

Invisible infrastructure



The remaining 10 picture slides relate to providing for cycling in visually more subtle ways, without the need for specially constructed facilities. For example, by exempting them from restrictions on motor traffic, and recycling redundant infrastructure built for other modes.

The illustration here is of a road now closed to motor traffic, but where a way through has been maintained for cyclists (and pedestrians), affording them access to a traffic-free riverside path.



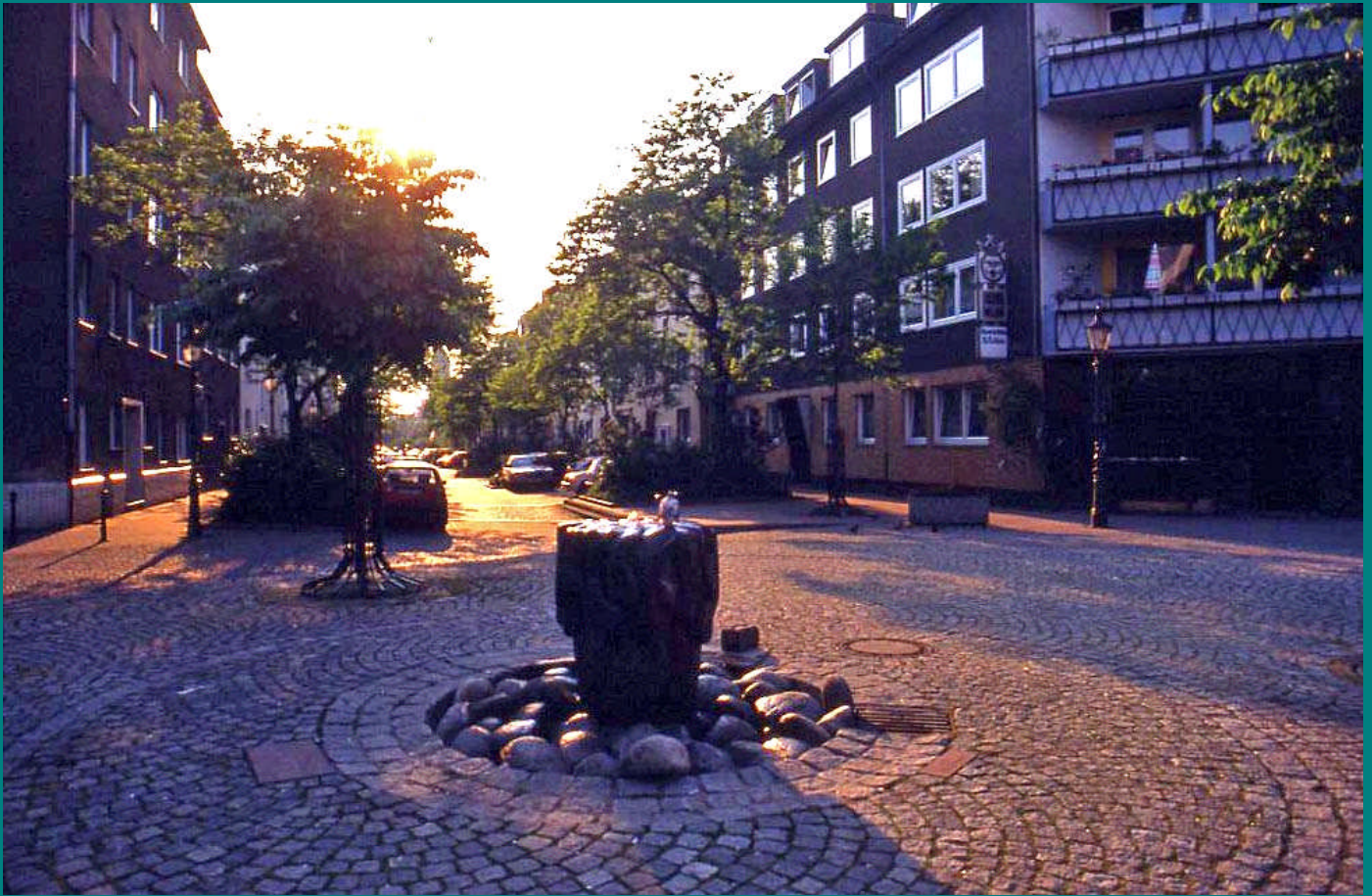
Another road closure, with a through route maintained for cyclists – denoted by a relatively simple and unobtrusive sign.



More road closure treatment, although the sharp upstand through the cycle gap is likely to cause discomfort. Although it is unfortunate that it has been deemed necessary to have double yellow lines to keep the way through clear for cyclists. Note the important of paying attention to detail, which can make the difference between a poor and a good cycle 'facility'.



A home zone style treatment, this illustration from the Netherlands. The limited road width, interrupted forward visibility and soft landscaping create an obvious impression that low vehicle speeds are appropriate, creating an attractive environment for walking and cycling. Note the almost complete absence of signing and lining.



Here, again, the impression is of an area where walking and cycling would be the norm is generated through subtle, visually attractive, clues.



A not untypical Dutch residential street, enabling normal people to make normal trips by bike, wearing normal clothes. No particularly special equipment or facilities in sight.



A relatively rare example of an attractive motor-traffic free space near a city centre in Britain (in this case Worcester), where cycling is permitted but not overtly provided for.



An unobtrusive mini roundabout in Bath, which serves to slow motor traffic and thus aid vulnerable road users.

And not quite invisible...



Back to the UK. The non-standard sign reads 'Cyclists please cycle with care through this area'. While not completely 'invisible', the provision for cyclists here is relatively subtle. Note the lack of Give-Way markings where the cycle route rejoins the carriageway, acknowledging that the vast majority of riders do possess a modicum of common sense and self-preservation.



Visually unobtrusive cycle route across College Green, Bristol.



An uncontrolled priority cycle crossing where a shared-use route traverses a quiet residential road. These are relatively rare, owing to safety concerns relating to changes in conventional priorities. However, it is a useful tool for helping to turn the tide of public opinion in favour of giving greater priority to non-motorised road users. Moreover a controlled crossing, with the attendant signage and road markings, would have looked intrusive in this location.