

Scheme profile

Scheme code: BS\07\LCN\LAM.21

Norwood Road LB Lambeth

Description

The scheme is located on Norwood Road, Links 138 and 128 in the London Borough of Lambeth.

The carriageway of Norwood Road ranged in width from 9.9 to 10.4 metres, containing one general carriageway lane in each direction. Cycle lanes were not present, but the width was sufficient for a review of on-road facilities. The road is characterised by a gradual bend as it approaches a signalised junction, with very few side roads (just one) and thus relatively few turning movements and generally linear traffic flows.

The preliminary design stage of this scheme critically assessed the merits of cycle lane installation, seeking to ensure it would actually benefit cycle users. It was not considered appropriate to install lanes simply as a means of getting cyclists out of the way. The merits were established, and concepts prepared using the design philosophy of National Standards cycle training. Rather than a generic off-the-shelf cycle lane design 1.5m from the kerb, the dynamics of traffic and road layout were

carefully considered, leading to a design that allowed the cyclist to safely position themselves for maximum visibility and safety.

The design process involved allocating the minimum acceptable carriageway width for general traffic and utilising the remaining space for cycle lanes, in this case ranging from 1.5m to 2.9m. Where the space remaining for a cycle lane was more than 2.4m, a 0.5m buffer was included to prevent encroachment by motor vehicles. Great care was taken to ensure the cycle lane design put the cyclist in the best road position for each stretch of road, specifically considering, for example, the need for cyclists to avoid being sent near the kerb on the bend, where they would be out of drivers' field of attention. Equally it was considered important to ensure that drivers would not 'cut the corner' on the bend. A wide cycle lane with buffer zones on the approach to the bend was thus included in the scheme to deal with these issues.

The cycle lane design approach

Existing conditions

- 9.9m - 10.4m carriageway with no cycle lanes
- Linear traffic flows and just one side-road
- Gradual bend in the carriageway approaching a signalised junction

Scheme details

- 1.5m - 2.9m cycle lanes
- 0.5m buffer zones where sufficient width available
- Emphasis on maximising cyclist visibility

utilised for all three cycle lane schemes implemented in Lambeth in 2007/08 allows and encourages cyclists to position themselves according to best practice cycle training.

Many cyclists voiced their full support for the scheme to site engineers during construction.

