



Equestrian Crossings

SUMMARY

Local Transport Note 1/95 (LTN 1/95), *The Assessment of Pedestrian Crossings*¹, gives details of the assessment method for pedestrian crossings. Once a decision has been made to install, Local Transport Note 2/95 (LTN 2/95), *The Design of Pedestrian Crossings*², covers design considerations and details. LTN 1/95¹ notes that facilities for equestrians and cyclists can be assessed in a similar way. Both documents should be read in conjunction with this leaflet, which gives supplementary guidance on equestrian crossings.

An equestrian crossing can be for horse and rider alone, or combined with cycle and/or pedestrian facilities.



March 2003

Traffic Advisory Unit

INTRODUCTION

Accidents involving ridden horses can be very serious for all concerned. Reduction of the potential hazards by the provision of road crossing facilities should be considered. However, it should not be assumed that the provision of a crossing alone would necessarily lead to a reduction in road accidents. Much depends on the design of facilities and the intrinsic safety of the site.

TA 57, Roadside Features³, looks at the initial process for a site: possible use of grade separation, visibility requirements for riders, holding areas for horses etc. Although written for high-speed roads, this document should be read in order to appreciate the special needs of equestrians. Much of the advice will be applicable for all roads.

If it is decided not to use grade separation (see TA 57³) the choice is between crossing places which are not controlled by traffic light signals and those that are. The latter have been referred to by some as Pegasus Crossings.

The process in LTN 1/95¹ should now be followed. It describes a framework method of assessing an individual site for a pedestrian crossing. The same methodology can be used when assessing crossing places for cyclists and equestrians. Details will be different and some, such as the increased headway necessary, are described in TA 57³. Others will be covered either in this document, or in TD 50, The Geometric Layout of Signal-controlled Junctions and Signalised Roundabouts⁴.

CROSSINGS NOT CONTROLLED BY TRAFFIC LIGHTS SIGNALS

These include the “do nothing” option in LTN 1/95¹. This may be suitable, say, where a bridleway crosses a road, the visibility is adequate and the vehicular flows and the 85th percentile speeds are reasonable. The bridleway typically has a good surface and there is space for all users to wait in safety.

Sites can also have modifications as suggested in TA57³: holding area, signs, improved surface etc.

SIGNAL-CONTROLLED CROSSINGS

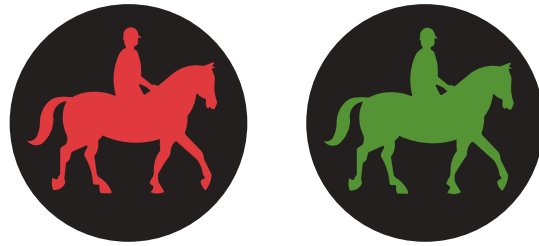
This section is primarily aimed at stand-alone crossings, although signal-controlled equestrian facilities at signal-controlled junctions would follow the same rationale. They are primarily intended for use by a horse and rider and are not suitable for horse-drawn vehicles.

The design and implementation process should follow TA 84⁵. Reference should be made to TD50⁴ for all

general layout features, including the design speed and Local Transport Note 1/98, The Installation of Traffic Signals and Associated Equipment⁶, for installation. The latter includes guidance on signal head alignment.

SIGNALS

The Traffic Signs Regulations and General Directions 2002 (TSRGD)⁷ introduced signals for use at equestrian crossings. Authorisation is now not necessary. Both nearside, as at a Puffin crossing, and farside signalling are included. At the time of writing only farside signals are commercially available.



Designers wishing to use nearside signals should check with the Highways Agency's Bristol Office, on 0117 372 8215, to check for availability.

The TSRGD 2002⁷ also introduced zig-zags, diagram 1001.3, for equestrian crossings. A minimum of a 3 metre gap is now recommended between the stop lines and the nearest line of crossing studs, shown in diagram 1055.1, or 1055.2. It should be remembered that in common with others, such as the Puffin, Pelican and Toucan crossings, zig-zags must be used where the vehicle stops solely for those wishing to cross the carriageway. Generally, this is for stand-alone crossings. Where a vehicle may stop for other vehicles on opposing approaches, regardless of whether it stops to allow people to cross, zig-zags must not be used. Typically this would be at junctions. If the designer is unsure they should check with the Department.

PUSH BUTTONS

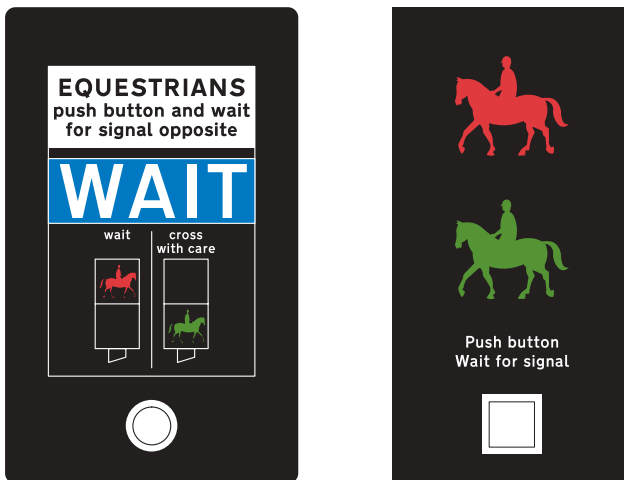
The TSRGD 2002⁷ should be referred to for the correct combination of push button and signal. See diagrams 4003.2, 4003.3 and 4003.4 of TSRGD⁷.

On a normal two-way road the equestrian push button unit should be located to the right of the rider. This is to encourage the rider to look first towards the nearest approaching vehicles and particularly important with nearside signals.

At an equestrian crossing on a one-way street, or at staggered crossings, the general rule is that the push

button unit should be located at the side of the crossing where traffic is approaching. Push buttons associated with the pedestrian/cyclist part, if supplied, will follow the normal rules.

As a rider of a horse can typically be 1.8m from the front of the horse, it is essential that the push button is sited sufficiently far back from the carriageway. It is thought that 2 metres is a likely minimum. This push button should be mounted at a height above ground level to enable riders to press it without dismounting. It is thought 1.5m is a likely minimum.



It may be appropriate to have the push button at a much greater distance than 2m. See Timings. Much will depend on the actual layout.

The British Horse Society (BHS), 01926 707781, is willing to give advice in individual cases.

ROAD SURFACING & PAVING

LTN 2/95² gives advice on carriageway surfacing on the approach to crossings.

Dropped kerbs should be provided for the equestrian crossing. To ensure that blind and partially-sighted pedestrians do not mistake this for the pedestrian part, there must be at least a 25mm upstand, even after maintenance surface treatment. Tactile paving must not be used at the equestrian section.

If there is an adjacent pedestrian crossing facility, however, this should be provided with tactile paving - as specified in Guidance on the Use of Tactile Paving⁸.

HOLDING AREA

It is desirable that a holding area, for horses and their



riders should be provided at equestrian crossings. If there is a footway the holding area should be located behind it.

Guidance on a suitable layout and materials for holding areas can be found in TA 57/87³ Figure 11.

If possible, the arrangement should result in the rider being in line with the crossing rather than parallel with the kerb/footway edge.

Even if there is a lack of space, some form of barrier, or guardrailing should be provided as a minimum to define the limits of the holding area.

A grassed surface may be satisfactory within the holding area but for heavily used crossings, and on cohesive soils, it will probably be desirable to provide a hardened surface. If hardened surfaces are used a nearby salt/grit bin is useful.

There is no standard specification for surfaces to be used by horses but details of a number of satisfactory solutions can be found in the British Horse Society Guide to the Surfacing of Bridleways and Horse Tracks⁹.

Inspection covers should, where practicable be kept away from the route used by horses, especially on non-hardened approaches. Controllers should also be sited away from the holding area, as maintenance vehicles and personnel in bright jackets can worry horses.

TIMINGS

Timings should be based on those recommended for Puffin crossings, for nearside signals, or Toucan crossings, for farside signals. These are as set out in LTN 2/95². Additional time may be needed to cater for equestrians.

It should be remembered that horses may be used to travelling in groups. If the group is split, especially if one horse is isolated from others, those separated may become more difficult to control. This may also be so for horses kept standing by busy carriageways. Both the holding area and timings need to address these points, especially if there is a refuge or central reserve.

Crossing times should be catered for by the on-crossing detection, see LTN 2/95².

If push buttons are installed at a distance much greater than 2m, see Push Buttons, the timings need to be reviewed. A call from a push button, say at 20 metres away may mean that the horse has less time to wait at the kerb edge. However, if a call has already registered from another push button and the change to green occurs whilst the horse is still some way from the carriageway, the green invitation needs to be of

sufficient length. A second push button position may be required at somewhere nearer to the 2m minimum. BHS are willing to advise on individual sites.

Red lamp monitoring will be required.

Designers will need to check with Highways Agency's Bristol office whether the equipment that they propose to use will require any additional approval.

SHARED USE

It is usually desirable to provide a cyclist and/or pedestrian as well as an equestrian crossing facility. In this case the pedestrian/cyclist and equestrian parts of the crossing must be segregated, see TSRGD⁷.

Existing guidance on Puffin pedestrian and Toucan (for cyclists and pedestrian) crossings can be found in Traffic Advisory Leaflets 1/01, Puffin Pedestrian Crossing¹⁰; 1/02, The Installation of Puffin Pedestrian Crossings; 10/93¹¹, Toucan-An Unsegregated Crossing for Pedestrians and Cyclists¹² and 4/98, Toucan Crossing Development¹³.

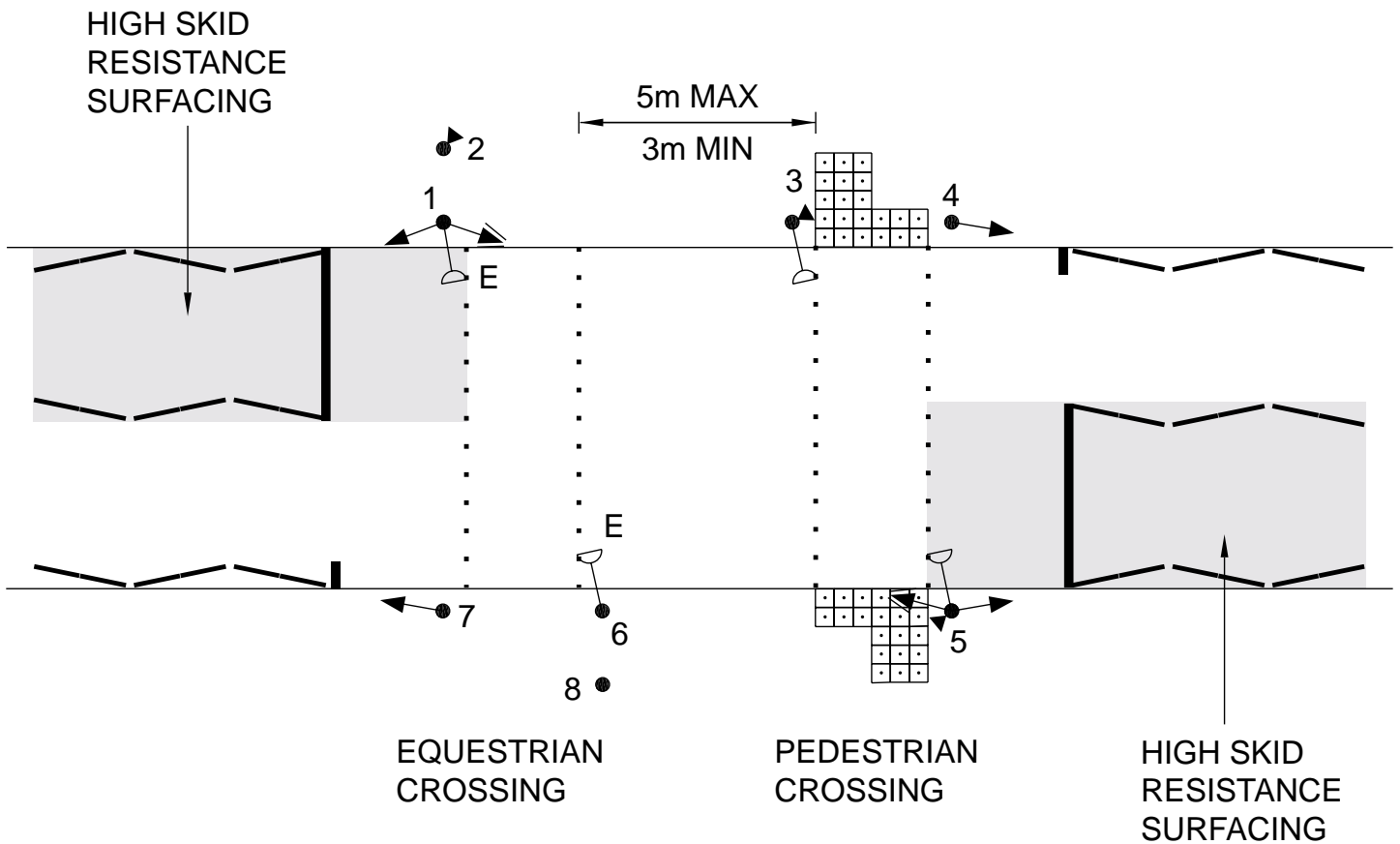


A minimum of 3 metres is needed between the two parts of the crossing to give adequate separation. The prescribed maximum is 5 metres in order to dissuade drivers from stopping between crossings, during the change from a vehicular green.

Effective segregation between the two groups of users will be determined by the space available

Audible and/or tactile signals may be used at the pedestrian/cyclist part of the crossing. During commissioning the level of the audible signal should be adjusted so that it is adequate for pedestrian/cyclists, but has the minimum impact at the adjacent equestrian crossing. Tactile signals can be used at the equestrian crossing, if there is a local need.

The basic layout of a parallel facility is outlined below. Farside signals are shown.



NOTES

- A. Duplicate primary signals (at 4 and 7) are recommended for shared facilities and for all crossings on high-speed roads.
- B. Equestrian two-aspect signals are at 1 and 6.
- C. Pedestrian two-aspect signals and push button boxes are at 3 and 5.

D. Secondary vehicle signals are at 1 and 5.

Equestrian push button boxes are sited at 2 and 8.

For road marking details see TSRGD⁷ Schedule 6 and for signals see TSRGD⁷ Schedules 8 & 9.

REFERENCES

1. Local Transport Note 1/95, "The Assessment of Pedestrian Crossings". ISBN 0-11-551625-5. The Stationery Office.
2. Local Transport Note 2/95, "The Design of Pedestrian Crossings". ISBN 0-11-551626-3. The Stationery Office.
3. TA57, "Roadside Features", DMRB Vol.6, Section 3, Part 3. The Stationery Office.
4. Departmental Standard TD 50, "The Geometric Layout Of Signal-controlled Junctions And Signalised Roundabouts". DMRB Vol.6, Section 2, Part 7. ISBN 0-11-552204-2. The Stationery Office.
5. TA84/01, "Code Of Practice For Traffic Control And Information Systems". HA.
6. Local Transport Note 1/98, "The Installation of Traffic Signals and Associated Equipment". ISBN 0-11-552008-2. The Stationery Office.
7. The Traffic Signs Regulations and General Directions 2002. SI 2002 No 3112. ISBN 0-11-042942-7. The Stationery Office.
8. Guidance on the use of Tactile Paving Surfaces, Published by DETR (now DfT)
9. The British Horse Society Guide to the Surfacing of Bridleways and Horse Tracks.
10. Traffic Advisory Leaflet 1/01, Puffin Pedestrian Crossing; 10/93
11. Traffic Advisory Leaflet 1/02, The Installation of Puffin Pedestrian Crossings.
12. Traffic Advisory Leaflet 10/93, Toucan-An Unsegregated Crossing for Pedestrians and Cyclists.
13. Traffic Advisory Leaflet 4/98, Toucan Crossing Development.

ENQUIRY INFORMATION

Department for Transport (DfT)
Traffic Management Division
Zone 3/25, Great Minster House
76 Marsham Street
London SW1P 4DR
020 7944 2145
Email: traffic.signals@dft.gsi.gov.uk

(For Guidance on the use of Tactile Paving Surfaces
020 7944 4912, for Traffic Advisory Leaflets
020 7944 2478)

The Highways Agency (HA)
QS TSS (TCSL) Traffic Control Systems and Lighting
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6HA
01179 878270,

The Stationery Office, 0870 600 5522,
British Horse Society 01926 707700

DfT WEBSITE www.dft.gov.uk

Details of Traffic Advisory Leaflets available on the DfT website can be accessed as follows:

From the DfT homepage, click on the Local Transport icon and then on Traffic Advisory Leaflets. Lastly, click on one of the themes to view material.

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.

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Requests for unpriced TAU publications to:
Charging and Local Transport Division,
Zone 3/23, Great Minster House
76 Marsham Street, London, SW1P 4DR.
Telephone 020 7944 2478
e-mail: tal@dft.gsi.gov.uk

Within Scotland enquiries should be made to:
Scottish Executive, Development
Department, Transport Division 3, Zone 2-E,
Victoria Quay, Edinburgh, EH6 6QQ,
Telephone 0131 244 0847
e-mail: roadsafety2@scotland.gsi.gov.uk

Within Wales, enquiries should be made to:
Welsh Assembly Government,
Transport Directorate, 2nd Floor, Cathays Park,
Cardiff, CF10 3NQ
Telephone 02920 826947
e-mail: andrew.hemmings@wales.gsi.gov.uk



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