

Small Improvement Schemes Advisory Leaflet

Footways and Cycleways



Transporting Programme Team – September 2013

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Overview

- Pedestrian safety can be enhanced by providing or improving footways. The introduction of a missing footway link may encourage more people to walk. The overall width of the road and verge needs to be wide enough to allow for a suitable footway and safe passage of traffic.
- For cyclists safety can be improved by providing specific cycle facilities. Cycling on off-road routes can encourage unconfident cyclists through provision of shorter and non trafficked routes.
- Footways and cycleways can be combined and dependent on the space available can be shared or segregated. Multi User Paths (MUPs) are often utilised in more rural areas and allow use by pedestrians, cyclists and horse riders.

Footways/Footpaths

- Footways – more commonly known as pavements, footways are typically constructed adjacent to the road for use by pedestrians. The provision of dropped kerbs and tactile paving (for the visually impaired) may also be appropriate to indicate a suitable crossing point.
- Footpaths – do not run immediately adjacent to the road but can join residential roads or be in rural areas (generally rights of way). Urban footpaths have a tarmaced surface.



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Cycleways

- Cycle Lanes - These are areas of highway designated and marked for use by pedal cycles. They can be either advisory or mandatory. Both advisory and mandatory cycle lanes can be coloured to emphasise their presence. Cycle lanes are generally between 1.5m and 2.0m in width.
- Mandatory Cycle Lanes - Are marked with a continuous white line and are supported by a Traffic Regulation Order (TRO), which prohibit vehicles from driving or parking in the lane.
- Advisory Cycle Lanes - These are marked with a broken white line and do not require a TRO.
- Contra-Flow Cycle Lanes - These are mandatory cycle lanes which allow cyclists to travel against the prevailing flow of traffic in one-way streets.

Cycleways



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Combined Paths

Cycle Paths – These allow cyclists and pedestrians to use the same route. Users may be segregated by a white line or some other feature or may share the full width of the footway (unsegregated).

Cycle Tracks - These are traffic-free, off-road cycle routes normally shared with pedestrians. For example a path running beside a canal or river.

Multi User Paths (MUP) – these can be used by pedestrians, cyclists and horse riders. They are most commonly found in rural areas due to demand for leisure use.

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Combined Paths



Segregated Cycle Path



Multi User Path (MUP)



Cycle Track

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Locating pedestrian and cycle facilities

- Consideration needs to be given to the width available for any type of pedestrian or cycle infrastructure.
- Land may be required from a third party to accommodate the facilities, this could delay or prohibit the delivery of a scheme.
- Mandatory cycle lanes must not cross side road junctions but a short length of advisory cycle lane can be used to continue the facility.