

Protected Junctions

FAQs

Q. How wide will the cycle track be?

- A.** The aim will be to provide between 1.5 and 2m wide cycletracks. However, this is not always achievable in some locations due to local space restrictions, so reductions in the width of cycle tracks are sometimes required over short stretches.

Q. How wide will the footways be?

- A.** The aim will be to provide minimum of 2m wide footpaths but this may need to be reduced locally due to space restrictions. Wider footpaths will be provided where possible.

Q. Is there a level difference between the cycletrack and the footpath?

- A.** Yes, this will vary depending on local conditions but generally there will be a level difference of between 50 and 75mm, with a preference for greater than 60mm.

Q. Who has priority at crossings between a footpath and a cycletrack?

- A.** Pedestrians have priority at crossing points between footpaths and cycle tracks. Cyclists should slow down and yield to pedestrians crossing or intending to cross.

Q. Will the cyclist have their own 'green phase' with all other movements stopped?

- A.** This will depend on the junction but won't be the standard arrangement as it may result in very longer waiting periods for all users. In general the cyclist will be in the same phase as vehicles and where possible will get a head start using the dedicated cycle signals.

Q. Will pedestrians have to wait longer for a green light?

- A.** They will need to wait for an additional ~3 to 5 seconds as the main traffic lights will be green for longer to allow the cyclists to get a head start on the vehicles.

Q. Why do cyclists get a head start?

- A.** Cyclists get a head start so that they can travel across the junction before the vehicles. This reduces interactions between cyclists and vehicles. Cyclists who approach the junction after the vehicles have got a green light can still proceed through the junction, with left-turning vehicles needing to yield to these cyclists.

Q. Will any additional protection be provided to cyclists?

- A.** In addition to the physical kerb separation, the following measures will be piloted at a number of locations and monitored to assess their effectiveness:
- Flashing amber arrow signal– this will warn left turning vehicles that they need to check and yield to cyclists before they make the left hand movement.
 - Flashing amber road studs at the cycle crossing point-these will flash while traffic on the opposing arms have a green light and will alert left and right turning vehicles that they need to yield to cyclists crossing the junction.

Q. Will the vehicles be able to see the cyclists?

- A.** Yes, while there is a concrete kerb/island between the cycle track and the road, the junction has been designed so that the cyclist is quite visible to the motorists. The turning radius has been kept tight which means that left-turning cars will need to slow right down to make the turn, this will mean they will have more time and space to see the cyclists who are travelling on their left