

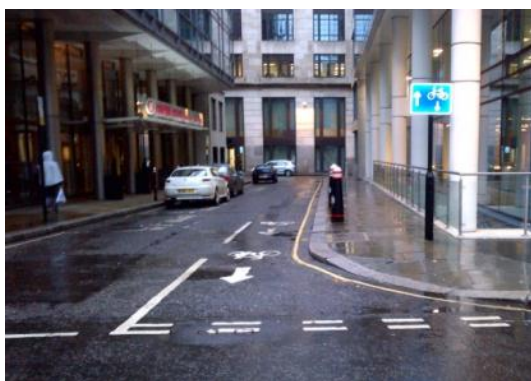
## 7 Contraflow Cycling

### Introduction

Provision for contraflow cycling can be achieved using cycle tracks, mandatory or advisory lanes or with no markings whatsoever on low speed-low flow roads. Where a lane or track is proposed a 2.0m minimum width is recommended in order to provide the necessary separation from opposing traffic, although on low-flow, low speed streets no contraflow lanes are required.

### Speed/flow criteria for contraflow facilities

Contraflow facilities with advisory cycle lanes or no cycle lane whatsoever should generally be restricted to roads with actual speeds of below 30mph and flows of less than 2000 vehicles per day. Such facilities are compatible with low speed roads with a posted speed limit of 20mph and where actual speeds will not be significantly higher than this.



*Simple contraflow on minor street*

It is no longer necessary (since 2012) to seek special authorisation from the DfT for the associated signs and markings. Sign (Diag 940.2) for unmarked contraflow or advisory contraflow lanes is now prescribed, and it is permissible to use an 'Except Cycles' plate beneath a 'No Entry' sign to indicate a contraflow facility (See Signs chapter).



*This contraflow cycle lane on Hurst St offers a good width and prominent markings including a buffer zone between oncoming traffic and the lane.*



*Entrance to contraflow lane at Corporation St is protected by a splitter island*

On busier roads a mandatory contraflow lane or cycle track of 2.0m width is recommended. Where there is a high demand for parking (or likelihood of unlawful loading and parking), the kerb separation will reduce the likelihood of the facility being blocked.



*Protected exit from advisory contraflow lane, Ladywood*