

## B.07 Cycle Track Junctions

### Key Principle

Adequate corner radii should be provided at junctions between cycle tracks (minimum 2m) and chamfered corners (min 1m) at the rear of footways crossed by cycle tracks, **not** 90° tie-ins. (see also [A14 Corner Radii](#), [B04 Junction and Forward Visibility](#), [B05 Footway Crossings](#) and [B08 Access and Speed Controls](#)).

### Design Guidance

Well designed cycle tracks should always be designed with regard to the five core principles of convenient, accessible, safe, comfortable and attractive. It follows that at the junction of two or more cycle tracks there will be sufficient visibility and the alignment will be such as to permit a cyclist to make a judgement to continue from one route to the other without having to come to a halt.

Cycle tracks should be designed to allow the safe transition from one cycle track to another without the need to stop. Radii should be provided to allow this safe transition taking into account the visibility available to the cyclist and other users and their likely speeds. Connections within the off-carriageway local network should have a radius of  $\geq 10\text{m}$  for a design speed of 12 mph. For the main network cycle routes should have a radius of  $\geq 20\text{m}$  for a design speed of 20mph. The absolute minimum radius should be 4m.

Only where it is impossible to design for this situation should the junctions between cycle tracks be built without radii. Unless there are physical constraints, for example walls or other structures, such corners should still be created with chamfers 1m by 1m to reduce the likelihood of cyclists cutting the corner to ease their passage.



Good visibility provided at this junction, Mangotsfield

Picture: Sustrans

### References

[Design manual for bicycle traffic](#) CROW 2007

[Manual for Streets](#) DfT, Communities & Local Government 2007

[LTN 2/08 Cycle Infrastructure Design](#) DfT 2008

[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

### **Other references**

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

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