

# Newarke Street cycling improvement project

Presenting some options for protecting the cycle lane



*“Creating separated spaces with a common goal”*

May 2013

Leicester Cycling Campaign Group

[info@lccg.org.uk](mailto:info@lccg.org.uk)

# contents

The current problem

The current proposal

Our proposal

Creating separated spaces (I,II,III)

Our proposal in more detail (I, II)

Benefits for all

Next Steps

References

# Newarke Street – the current problem

## The current problem:

Existing cycle facilities in Leicester are often viewed as unimportant by motorists looking for somewhere to park their car.



*Cars parked in York Street on the cycle lane*

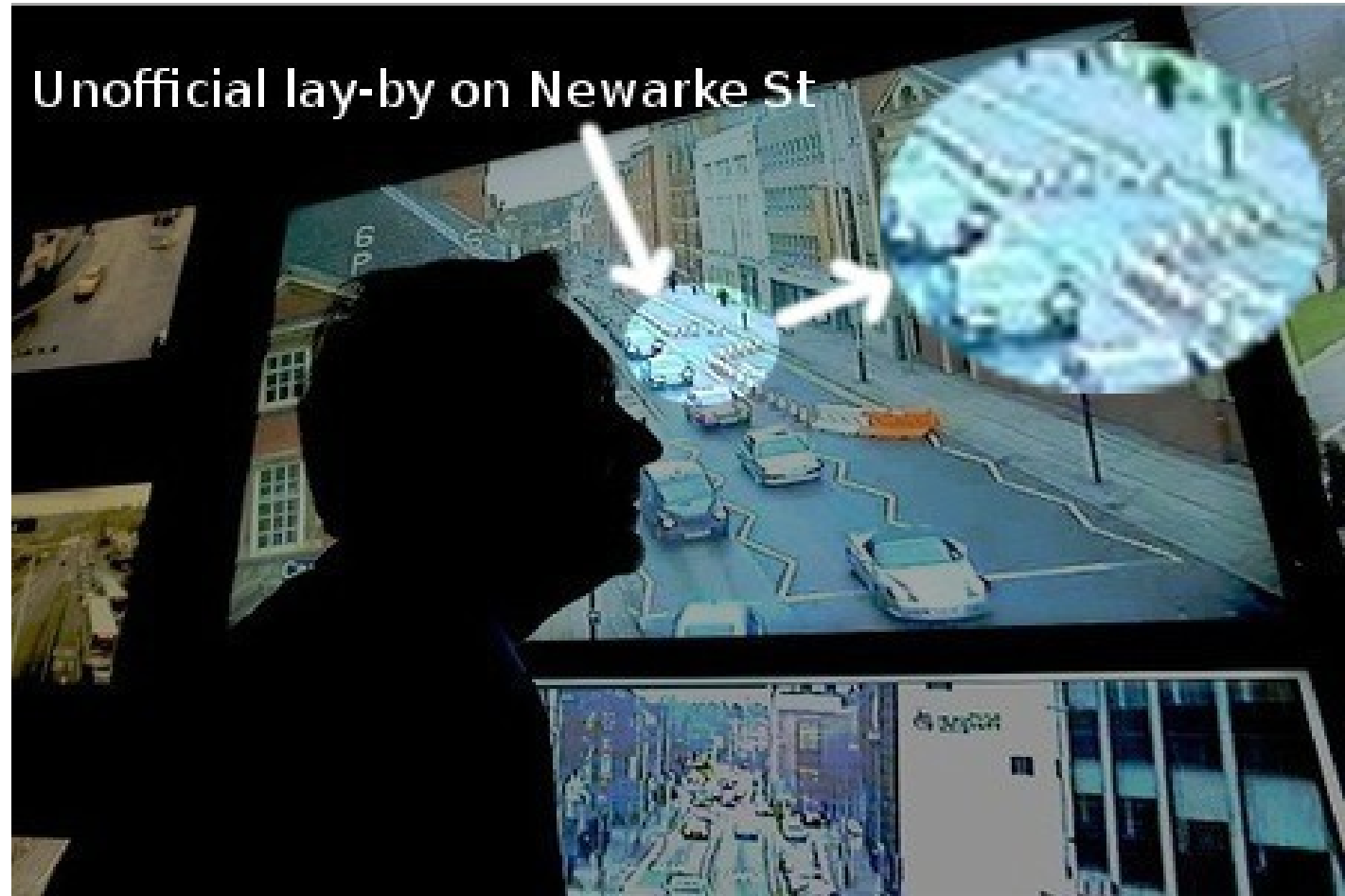


*Cars parked on the off-road cycle track alongside Aylestone Road, blocking the route  
(photo taken Sat 11th May 2013)*

# Newarke Street – the current problem

## Further illustration:

The temporary cycle lane on Newarke St often has an unofficial taxi-sized layby cut out of the traffic cones. This blocks cyclists using the lane.





# Newarke Street – The current proposal

## Paint-Based Solutions are not effective:

1. We reject paint based solutions because evidence shows that without regular police / traffic warden enforcement they are ignored by some motorists.
2. They do not provide a safe space for cyclists.



# Newarke Street – Our Proposal

## Our suggestion:

- 1. Create a solution that does not require regular enforcement**
- 2. Create effective and efficient separation** of motorised vehicle and cycling lanes. There are a number of elegant options.

# Creating separated spaces (I)

Royal College Street Visualisation



**An example of a separated space (I):**

Royal College St in London (currently under construction) will use planters and 'zebras' (next page) to separate a cycle lane from a minor road.



# Creating separated spaces (II)



**An example of a separated space (II):**

“The Barcelona Zebra” –  
made from recycled plastic



# Creating separated spaces (III)



**An example of a separated space (III):**

Deployment of planters  
(Vancouver)

# Newarke Street - Our Proposal (I)

## Our proposal:

- **Create separate spaces.** A mix of planters, zebras or bollards.
- **Create a height difference** Between pedestrian and cyclist routes & between cyclists and motorised vehicles.
- **Create priority.** Cyclists going straight ahead over turning traffic.
- **Create visual distinctions.** Differently coloured surfaces for cycling and pedestrian path to help visually impaired people.
- **Incorporate sloped kerbs.** Between pedestrian and cycling tracks. Safer for all, less risk for all.

# Newarke Street – Our Proposal (II)

**Reduce surface water.** Sufficient camber to ensure smooth run off and avoid standing water and reduce winter icing.

**Bike friendly drain covers.** Perpendicular to cycling direction or built into kerb edges.

**Sufficient width for 2-way traffic.** No less than 3m in width (based on Dutch standard).

**Maintain separation.** Entry and exit points to be designed to ensure cyclists and motorists are never in conflict with each other.

# Newarke Street – Benefits for all

**A very visible sign.** The improvements are a very visible sign of Leicester's commitment to increasing the number of people using cycles to get around the city.

**Demonstrates commitment and quality.** This is a unique opportunity for the city to show that it is able to create a high quality cycling facility.

**Attractive at all times by all people of all ages and abilities.** This implies making it impossible for vehicle users to park their car on the lanes.

**A solution that does not require regular enforcement.** Paint based solutions do not offer this and require regular police / traffic warden enforcement.

**Safe, Effective and efficient separation.** Effective and efficient separation of motorised vehicle and cycling lanes creates safe spaces for all.

**More cyclists means fewer car drivers.** Thus improving the flow of traffic.



# Newarke Street – Next Steps

## Our offer to you

**Our experience.** We have a wide ranging experience in national and international cycling infrastructure design, commuting by bike, efficient and effective processes, data analysis and interpretation.

**We are here to help.** We request involvement in the design process to assist the planning and design through consultation and cooperation.

**A common goal.** Ensure that the facility is of the highest quality, enabling cyclists of all ages and abilities to have a safe and smooth journey into the city.

**Please contact:** Mat Scull, Leicester Cycling Campaign Group, [mat@lccg.org.uk](mailto:mat@lccg.org.uk)

# References

Some of the references in this document:

- Barcelona Zebra - <http://is.gd/barzebra>
- Camden Cyclists (who supplied some of the photos) on Royal College St <http://is.gd/camdenrcs>
- Dutch cycle track info - <http://www.cyclingembassy.org.uk/wiki/dutch-cycle-infrastructure>