

Issued by the Department for Transport, these provide guidance for local authorities and summarise the latest and most important ideas about traffic management.

Mandatory cycle lane

A section of the carriageway marked by a solid white line that is designated for the exclusive use of cyclists during the advertised hours of operation. During those times, motor vehicles must not drive or park in these lanes, although there are some exceptions.

Manual for Streets

National guidance, published in March 2007, for practitioners involved in the planning, design, provision and approval of new streets, and modifications to existing ones. It aims to increase the quality of life through good design that creates more people-oriented streets. While the document focuses on residential streets, its principles may apply to any urban street. Manual for Streets 2, published in 2010, provides further detail on extension of the guidance to other contexts.

MAP – Model Auditing Process

A method for ensuring that traffic models are developed, calibrated and validated to an appropriate standard, as described in TfL's Traffic Modelling Guidelines (2010). MAP is a requirement for schemes that have an impact on the [TLRN](#) or Strategic Road Network.

Mesh density

A network planning tool and measure of how tight or loose is the grid formed by the cycle routes comprising the cycle network in a given area.

Mini-Hollands

A programme of intensive investment in three outer London town centres, focused on transformational infrastructure measures to promote cycling and including public realm improvements aimed at bringing wider benefits to the area.

Mini-Zebra

See [Zebra crossing](#).

Modal filter

A feature that prevents through-movement by some types of vehicle but allows it for others, typically cycles and emergency service vehicles.

NCN – National Cycle Network

A 14,000-mile long national network consisting of traffic-free paths and quieter on-road cycling and walking routes. Routes are numbered and signed, usually on red-coloured patch.

Network Management Duty

As established by the [Traffic Management Act \(2004\)](#), a requirement on local traffic authorities to manage their networks with a view to securing the expeditious movement of traffic (including pedestrian and cycle traffic) on the authority's road network.

Parallel priority crossings or 'parallel crossing'

A cycle crossing next to a zebra crossing where users of the main carriageway have to give way to both pedestrians and cyclists crossing that carriageway. Introduced in TSRGD (2016).

Parallel signal-controlled crossings

Signal-controlled crossings that operate at the same time but where cyclists and pedestrians have separate signals, waiting areas and marked crossings of the carriageway.

Partial separation

A type of marked provision for cyclists adjacent to and at the same level as a footway or footpath. The area for cycling is shown with a line marking or a raised delineator strip. Also known as 'segregated shared use'.

PCaTS – Pedestrian countdown at traffic signals

Additional feature at [Ped-X](#) and far-sided [Toucan crossings](#) providing users with a digital countdown in order to see how much safety crossing clearance time remains.

PCU – Passenger car unit

A unit of traffic flow, calibrating different users to a typical car, which equals 1 PCU.

Ped-X crossing

A signal-controlled pedestrian crossing type featuring far-sided pedestrian signals (ie for the pedestrian, the invitation to cross is visible on the other side of the road) and fitted with optional pedestrian countdown aspects.

Pedestrian crossings

One of various crossing types for pedestrians that do not allow cycle access. Includes signal-controlled types ([Pelican](#), [Puffin](#) and [Ped-X](#) crossings) and priority crossings ([Zebra crossings](#)).

Pedestrian refuges

See [Refuge islands](#).

Pedestrian Zone

Area closed to vehicles, including cycles – often marked with exceptions for loading. Cycles may also be specifically exempted, or they may be included by designating a ‘Pedestrian and Cycle Zone’.

Pelican crossing

A signal-controlled pedestrian crossing type with far-sided pedestrian aspects (ie for the pedestrian, the invitation to cross is on the other side of the road) and where the green man is followed by a flashing green man for pedestrians and a flashing amber for vehicles.

Phase (in traffic signal design)

Sequence of conditions applied to one or more streams of traffic (including pedestrians), which receive simultaneous identical signal indications. One complete sequence of all the phases (ie all the vehicle and pedestrian movements) is known as the signal cycle.

Pinch point

Locations where the carriageway narrows, often as a result of traffic calming measures or addition of [refuge islands](#). Unless well designed, they can add to collision risk and discomfort for cyclists by forcing them into close proximity with motorised traffic.

Play Street

Temporary closures to through traffic for a single or recurring event, allowing people to occupy the carriageway space for activities such as children’s play.

Pocket

A short additional lane on an approach or within a junction reserved for a specific movement, and which may or may not be protected by a [refuge island](#). Some pockets provide for cycle-only movements.

Point closure

Method of closing a street to through-traffic, ideally in the form of a [modal filter](#) (ie allowing access for cyclists).

Priority junction

A junction where the priority is shown by 'give-way' road markings – ie the minor arm gives way to the major arm.

Primary riding position

One of two recommended ways of cycling on-road, defined in relation to the movements of other vehicles. If there is insufficient space to adopt the [secondary riding position](#) safely, the best course of action for the cyclist is to ride in such a way that they are as visible as possible and cannot be overtaken.

Primary signal

A traffic signal associated with the stop line, normally mounted on the left-hand side of the carriageway.

PSV – Polished stone value

A measure of the skid resistance of a surfacing material. Carriageways should have a minimum PSV of 55.

P2W – Powered two-wheeler

Generic term for motorcycles and mopeds.

Puffin crossing

A signal-controlled pedestrian crossing type featuring near-sided pedestrian aspects (ie for the pedestrian, the invitation to cross is next to the push-button) and without a flashing green man and flashing traffic amber.

Detectors allow for the extension of crossing time if pedestrians remain on the crossing, or for cancellation of the 'green man' if it is no longer needed.

Quietway

A branded cycle route type established by the Mayor's Vision for Cycling (2013). Quietways are strategic routes using less heavily trafficked local streets and off-carriageway facilities.

Raised delineator

A raised strip, between 12 and 20mm high, that separates areas used by cycle and pedestrians when they are at the same level. It is defined in [TSRGD](#) (as diagram number 1049.1) and therefore has legal status as a road marking.

Refuge islands

Islands in the carriageway to support either pedestrian crossing or vehicle right turns (which may include cycle-only turning pockets). Their placement and design should avoid creating hazardous pinch-points for cyclists.

Restricted Parking Zone

A type of parking restriction that can be applied uniformly across an area and avoids the need for yellow or red line markings or kerb markings. It can be defined in such a way as to allow parking or loading only in marked bays.

Road Traffic Regulation Act (1984), or RTRA

An Act of Parliament providing powers to regulate or restrict traffic on UK roads.

Route Delivery Plan

A report produced for each [Quietway](#) route, exploring delivery options, feasibility and costs, and focusing on the main locations for intervention.
Rumble strip

A series of raised strips across a carriageway or along its edge that changes the noise a vehicle's tyres make on the surface, thereby warning of speed restrictions or the edge of the road.

Safety strip

See [Buffer](#).

Scramble

See [Simultaneous greens](#).

SCOOT – Split Cycle Offset Optimisation Technique

A tool for managing and controlling traffic signals on a second-by-second basis. Traffic light sequences can be adapted so as to respond to traffic conditions quickly and effectively.

Secondary riding position

One of two recommended ways of cycling on-road (see also [primary riding position](#)), defined in relation to the movements of other vehicles. Cyclists may safely ride on the nearside of other vehicles if there is sufficient width to be overtaken with adequate clearance.

Secondary signal

A repeater traffic signal duplicating the display of the primary signal.

Segregated cycle lane/track

Cycle facility separated by a continuous or near-continuous physical upstand along links (usually verges or kerbed segregating islands). Whether it is technically a lane or a track depends on how it was created.

Segregated shared use

See [Partial separation](#).

Shared use area, footway or path

A footway, footpath or part of any public space shared between pedestrians and cyclists but where motorised vehicles are not permitted. It is identified by the shared use sign – a blue circle with white pedestrian and cycle symbols. In these spaces, pedestrians have priority.

Shared space

A design approach that seeks to change the way streets operate by reducing the dominance of motor vehicles, primarily through lower speeds and encouraging drivers to behave more accommodatingly towards pedestrians and cyclists.

Shared surface (level surface)

A street or space either with no distinction between footway and carriageway or no kerb upstand between the two.

Sheffield stand

A type of tubular cycle stand, common on London's streets.

Sinusoidal hump

A 'cycle-friendly' road hump, having ramps with an 'S'-shaped profile and being relatively comfortable for cyclists to ride over while having a speed-reducing effect for other vehicles.

SMA – Stone mastic asphalt

A generic term for certain types of asphalt road surfacing, including thin surface course systems (TSCS).

Speed cushions

Small speed humps installed across the road with gaps at distances that, ideally, allow certain users such as buses and large emergency service vehicles to pass easily, but force most other motorised vehicles to slow down to negotiate the humps.

Speed humps

Raised areas, typically placed horizontally across the carriageway, designed to reduce traffic speeds. The ramps either side of the hump should have a [sinusoidal](#) profile so as to minimise discomfort to cyclists.

Splitter island

A traffic island used to split different traffic streams, which could include users of a cycle lane and a general traffic lane.

SSD – Stopping sight distance

The distance a road user needs to see in order to stop completely – usually applied to sight-lines at a junction.

Stage (in traffic signal design)

The period within a traffic signalling cycle that gives right of way to one or more particular traffic movements. A stage starts when the last of its associated phases commences and ends when the first of its associated phases terminates.

Stepped track

A cycle track at an intermediate level between the footway and main carriageway, with or without a buffer. Also known as a hybrid track.

Street types

A method of categorising streets by the combination of their 'place' and 'movement' functions, as established by the Roads Task Force. TfL is working with London boroughs to classify every street into one of the nine identified street types.

Stroke width

A measure of the spacing between lines on a traffic sign. See [x-height](#).

Suggested route

Informal indication of the presence of or a likely route for cyclists in a [shared use area](#), often achieved through changes in material or inlaid signing.

Tactile paving

Textured paving that helps people with sight impairments to read the street environment around them by feeling the change in surface underfoot and/or seeing the change in material (see [tonal contrast](#)). Types include: [blister](#), [corduroy](#), [ladder-and-tramline](#) and the [raised delineator](#).

TAL – Traffic Advisory Leaflet

Information leaflet issued by the Department for Transport, providing information and guidance for using traffic equipment and implementing traffic regulations and policies.

Tiger crossing

A 'cycling Zebra' or priority crossing with the crossing area shared between cyclists and pedestrians. It is a hypothetical crossing type that does not currently exist in UK regulations.

TLRN – Transport for London Road Network

The roads for which Transport for London is directly responsible – also known as 'red routes'. They make up around 5% of the road network in London and carry over 30% of the traffic.

Traffic Management Act (2004), or TMA

An Act of Parliament that sets the regulations governing street works.

TRL – Transport Research Laboratory

An independent private company offering a transport consultancy and research service to the public and private sector. It was established by the Government in 1933 as the Roads Research Laboratory and privatised in 1996.

Traffic Regulation Order (TRO) or Traffic Management Order (TMO)

A mechanism under the [Road Traffic Regulation Act \(1994\)](#) allowing highway authorities to regulate and manage the speed, movement and parking and loading of vehicles and to regulate pedestrian movement on their network. TMO is the more commonly used term in London. TMOs require a statutory consultation period and are required for various kinds of infrastructure, including mandatory cycle lanes, cycle exemptions and cycle contraflows.

TSRGD – Traffic Signs Regulations and General Directions

The document setting out regulatory signs (including road markings) and conditions for their application on the public highway. The current version was published in 2016.

Tonal contrast

Use of tone rather than colour to enable features such as street furniture or tactile paving to be distinguished from the surrounding environment by anyone with reduced vision.

Toucan crossing

A signal-controlled crossing type featuring combined far-sided pedestrian and cycle signal (ie for the pedestrian/cyclist, the invitation to cross is visible on the other side of the road) that can be used by pedestrians and cyclists and where the waiting and crossing areas are shared between the two users.

Turning circle

The smallest circle that vehicle or wheelchair can make in order to change direction without needing to reverse – usually to make a 180-degree turn.

Two-stage turn

A manoeuvre allowing cyclists to make an opposed turn at a junction in two stages, without having to move across lanes of moving traffic. Between two traffic signal stages, the cyclist waits in the junction, away from the traffic flow.

Typically this enables a right turn from a nearside lane ('two-stage right' or '2SR') but it may also allow a left turn across opposing traffic flows where there is a two-way cycle track on one side of the carriageway.

Uncontrolled crossing

A pedestrian and/or cycle crossing where vehicles do not legally have to give way but may do so out of courtesy. They are used where vehicle flows and speeds give safe opportunities for crossing the street without the need for a controlled facility.

Unsegregated shared use

See [Shared use](#).

Urban clearway

A road where stopping on the main carriageway is not permitted during the advertised hours of operation, except to pick up or drop off passengers.

Value of time

The opportunity cost of the time spent on a journey, ie the amount that a traveller would be willing to pay in order to save time, or the amount they would accept as compensation for lost time.

Vertical traffic calming

Forms of traffic calming that rely on a change of level in the carriageway for slowing effect – typically [speed humps](#) or [speed cushions](#).

Visibility splay

The physical space at an access or junction through which a road user exiting from the minor arm needs good, clear visibility in order to see potential conflicts or dangers in advance of the distance they need in order to break and come to a stop (ie the [Stopping Sight Distance](#)).

x-height

A measure of the size of text on a sign. It refers to the height of the lower case 'x' in a given typeset. Other aspects of the sign are measured in relation to the x-height, such [stroke width](#) (sw), the spacing between lines. One stroke width is equivalent to one quarter of the x-height.

Zebra crossing

A controlled pedestrian crossing over a carriageway, distinguished by white stripes, zig-zag markings and belisha beacons. Users of that carriageway are required to give way to allow pedestrians to cross.

Cyclists are not committing an offence by riding across a zebra crossing, but the law does not demand that vehicles give way to them in the same way that they are required to do so for a pedestrian (or a cyclist wheeling their cycle across).

TSRGD (2016) allows for a simpler version of the zebra crossing (without zig-zag markings and with belisha beacons as optional) to be used for priority pedestrian crossings of cycle tracks.

