



## Design Details for Cycling

19/03/2020

- **Streets have a broader set of functions than just helping people get from A to B.** Both movement and creating a sense of place that is inviting, connected and safe needs to be considered in designing streets. Good cycle routes and junctions should be coherent, direct, safe, comfortable and attractive for cyclists.
- **Plan for greater diversity in the design of our streets.** We should plan better for the 85% of total journeys that are not commutes. Introducing protected cycle infrastructure within escorted routes to school (these trips are undertaken by 4x more women than men) could be one design shift for greater gender balance to the cycle network.
- **Successful and safe communities depend on helping everyone (whatever their age, gender or ability) move around their city actively and sustainably.** Designs need to be cognisant of wider cycle planning and the types of people likely to use them.
- **Whether buffered, lightly segregated or stepped, these different cycle tracks each come with different grades of protection, costs and space demands.** Test your designs using 'swept path analysis' software to ensure turning radii and widths remain accessible and inclusive to all kinds of cycles; disabled users, child trailers and cargo bikes.
- **Marked priorities such as legal giveaways that establish cyclist priority need to be backed up by design.** The tapering of kerbs, tighter visibility splays, altered surface materials and linear, continuous cycle tracks can intuitively oblige drivers to yield to cyclists; design priority.

### Speakers:

Phil Jones, PJA  
Lucy Marstrand, Project Centre  
Paul Dodd, Urban Design London