

Pedestrian Crossing of Cycleways – need for legibility and consistency

Bristol Walking Alliance (BWA) welcomes the introduction of segregated cycleways in new road schemes. But we would like to see a consistent approach to how pedestrian crossing points of cycleways are implemented.

In the latest papers for the Transport and Connectivity Policy Committee on 20th March 2025, plans for new segregated cycleways are included in three of the major road scheme proposals:

- College Green to Queens Road
- Temple Way
- Bedminster Bridges

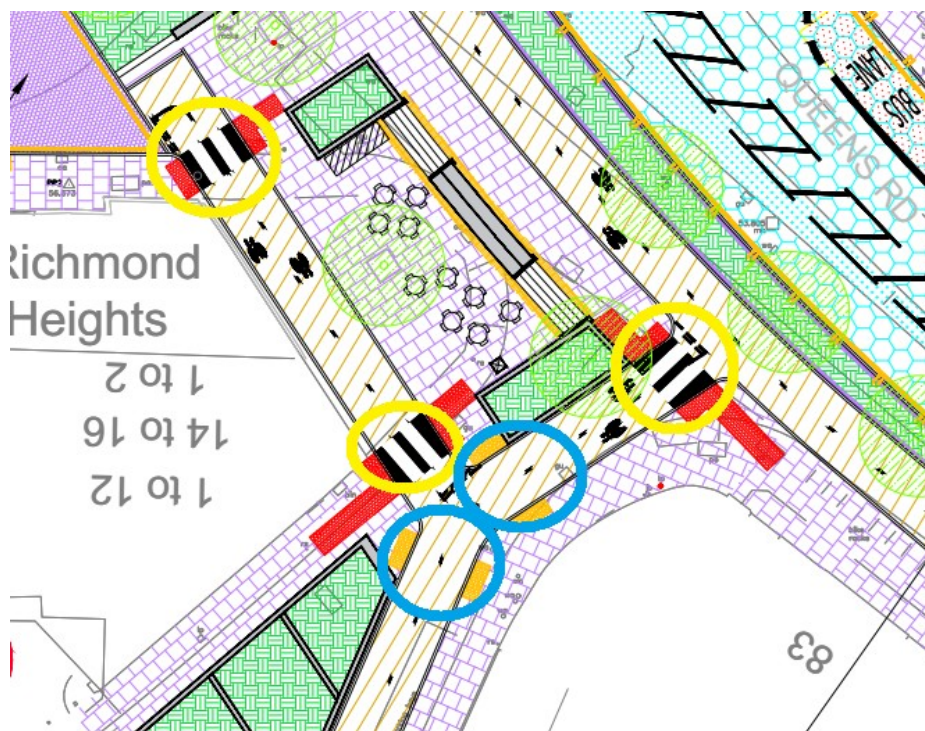
As is inevitable, by introducing new cycleways there is the need for points at which pedestrians travelling along the footway, or crossing the road, must also cross the cycleway.

It is important that, at such crossing points, it is clear who has the right of way and that this is conveyed by the infrastructure design, including the road markings, at the crossing.

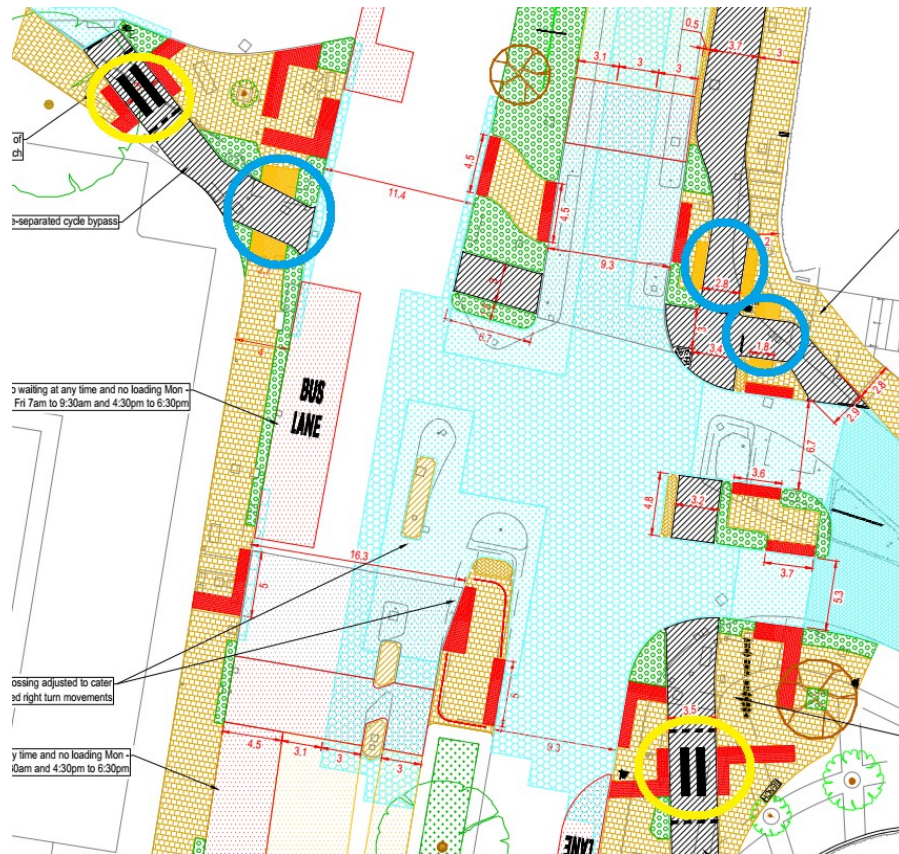
Marked and unmarked crossings

In the latest road schemes, zebra markings are used at some points at which pedestrians are expected to cross the cycleway, but not at others.

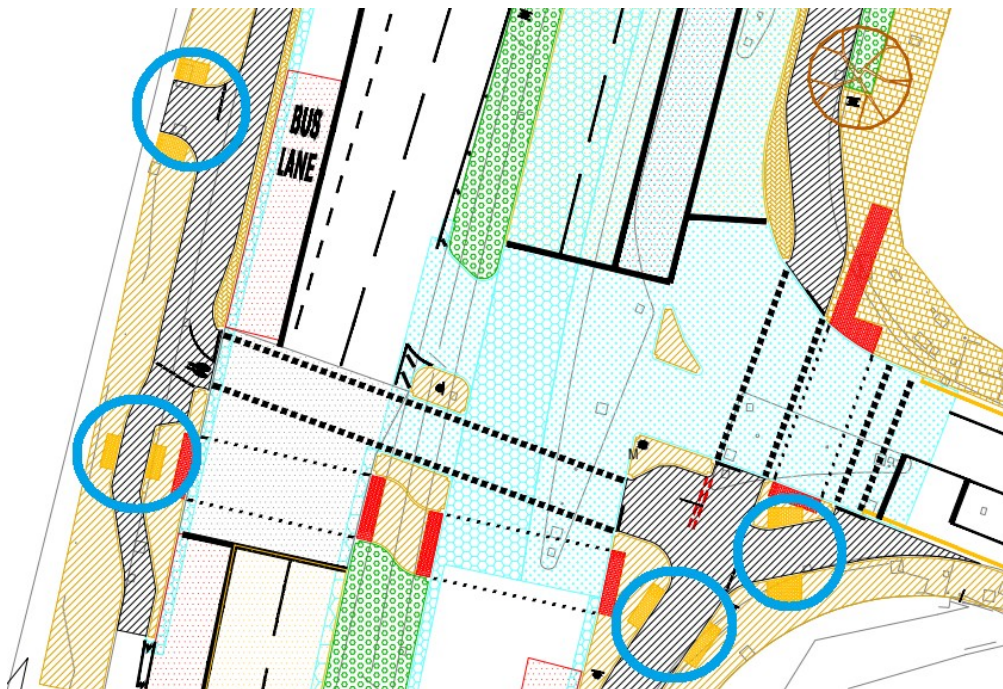
For example, in the Route 2 Corridor scheme there are five crossings in close proximity on the pedestrianised area **where Richmond Hill and Park Place meet Queens Road** (see diagram). Three of these have zebra markings (circled in yellow) but two don't (circled in blue).



Taking an example from the **Temple Way** scheme at the junction with **Temple Back East** again shows two crossings with zebra markings (circled yellow) and three without (circled blue).



Again from the **Temple Way** scheme at the junction with **Avon Street** there are four cycleway crossings without zebra markings.



LTN 1/20 Guidance

Local Transport Note 1/20 provides guidance on pedestrian crossings of cycle tracks, from which the following extracts are relevant.

6.2.29 Pedestrians should be provided with sufficiently frequent suitable opportunities and facilities to cross cycle tracks, particularly at locations such as bus stops and junctions. Where cycle flows are relatively light and in one direction, pedestrians can cross in the gaps between cyclists. On tracks that are two-way or with high cycle speed and flow, pedestrians should be provided with formal crossings.

6.2.31 Pedestrian priority crossings of cycle tracks can be either zebra or signal-controlled.

6.2.34 Tactile paving should be used where pedestrian routes cross cycle tracks and at crossing points. This paving should be red at zebra and signalised crossings.

So it appears that the current designs have chosen to make some crossings 'pedestrian priority' and given them zebra markings and red tactile paving, but other crossings are presumably not 'pedestrian priority' and have no markings, but they are clearly crossings because they retain buff tactile paving on either side.

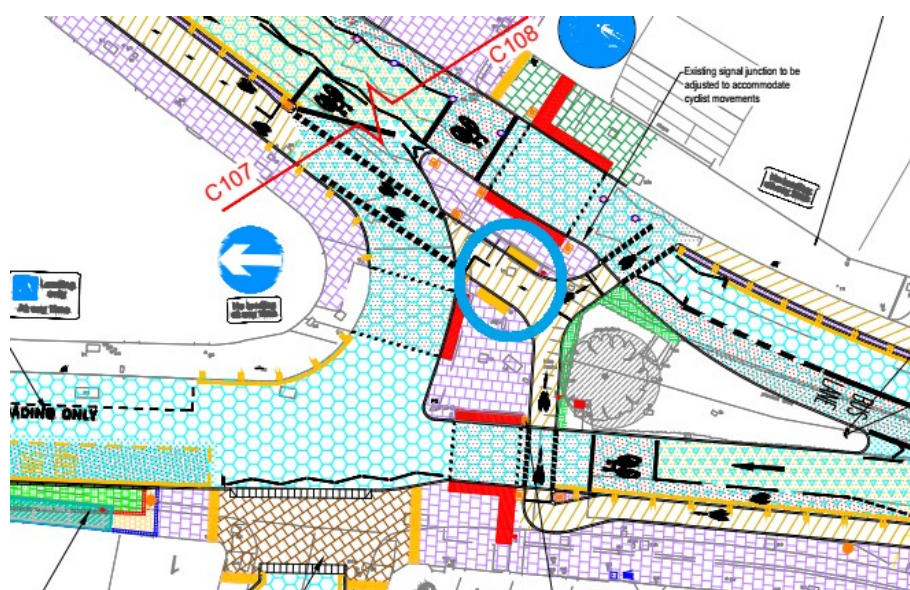
The choice of whether a crossing is 'pedestrian priority' or not in the three schemes seems arbitrary. It certainly does not follow the LTN 1/20 guidelines because several of the unmarked crossings cross two-way cycle tracks, which should therefore have zebra markings.

Need for consistency

At a marked crossing, it is clear from the zebra markings that cyclists should give way to pedestrians.

At an unmarked crossing, it is not clear who has the right of way. This is likely to be a cause of misunderstandings and potentially of collisions.

At least some of the unmarked crossings are likely to be heavily used by both pedestrians and cyclists / e-scooter users. As an example, this unmarked crossing (circled blue) is at the **junction where Queens Road splits at the Triangle**, near the south end of University Road.



Pedestrians are given signal-controlled crossings to cross the roads on each side, but are given no help to cross what is likely to be a heavily used two-way cycleway in the middle.

Need for legibility

In BWA's previous submission to the Transport and Connectivity Policy Committee concerning [Cycle Lane Legibility](#), we pointed out the hazards of pedestrians being unaware of cycle tracks due to insufficient legibility of markings.

It may be decided that the cycle tracks in these schemes will have a distinguishing surface colour to aid legibility. If this colour continues through the 'unmarked' crossings, it will presumably indicate that cyclists are being given priority over pedestrians.

We advocate that where a pedestrian desire line crosses a cycle track in a pedestrianised area, there should always be zebra markings. It then becomes clear that cyclists and e-scooter users should give way to pedestrians, corresponding to the road user hierarchy of modes set out in national policy, including the Highway Code, and in the Joint Local Transport Plan 4.

Bristol Walking Alliance
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enquiries@bristolwalkingalliance.org.uk