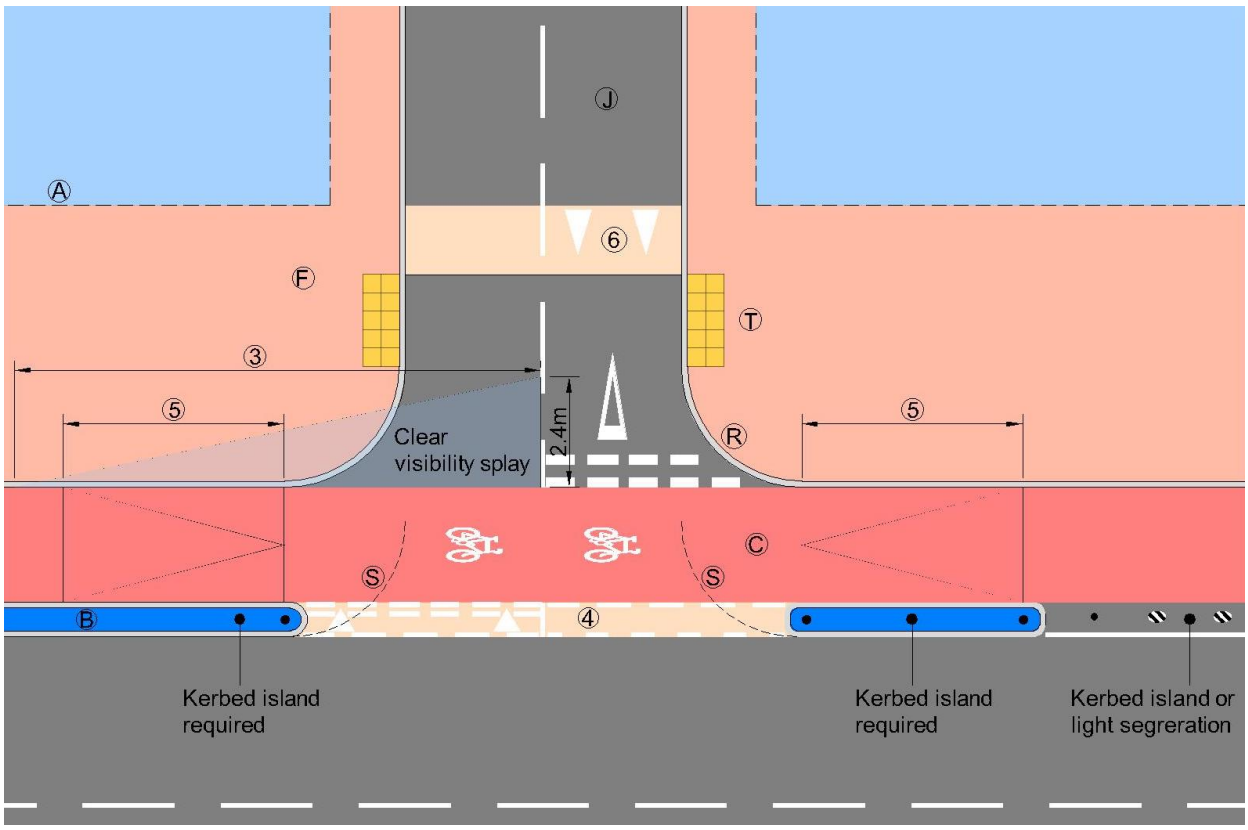
DESIGN SHEET CSRC 05: SIDE ROAD CYCLE TRACK PRIORITY CROSSING, MARKED PRIORITY, NO SET BACK



Notes:

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

1. This layout is best suited to one way cycle tracks as shown. At a two way cycle track, drivers on the side road may not expect or notice cycles approaching from their left, therefore 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. Visibility splay Y-distance to approaching cycles at cycle track nearer edge in accordance with 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%).	A Highway boundary or visibility obstruction within it. B Buffer, typically at least 400mm wide, not restricting visibility or drainage. A rigid bollard is required at the ends as indicated, for which the buffer may need to be widened. It must not obstruct visibility splays or drainage. C Cycle track. F Footway. J Minimise side road width. R Kerb radius 2.5m to 3.0m.

4. To reduce the speed of turning vehicles the ramp from the major road should be as steep (1:3 desirable, 1:6 slackest) from carriageway to cycle track level (see also Note 5). 5. The cycle track should not change level across the junction relative to the adjacent carriageway, e.g. a cycle track at intermediate level should continue at that intermediate level across the side road. The minimum buffer width is therefore determined by the cycle track height above the adjacent carriageway, or the minimum buffer width recommended in the Place & Movement Planning and Design Guidance for the traffic speed, whichever is the larger. Where the buffer width would result in a ramp gradient up from the major road exceeding that required by Note 4, the cycle track should be ramped down at no steeper than 1 in 40 relative to the gradient of the adjacent carriageway. For cycle tracks at carriageway level, including light segregated, the ramps and ramp markings across the side road are omitted. 6. Ramp gradient and height should be in accordance with HCC normal requirements for the route type. 7. An upstand kerb at least 60mm high should separate the footway and cycle track. Where this vertical separation is not possible a detectable white trapezoidal section central delineator strip to TSRGD 2016 Diagram 1049.1 shall be provided. 8. The layout as shown gives priority to cycles not pedestrians. Consider including a zebra crossing – see CSRC 03 – taking account of potential blocking of the cycle track by vehicles waiting at the zebra.	S Swept radius 3.0m, maximum 4.5m. Consider the likely frequency of turning vehicles overrunning the opposite lane and the risk of vehicle swept paths conflicting with the kerbed islands. For the side road exit also consider the potential for drivers to turn mistakenly into the cycle track. T Tactile paving.