



Department
for Transport

Road Traffic Regulation Act 1984 Sections 64 and 65

Authorisation of traffic signs and special directions

Accessible transcript

Secretary of State for Transport's traffic authorisation of traffic signs for the purpose of informing road users of a segregated (parallel) Toucan or pedestrian and equestrian crossing on Abbey Lane near Ecclesall Woods in Sheffield, and for which Sheffield City Council is the traffic authority.

The following pages contain a copy of the text from the Secretary of State for Transport's traffic authorisation regarding the above traffic signs.

A scanned copy of the signed authorisation and supporting documents from the application are appended to this letter. The supporting material is submitted to the Department for Transport by a third party. You should refer to the party involved for accessible copies of the supporting material.



**ROAD TRAFFIC REGULATION ACT 1984 – SECTIONS 64 AND 65
AUTHORISATION OF TRAFFIC SIGNS AND SPECIAL DIRECTIONS**

The Secretary of State for Transport, in exercise of her powers under Sections 64 and 65 of the Road Traffic Regulation Act 1984, and of all other powers enabling her in that behalf, for the purpose of informing road users of a segregated (parallel) Toucan or pedestrian and equestrian crossing on Abbey Lane near Ecclesall Woods in Sheffield, and for which Sheffield City Council is the traffic authority, hereby:-

1. authorises the erection at or within 5 metres of the site shown schematically on the attached plan numbered GT50/151/0033-1 of a traffic sign (hereinafter referred to as “the authorised marking”) conforming as to size, colour and character with that shown in diagram 1055.2 (Schedule 14, Part 2, Item 56) of the Traffic Signs Regulations 2016 (Part 1 of S.I. 2016/362, “the 2016 Regulations”) save that the separation (gap) between the two parts of the crossing may be reduced to 2 metres; and
2. directs that the dimensions in column 3 of the road markings shown in diagram 1001.3 (Schedule 14, Part 2, Item 51), diagram 1055.1 (Schedule 14, Part 2, Item 55) and diagram 1055.3 (Schedule 14, Part 2, Item 57) of the Traffic Signs Regulations 2016 (Part 1 of S.I. 2016/362, “the 2016 Regulations”) shall apply in the same manner to the respective road markings that form part of the authorised marking; and
3. directs that the variants in column 4 of the road markings shown in diagram 1001.3 (Schedule 14, Part 2, Item 51), diagram 1055.1 (Schedule 14, Part 2, Item 55) and diagram 1055.3 (Schedule 14, Part 2, Item 57) of the 2016 Regulations shall apply in the same manner to the respective road markings that form part of the authorised marking; and



4. directs, without prejudice to any statutory provision to the like effect that it is a condition of this authorisation that the placing of the authorised marking at or near the said site shall continue to have effect only until such day as may be appointed by one month's notice given by the Secretary of State in writing to the traffic authority for the removal or alteration of the authorised marking and on that day the said authorisation shall, without prejudice to the giving of any further authorisation or direction, cease to have effect.

The provisions of Regulations 7, 9 and 10 of the 2016 Regulations shall apply to the authorised marking in the same manner as they apply to the road markings shown in diagram 1001.3 (Schedule 14, Part 2, Item 51), diagram 1055.1 (Schedule 14, Part 2, Item 55), diagram 1055.2 (Schedule 14, Part 2, Item 56) and diagram 1055.3 (Schedule 14, Part 2, Item 57) of those Regulations.

The provisions of Schedule 14, Parts 1, 4, 5 and 6 of the 2016 Regulations shall apply to the authorised marking in the same manner as they apply to the road markings shown in diagram 1001.3 (Schedule 14, Part 2, Item 51), diagram 1055.1 (Schedule 14, Part 2, Item 55), diagram 1055.2 (Schedule 14, Part 2, Item 56) and diagram 1055.3 (Schedule 14, Part 2, Item 57) of those Regulations.

Dated *23 September 2024*

Signed by authority of the Secretary of State

.....
A Delegated Official of the Department for Transport



Department
for Transport

**SCANNED
AUTHORISATION
AND SUPPORTING
DOCUMENTS
FOLLOW**



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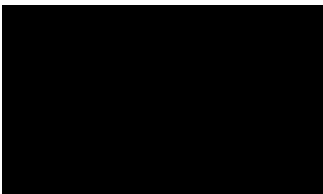
4. directs, without prejudice to any statutory provision to the like effect that it is a condition of this authorisation that the placing of the authorised marking at or near the said site shall continue to have effect only until such day as may be appointed by one month's notice given by the Secretary of State in writing to the traffic authority for the removal or alteration of the authorised marking and on that day the said authorisation shall, without prejudice to the giving of any further authorisation or direction, cease to have effect.

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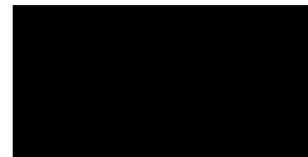
Dated *23 September 2024*

Signed by authority of the Secretary of State



.....
A Delegated Official of the Department for Transport

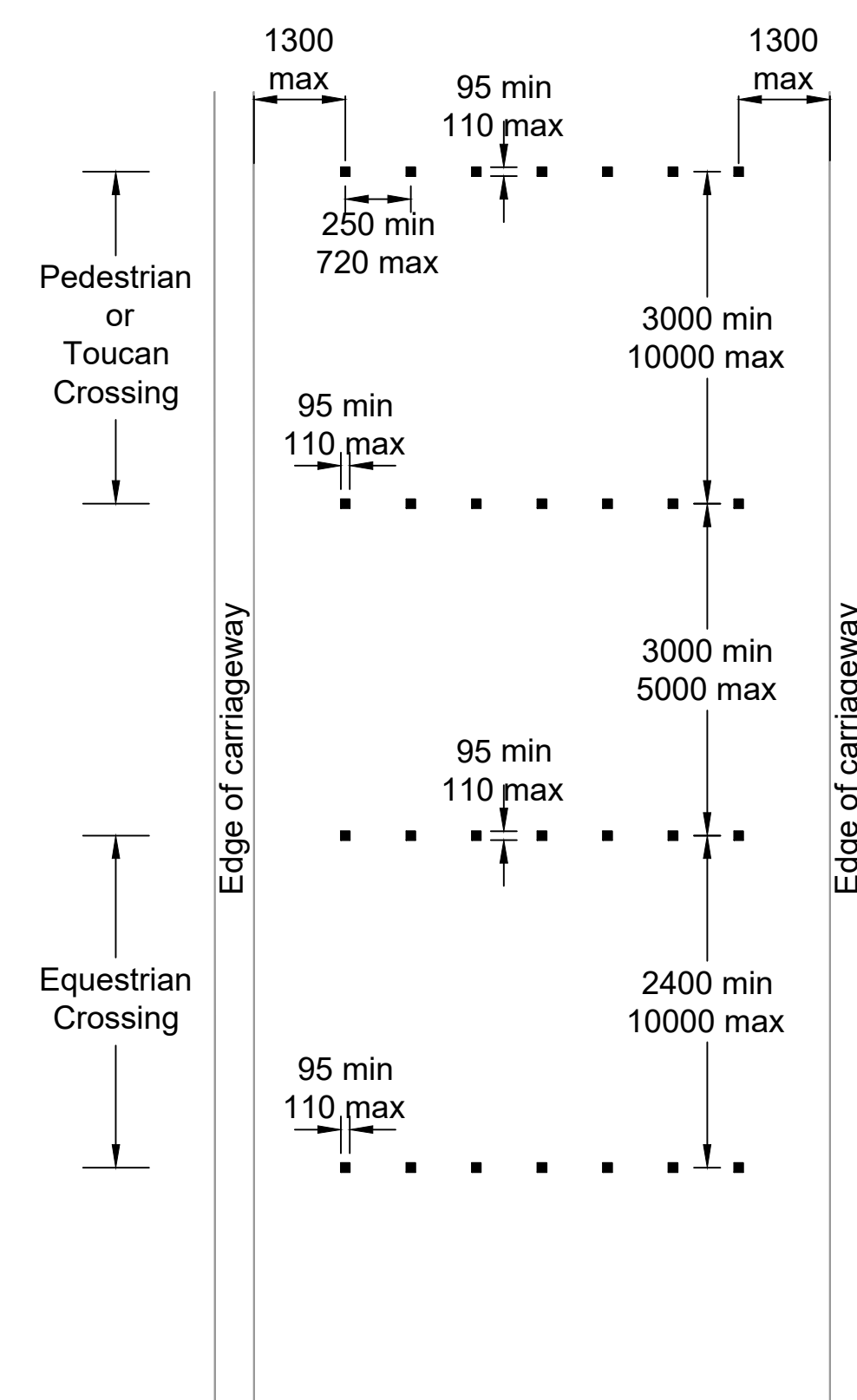
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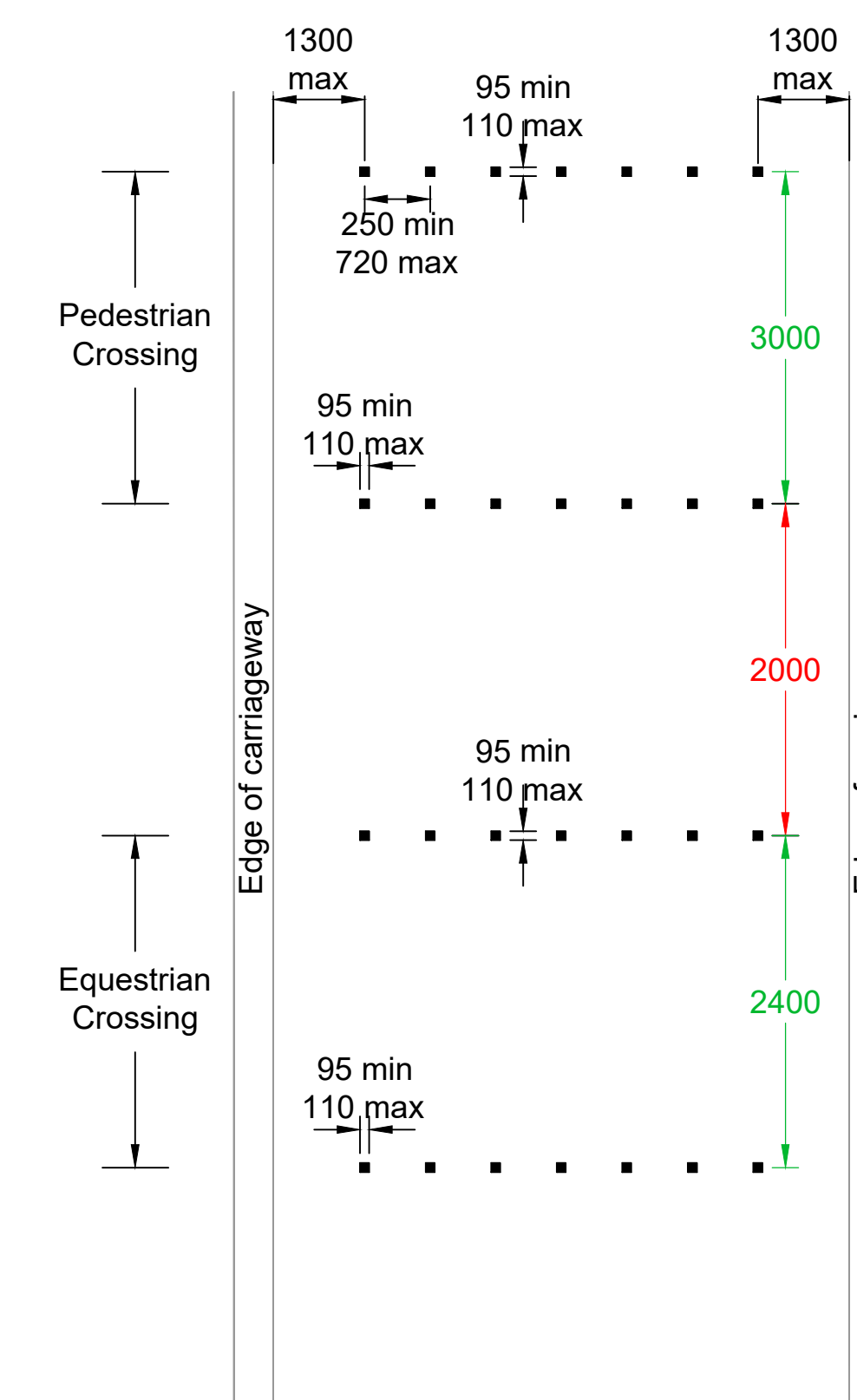
Department
for Transport

Date:
24/09/2024

Figure 22-1 Layout of a parallel equestrian & pedestrian or Toucan facility (Dimensions in mm)



Proposed Layout of parallel equestrian & pedestrian facility (Dimensions in mm)



Detail A
NTS

Notes

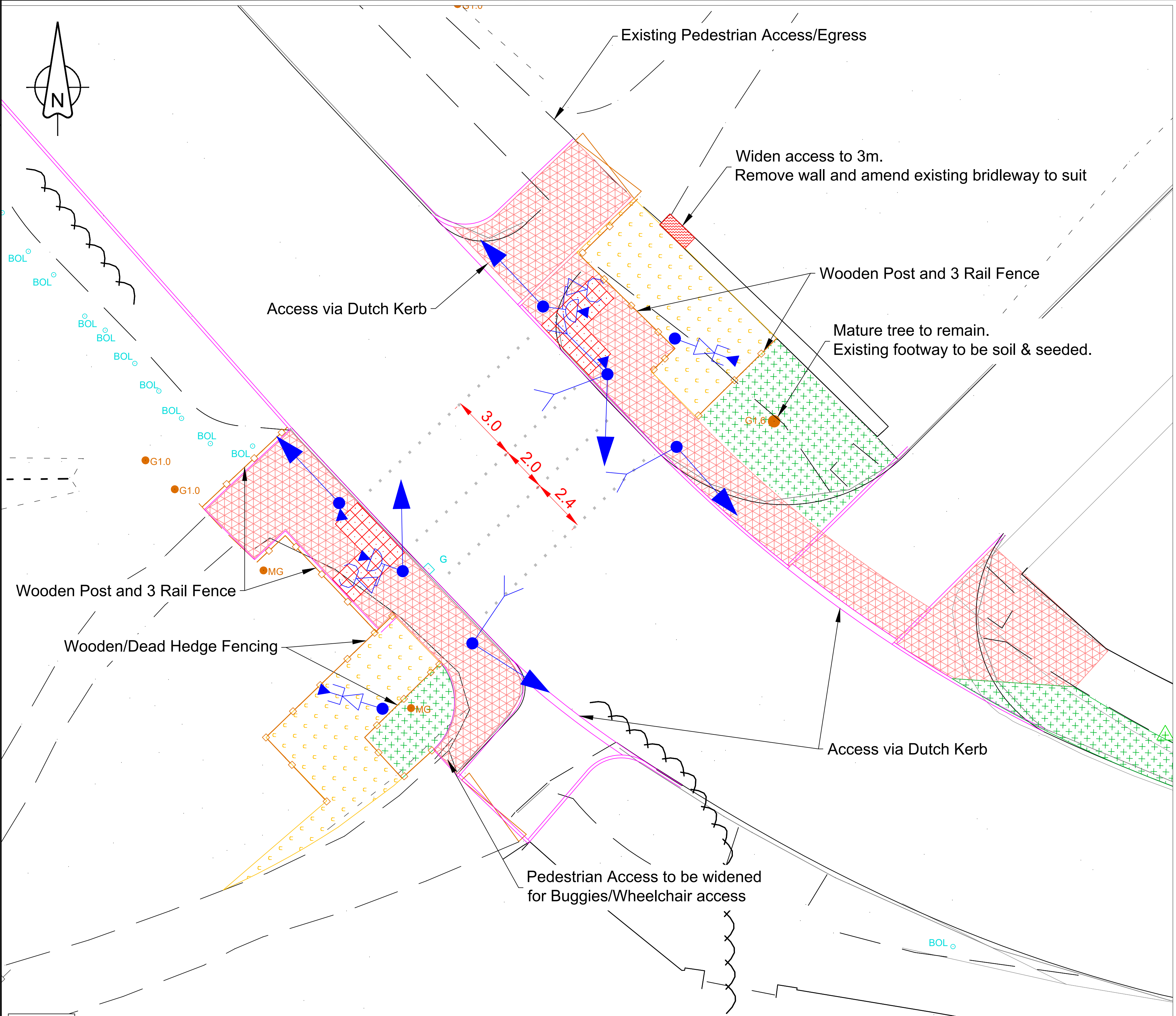
CD143 - Designing for walking, cycling and horse-riding

- 5.5-5.11 Visibility splay "x" distances for equestrians at junctions and crossing points with mainline carriageways shall be provided in accordance with Table 5.8.
The design is unable to meet the required "y" distance of 168m due to the existing geometric layout of the road and the presence of mature trees located in the verges.
- 5.16 Surfaced widths for horse-riding routes shall be in accordance with Table 5.16.
The design meets the Minimum 2-way width (where horses are expected to pass each other) of 3.0 metres
- 5.23.1 Signal controlled equestrian crossings should not be combined with a pedestrian and/or cyclist crossing in order to avoid potential conflict.
Current Design Complies.
- NOTE 1 Signal controlled equestrian crossings can be installed parallel to pedestrian and/or cyclist crossings.
Current Design Complies.
- 5.23.2 At equestrian crossing points, a 10.0 metres wide band of high friction surfacing should be provided across the carriageway to prevent horses from slipping.
The Design SHALL Comply.
- 5.23.3 Where high friction surfacing is used, this should be of the same colour as the carriageway.
The Design SHALL Comply.
- 5.24 Where at-grade equestrian crossings are provided, a fenced, grassed holding area of 10.0 metres wide by 5.0 metres long SHALL be provided in the verge.
Design provides a fenced holding area 3.5m wide by 8.6m long (NE Footway) & 3.0m wide by 7.8m long (Woodland)
- NOTE 1 When crossing the carriageway at-grade, a holding area can be beneficial as a horse can be startled or become impatient waiting for long periods. Current Design Complies.
- NOTE 2 Staggered approaches to at-grade crossings can be beneficial to prevent equestrians from moving straight across the road without checking for oncoming traffic.
Due to geometric and environmental factor the implementation of a stagger at this location is unachievable.

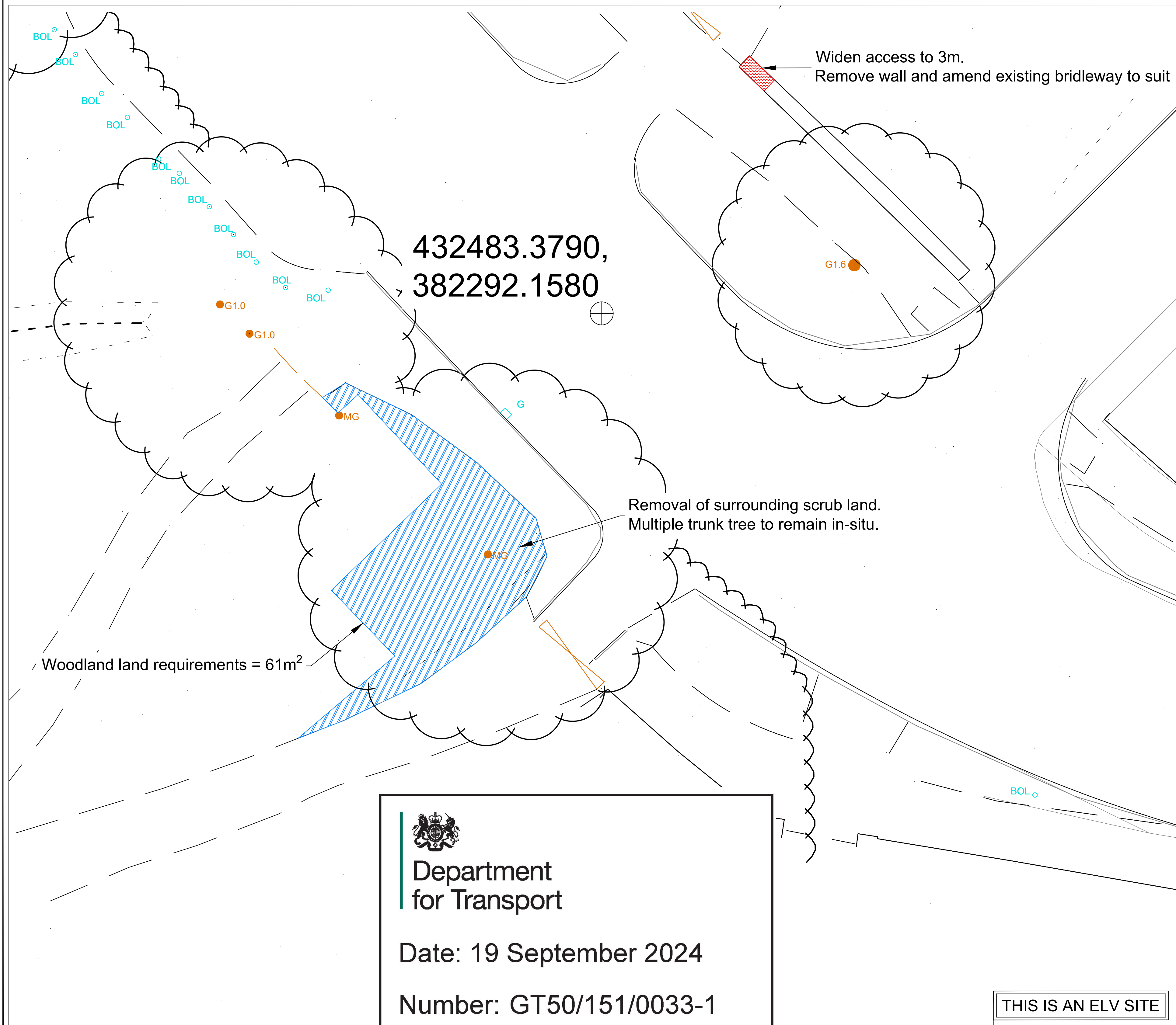
Notes Continued

Traffic Signs Manual - Chapter 6 (Traffic Control)

- 22.2.4 On a one-way street, or at staggered crossings, the push button or demand unit should be located at the side of the crossing from which traffic is approaching. A horse rider may typically be 1.8 m from the front of the horse, and the push button or demand unit should be sited sufficiently far back from the carriageway to accommodate this. 2 m is a recommended minimum, but the exact distance will depend on site circumstances. The push button should be mounted a minimum of 1.5 m from ground level to enable riders to press it without dismounting.
Current Design Complies.
- 22.3.1 A holding area for horses and their riders should be provided. If there is a footway the holding area should be behind it. Guidance on a suitable layout and materials for holding areas is given in TA 57. If possible, the 22.3 arrangement should result in the rider being in line with the crossing rather than parallel with the kerb. Some form of barrier or guard railing should be provided as a minimum to define the limits of the holding area as horses can behave unpredictably.
Current Design Complies.
- 22.3.2 A grassed surface may be satisfactory within the holding area but for heavily used crossings, and on cohesive soils, a hardened surface should be considered. If hardened surfaces are used a nearby salt/grit bin may be useful. The British Horse Society document 'Advice on Surfaces for Horses' provides guidance on suitable surfaces. 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 hi visibility jackets may worry horses.
Current Design Complies.
- 22.3.3 Lowered kerbs should be provided with a minimum of 25 mm upstand, to ensure that visually impaired people do not mistake it for a pedestrian crossing. Tactile paving should not be used at the equestrian crossing point.
The Design SHALL Comply.
- 22.5.1 Bridleways and footpaths often follow the same or similar routes, and where a demand exists for an equestrian crossing, it is likely that cyclists and pedestrians will need to cross as The Regulations allow for a segregated, but parallel, Toucan or pedestrian and equestrian crossing using stud markings to diagram 1055.2 (S14-2-56). An indicative layout is shown in Figure 22-1. The crossing is segregated as horses can behave unpredictably and sharing a crossing with pedestrians or cyclists may create an accident risk. Equally, horses may be worried or startled by other users if the crossing is shared.
Current Design Complies.
- 22.5.2 Diagram 1055.2 requires a minimum of 3 m between the two parts of the crossing. The maximum separation is 5 m to dissuade drivers from stopping between crossings.
The current design does not comply with 22.5.2. The minimum distance between the two parts of the crossing has been reduced to 2.0 meters to reduce the requirements to remove mature vegetation/ancient woodland located in the existing verges. The pedestrian and equestrian crossing points have also been reduced to the minimum width allowed as detailed in TSM - Chapter 6, Figure 22-1.



Viewport A
1:100



Viewport B
1:100

 Department for Transport
Date: 19 September 2024
Number: GT50/151/0033-1

Rev	Revision details	Chkd	Appd	Date

Client:  

Project Name: Sheffield Streets Ahead
Abbey Lane Pedestrian Improvement

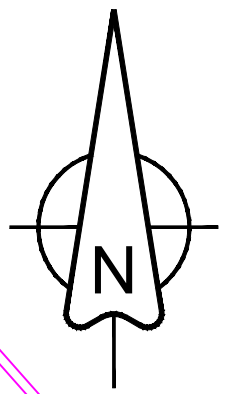
Drawing Title: Traffic Signal Design
Equestrian Crossing Detail

Original Drawing Size: A0 Dimensions: mm
Scale: As Shown Copyright © Amey

Drawing No: 2147-AMEY-HSL-000-DR-TS-1200-01 Rev: T0

THIS DRAWING SHALL BE PRINTED IN COLOUR

THIS IS AN ELV SITE



Existing Pedestrian Access/Egress

Widen access to 3m.
Remove wall and amend existing bridleway to suit

Wooden Post and 3 Rail Fence

Mature tree to remain.
Existing footway to be soil & seeded.

Access via Dutch Kerb

BOL
BOL
BOL
BOL
BOL
BOL
BOL
BOL

3.0
2.0
2.4

G1.0

G1.0

MG

G

Wooden Post and 3 Rail Fence

Wooden/Dead Hedge Fencing

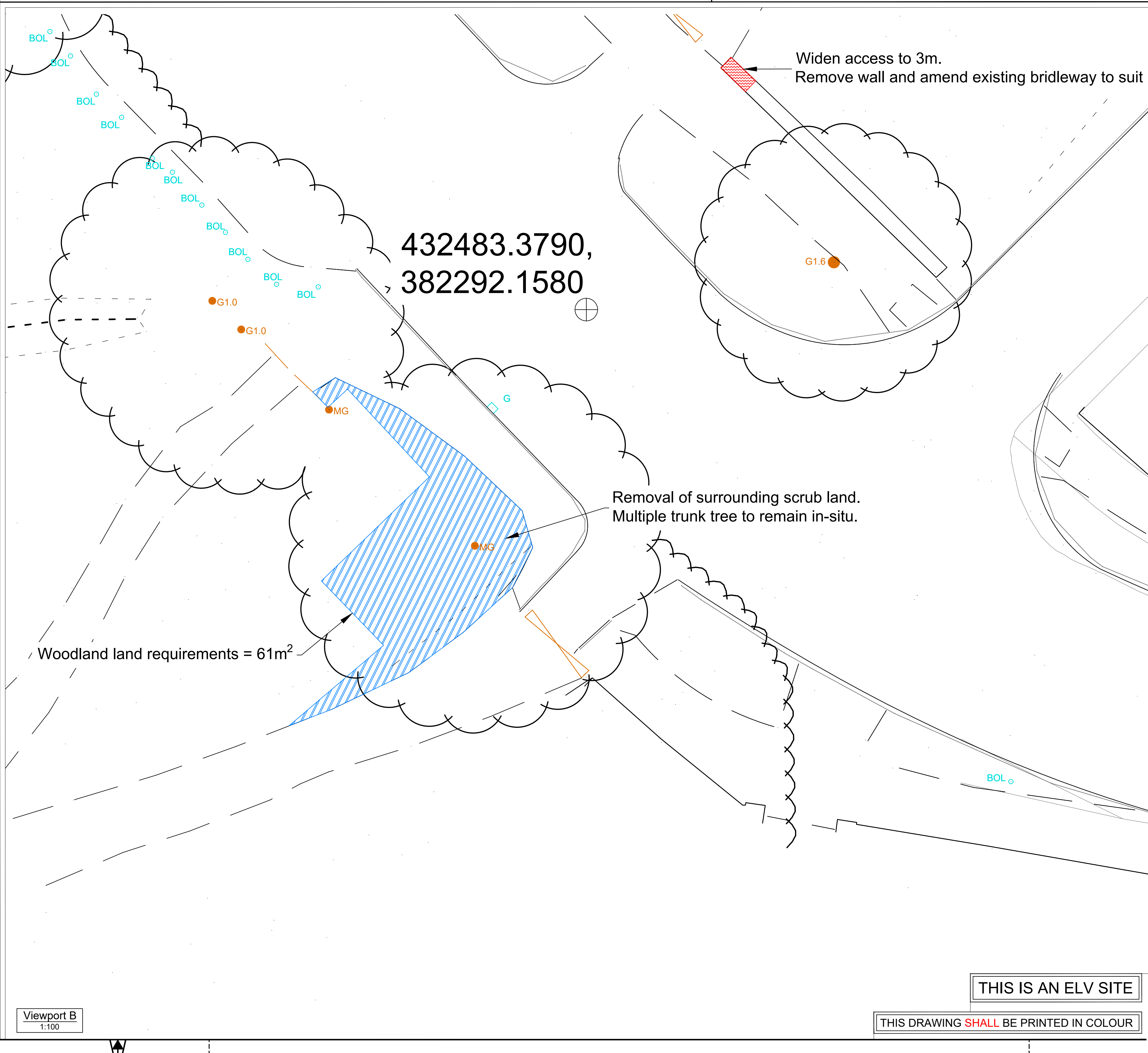
MG

Access via Dutch Kerb

Pedestrian Access to be widened
for Buggies/Wheelchair access

BOL

Viewport A
1:100



432483.3790,
382292.1580

Widen access to 3m.
Remove wall and amend existing bridleway to suit

Removal of surrounding scrub land.
Multiple trunk tree to remain in-situ.

Woodland land requirements = 61m²

THIS IS AN ELV SITE

THIS DRAWING SHALL BE PRINTED IN COLOUR

Viewport B
1:100

Notes

CD143 - Designing for walking, cycling and horse-riding

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Traffic Signs Manual - Chapter 6 (Traffic Control)

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