General principles

Cycle infrastructure (of whatever form) should ensure

- Comfort
- . Safety
- Directness
- Attractiveness

Comfort

• Mainly, 'subjective safety'. Minimising traffic nuisance



Safety

Application of the principles of sustainable safety

- Single function roads
- Instantly recognisable road types
- . Homogeneity of mass, speed and direction
- Forgiving environments

Goal - achieving these two different types of safety, without sacrificing directness (in time or distance), or attractiveness

The simplest way to minimise traffic nuisance, and actual danger...

Get rid of the motor traffic!



But unfortunately not practical everywhere.

Need physical infrastructure to maintain subjective safety, and sustainable safety, where higher volumes of motor traffic are present.



Appropriate treatments for these purposes

Road Type	Road Speed	Volume (PCU*/day)		
		<2000	2000-3000	>3000
Access	20mph	Combined traffic/cycle street	Cycle lane or cycle street	Cycle track
Distributor	30mph, 2 x 1	Cycle lane or track	Cycle track or parallel road	
	30mph, 2 x 2	Cuele treak or perallel read		
Through	Any	Cycle track or parallel road		

Standards required for maintaining directness and comfort On links -

Smooth surfaces
Wide, to minimise delay
Shallow gradients
No sharp bends
Continuity – no slowing down

Wide enough, smooth and straight



And for junctions...

- Minimising delay (waiting, or diversion)
- Good visibility
- No sharp turns, or gradients

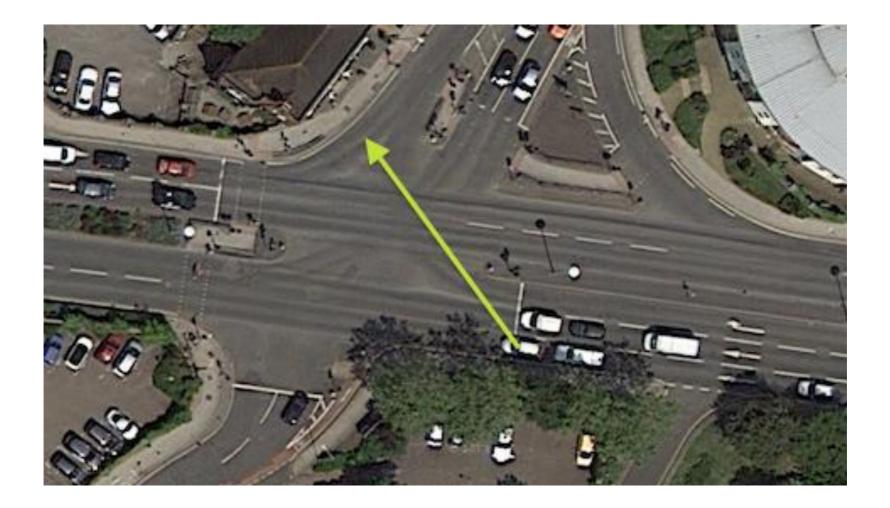


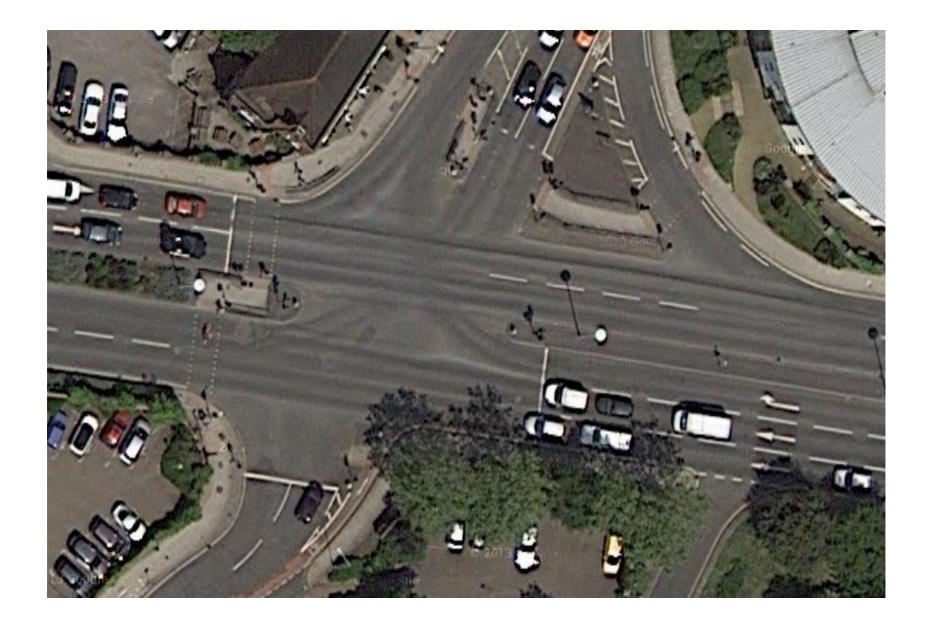
UK junctions

Offer directness... but often not much else



How do we get there from here?





Possible approach?



Two-way track, on town side



()r...

Over to you!

Barriers to doing things properly are not necessarily technical.

- Politics
- Unfamiliarity
- Cost