

**12.0****Traffic Calming and Cycling**

- This section does not offer design guidance for a scheme, but instead focuses on advice to limit the impact of the schemes on cyclists.
- Traffic calming schemes offer an opportunity to improve conditions for cyclists by reducing traffic volumes and traffic speeds. They must however be designed to take cyclists needs into account and ensure that they do not inadvertently make cycling more difficult.
- Cyclists should not in themselves be used as a traffic calming measure
- Please refer to the NCC Traffic Calming Design Guide for specific design guidance

**12.1****Using Traffic Calming to Create Routes for Cyclists**

- Traffic calming can be considered on a route as a traffic management tool to improve conditions for cyclists. See Section 3.3 on highlighting traffic calming within the hierarchy of solutions.
- Traffic calming also lessens the need to separate cyclists from motorists and has general benefits for residents.
- It may however be difficult to get political support for a traffic calming scheme whose sole aim is to improve conditions for cyclists.

**12.2****Cycle Neutral Traffic Calming**

It is essential that when traffic management schemes are being considered that cycle access is maintained, and the design of the scheme in question does not hamper cycle progression. Traffic calming schemes must be designed to be *CYCLE NEUTRAL*, so that they do not have a negative impact on cyclists.

Some of the physical traffic calming measures employed can cause problems for cyclists such as:

- creating pinch points
- reducing the amount of road space to share with other traffic
- creating vertical upstands
- creating blind spots
- creating difficulties when providing for parking and traffic calming
- drainage and ponding problems
- debris collecting in cycle gaps due to difficulty cleansing the street

**12.3 Types of Traffic Calming and Design Improvements for Cyclists**

**Rumble Strips ('thumps')** →

- Avoid using, even in car parks unless a cycle bypass is provided (e.g. a gap to the kerb of 0.75m to 1.0m).
- Sinusoidal humps have a smoother entry and exit and are therefore easier for cyclists to traverse.

**Speed Tables** →

- Provide cycle bypasses where possible (0.75 to 1.0m). If this cannot be done, ensure that the ramps of the tables are less than 1:15.
- Sinusoidal humps have a smoother entry and exit and are therefore easier for cyclists to traverse.

**Speed Cushions** →

- These are good for cyclists as they slow general traffic but do not (in theory) affect cyclists.
- These should have a gap of at least 0.75m between the edge of the cushion and the kerb, 1.0m is preferred.
- Approach gradients should be no steeper than 1 in 8 and side gradients 1 in 4.
- Try to protect the cushions from parking, for example by placing the cushions at central islands/ refuges

**Photo 12.1** provides a cycle bypass, but the facility is rendered useless due to the parked car.

**Photo 12.2** Cycle bypass provided (and being used in the wrong direction!)



Road narrowings/  
horizontal deflections/  
pinch points/ central  
refuges



**Photo 12.3**

Cycle bypass at road with central  
refuges – London Borough of Lambeth

- Narrowing the carriageway has the benefit of reducing traffic speed, but can also lead to cyclists being 'squeezed'
- Provide a 4.0m gap between the island and the kerb where possible. If this cannot be provided then a 3.0m gap is preferable. A width between 3.1m and 3.9m encourages vehicles to overtake a cycle and squeeze them. At 3.0m most vehicles will allow the cyclist through first
- Where possible, avoid placing central refuges next to roadside gullies
- Provide cycle bypasses at pinch points (1.2m min), this means that cyclists do not need to deviate away from their normal position on the left hand side and are not forced out into the path of traffic
- Mark cycle bypasses with the cycle symbol (*diagram 1057*)

Horizontal Deflections/  
Chicanes



**Photo 12.4**

Chicanes with cycle bypasses – Lady  
Bay, Nottingham

- These can be beneficial to cyclists in terms of reducing traffic speeds but be careful not to make conditions worse for cyclists
- Provide cycle bypasses at chicanes
- Mark cycle bypasses with the cycle symbol (*diagram 1057*)
- Illuminated bollards, with additional reflective strips should be provided on build-outs and bus boarders to highlight the location of the build-out to cyclists