

Using National Standard to Inform the Design of Cycle Facilities London Borough of Lambeth



Instead of following the kerblines, the cycle lane takes a straight line based on the optimum Bikeability position. The remaining gap between the inside line of the cycle lane and the kerb is filled in with cobble effect imprint paving so that the cycle lane does not appear so wide that it would look like a general carriageway lane. The imprint also discourages cyclists from hugging the kerb whilst giving them space to do so in an emergency; this is a Bikeability concept.



Here the centre lines were removed in order to give room to replace the narrow kerb-hugging cycle lanes with wide ones.



Above: Before implementation there were no cycle lanes, a carriageway width ranging from 9.9 to 10.4 metres, and one general carriageway lane in each direction. The road bends gradually as it approaches a signalled junction. The lack of side roads, (just one), and a road with varying from 9.9 to 10.4 metres lends well to the introduction of cycle lanes. The design started with the minimum acceptable carriageway width for general traffic and then used the remaining space for cycle lanes. This ranged from 1.5 metres to 2.9 metres. Where the space remaining for a cycle lane was more than 2.4m, a 0.5m buffer to prevent encroachment by motor vehicles was added. Great care was taken to ensure the design of the cycle lane put the cyclist in the best road position for each stretch of road. For example, on the bend it is important that cyclists are not sent near the kerb where they are out of drivers' field of attention. Equally It is important to ensure that drivers do not 'cut the corner' on the bend. A wide cycle lane with buffer zones on the approach to the bend deals with these issues.



Bus lanes allow cyclists to ride in a safe and assertive national standards position. Putting cycle logos in bus lanes renders the bus lane unenforceable; however a clever way of getting round this and keeping the bus lane legal is simply to place logos at any gaps in the bus lane.



On this two lane stretch of road the inside lane was rarely used by motor vehicles. The cycling officer wanted to remove this lane and replace it with kerb build outs and a wide cycle lane but this was rejected by the traffic manager on 'capacity' grounds. Painting logos in the centre of the little used lane instead gives cyclists the confidence to assert themselves in this lane and sends a strong message to drivers that cyclists have a right

to take the lane if necessary. Drivers tend to keep out of this lane now. Also, encouraging cyclists to position themselves in this way deters drivers from turning left in front of them into the side road – a Bikeability principle.

Additional Information to Scheme of the Month