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**Director of Engineering Memorandum**  
**DEM 181/19**  
**DEM TITLE: Cycling Design Guidance**

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### **Classification**

<b>Level 1 (Title / Key Words):</b>	Cycling Road Traffic Regulation (Northern Ireland) Order 1997, RTRO, Article 4 Traffic Regulation Order DMRB
<b>Level 2 :</b> (Directorate/ <u>Owner</u> ):	Engineering
<b>Level 3:</b> (DfI Roads HQ or HoBU Managed Function):	Engineering Services – Traffic and Development Control Policy Branch
<b>Level 4 :</b> (Work Areas)	Traffic Management

### **Purpose**

This Memorandum provides technical guidance aimed at informing the design of new cycling infrastructure.

It should be read in conjunction with the Design Manual for Roads and Bridges, in particular CD 195 Design for Cycling Traffic, RSPPG E003 Department for Infrastructure (DfI) Design Standards'.

### **Scope**

This Memorandum applies to all DfI Roads staff involved with providing cycling provision on the public road.

This Memorandum also sets out what cycle design guidance can be used when designing cycling schemes.

### **Policy/Guidance**

This memorandum confirms that the layouts and geometric standards contained in the following guidance documents may be used when designing cycling infrastructure:

- London Cycling Design Standards (LCDS);
- Design Guidance Active Travel (Wales) Act 2013; and,
- 'Cycling by Design' Transport Scotland 2011.

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The England National Application Annex to CD 195 Designing for Cycle Traffic may also be referred to when designing cycling facilities on motorways and trunks roads.

The Department for Transport is currently completing a review and rewrite of Local Transport Note LTN 2/08 on Cycle Design Infrastructure and the new LTN will also form the suite of documents that designers may use when developing proposals for and designing new cycling infrastructure.

The client will decide which design guidance will be used and advise the designer accordingly in the design brief. Using guidance from more than one source document on any one scheme is not generally recommended for reasons of consistency across the local road network, however, it is recognised that the solution to a local difficulty or need may be best resolved by drawing design features from more than one source - where this is the case the reasoning behind any decision should be recorded.

Designers are reminded that the cycling design guidance listed in this document must not be applied in isolation of other standards or design guidance. The needs of other users and in particular walkers must be accommodated. It is recognised that some design elements contained in the above documents, such as cycle lanes immediately to the rear of bus stops, do cause some other users concern. Each facility shall therefore be designed with the needs of all in mind and where necessary only be taken forward when introduced following meaningful consultation with organisations representing the accessibility needs of local people, particularly those with a disability, and after any equality considerations have been fully explored and accounted for.

All design decisions, in relation to cycling infrastructure, for all schemes shall be recorded. The information to be recorded shall include what guidance has been used as well as detailing any justification for using layouts that do not fully comply with the guidance contained in the documents stipulated above. This information shall be presented in the cycling scheme design overview (CSDO) attached in Appendix A. Overview reports need only be completed and retained within Division.

### **References**

1. London Cycling Design Standards (LCDS) 2014,  
<http://content.tfl.gov.uk/lclds-chapter1-designrequirements.pdf>
2. Design Guidance Active Travel (Wales) Act 2013  
<https://gweddill.gov.wales/docs/det/publications/141209-active-travel-design-guidance-en.pdf>

3. 'Cycling by Design' Transport Scotland 2011  
[https://www.transport.gov.scot/media/33803/cycling\\_by\\_design\\_2010\\_rev\\_1\\_june\\_2011.pdf](https://www.transport.gov.scot/media/33803/cycling_by_design_2010_rev_1_june_2011.pdf) .

### **Equality**

This guidance points to other established guidance which have each been subject to equality consideration before publication. It has undergone EQIA screening and it was considered that a full Equality Impact Assessment was not required as any potential impact will need to be considered at a local level on a scheme-by-scheme basis.

### **Rural Needs**

This guidance has undergone Rural Needs Impact screening and it was considered that a full Rural Needs Assessment was not required as any potential impact will need to be considered at a local level on a scheme-by-scheme basis.

### **Privacy**

No personal information will be gathered as a result of the application of this so a Privacy Impact Assessment is not required.

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12 August 2019

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