Table: Cycle lane and track widths

Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
nan	nan	200-800	2.2	2.0
nan	nan	>800	2.5	2.0
nan	2 way	<300	3.0	2.0
nan	nan	>300-1000	3.0	2.5
nan	nan	>1000	4.0	3.0
Cycle lane	1 way	All – cyclists able to use carriageway to overtake	2.0	1.5

Minimum acceptable lane widths

Carriageway and lane widths

7.2.5 UK practice has generally adopted a standard unsatisfactory for cycling in mixed traffic as it does not include any allowance for cycle facilities on the carriageway and the lane widths are unsatisfactory. Lanes drive alongside a cyclist without crossing the centre line, but without any safety margin for the comfort and protection of cyclists. This will potentially lead to close overtaking behaviour that may endanger the cyclist.

7.2.6 For locations where on-carriageway cycling is appropriate, Table 7-2 sets out minimum acceptable lane widths. This should be viewed in conjunction with

Desirable Ab

Feature minimum min

between advisory cycle lanes

lane to pass one another can make the facility uncomfortable
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Figure 4.1 in Chapter 4 which advises on when it is necessary to separate cyclists from motor traffic. Additional width may be required at sharp bends and at junctions to accommodate turning and larger vehicles.
7.2.7 A highway typically includes several other features (shown in Table 7-3) that may reduce the space available for cycling. Providing sufficient width for these other functions will help to prevent cyclists coming into conflict with other road users.

Table: Minimum acceptable lane widths

Feature	Desirable minimum	Absolute minimum	Notes
Traffic lane (cars only, speed limit 20/30mph)	3.0m	2.75m	2.5m only at offside queuing lanes where there is an adjacent flared lane
Traffic lane (bus route or >8% HGVs, or speed limit 40mph)	3.2m	3.0m	Lane widths of between 3.2m and 3.9m are not acceptable for cycling in mixed traffic.
2-way traffic lane (no centre line) between advisory cycle lanes	5.5m	4.0m	4.0m width only where AADT flow <4000 vehicles** and/or peak hour <500 vehicles with minimal HGV/Bus traffic.

Table: Minimum widths of other carriageway features

Feature	Preferred	Minimum	Notes
Bus lane shared with cyclists	4.5m	3.2m	Avoid widths of between 3.1m and 3.9m to deter close overtaking, especially at pinch points such as

			central refuges (see 7.2.9)
Bus lane where off-peak parking is permitted	4.5m	4.5m	Allows 1.5m space alongside parked cars.
Buffer zones and verges (kerb segregation feature, hatched area where cycle facility adjacent to parking bays, verge between cycle track and carriageway with 40mph+ speed limit, separation from adjacent footway)	>0.5m	0.5m	Increased separation required where traffic speeds and volumes are greatest.
Car parking bay	2.0m	1.8m	Allow 0.5m buffer to any cycle lane
Disabled parking bay	>2.7m	2.7m	Allow 0.5m buffer to any cycle lane
Loading bay	2.7m	1.8m	Allow 0.5m buffer to any cycle lane.