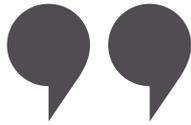




# Separated Cycling Paths Fact Sheet



Providing [separated cycling paths] is fundamental to accommodating cyclists of all ages, abilities and confidence levels.

Global Street Design Guide (2016)



## WHAT ARE THEY?

Separated cycling paths are bicycle lanes physically separated from motorised traffic. They are also known as 'Protected bicycle lanes' or 'Copenhagen lanes'.

This infrastructure greatly improves the level of safety for people riding bikes as well as improving the amenity and perception of safety.



City of Melbourne's, "Bicycle User Confidence Study" (2017)



## BENEFITS

- ✓ Physically separates motor vehicles from riders - significantly reducing the likelihood of conflicts
- ✓ Moves riders outside the 'dooring' zone (typically bicycle lanes are installed adjacent the parking lane)
- ✓ People who ride feel safer in these environments - further promoting this active transport
- ✓ Attracts greater diversity in riding demographics





# Separated Cycling Paths Fact Sheet

## WHAT DO THEY LOOK LIKE?

There are two typical configurations for separated cycling lanes.



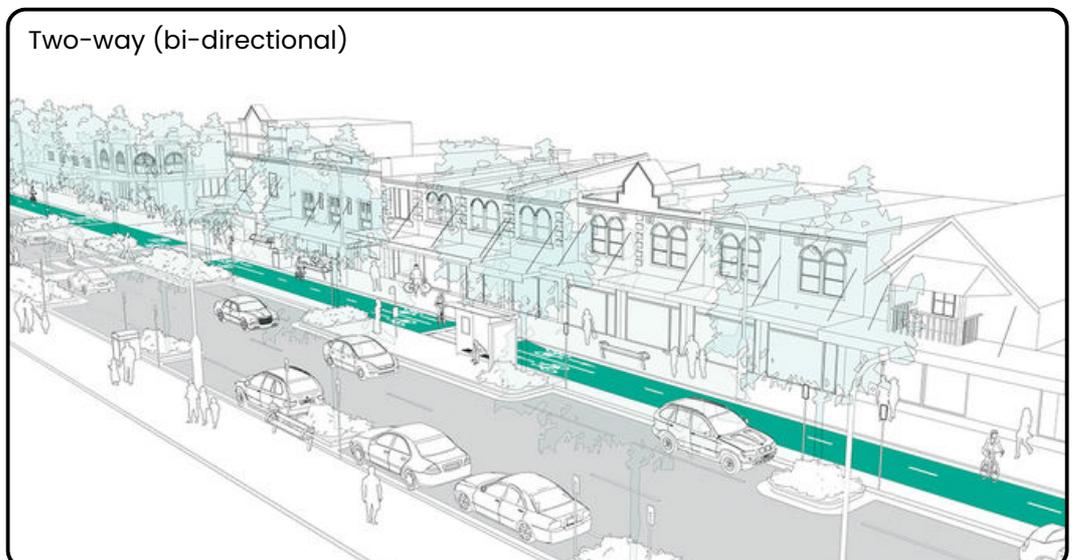
One-way (uni-directional)

- Located on each side of the road
- Riders travel in the same direction as adjacent motor vehicle traffic
- Offers improved coherence, legibility and local access

**This configuration is the preferred separated bicycle path design.**

- Located on one side of the road
- Riders travel in the both directions
- Requires less space than one-way configuration

**This configuration may be appropriate where all attractions / amenities are located on one side of the road or there is a significant reduction in the number of conflict points (driveways) on one side of the road.**



Two-way (bi-directional)

These figures have been adapted from Transport for NSW's, "Cycleway Design Toolbox" (2020)





# Separated Cycling Paths Fact Sheet

## EXAMPLES / FURTHER READING

### VIDEOS:

- [Video of One-way Separated Cycling Path](#)
- [Video of Bi-directional Separated Cycling Path](#)

### GUIDANCE / NOTES:

- [City of Melbourne Bike Lane Design Guidelines](#)
- [Transport for NSW's Cycleway Design Toolbox](#)
- [Cycling Aspects of Austroads Guides](#)

### GOOGLE MAPS:

- [Wellington St, Melbourne](#)
- [Ellis St, Bendigo](#)

## KEY CONSIDERATIONS



The physical separation may impact garbage pick up and/or street sweeping services



The physical separation should be wide enough to house a fully-opened car door (when adjacent a parking lane)



For bi-directional paths, conflict points should be carefully reviewed (motorists may not expect riders in both directions)

## MORE INFO?

*We're here to help.*

**Contact:**

[info@safesystemsolutions.com.au](mailto:info@safesystemsolutions.com.au)  
+61 3 9381 2222

