



# Standards and Guidance Documents

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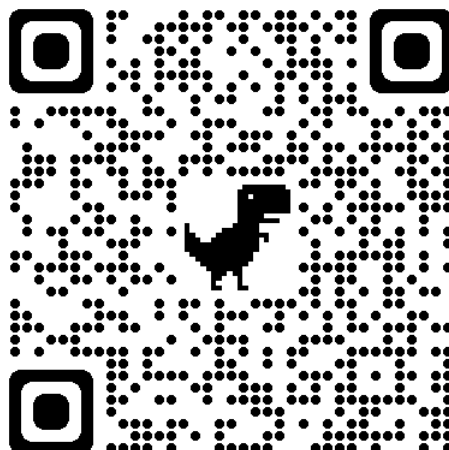
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## Pedestrian Facilities at Signal-Controlled Junctions

This Leaflet is in four parts. This part includes drawings referred to in Part 1

### GENERAL NOTES ON THE FOLLOWING DRAWINGS

The drawings are to show various options described in Part 1. They are not intended for replication as designs. For symbols see TR 2206A, Road Traffic Signals<sup>12</sup>.

The majority of push buttons shown encourage pedestrians to look towards the nearest flow of oncoming vehicles. If the push button provided is not to the right of the waiting area, an additional one is shown for the use of blind pedestrians. The designer may wish to provide additional units if local conditions make this desirable. See Part 3 for the correct orientation of the push button/nearside signal. The designer should specify this, perhaps on the drawing.

The number and position of the signal heads is typical but the designer must decide on the actual layout after assessing site conditions and considering the advice in Local Transport Note 1/98, The Installation of Traffic Signals and Associated Equipment<sup>13</sup>. Some of the drawings show nearside pedestrian signalling, others farside. This acknowledges the current situation but it is not intended to show the suitability of either type to a particular situation.

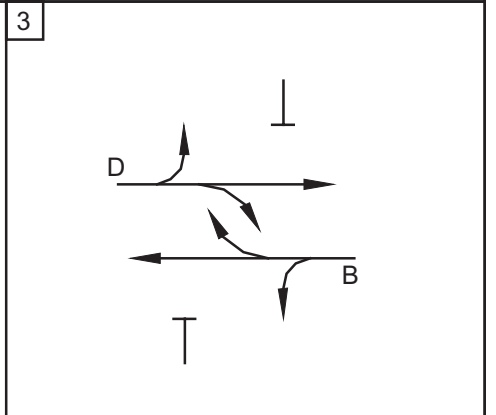
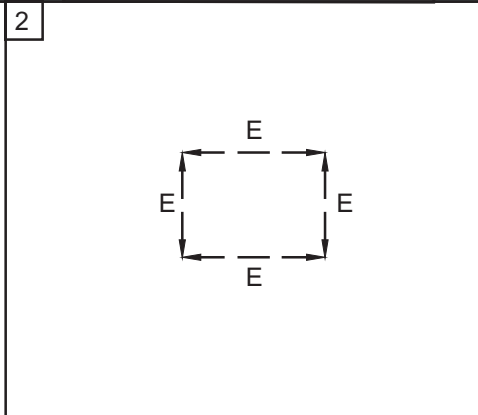
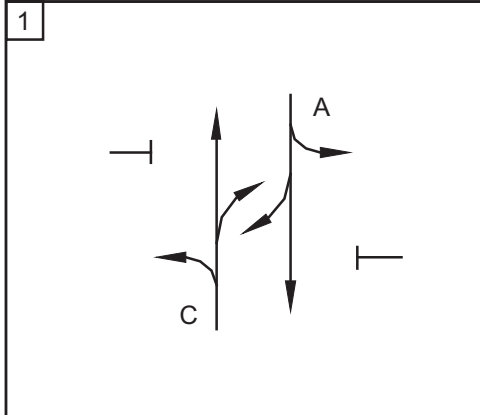
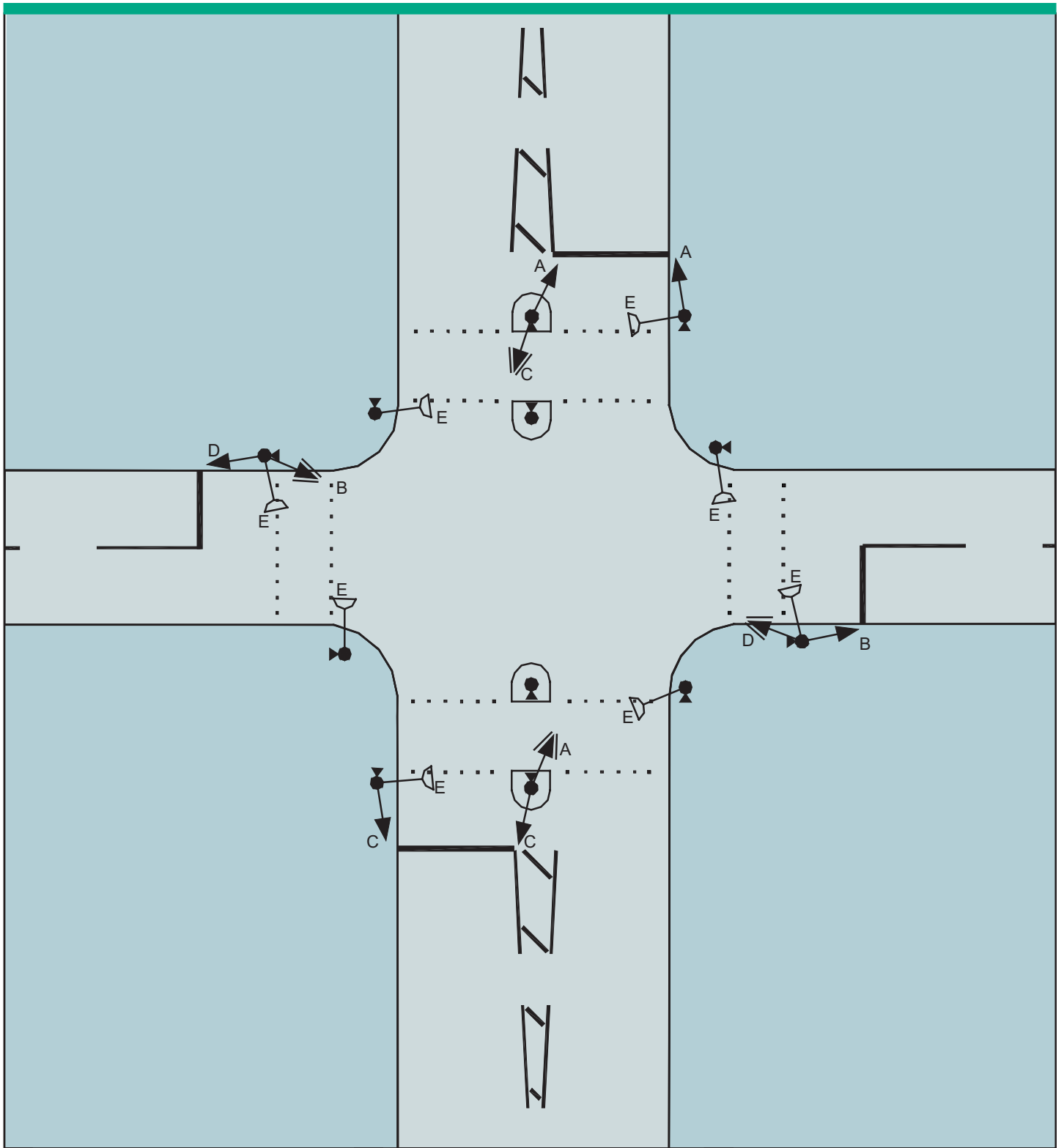
For simplicity, tactile paving is not shown but it is recommended that it is incorporated, at the detailed design stage, alongside other features for disabled people.

Guardrailing and advanced cycle stop lines have also been omitted for clarity. The designer will need to consider both in the layout.

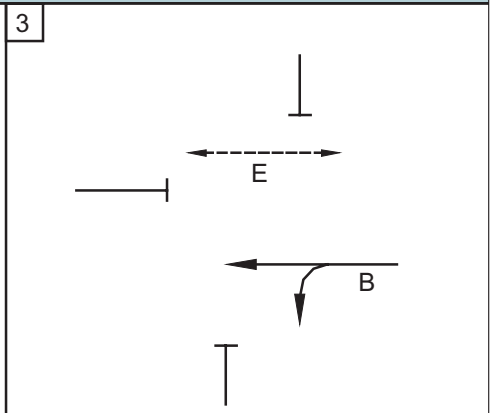
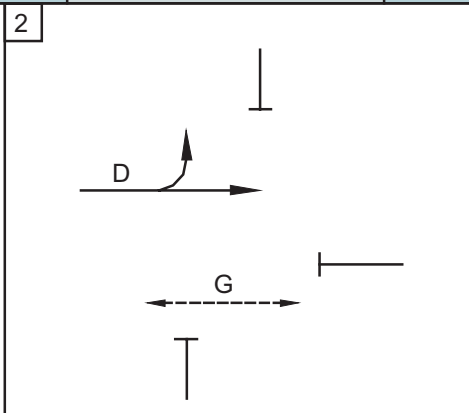
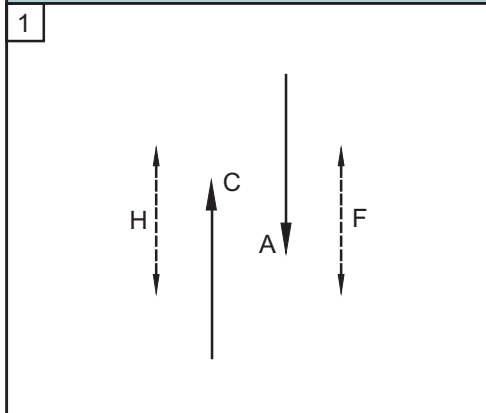
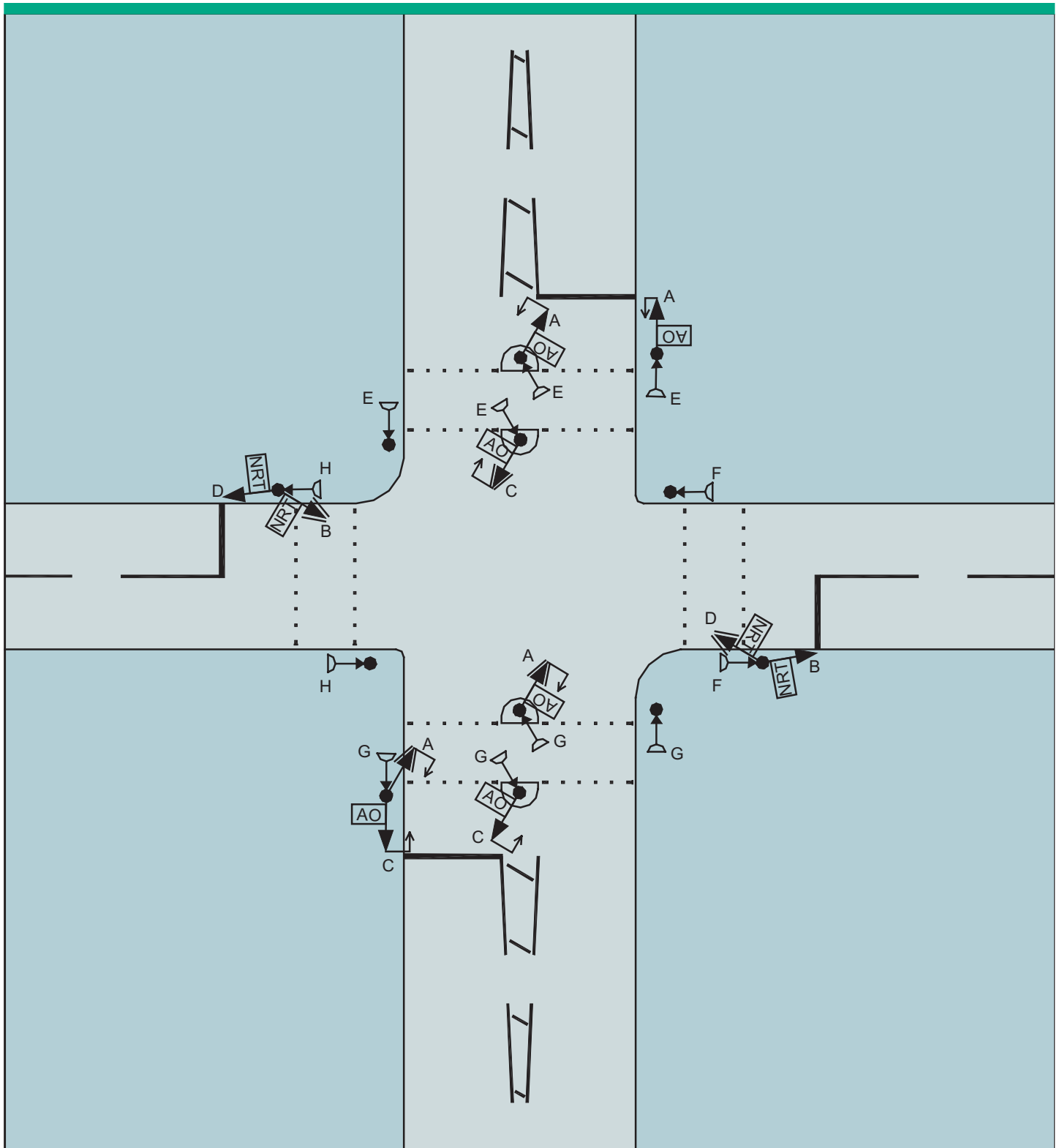
Parallel stage streaming is shown on some drawings. The configuration shown is only an example and the detailed design will depend on the site. Parallel stage streaming may not be necessary. It can, however, give a greater flexibility for the appearance of the pedestrian phase.



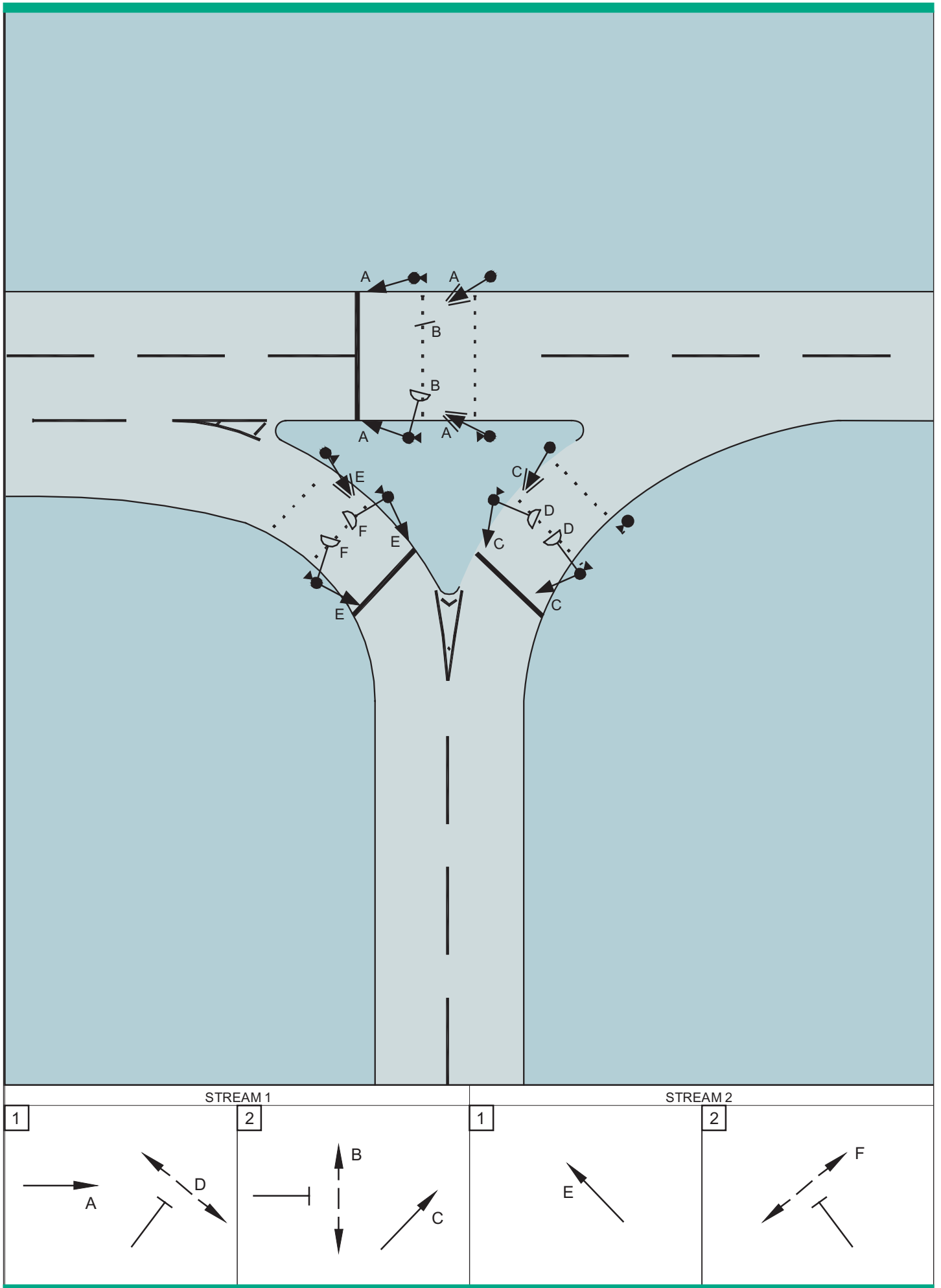
# DRAWING 1. FULL PEDESTRIAN STAGE



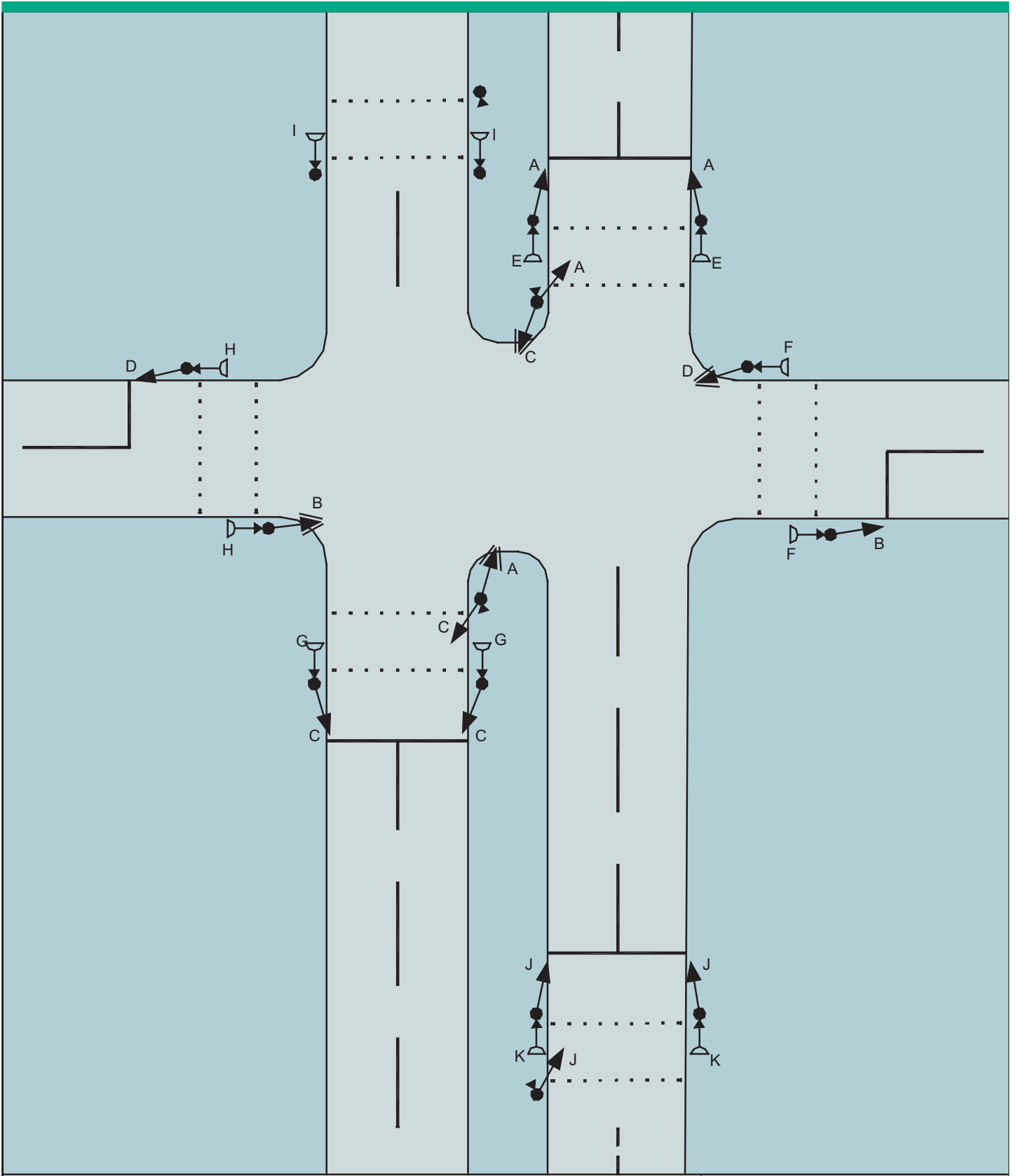
DRAWING 2. PARALLEL PEDESTRIAN STAGE



DRAWING 3. PARALLEL PEDESTRIAN STAGE (ONE WAY STREET ARRANGEMENT)

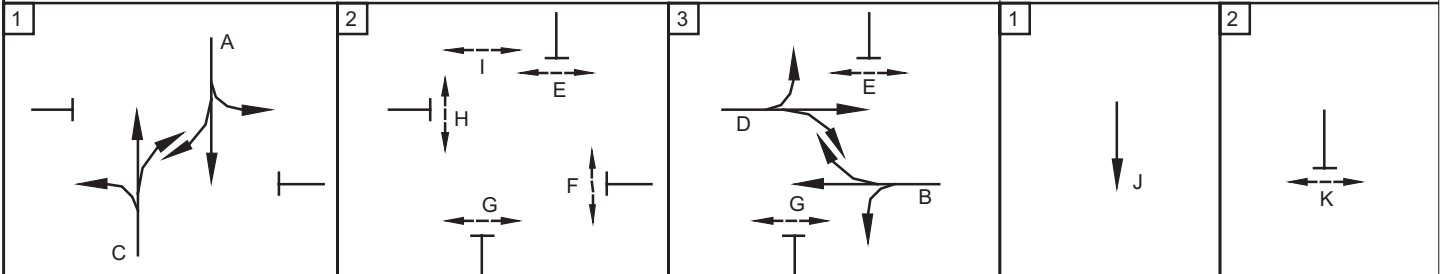


**DRAWING 4. STAGGERED PEDESTRIAN FACILITY**

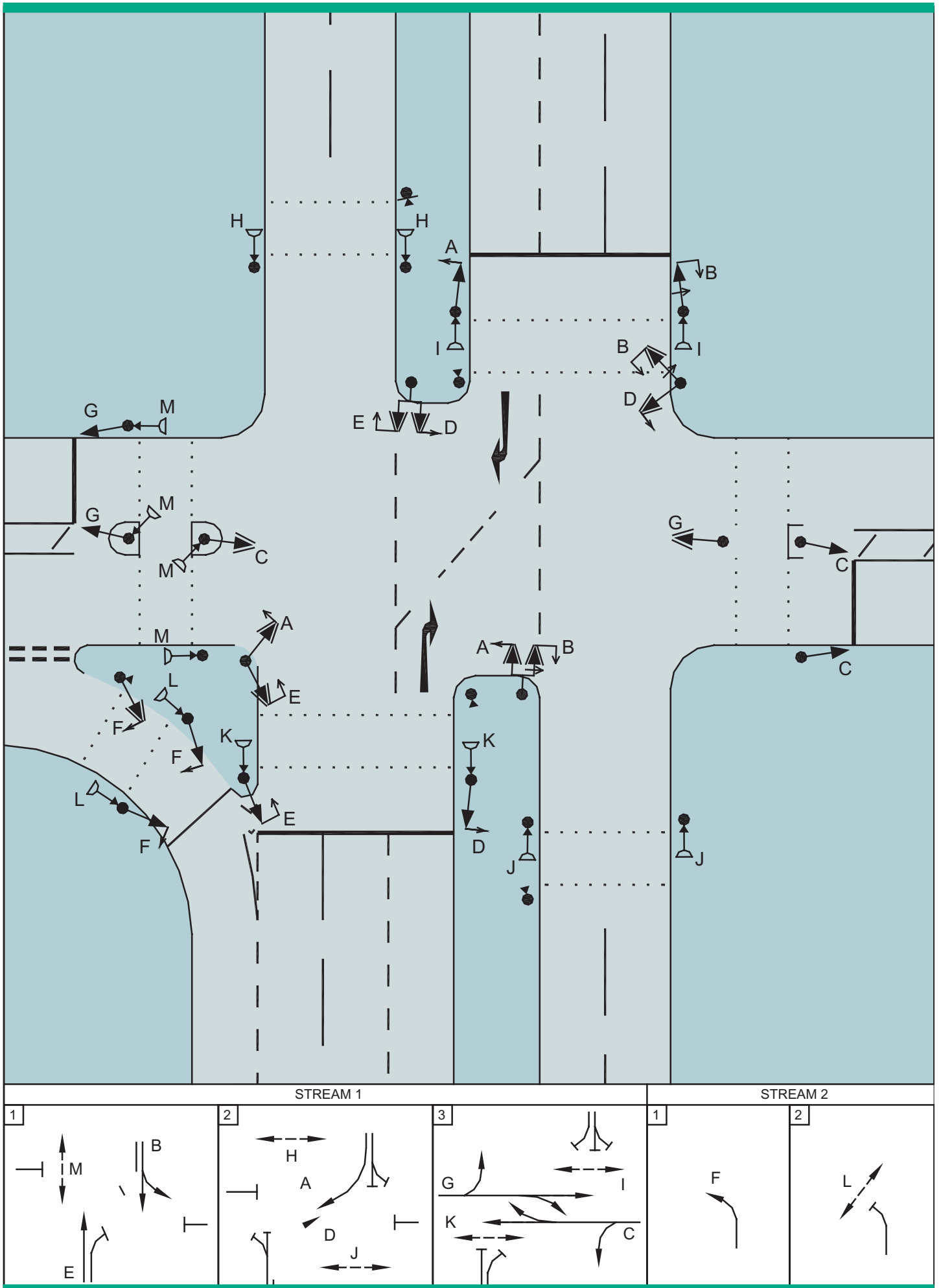


STREAM 0

STREAM 1

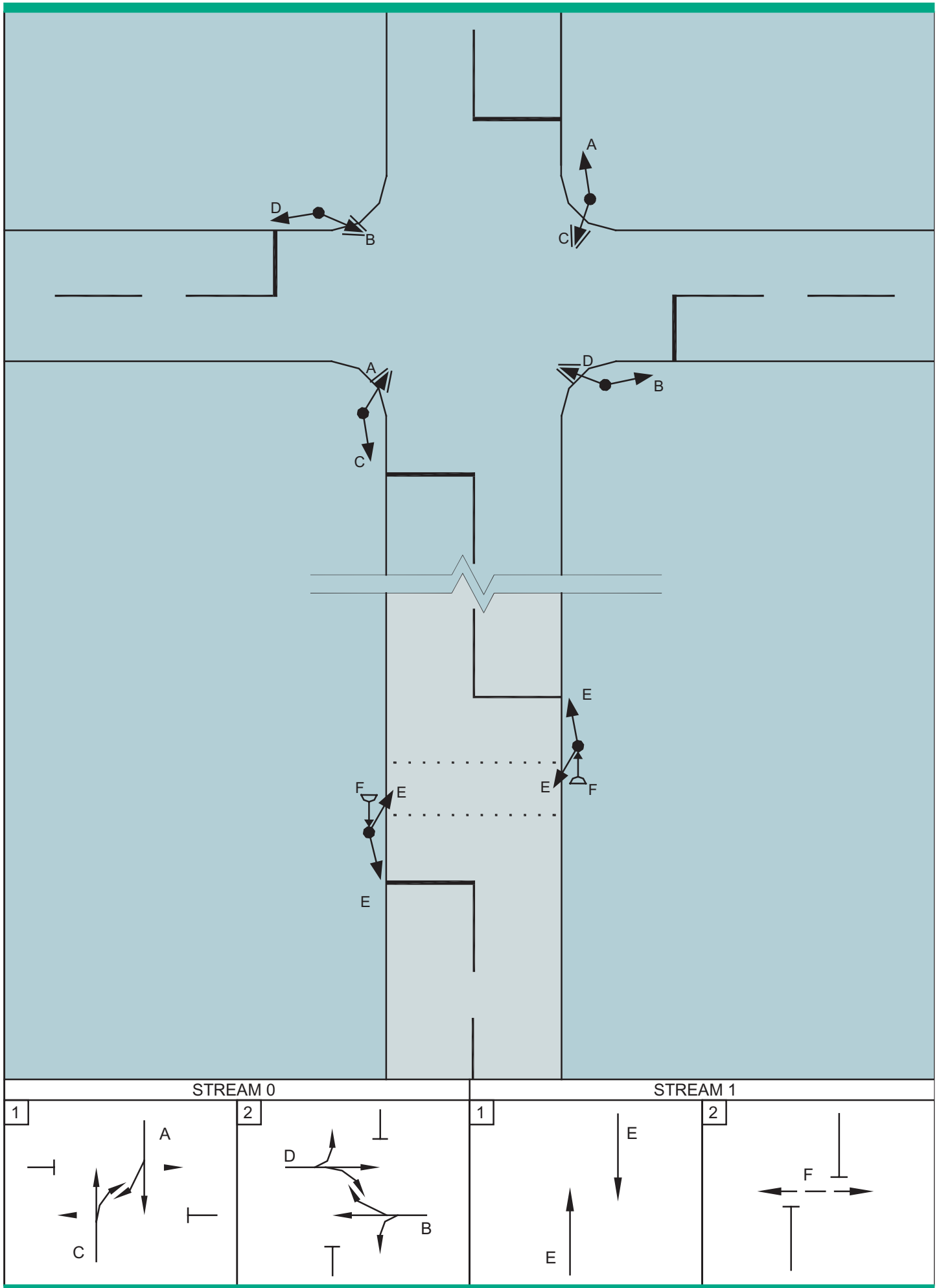


**DRAWING 5. STAGGERED PEDESTRIAN FACILITY (NON-LOCKING RIGHT TURN)**





DRAWING 6. DISPLACED PEDESTRIAN FACILITY



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From the DfT homepage, click on Roads and Vehicles, then Traffic and Parking Management and then Traffic Advisory Leaflets.

The Department for Transport sponsors a wide range of research into traffic management issues. The results published in Traffic Advisory Leaflets are applicable to England, Wales and Scotland. Attention is drawn to variations in statutory provisions or administrative practices between the countries. The Traffic Advisory Unit (TAU) is a multi-disciplinary group working within the Department for Transport. The TAU seeks to promote the most effective traffic management and parking techniques for the benefit, safety and convenience of all road users.

#### Department for Transport

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#### Scottish Executive

Within Scotland enquiries should be made to:  
Scottish Executive, Development  
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e-mail: [roadsafety2@scotland.gsi.gov.uk](mailto:roadsafety2@scotland.gsi.gov.uk)

#### Llywodrath Cynulliad Cymru Welsh Assembly Government

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e-mail: [keith.alexander@wales.gsi.gov.uk](mailto:keith.alexander@wales.gsi.gov.uk)



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