C3 – Light Segregation and Parking/Loading

Amendments:

This factsheet has been subject to a Safety Risk Assessment to ensure the safety of the guidance provided. This does not remove the responsibility of the Designer of individual schemes to comply with their obligations under the Construction (Design and Management) Regulations for site specific assessments, including the need for a Road Safety Audit.

1.0 Regulating parking and loading at light segregation

This factsheet provides guidance on the appropriate accommodation of parking and loading within and adjacent to light segregated cycle lanes, including blue badge parking.

Light segregation is a way of providing clear space for people cycling in a cycle lane.

Although drivers are not permitted to drive in a mandatory cycle lane, a mandatory lane marking alone is not sufficient to prohibit vehicles from stopping in the lane. This means that loading and Blue Badge holder parking can take place in a mandatory cycle lane without parking restrictions or physical measures.

The implementation of light segregation cycle lanes therefore usually impacts parking and loading as the layout is, in most circumstances, intended to prevent kerbside vehicle access. This desired outcome will determine the choice of segregator.

Generally, double yellow lines and double kerb marks should be applied to prohibit parking in the cycle lane at any time.

If there is enough road carriageway space, parking and loading can be located outside the segregated cycle lane to the specifications in this factsheet.

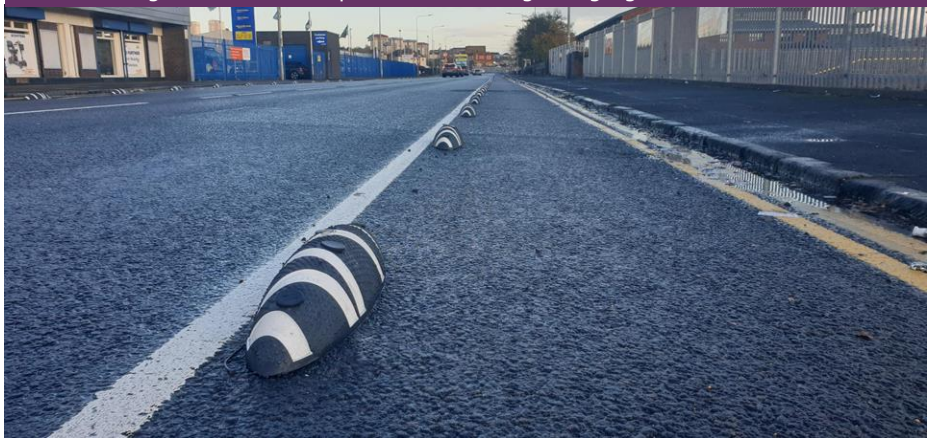
Parking or loading (including blue badge parking) beside the cycle lane may not always be possible if it causes an undue obstruction to moving traffic. This is most likely to be an issue:

- on a bus route or on a busy road where there would be insufficient room for other vehicles to pass the stationary vehicle;
- if traffic cannot pass a stationary vehicle because it blocks the single lane (e.g., beside a central reservation).

In this situation the suitability of alternative parking and loading locations should be assessed.

Figure C3.1 - Example of light segregation measures with upright posts

Figure C3.2 - Example of low-level light segregation measures



Parking and loading in the cycle lane is not desirable but may be necessary in certain areas and at certain times.

The combination of yellow lines/kerb marks and the spacing of light segregation can be a useful means to regulate when and where parking, loading or vehicle crossing is possible in a cycle lane (see **Figures C3.3 and C3.4**).

In most circumstances Blue Badge holder parking or loading in the cycle lane should be prohibited. Where this is the case - but where drivers may be inclined to enter the cycle lane - segregators should be placed closer together (max. 5m between segregators) to prevent access. In this situation parking or loading restrictions may not be necessary. Alternatively, double yellow lines with double kerb marks may be used.

In areas where vehicle crossing, Blue Badge holder parking or loading is necessary (and alternative location options have been exhausted), the distance between segregators can be adjusted to make this possible (e.g. 10m distance between segregators or greater if vehicle tracking demonstrates the need for this).

The position of cycle lane segregators must retain a clear width of 1.5m from the kerb.

Table C3.1 on the next page details the recommended distance between segregators and use of yellow lines and kerb marks for typical scenarios.

Figure C3.3 – Typical layout of light segregation at driveway entrance

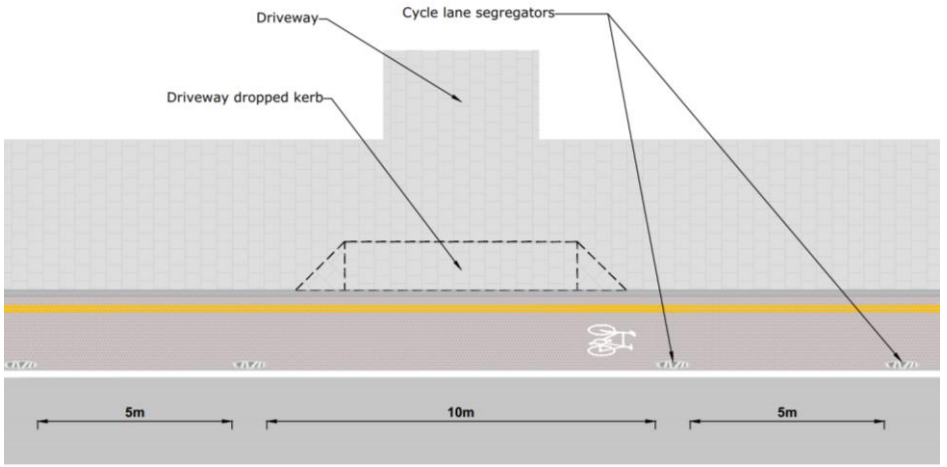


Figure C3.4 – Example of light segregation adjacent to parking/loading

Relevant Factsheets:
Cycle Lanes (C2)

Table C3.1 details the light segregation and Blue Badge holder parking/loading recommendations. It provides several different scenarios, the recommended segregator distances and requirements for yellow markings and kerb marks.

Notes to Table C3.1:

- (1) To highlight the cycle lane to motor vehicles, double rows of segregators may be required where using 10m spacings.
- (2) Add 'SLOW' markings and three horizontal bars in advance of in-lane parking/ vehicle crossing if the cycle lane gradient is downhill or flat.

Table C3.1 Light segregation and Blue Badge holder parking/loading recommendations

Situation	Distance between segregators	Yellow lines and kerb marks	Comments
Allow Blue Badge holder parking/loading in the cycle lane at any time	10m (1) (2)	Double yellow lines	
Allow Blue Badge holder parking/loading in the cycle lane during defined times		Double yellow lines with single kerb mark	Please note that single kerb marks require signage which may add to street/footway clutter.
Do not allow Blue Badge holder parking/loading in the cycle lane, but allow this outside the cycle lane at all times.	5m	Double yellow lines	
Do not allow Blue Badge holder parking/loading in the cycle lane, but allow this outside the cycle lane during defined times.		Double yellow lines with single kerb mark	Please note that single kerb marks require signage which may add to street/footway clutter.
Do not allow Blue Badge holder parking/loading in or outside the cycle lane	Any (1) (2)	Double yellow lines with double kerb marks	Only to be used where Blue Badge holder parking/loading will cause safety issues or hinder bus movements.

Relevant Factsheets:
Cycle Lanes (C2)

2.0 Parking and loading adjacent to light segregation

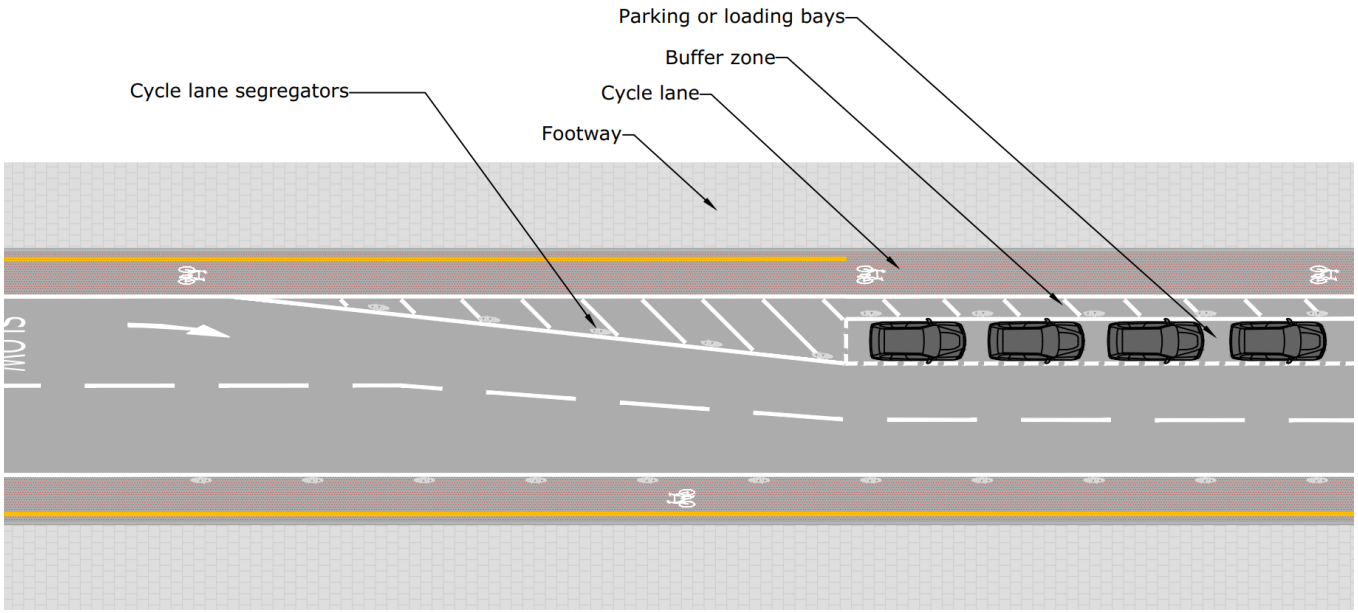
Figure C3.6 illustrates a typical layout for parking/loading bays adjacent to light segregation.

Figure C3.5 – Light segregation with adjacent parking/ loading (n.b. segregators on the wrong side of hatching)

The key components of a typical layout are as follows:

- Absolute minimum widths must be met (refer to **Table C3.2**);
- The position of cycle lane segregators must retain a clear width of 1.5m from the kerb;
- Cycle lane segregators should be placed on the parking/loading bay side of the buffer to keep vehicles further away from the cycle lane;
- Retro-reflective material should be applied to the carriageway/ 'upstream' side of the segregators to aid visibility for drivers.

Figure C3.6 – Typical layout of parking/loading bays maintained adjacent (offside) to cycle lane



It may be beneficial to mark individual bays in relation to segregators to ensure that car doors are aligned in the gaps between segregators.

Street cleaning and gritting

Regular maintenance access must be considered. Street cleaning vehicles require a clear width between kerb and segregation units of 1.5m minimum.

Refer to **Table C3.2** for guidance on Typical Floating Parking/ Loading and Buffer widths and **Table C3.3** for further guidance on specific situations.

Figure C3.7 – Typical floating parking/loading space cross-section

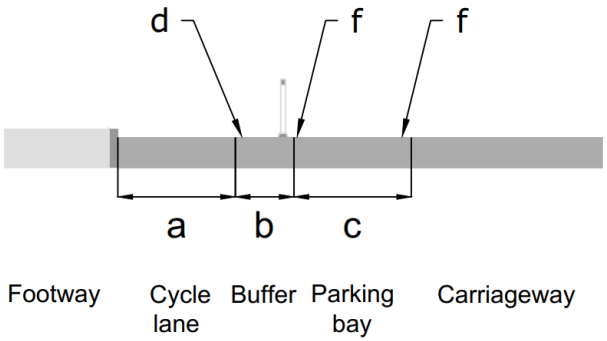


Table C3.2 Typical floating parking/loading widths

Cross-section element	Absolute min(1)	Desirable min(2)	Desirable
Combined total (cycle lane and buffer)(3)	**2.0m**	**2.5m**	**3.2m**
a. Cycle lane	1.2m (4)	1.5m	2.0m
b. Buffer	0.5m	1.0m	1.2m
Consider the combined total, not individual a. and b. values. See note (3)			
Cross-section element	**Absolute min**	**Desirable min**	**Desirable**
c. Parking bay	2.0m	2.2m	2.5m
d. Mandatory cycle lane marking	0.15m		
e. Segregator (5)	0.25m		
f. Parking bay marking	0.1m		

See Table C3.3 overleaf for further guidance on specific situations.

Relevant Factsheets:
Cycle Lanes (C2)

Figure C3.8 - Example of floating car parking spaces

Notes to Table C3.2:

(1) **In most Absolute Minimum situations, the buffer width should be increased to the Desirable Minimum before the cycle lane width is increased.** For example, with 2.2m Combined Total width available, the cycle lane would be 1.2m and buffer distance 1.0m. Exceptions to this could be where parking turnover is very low; where the presence of gullies may restrict the available cycling space; or where a high proportion of wide cycle vehicles are forecast.

(2) **In most situations above Desirable Minimum widths, the cycle lane width should be increased before the buffer width is increased.** Exceptions to this could be where parking turnover and loading activity is very high, for example in retail environments.

(3) Whilst either the cycle lane or buffer elements can individually go to the absolute minimum values, **the Combined Total width should never be below either of the minimum stated values for each element.**

(4) The absolute minimum lane width should generally only be used if cycling speed is low. For example, on an uphill gradient, or where physical measures to maintain low cycling speeds are put in place (refer to **Table C3.3**).

(5) For maintenance, an absolute minimum clear width of 1.5m must be retained between the kerb and segregators.

Designers should note the detailed considerations and further guidance in the specific situations outlined in **Table C3.3**, with reference to the width requirements in **Table C3.2**. Generally locations with higher crossing, adjacent parking and loading volumes require greater consideration of mitigations.

Inclusive cycling

Designers should consider accessibility for non-standard cycle vehicles (refer to **Factsheet C1**), including the effort required to operate them.

The use of absolute minimum widths could lead to the exclusion of certain users. Considerations include the location and condition of gullies, car-doors opening and surface/gradient hazards.

Inclusive parking

Designers should consider the demand for accessible Blue Badge parking bays within a reasonable distance of destinations. Where accessible Blue Badge parking bays cannot be accommodated alongside a cycle lane, reasonable alternative locations should be considered. Reference should be made to the **DfT's Inclusive Mobility** for the design of blue badge parking spaces.

Table C3.3 Floating parking and loading recommendations in specific situations

Specific Situation	Recommendations
Loading and unloading	• Minimum buffer width: 0.8m (Desirable Minimum: 1.0m+) • Add 'SLOW' markings and three horizontal bars in advance of parking if the cycle lane gradient is downhill or flat • Make site specific assessments of loading demand and design cycle lane crossings and kerb access appropriately
At shops or streets with heavy pedestrian flows	• Absolute Minimum buffer width: 0.8m (Desirable Minimum: 1.0+) • If necessary to create the required buffer width: reduce cycle lane to 1.2m (to slow cyclist speeds) • Add 'SLOW' markings and three horizontal bars if gradient is downhill or flat • Make site specific assessments of crossing demand and design crossings appropriately, taking particular cognisance of visibility if parking is retained
Gradient (>5% or significant cycle speeds)	Downhill: • Consider whether parking/loading bays are essential on this side of the road. There should generally be a presumption against installing parking/loading bays in this situation • Minimum buffer width: 1.0m - cycle lane narrowed to minimum of 1.5m if necessary but consider reducing traffic running widths first • Add 'SLOW' markings and three horizontal bars Uphill: • Uphill gradients cause people cycling to wobble or have a wider dynamic width and therefore the cycle lane width should be maximised where possible • Absolute Minimum widths of cycle lane 1.2m **or** buffer 0.5m may be used (taking cognisance of the Combined Total), but consider reducing traffic running width first
Bus stop at kerbside between floating parking/loading bays	• Consider moving the stop upstream or downstream so the bays are on only one side of the bus stop • As an alternative, remove parking/loading bays ahead of the bus stop
Near side streets	• Parking and loading should not impact minimum sight line requirements • Limit parking and loading where necessary ahead of the side street

Relevant Factsheets:
Designing for Cycling (C1)
Cycle Lanes (C2)

Image References

Regulating parking and loading at light segregation

C3.1 – Example of light segregation measures with upright posts

C3.2 – Example of low-level light segregation measures

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