General principles

Cycle infrastructure (of whatever form) should ensure

- Comfort
- Safety
- Directness
- Attractiveness

Comfort

- Mainly, 'subjective safety'. Minimising traffic nuisance

Safety

Application of the principles of sustainable safety

- Single function roads
- Instantly recognisable road types
- Homogeneity of mass, speed and direction
- Forgiving environments

Goal - achieving these two different types of safety, without sacrificing directness (in time or distance), or attractiveness

The simplest way to minimise traffic nuisance, and actual danger...

Get rid of the motor traffic!

But unfortunately not practical everywhere.

Need physical infrastructure to maintain subjective safety, and sustainable safety, where higher volumes of motor traffic are present.

Appropriate treatments for these purposes

Road Type	Road Speed	Volume (PCU*/day)		
		<2000	2000-3000	>3000
Access	20mph	Combined traffic/cycle street	Cycle lane or cycle street	Cycle track
Distributor	30mph, 2 x 1	Cycle lane or track	Cycle track or parallel road	
	30mph, 2 x 2	Cycle track or parallel road		
Through	Any			

Standards required for maintaining directness and comfort

On links -

- Smooth surfaces
- Wide, to minimise delay
- Shallow gradients
- No sharp bends
- Continuity – no slowing down

Wide enough, smooth and straight

And for junctions...

- Minimising delay (waiting, or diversion)
- Good visibility
- No sharp turns, or gradients

UK junctions

Offer directness... but often not much else

How do we get there from here?

Possible approach?

Two-way track, on town side

Or...

Over to you!

Barriers to doing things properly are not necessarily technical.

- Politics

- Unfamiliarity

- Cost