

To separate or not to separate,
that is the question...

...or is it how and what to
separate with?

How the spaces between modes are designed has a profound influence on people's willingness to use a bicycle for transport.

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Description

When choosing the type of separation device next to a cycleway, the following issues should be considered:

- ✓ Permeability
- ✓ Height of separator
- ✓ Mountable kerb detail
- ✓ Implications at intersections and driveways
- ✓ Cycling shy space
- ✓ Width of separator
- ✓ Conspicuity and aesthetics
- ✓ Durability
- ✓ Compatibility with cycleway maintenance
- ✓ Compatibility with rubbish / recycling collection
- ✓ Temporary separators
- ✓ Retrofit vs. new build
- ✓ Construction process
- ✓ Temporary traffic management for cycleway users

What type of separation reduces anxiety for people walking and cycling for transport?

Shared paths



Shared paths

“Some pedestrians will avoid using shared paths because of anxiety about interactions with cyclists, so their installation should be limited. In all cases, options to provide a fully separated path should be considered first”.



Buffered on-road cycle lanes



With tim tams?



Bollards or planters



Shared space intersections?

‘Frequent changes in legibility, directness, coherence, and comfort will reduce people's propensity to cycle for transport’



Shared space intersections?

‘Frequent changes in legibility, directness, coherence, and comfort will reduce people's propensity to cycle for transport’

‘Are these interventions equitable for people with mobility impairments, people with anxiety, elderly, people with hearing impairments, children’ ?



Offroad separated paths



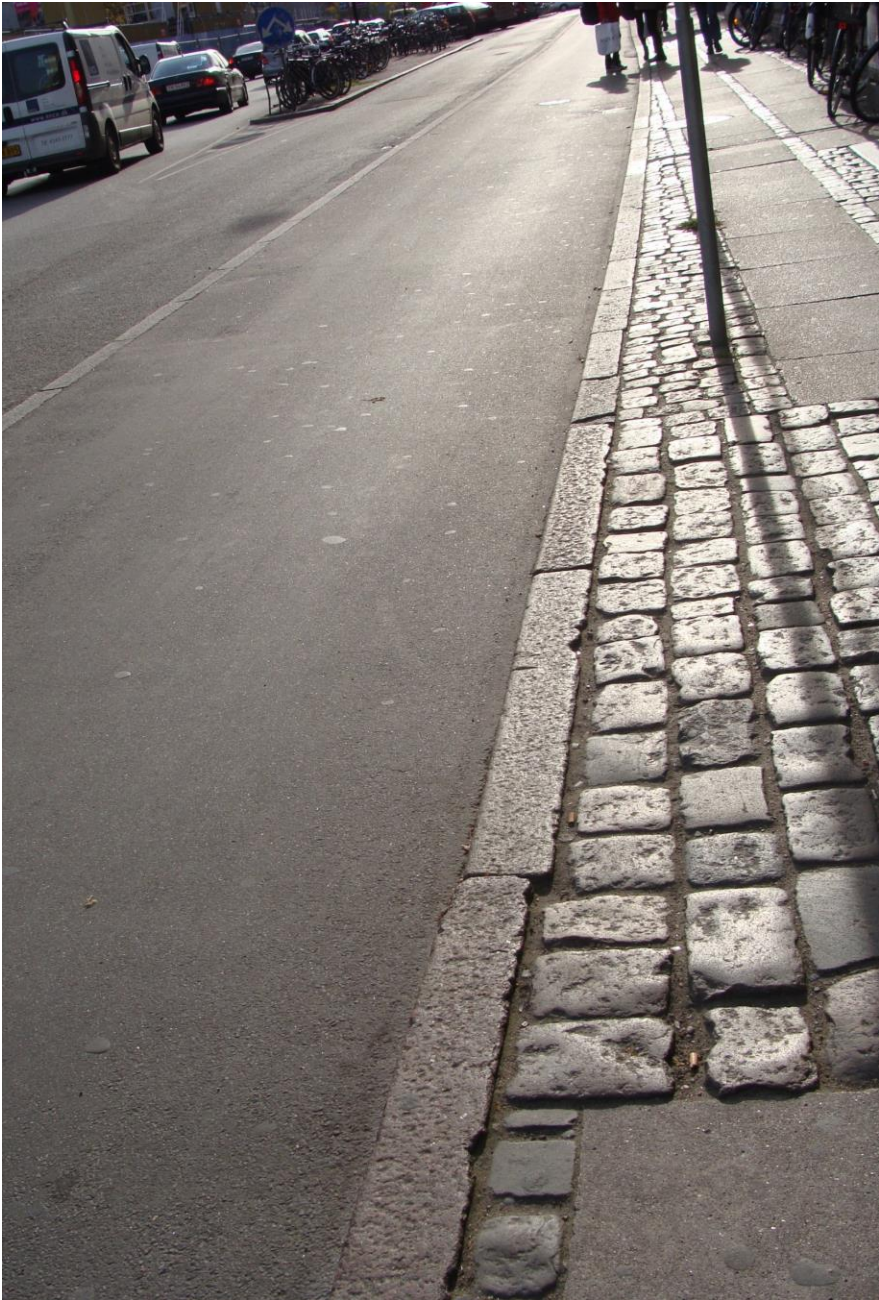
Offroad separated paths



It seems that separation does seem to cause us anxiety in more ways than one... but not enough to change current practice?

Its not a new idea...





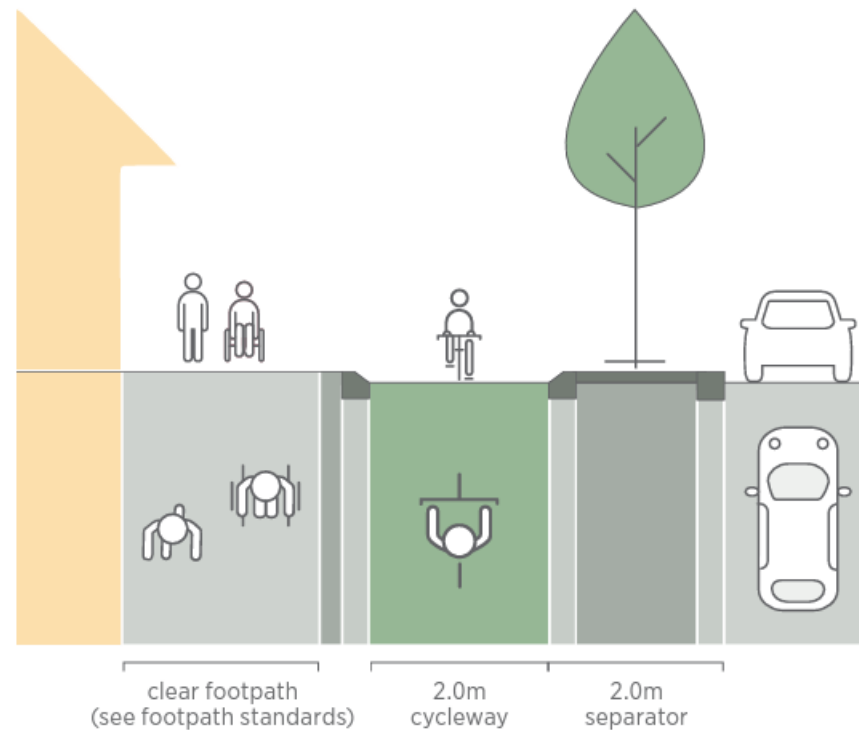


The solution ?

Figure 1 Approved design option 1

- Typical kerb detail K01
 65mm height 1:3,
 No lip at cycle surface
- Typical kerb detail K02
 150mm height, vertical

A cycleway separated from moving traffic provides real and perceived safety to people on bicycles by the distance between different modes and the physical barrier of the raised buffer. It is suitable for streets with local to strategic place significance and moderate to high traffic volumes.



The solution – more than just ‘safe’



legible



Coherent



Equitable



Comfortable



???

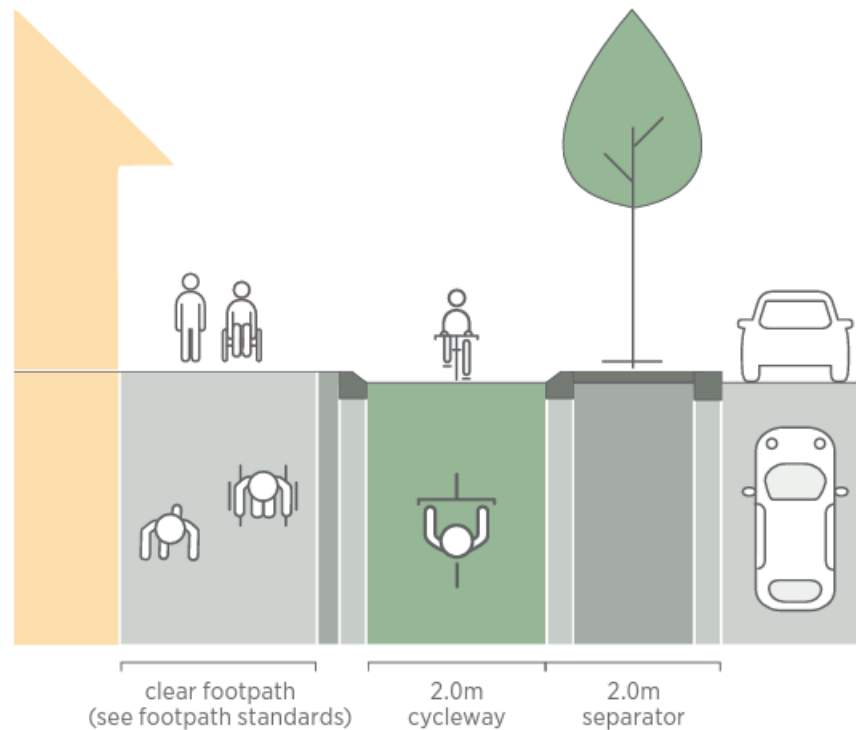


Less separation anxiety

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- Typical kerb detail K02
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Thank you
Questions and debate

