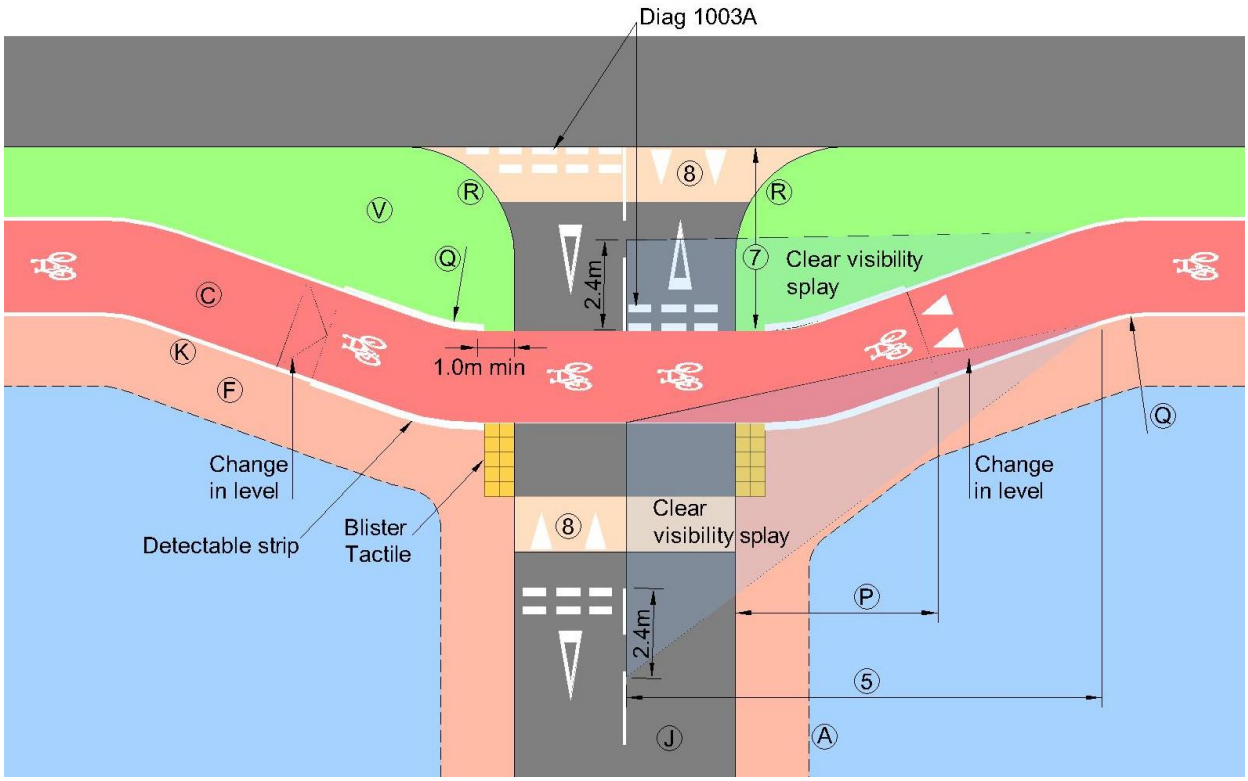
DESIGN SHEET CSRC 04: SIDE ROAD CYCLE TRACK PRIORITY CROSSING, MARKED PRIORITY, BENT OUT, FULL SET BACK



Notes:

This Design Sheet is to be read with Design Sheet CSRC 00.

1. The cycle track should normally be one way as shown. Drivers on the side road may not expect or notice cycles approaching from the left, therefore where a two way cycle track is proposed, measures to address this issue should be included and a Road Safety Audit is required. 2. Cycle track width through the junction shall be consistent and match that on each side. 3. Level change ramps are necessary for cycle tracks at carriageway or intermediate level. Between those ramps the cycle track should follow the footway vertical alignment and not dip to cross the side road. 4. There should be no kerb across the cycle track at the side road.	A Highway boundary C Cycle track. This layout is not suitable for locations where mopeds are permitted to use cycle tracks. F Footway, including standard tactile paving. J The side road should always include a contraflow cycle lane through the junction if it is one-way for general traffic. The side road carriageway width should be minimised: • Min 4.25m one-way, including 1.5m for contraflow cycling. • Min 4.5m (max 6.5m) two-way.

5. Visibility splays from at least 2.4m back from the side road give way point are required to approaching cycles. The Y-distance to approaching cycles at the cycle track nearer edge shall be in accordance with the HCC Place & Movement Planning and Design Guidance requirements (31m, 47m where the approaching cycle track gradient is downhill at more than 3%, 17m where it is uphill at more than 4%). Where the cycle track is two-way, a visibility splay is required in each direction with an appropriate Y-distance. Visibility splays at the major road give way line are required but are not shown in the layout above.
6. Detectable strip shall be the white trapezoidal section central delineator strip (Traffic Signs Regulations and General Directions 2016 Diagram 1049.1), in accordance with Section 5.2 of Guidance on the Use of Tactile Paving Surfaces (DfT, 2021).
7. Set back between cycle track and major road edge >1.0m and <5.0m may only be used if all the following conditions are met:
    - Clear visibility from the main road to the cycle crossing
    - Main road 85th percentile speed is less than 30mph
    - Minor arm flow is less than 2,000 pcu/day
    - There will be frequent gaps in the main road traffic (to enable minor road traffic to exit quickly and not block the cycle track)
8. Ramp gradients and heights should be in accordance with HCC normal requirements for the route type.
9. Where space permits, consider including a zebra crossing – see CSRC 03.
10. A high sided vehicle waiting at the main road give way position may mask pedestrians and cycle users. Consider the likely frequency when deciding whether this layout is appropriate for the junction.

K Kerb as specified for the cycle track: typically half battered or splay kerb 60mm or 125mm high.

P 3.5m to 5.0m

Q Radius minimum 4.0m.

R Kerb radius should be minimised (typically 3m, max 4.5m). Additional measures may be appropriate to prevent vehicles overrunning the radius kerbs.

V Verge – grassed, planted or hard paved, that will not obstruct visibility splays between the cycle track, side road and major road.