

Cycle Lane Demarcation

EDTCE Scrutiny
5 November 2025

Definitions

Cycle Track

- A way over which the public have the right to pass and repass by pedal cycle (and possibly by foot)
- A specific offence to drive or park on under the Road Traffic Act.
- Often found physically separate from the carriageway, though still part of the highway

Cycle Lane

- A section of carriageway that has been specifically marked as being for usage by cyclists – advisory or mandatory depending on markings used.
- An offence to drive in if unbroken lines are used, but parking/waiting can only be enforced if there are also waiting restrictions.
- Found on carriageway, though may have additional features to provide some protection to users.

Examples

Cycle Track



Cycle Lane



Process

Cycle Track

- Created using powers from the Highways Act (1980) – authority needs to show that it has exercised its powers.
- Exact mechanism is not prescribed – act of construction may be enough, or if no construction has been required then it will depend on the constitution/scheme of delegation for the authority.

Cycle Lane

- Highway authority installs road markings compliant with the TSRGD 2016.
- Additional upright signage can be installed, any specific restrictions will be subject to a TRO and requisite consultation.

Traffic Regulation Orders (TROs)

- A legal order that governs how or what traffic can use a section of highway. A TRO must follow a defined process, which includes consultation.
- As a rule, no TRO required to create a cycle lane or a cycle track – the exception is if there also needs to be some form of traffic control, such as creating a contraflow cycle track (where cyclists may only travel in one direction, opposed to vehicle traffic).

Demarcation

- Main purpose of a cycle lane is to provide users with a safe space away from other types of traffic – including pedestrians.
- Demarcation key to defining the edge of the facility and outline to users how they should act and where they can travel.
- Three main categories

No protection

- Cycle lanes marked with paint/thermoplastic only. Often avoided, either by cycling on the footway or (confident cyclists) using the driving lane.
- Awards no physical protection from vehicles or other users, and can be readily interfered with (parking, for example).



Lightly Segregated

- Makes use of bollards, traffic cylinders, or low level features to provide a level of physical protection.
- Most often used as a temporary measure, or where there are constraints over space and environment that make a full stepped track too expensive or unreasonable.



Fully Segregated

- Provides complete separation for cyclists from vehicles/pedestrians.
- Most often uses a kerb and height differenced (cycle track roughly at footway level), though may be at carriageway level with a buffer.



Aylestone Road – 2019

- Originally an advisory cycle lane, ongoing concerns with safety, overrunning by vehicles, and general vehicle speeds along Aylestone Road.



Aylestone Road – 2020

- Temporary traffic wands installed as part of the city's Covid-19 to create a "Key Worker Corridors".
- This was partly to provide a level of protection to users, but also to narrow the road width as a means of controlling vehicle speeds.
- Majority of concerns over this period was due to the temporary nature of the wands – were susceptible to damage, cycle lanes were still narrow, and they were considered unsightly.



Aylestone Road – 2023/4

- Replacement of the temporary features was undertaken using the Active Travel Fund – a government grant primarily intended to make permanent temporary features installed over the Covid period.
- Feature selection was based on need to ensure as much carriageway width could be retained as possible for buses and larger vehicles, alongside funding and timescale restrictions imposed by the funding.



Aylestone Road

- Red surfacing installed to increase conspicuity, additional vertical wands also installed to increase visibility to approaching drivers.
- New crossing facility currently in design to reduce severance to pedestrians.

