








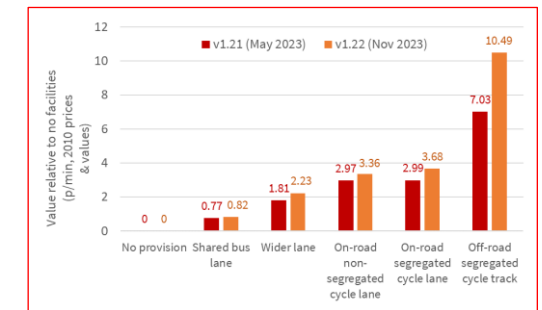


# AMAT cycling infrastructure categories: ready-reference chart

Category	No provision	Shared bus lane	Wider lane	On-road non- segregated cycle lane	On-road segregated cycle lane	Off-road segregated cycle track
<b>Description</b>	n/a	Provision of a bus lane that cyclists can use within and outside of its hours of operation.	This relates to a wider carriageway lane affording more space for cyclists. There may not be formal designation or road markings for cyclists.  For AMAT inputs, users should consider the current width of the carriageway lanes and how this may change with the proposed scheme, for example whether the scheme provides more space for vehicles to safely pass cyclists.	This is a cycle lane that forms part of a carriageway/road and is designated by road markings such as painted lines	This is a cycle lane that forms part of a carriageway/road but is physically segregated e.g. by kerbing or light segregation such as raised markers and/or wands.  ⚠ see note on right	This is a path or track with right of way for pedal cycles that is separate to the road, typically with a level difference (that may or may not also be useable for pedestrians).  ⚠ see note on right
<b>Examples</b>	n/a	Shared bus and cycle lane   Shared bus lane with advisory cycle lane within it 	Wide road lanes, showing sufficient space for vehicles to pass cyclists in the same lane 	On-road non-segregated cycle lanes – with painted cycle lanes  	Light segregated cycle lane – with wands   Light segregated cycle lane – with kerbing 	Stepped cycle track separate from the road   Off road cycle track 
<b>Value relative to no facilities (2010 prices and values)</b>	n/a	<b>0.82</b> p/min	<b>2.23</b> p/min	<b>3.36</b> p/min	<b>3.68</b> p/min	<b>10.49</b> p/min

This chart reproduces the AMAT's cycling infrastructure type examples in an easy-to-read form (left), and adds extra contextual information and tips (below).

⚠ “Segregated” in AMAT terms means segregated from general traffic. It does *not* mean a painted line separating pedestrians from cyclists, although this might exist in some cases.



These are the only categories available in AMAT. It is possible to use them as proxies for other improvements to journey quality. For example, if you were improving an existing off-road cycle track, you might consider that the improvements were likely to be worth around 1p per minute – so you could use ‘no provision’ and ‘shared bus lane’ as existing and proposed categories, to reflect this. TAG unit A4.1 (paragraph 6.3.4) and unit A5.1 (paragraph 3.4.2) give relevant advice.

## Sources:

AMAT categories, descriptions and examples (including pictures): Active Mode Appraisal Toolkit User Guide, DfT, May 2022

Values: TAG Databook November 2023 v1.22, Table A4.1.6. (Earlier versions of the Databook used different values.)

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