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ECS manual
Annex 2.2
April 2018
Crossings
Safe, dangerous, very dangerous
Generally safe

- Raised crossings, speed cushions for cars
- Single lane roundabouts
- (Most) traffic lights
- Single lane in each direction with wide traffic island in between
- Carriageway narrowed to single lane at crossing location
- Very low traffic volumes
High risk factors

• Limited visibility (by fences, walls, shrubbery, billboards, curves…)
• Left (in right-hand traffic) turns on busy roads with no hook turn possible
• HGV turning right (in right-hand traffic) across cycle lane/path
• Overtaking possible on crossing (2x2 and wider road between junctions)
• Roundabouts with multiple lanes on exits
• Traffic lights with significant conflicts (e.g. with turning cars)
• Long crossings (> 10 m) with no traffic island or lights
• Lack of necessary signing for drivers
continuity of cycle path surfacing and colour

raised crossing - vertical deflection

wide refuge island - horizontal deflection

additional speed cushions 20 m before the crossing
Safe: raised crossing, cycle path continuity
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Safe: single lane on roundabout entry & exit, raised crossings
Safe: traffic lights, hook turn
Safe: road narrowing, clear signing
Safe: cycle lane ending 20 m before single lane roundabout
Dangerous: cycle path ending on downhill
Dangerous: cars turning right at obtuse angle in the same traffic light phase
Dangerous: limited visibility, traffic island not wide enough for bicycles
Dangerous: busy road, 3 lanes, no island, no traffic calming measures
Dangerous: very wide (20 m) exit from a side road
Dangerous: no visibility splay
Dangerous: large curve radii for turning cars, limited visibility
Dangerous: cycle path bidirectional, no visibility splay
Dangerous: signing fault, cycle path connects to motorway ramp
Dangerous turned into safe by narrowing exit from roundabout
Very dangerous: no continuity across junction, HGV turning right
Very dangerous: 4 lanes roundabout, both high speed and risk of accident