

Annex 1

Trafford Cycle Forum Position Statement: Cycle Lane Widths

There is a range of guidance produced by various bodies regarding recommended widths for cycle lanes. A wide range of 'minimum' widths can be found, depending on the publication selected. Current Department for Transport Guidance (Local Transport Note 2/08) states that 'Cycle lanes should be 2 metres wide on busy roads, or where traffic is travelling in excess of 40 mph. A minimum width of 1.5 metres may be generally acceptable on roads with a 30 mph limit. For cycle feeder lanes to advanced stop line arrangements, a minimum width of 1.2m may be acceptable.'

This position statement has been produced following discussions on this matter at a number of meetings of the Trafford Cycle Forum. It provides guidance to Trafford Council on the Trafford Cycle Forum's position regarding cycle lane widths, and aims to ensure that appropriate decisions are made that will encourage more people to cycle, and keep cyclists as safe as possible on Trafford's roads, on a scheme by scheme basis.

The Forum has agreed the following core principles in relation to Cycle lanes and cycle lane widths:

- The appropriateness, or otherwise, of a cycle lane, should be considered on a scheme by scheme basis, and there should not be a presumption that a cycle lane is automatically the best solution in order to provide for cyclists on any particular stretch of road. The Cycle Strategy to be prepared by the Council will offer further guidance in this regard.
- Where a cycle lane is considered the appropriate solution, as a general rule 1.5m should be considered as the minimum width for a cycle lane, and no cycle lanes of less than this width should be installed or reinstated by Trafford Council without prior consultation with the Trafford Cycle Forum.
- In line with DfT guidance LTN 1/04, and with regard to its statutory duties under the Traffic Management Act 2004, the Council will adopt the DfT's "hierarchy of users" concept on all traffic management schemes, placing pedestrians and cyclists at the top, with unaccompanied private car-users last. It is noted that, as stated in LTN 1/04 "the objective of such a hierarchy is to ensure that the needs of the most vulnerable road users are fully considered in all highway schemes, but not necessarily to give priority to pedestrians and cyclists in every location."
- In line with DfT guidance LTN 2/08, before any cycle lanes less than 1.5m width are considered, all opportunities for redistributing space within the highway should be explored, along with measures to reduce vehicle speeds, in order to ensure a cycle infrastructure that is "perceived to be safe" by cyclists.

- However, the Forum agrees that there are exceptions to the above rule, where a cycle lane of less than 1.5m width may be appropriate, if it is judged that such a facility will be of benefit for cyclists in a particular individual situation. Such situations could include, though may not be limited to:
 - On approach to Advanced Stop Lines (ASL)
 - At locations where there are frequent instances of queuing motor vehicles where a cycle lane would serve to keep traffic away from the kerb and afford a journey time advantage to cyclists
 - To tie into existing facilities of less than 1.5m in width when resurfacing adjoining sections of road
 - To provide continuity of facilities where short sections of reduced carriageway widths prevent a continuous lane of 1.5m from being provided.
 - Where local consultation indicates that an existing sub-1.5m cycle lane is particularly valued by local cyclists.

- The Cycle Forum wishes to advocate the use of standalone cycle icons as a good solution where a cycle lane of 1.5m cannot be accommodated. Examples are those used by Manchester City Council on Stretford Road and Ashton Road, and those recently installed in Trafford as part of the Bridgewater Way access route on Ashburton Road West. The Council has obtained permission from the Department for Transport to use these icons, in conjunction with a signed cycle route. This does not mean that the route has to form part of a particular destination-signed route or national/regional route, and can also include simple regular use of signs to diag 967 (right). Such provision gives a clear statement to all road users that this is a route used regularly by cyclists and that the roadspace indicated by the icons should primarily be used by cyclists.



Diag 967: 'Route recommended for pedal cycles on the main carriageway of a road'

In general terms, the Forum requests that the Council also refer to Department for Transport LTN 2/08 *Cycle Infrastructure Design*, and Transport for London's *London Cycling Design Standards*, which represent current guidance on such issues and espouse similar principles to those outlined above.

Trafford Cycle Forum, August 2013