

Irish Cycle Campaign Factsheet: Segregation

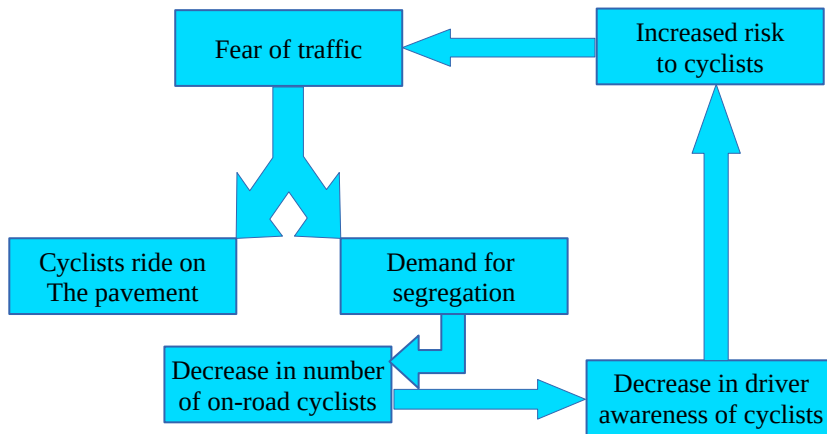


1. Segregation is a strategy of seeking to separate cyclists from motor traffic; some key aspects:
 - Segregation is a complex and multi-faceted issue
 - Segregation is the current focus of both public discussion and cycling promotion
 - Segregation is desirable for inexperienced cyclists or on roads carrying fast traffic
 - Most cyclists cite fear of traffic as the main disincentive to cycling, hence a majority favour segregation, but cycling activists have reservations, see below
2. Types of segregation
 - Cycle Paths: off-road, at the same level as pedestrians
 - Cycle Lanes: on-road, at the same level as motor traffic
 - Cycleway: completely segregated route – often along disused railway lines or canals
3. Problems with segregation
 - Motorists may be less aware of non-vehicular or segregated cyclists, increasing the overall risk to cyclists – lack of the Safety in Numbers effect, especially at junctions, which are often unsegregated
 - There is increased potential for conflict with pedestrians, especially on Cycle Paths
 - There are problems of diversity: there are no one-size-fits-all solutions
 - Solutions are not necessarily “portable” i.e. there is difficulty with designs imported from other countries
 - Junction design that seeks to maintain segregation is complex and problematic, see below
4. Traffic Lights & Segregation
 - In the context of the established segregation between motor traffic and pedestrians, the introduction of cyclists, where *not* behaving as motor traffic, introduces potential conflict with *both* motor traffic and pedestrians
 - Attempts to regulate all three modes of traffic separately introduces significant complexity, extra cost in implementation and longer delays in use
5. Roundabouts & Segregation
 - Cyclists approaching a roundabout on-road are safer if they also negotiate the roundabout on-road i.e. like a motor vehicle, but not all cyclists are willing to do so
 - In practice, most cyclists prefer to negotiate roundabouts off-road i.e. as pedestrians, but may not dismount; hence it is important to provide appropriately designed pedestrian crossings, for both pedestrians and cyclists
 - Roundabouts, especially in an urban context are, in general, a disincentive for cyclists and an inhibitor of cycle traffic
6. Segregation as Intervention
 - It is widely recognised that the effective promotion of cycling requires intervention across a wide range of measures; the roll-out of segregation infrastructure is, on its own, of limited value

Unfortunately, Irish traffic law uses the same term, Cycle Track, for both Cycle Paths and Cycle Lanes

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Vicious Circle



Virtuous Circle

