Cycle Lane Protection: 
A state of the art review 
Brian Deegan
History of Cycle Lane Protection

Segregated cycle lanes using planters and armadillos could spread across Britain

Laura Laker
September 6, 2013 11:25 am

Raised markings 1m long, 100mm high with tapered sides (Hedgehogs) at 1m spacing on line

Illuminated bollard on splitter traffic island

Diag 1049

1.5m

Illuminated bollard on traffic island

Diag 1004 or 1049

Diag 959.1

Diag 967 or 959.1

6.

7.
What is light segregation?

“the use of physical objects intermittently placed alongside a cycle lane marking to give additional protection from motorised traffic”
What are its benefits?
Level of Service
Value for Money
Adaptability
Legaility
Key Findings:

• Low level separators considered more successful

• Vertical separators have higher degree of subjective safety

• Seville installed 80km of segregated network in 4 years
Key Findings:

• 15 months after delivery cycling numbers rose 70%. Despite full segregation being removed.

• 18 collisions in 15 month period before implementation down the 3 in 15 months after
Key Findings:

- Cyclists rated kerb segregation the safest but pedestrians and motorcyclists rated it the least desirable.
- Flexible posts preferred choice by all users.
- Little objective safety difference between light and full segregation but light segregation more adaptable.
Key Findings:

- Incursion by motor traffic into cycle lane at one site went from 65% to 19% with low level separators
- 19% to 0.1% when posts added
Key Findings:

- Up to 171% increase in cycling in first year on measured sites
- 85% of residents said they were more likely to cycle as a result
Key Findings:

• Cost effective protection improving subjective safety

• No one size fits all solution. Context and users need to be considered.

• Light segregation is generally successful at stopping motor traffic from entering cycle lanes
Issues
Design considerations
## Products

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<th>Protection</th>
<th>Cost</th>
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Case Study: Bus Stop Treatment
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