Type of junction	Cycle movement being assessed	Suitable only for confident existing cyclists, and may be avoided by some experienced cyclists Conditions are most likely to give rise to the most common collision types Score = 0	Likely to be more acceptable to most cyclists, but may still pose problems for less confident or new cyclists The risk of collisions has been reduced by design layout or traffic management interventions Score = 1	Suitable for all potential and existing cyclists The potential for collisions has been removed, or managed to a high standard of safety for cyclists Score = 2
Any type of junction	Any movement	• Cycle movement in potential conflict[57] with heavy motor traffic flow.[58] • Cycle movement mixed with or crossing traffic with 85th percentile speed exceeding 60kph, or where vehicles accelerate rapidly. • Necessary to cross more than one traffic lane (without refuge or protection) to complete cycle movement unless traffic flows are low. • Cycle movement crosses wide junction entry or exit: e.g. with merge or diverge taper or slip lane. • Pinch points on junction entry or exit (lane width 3.2m-3.9m). • Cycle movement affected by very poor surface quality utility reinstatement, gully positioning, debris.	• Cycle movement in potential conflict with moderate traffic flow.[59] • Cycle lanes through junction meeting appropriate desirable minimum width requirements for the movement under consideration. • Raised table at junction crossed by traffic in potential conflict with cycle movement. • Cycle movement made by transiting onto section of shared use footway.	• Low[60] traffic speed and volume in mixed traffic environment (e.g. access-only streets in a residential area). • Cycle movement separated physically and/or in time from motor traffic and also separated from pedestrians. • Cycle movement bypasses junction completely, including via good quality grade separation.

Type of junction	Cycle movement being assessed	Suitable only for confident existing cyclists, and may be avoided by some experienced cyclists Conditions are most likely to give rise to the most common collision types Score = 0	Likely to be more acceptable to most cyclists, but may still pose problems for less confident or new cyclists The risk of collisions has been reduced by design layout or traffic management interventions Score = 1	Suitable for all potential and existing cyclists The potential for collisions has been removed, or managed to a high standard of safety for cyclists Score = 2
Crossroads – as T junction plus: In addition to and notwithstanding any of the above "any junction" conditions	Ahead from minor arm	• Heavy opposing traffic movements with no physical refuge (including ghost island junction).[63]	• Protected pocket refuge for ahead cycles allowing two stage movement, crossing one lane at a time.	• Cycle movement made via crossing of major arm via dedicated cycle signals or cycle priority.
Traffic Signals *In addition to and notwithstanding any of the above "any junction" conditions*	All movements	• Single or multiple queuing lanes with no cycle lanes or tracks on approaches. • Junctions with unsignalised left turn merge/diverge and signalised ahead lanes.	• Advance Cycle Stop lines, at least 5m deep[64] and where the signals on the approach are on green for <30% of the cycle time. • Signal timings adjusted to provide extended intergreen to suit cycle movement under consideration. • Cycle/pedestrian scramble (toucan crossings with all-red stage). • Early release for cycles, with enough time to clear junction for cycle movement being considered.	• Cycle movement has no potential conflict with motor traffic, e.g. dedicated cycle stage, conflicting traffic movement held or banned.
	Right turn		• Two-stage right turn via ASL or marked area in front of stop line.	• Two-stage right turn with physically protected waiting area.

57 'In potential conflict with' means where heavy motor traffic movements cross or run alongside cycle movements without being separated physically and/or in time

58 Heavy traffic flow = > 5000 motor vehicles per day and/or HGV and bus flow > 500 per day

59 Moderate traffic flow = 2500-5000 motor vehicles per day and/or HGV and bus flow 250-500 per day

60 Low traffic flow – < 2500 motor vehicles per day and/or HGV and bus flow < 250 per day

63 Where there is a continuous gap of at least 10s in both major road traffic streams every 60s, a score of 1 will be appropriate

64 7.5m deep ASLs are preferred