

1. Examples of Light Segregation to create protected cycle lanes



2. Examples of Kerb Segregation to create bus platforms



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3. An example Side Road Treatment to prioritise walking and cycling



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This drawing provides examples of the types of infrastructure being considered to promote pedestrian and cycle priority.

1. Light Segregation Units

These are products designed to provide physical separation between the cycle lane and general traffic. They are typically bolt down units made of recycled rubber. Vertical wands or cones are used to highlight their presence. The segregation units can be placed at different intervals to suit the character of the road and site constraints. The vertical wands can be placed on every unit or spaced to suit the site requirements.

2. Kerb Separation

This provides physical segregation between the cycle lane and general traffic. It can also create a kerbed bus platform for pedestrian access to bus stops. This means that bus passengers can access or alight from the bus without impacting cycle movements whilst cyclists can bypass a bus at the stop.

3. Side Road Entry Treatments

A number of features can be used to highlight the presence of different user groups, prioritise the movement of pedestrians and cyclists, and reduce the speed of motor traffic. Examples include reduced kerb radii, tactile paving and dropped kerbs, road markings and coloured surfacing.

Ref.	Date	Details	Initials
P01	23.08.2022	First issue	JS
Revisions			



Title
 TMBC Active Travel Tranche 2
 Infrastructure Examples
 Consultation Plan

Scale	Drawn	Checked	Scheme ID
NTS @ A3	JS	AW	HS6051-051
	Date	Date	Drawing Status
	23/08/2022	23/08/2022	For Information