

Small Improvement Schemes Advisory Leaflet Pedestrian Crossings



Transporting Programme Team – September 2013

WWW.SOMERSET.GOV.UK



Informal Crossings

INFORMAL dropped kerb crossings, both with or without a central refuge island, ease the crossing movement and identify a preferred point at which pedestrians may cross. These are uncontrolled by virtue that they are not controlled by a button (in the case of a pelican, puffin or toucan) or presence of a pedestrian (in the case of a zebra)



WWW.SOMERSET.GOV.UK



Formal Crossings - Zebra

ZEBRA crossings are marked by black and white stripes across the road and flashing amber beacons. Their implementation on roads where traffic speeds are recorded as higher than 35mph is not recommended, unless traffic calming can be provided to reduce speeds. Additional parking restrictions or removal of existing parking may also be necessary to ensure visibility of the crossing. Installation of, or upgrade to the street lights in the vicinity of the crossing may be required.



WWW.SOMERSET.GOV.UK



Signal Controlled Formal Crossings

PELICAN (Pedestrian Light Controlled) crossings have red/ amber/ green signals facing drivers, and red man/ green man signal heads on the opposite side of the road to the pedestrians about to cross. A pedestrian push button unit operates these units.

PUFFIN (Pedestrian User-Friendly Intelligent) crossings differ from Pelican crossings as the red man/green man signals are above the push button unit on the pedestrians' side of the road. The demand for the crossing is still triggered by the push button, however kerbside pedestrian detectors are fitted to cancel demands that are no longer required.



WWW.SOMERSET.GOV.UK



Signal Controlled Formal Crossings

TOUCAN (Two-Can-Cross) crossings are designed for both pedestrians and cyclists. There is a green cycle symbol alongside the green man on the box. The crossing time is established by on-crossing detectors.

PEGASUS crossings are designed for horse and rider, although they can also be combined with cycle and/or pedestrian facilities. There is a horse and rider symbol on the signal head/box. The crossing time is established by on-crossing detectors.



Pegasus photo courtesy of
www.fullcontrol.org.uk

WWW.SOMERSET.GOV.UK



Locating a crossing

- Footway is required on both sides of the road for any type of crossing to be installed.
- A crossing must be a minimum distance away from a junction (5m for a zebra and 20m for signal controlled).
- Any crossing will be sited, away from vehicle accesses and will be designed so as not to restrict drivers turning into/out of these.
- The crossing must also be visible to drivers approaching for a desirable distance of 65m and an absolute minimum of 50m (at 30mph).
- It may also be necessary to install traffic calming measures on the approaches to a crossing, to slow vehicle speeds, and secure the minimum visibility/stopping requirements.
- If possible, a crossing will be located within the Highway Boundary, however, if private land is required, negotiations with landowners could affect where the crossing is constructed.
- The purchase of any additional land required could significantly delay, or prohibit the installation of a crossing.

What to expect if a formal crossing is installed

- Zig zag lines either side of the crossing. Vehicles cannot stop or park on or behind these lines including the pavement or verge.
- Installation of, or upgrade to the street lights in the vicinity of the crossing. Spot lights may also be needed at the crossing.
- Dropped kerbs and tactile paving (for visually impaired) will be installed.
- Additional parking restrictions or removal of existing parking bays may be necessary to ensure visibility of the crossing.
- If a zebra is installed, flashing belisha beacons on illuminated posts will be located on the pavement on either side of the road. Shrouds can be attached, to channel the light along the road rather than sideways into properties.
- If signals are installed, in addition to the lights, a beeping sound is made when pedestrians have the priority
- The traffic lights will be in operation 24 hrs a day, 7 days a week
- All schemes are subject to consideration/application of the Department for Transport guidelines. The type of crossing provided will be subject to the outcome of the design process.

WWW.SOMERSET.GOV.UK



**This document is also available in Braille, large print, on tape and on disc and we can translate it into different languages. We can provide a member of staff to discuss the details.
We value diversity. We are committed to promoting equality of opportunity and fair access to services based on need.**



RNID typetalk

WWW.SOMERSET.GOV.UK

