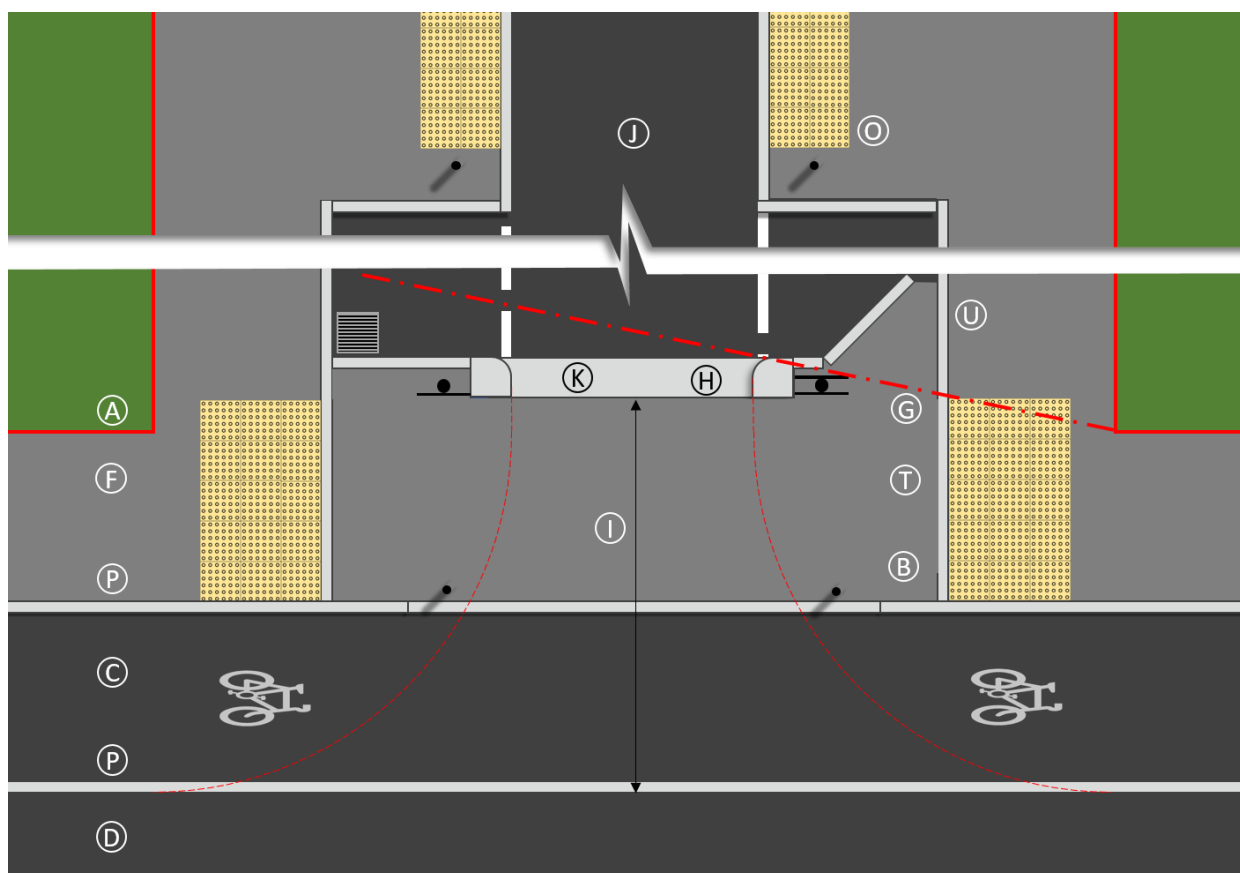


DESIGN SHEET CSRC 07: SIDE ROAD STEPPED CYCLE TRACK CROSSING



Notes:

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

- A Highway boundary or permanent visibility obstruction within it, e.g. a property boundary or building.
- B Bollard or other street furniture to prevent overrunning of the tactile paving.
- C Stepped cycle track, normally 1-way in the same direction as the adjacent traffic. Drivers on the side road may not expect or notice cycles approaching from the opposite direction, therefore where a 2-way cycle track is proposed, measures to address this issue should be included and a Road Safety Audit is required. Cycle track width through the junction shall be consistent.
- D Carriageway. Waiting restrictions may be required opposite the side road to ensure space is always available for vehicle swept paths.
- F Footway.
- G The back of the continuous footway should be aligned square to the side road.
- H. Give Way lines, if provided, should be positioned at the edge of the continuous footway. Ramp markings are not required for 20mph zones.
- I Maximum 6m.

- J The side road treatment should indicate a different environment separate from the major road, low speed and unsuitable for through traffic. Where it meets the continuous footway the end of the side road must be obvious to drivers and should typically be narrow. The layout must prevent kerbside parking obscuring the continuous footway. If the junction is 1-way for general traffic, it should always provide for contraflow cycling. The side road carriageway width should be
- Min 4.25m 1-way, including 1.5m for contraflow cycling
 - Min 4.5m (max 6.5m) 2-way. Note that narrow widths are likely to be more effective in delivering assumed pedestrian priority.
- K Ramp, normally preformed concrete Dutch style entrance kerbs. To reduce the speed of turning vehicles the ramp from the major road should be as steep as possible (1:6 desirable, 1:10 slackest) from carriageway to cycle track level (footway level on side road approach).
- L Ramp extents are defined by radii, normally 3m but larger only if necessary to suit swept paths of permitted vehicles, assuming they may need to encroach into one or both opposite lanes. For 1-way side road entry only, only cycles will exit and the exit radius may therefore be reduced.
- N. Planting or raised delineator, aligned with tactile paving.
- O Optional crossing point to assist visually impaired pedestrians, offset from the continuous footway by typically 20m-30m. The views of local representatives of potential visually impaired pedestrian users should be sought on the detail of any proposed layout and considered in the design.
- P Kerb at least 60mm high – bullnose outside the vehicle path. Across the vehicle path the cycle track crossfall may be adjusted to eliminate the kerb face, or a sloped kerb such as a Dutch style entrance/exit kerb or a sloped cycleway segregation kerb may be used. Between stepped cycle track and carriageway a sloped cycle segregation kerb may be used throughout.
- Where the cycle track and footway are at the same level a detectable white trapezoidal section central delineator strip is required instead of the kerb, in accordance with Section 5.2 of Guidance on the Use of Tactile Paving Surfaces (DfT, 2021), replaced by a channel block to BS1340 across the vehicle path.
- T Tactile paving, in a tone contrasting with the surrounding surface. The line of its edge opposite the major road must not overlap the top of the side road ramp.
- U Where the side road kerb might lead visually impaired pedestrians away from the blister tactile paving, the side road kerb should be extended to the blister tactile paving.
- V Visibility splays in accordance with P&MPDG requirements, to approaching cycles and to carriageway, measured from a point 2.4m in advance of the side road give way line (normally the back of the continuous footway).
1. Do not use this layout with a cycle lane (advisory, mandatory or light segregated) on the major road.

2. The footway and cycle track surface materials must continue unbroken across and well beyond the side road crossing. There should be no significant changes in colour, design, or material compared to the surfaces on each side of the junction, and no changes in level, materials or structure to indicate the edge of the space to be used by vehicles.
3. The side road should be for access only, not through traffic. It should preferably be 1-way in or out for general traffic. It should always be 2-way for cycles.
4. The junction must be lit at all lighting times, including where adjacent lighting is part-time or on a demand-only basis.
5. Where the side road is 1 way away from the junction, road signs are provided to suit and road markings only for contraflow cycles.
6. Sign clutter should be minimised: there should normally be no signs other than No entry, One way, Give way and wayfinding signs.
7. Street furniture should not obstruct non-motorised users.
8. The layout and levels must ensure no standing water will accumulate, ensure gritters can salt the carriageway and continuous footway sufficiently, and facilitate street and gully cleansing.
9. The positioning of any deciduous trees or vegetation should be considered carefully regarding potential slip hazards for non-motorised users and vehicle skidding.