

2.0

Summary of Design Standards

2.1 General principles

Type of feature	Design Width	Minimum Dimension
Width required by cyclist	1.0m	0.75m
Length of a standard bicycle	-	1.8m
Handlebar height	-	1.12m+
Average cyclist's eye level	-	1.8m (age dependent) (Note: drivers eye level is 1.05m in most cars)

Type of feature	Target Dimension	Minimum Dimension		
Visibility splay for cyclists crossing road from cycle track ("x")	4.0m	2.0m		
Visibility splay for cyclists crossing road from cycle track ("y")	-	30mph	25mph	20mph
		60m	45m	33m

Visibility splays to be provided in accordance with Design Bulletin 32, Design Manual for Roads and Bridges and NCC Highway Design Guide.

2.2 Cycle lanes

Type of feature	Target Width	Limit Width
With flow on road cycle lane	1.5m	1.2m
Contra flow on road cycle lane	2.0m	1.5m

2.3 Cycle tracks

Type of feature	Target Width	Limit Width
Off carriageway for cycles only (1 way)	2.0m	1.5m (add 0.25m per side bounded by wall or hedge)
Off carriageway for cycles only (2 way)	3.0m+	2.0m (add 0.25m per side bounded by wall or hedge)

2.4 Shared use paths/ tracks

Type of feature	Target Width	Limit Width
Segregated shared use pedestrian/ cycle facility (use level change, blocks or thermoplastic line to segregate)	4.0m	3.0m (add 0.25m per side bounded by wall, hedge or lighting column)
Unsegregated shared use pedestrian/ cycle facility (Note: limit dimension should only apply if low pedestrian and/ or cycle flows)	3.0m+	2.0m (add 0.25m per side bounded by wall, hedge or lighting column)

A 'Buffer strip', with lining to diagram 1010 (50mm wide, 500mm line, 500mm gap) should be used on shared use path/ tracks abounding roads with a speed limit of 40mph or above. This marking is not required on roads with lower speed limit unless a specific safety reason dictates otherwise.

2.5 Advanced Stop Lines

Type of feature	Target Dimension	Limit Dimension
Stop line reservoir length	5.0m	4.0m
ASL approach lane width	1.5m	1.0m
ASL approach lane length	A full cycle lane	Stubs/ gates have been used where full approach not possible but NCC Signals and AIU must be consulted first

2.6 Crossings

Type of feature	Target Width	Limit Width
Controlled crossing (toucan)	4.0m+ (at studs)	3.0m (at studs)
Central refuge for cyclists	2.5m	2.0m
Transition dropped kerbs for accessing/ egressing carriageway from shared cycle facility	3.0m+ Ensure dropped kerbs are flush	3.0m Ensure dropped kerbs are flush

2.7 Traffic Calming

Type of feature	Target Width	Limit Width
Narrowing at refuge (30mph+)	4.5m	4.0m min
Narrowing at refuge (less than 30mph)	4.0m – 4.5m (3.0m may be used if low traffic speeds)	Avoid 3.1m – 3.9m in all instances
Cycle bypass width	1.5m	1.2m
Speed cushions (gap from edge of cushion to kerb)	1.0m	0.75m

2.8 Bridges

Type of feature	Target Width	Limit Width
Parapet height	-	1.4m min (1.8m min for rail bridges)
Bridge approach gradient	-	< 5%

2.9 Cycle parking essentials *(See more detailed comments in Section 11)*

Sheffield Stands

Spacing between stands = 1m. Spacing between stands and a wall = 0.5m+
 Locate in areas of natural surveillance. Ensure they can be seen at night. Arrange in line with other street furniture to ensure that they are not an obstruction or hazard for visually impaired persons. Preferred design is “Red Route” cycle stands (or similar) in matt black.

Lockers

To be encouraged at private developments such as new industrial buildings. A location where they can be manned or observed regularly is beneficial (e.g. transport interchanges).
 Problems encountered with lockers – users keeping a locker to themselves by not removing their lock when unit not being used, illegal use of space as hideaway, perceived security threat at rail stations.

Other parking

Please do not use butterfly loops for any new installations. If affected by a new scheme they should be removed and replaced with Sheffield stands (or lockers if appropriate).