

Country Path Road Crossings

See also for Highways Agency (UK) rules on design

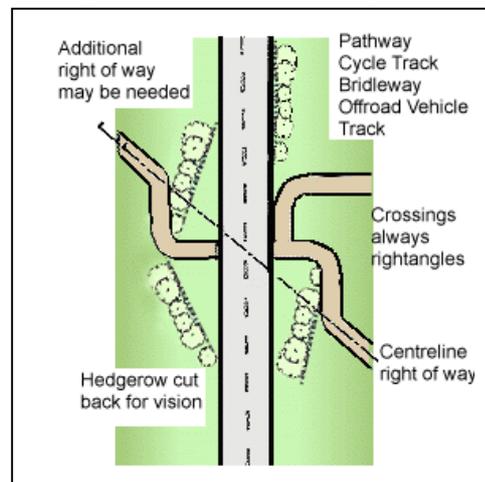
Note: the terms path and pathway are used to indicate any path, footway, cycle track, bridleway.

One of the greatest potential safety hazards to pathway and track users is when a pathway crosses a roadway, railway, watercourse, or another track. It is important that crossings are visible both to pathway users and to motorised vehicles. The best way to improve safety is to improve visibility. This guide is not intended to be comprehensive it is purely used to highlight some of the main barriers and their avoidance.

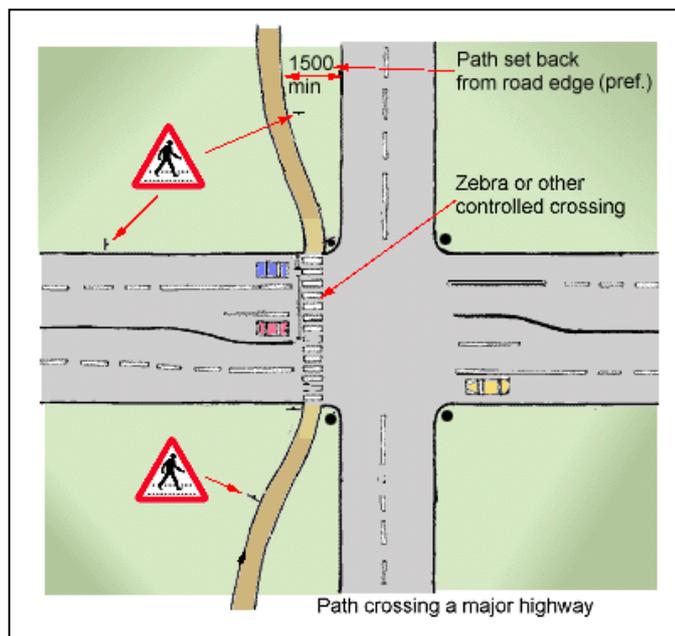
Crossings may be made at the same height as the carriageway or above or below it. This guide deals with crossings at the same level.

For waterway crossings, railway crossings and busy highway crossings bridging or tunnelling should be the preferred method of crossing. The need/cost/benefit equation should be calculated to decide which form of crossing is economically viable and provides adequate safety. Bridging and tunnelling are dealt with separately.

- § Where a pathway or track crosses a busy road the viability of providing zebra or controlled crossings should be evaluated. This will need to be discussed with the Local Authority.
- § Where a pathway or track is to cross a railway the railway authority must be contacted. The need for a controlled crossing tunnel or bridge should be evaluated.
- § Pathways should cross carriageways at right angles when ever possible. Where two paths approach a carriageway within a short distance the paths should be joined before crossing.
- § Hedgerows, overgrowth and walks should be cut back in a flare to provide vision space for path users and drivers.
- § Sufficient level space for pedestrians (including mobility vehicles and baby buggies), cyclists, and horses should be provided so that users can wait in safety to cross.
 - § For pedestrians 2500 x 2500 mm level space should be the minimum.

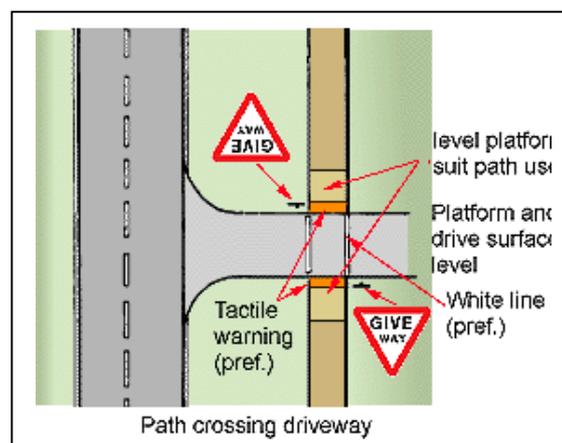


- § For cyclists 2500 x 2500 as a minimum, where tricycles and other specialist designs are likely to be used a 4000 x 3500 mm space should be considered.
- § For horses 4000 x 4000 should be the minimum. Horses should not share waiting space with pedestrians or cyclists as vehicle may cause the horse(s) to shy.
- § Vehicles need time to stop, and path user's space to enable them to judge traffic speed.
- § Crossings should never be sites on road corners, close behind rises or at other places where visibility is limited. Vehicles should be seen and be able to see at least 50 metres on slow roads and longer distances on fast roads.
- § Crossings should be at the same elevation as the carriageway surface. Where necessary a level waiting platform should be sited at the junction. Sufficient space should be available for those waiting to cross to stand away from traffic wind suction and water spray.



- § Where horses can be expected crossing users sufficient space for the horse to be held away from sudden noises and fast vehicles should be provided. Use of Controlled Pegasus crossings should be considered. (see the guide Gates & Barriers)
- § Where crossings are uncontrolled over busy roads consideration to providing sufficiently large central islands should be given. On fast roads islands should have substantial protection from vehicles; these barriers/bollards should not obstruct vision of seated people. Consideration to providing street lighting should be given.

- § Where access drives provide connections between residential, commercial, industrial, or institutional properties and an adjacent roadway, i.e. they serve only one or two specific properties. Traffic volumes are typically low and travel



at slow speeds. Paths adjacent to roadways may cross numerous access drives, depending on the density of the surrounding land use. See sketch for arrangement.

1.1 Pegasus Crossings

With increases in the average speed of motorists and more traffic generally, the British Horse Society recommends the use of subways or bridges for crossing busy roads. Where this is not possible, road crossings at grade can be made much safer by the use of light-controlled crossings, known as 'Pegasus Crossings' or 'equestrian crossings'.

Pegasus crossings are based on the arrangements for pedestrian facilities at junction signals. Such a crossing has a push-button control which, in time, causes the traffic lights to change. Of primary importance in the design of a Pegasus crossing is the time between the pressing of the button and the change of lights to stop the traffic

The DfT state (Traffic Advisory Leaflet 3/03 'Equestrian Crossings', Department for Transport, March 2003)

The following measures should be considered for equestrians:

1. Increase eye height to 2.7m when considering visibility requirements for riders;
2. Avoid situating crossing points in soft verges which contain dangerous items such as manholes, gullies and ditches;
3. Ensure that there is sufficient verge width to accommodate the horse(s);
4. Avoid excessive use of large road markings on the carriageway or crossing, which can disturb horses;
5. Avoid locating crossings where sudden noises are likely to occur;
6. Push button units should be installed at 2.0m height for mounted equestrians with additional units at standard height for the dismounted rider leading the horse;
7. Staggered crossings are not advised for equestrians;
8. Timings should take account the special needs of equestrians and the additional inter-green period;
9. Segregation of equestrians from pedestrians and cyclists."

1.2 Signage

- § Warning signs should be erected at the side of the carriageway to give advanced warning to motorists of a path crossing.
- § Tactile warning pavers should be provided for pedestrians and cyclists at crossings.

- § A warning sign should be provided for pedestrians and other path users.
- § Warning lights and audio beacons and controlled crossings may be provided. This should be based on the traffic speed and the number of potential users. See Controlled Crossings.
- § The crossing should always be marked on the road surface, as per highway standards.
- § Where there are signs or road markings required for many different users, designers must take care not to make the crossing visually confusing to road and path users alike. Multiple road markings are difficult for people with low vision and learning difficulties.

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