

B.09 Obstruction of Cycle Track Accesses

Key Principle

Where cycle tracks emerge onto the carriageway, suitable arrangements should be put in place to prevent parked vehicles obstructing access and to ensure adequate visibility (e.g. "Keep Clear" road markings, double yellow lines etc.) (see also [A14 Corner Radii](#), [B04 Junction and Forward Visibility](#) and [B05 Footway Crossings](#)).

Design Guidance

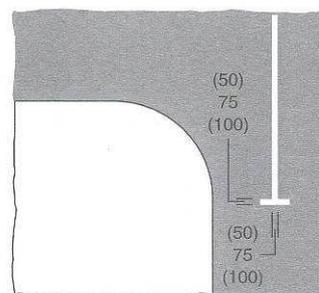
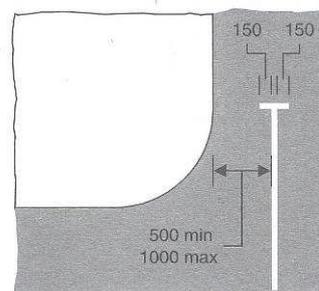
Cyclists need to see and be seen. This can not happen if access points to and from cycle tracks are obstructed. Parked cars are usually the source of the problem in urban situations but overhanging vegetation can also significantly reduce visibility. Good sightlines need to be established at all junctions between cycle emerging from tracks and other road users, including pedestrians (see [B04 Junction and Forward Visibility](#)).

Where necessary, measures should be taken to ensure these are not obstructed. Ideally they should be self-enforcing as drivers will often ignore markings. For example, double yellow line waiting restrictions are frequently ignored by drivers for short periods and so their effectiveness is only as good as the enforcement regime. This situation is likely to be better in areas where decriminalised parking powers have been put into effect but even here it cannot be expected to be perfect.

Road markings to Diagrams 1026 and 1026.1 can also be used but again they may not always be fully effective. If practicable, a better solution is to build out the access point to deter parking and make its presence clearly visible to other road users.



1026



1026.1



Carriageway reduced to single lane at point of cycle track crossing as part of traffic calming scheme

Picture: Andy Mayo

Diagram 1026.1 marking used to prevent blocking by parked cars

Picture: Tim Pheby



References

[Cycle Friendly Infrastructure - Guidelines for Planning and Design](#) Bicycle Association et al 1996

[Cycling England Gallery](#) pictorial examples

[London Cycling Design Standards – A guide to the design of a better cycling environment](#) (Sections 3.4, 3.5, and 3.6) TfL 2005

Lancashire - The Cyclists' County ([part 1](#), [part 2](#)) – creating pleasant road conditions Lancashire County Council, 2005

[CTC Benchmarking](#) – Best practice case studies

[Inclusive Mobility A guide to Best Practise on Access to Pedestrian and Transport Infrastructure](#) DfT 2002

[National Cycle Network – Guidelines and Practical details, Issue 2](#) Sustrans 1997

Other references

[Cycle Friendly Infrastructure - Guidelines for Planning and Design](#) Bicycle
Association et al 1996