

Glossary of Terms



Shared-Use Pedestrian and Cycle Path

A path which is shared by more than one mode of transport. In the context of our proposals, this is an area where people can both walk and cycle



Two-way Cycleway

Also known as a 'bi-directional' cycle way, this is a lane for cyclists which is physically separated from the road, and it runs in two directions.



One-way Cycleway

Also known as a 'uni-directional' cycle way, this is a designated path for cyclists that allows riders to travel in a single direction, separate from other traffic. This dedicated space can be on the road, marked with painted lines or coloured paving, or physically separated with kerbs or level differences.



Zebra Crossing

A Zebra Crossing is a pedestrian crossing marked by black and white stripes on the road and flashing amber lights on the pavement. It indicates that pedestrians (i.e. people walking) have priority over vehicles, and traffic is expected to stop once a pedestrian has started crossing.

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As there are no traffic lights, a zebra crossing is considered an uncontrolled pedestrian crossing.



Toucan Crossing

A Toucan Crossing is a type of crossing designed to help both pedestrians and cyclists cross the road safely. It is named "Toucan" because "two can" use it together – pedestrians and cyclists.

The crossings have traffic lights that stop the vehicle traffic, allowing pedestrians and cyclists to cross the road at the same time.



Parallel Crossing

Parallel crossings enable cyclists to cross a road safely with the same level of priority as a zebra crossing gives a pedestrian. They are designed to make cyclists' journeys safer and easier.



Pedestrian Crossing Island

A pedestrian crossing island is a small, safe area located in the middle of the road. It is designed to assist pedestrians in crossing the road in two steps, making the process easier and safer.

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Walking/Wheeling

The term 'wheeling' includes various forms of mobility and transportation modes involving wheels, such as wheelchairs, mobility scooters, prams, or any other wheeled devices. By including wheeled modes in the context of our schemes, it broadens the scope beyond walking and cycling to be more inclusive of people with diverse mobility needs and preferences.



Bus Priority Signals

Bus priority signals are a way of reducing journey times and improving the reliability of bus services when passing through traffic lights. Priority can be given to buses through extending the green traffic light phase and/ or by reducing the green time for other road users. This way, buses have more time to pass through the traffic lights and are less likely to be delayed.



Dedicated Bus Lane

A dedicated bus lane is a traffic lane that is solely for buses. Often, they operate during specific days and times and are designed to speed up journey times that would otherwise be held up by traffic congestion.

Bus lanes are shown by road markings and signs that indicate the periods of operation and if any other vehicles are permitted to use the bus lane. Bus lanes are enforced by issuing Penalty Charge Notice, sometimes called a traffic ticket, using Automatic Number Plate Recognition (ANPR) cameras.

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Street Furniture

A collective term for objects and pieces of equipment installed on streets and in public spaces. They provide various functions for pedestrians, cyclists, and the public, and can enhance urban environments. Examples of street furniture include benches and seating, street lighting, bins, public art, cycle parking and planters.



Intelligent traffic management

A term used to define technologies used to make best use of the available road space and adjusting traffic signals to respond in response to real time demand.



Quiet Street

A street with no through traffic that is quiet and safe for people walking, wheeling and cycling.

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UTMC

Urban Traffic Management & Control (UTMC) Systems are aimed at improving traffic management in cities. They use technology and information such as traffic lights, cameras, and sensors on roads. This data is used to make decisions, such as adjusting traffic light timings or suggesting alternative routes to ease congestion. Essentially, UTMC systems help cities handle traffic better, making journeys smoother for everyone.



Pedestrian and cycle priority junction crossings

These crossings are designed to make it safer and easier for people walking, wheeling or cycling to cross the road. They give priority to pedestrians and cyclists over vehicles, meaning that cars and other vehicles have to wait for people walking, wheeling and cycling to cross safely. They often include features like raised platforms, road markings, or signals to help alert drivers and ensure everyone's safety.