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ONE LANE, TWO WAY STREET

Segregation won't get us there – street design in Pays de Lumbres, France

Funded by Swedish Institute

Gathering good examples in sustainable mobility and safe transport to and from schools

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Segregation won't get us there – street design in Pays de Lumbres, France

About this example

In this good example you will learn about an a street design for calming traffic and creating a safe way for pedestrians and bikes in "tight" streets. This example shows that cars and active modes of transportation can have a synergistic solution.

Context and Challenge

The community of Communes Pays the Lumbres are committed to a global mobility plan with the aim of reducing the carbon footprint.

As part of its territorial climate and energy plan, bike paths are being installed to create the conditions for daily journeys thar are efficient, safe and sustainable.

A main challenge is that in some sections of the roads, there is not enough space to build dedicated bike paths alongside the main roads, in such cases a simple but effective street design has ensured the continuity of the paths safely connecting different parts of the county.

General Process

The community of Communes Pays de Lumbres, has implemented 8 cycling connections across the territory, as part of the Climate Plan. This includes creating dedicated bike lanes and modifying road signage to encourage daily cycling and reduce environmental impact by making cycling a safer and attractive option for local trips.

In the areas or stretches that building separate bike paths wasn't feasible, a particular design for “shared road” was implemented. It is called "voie à voie centralisée," where motor vehicles and bicycles share the same space,

This design uses specific lane markings to guide traffic and ensure safety in roads shared between motor vehicles and bicycles. Its visual cues encourage slower, more cautious driving., minimizing conflicts and accidents between motorists and cyclists. Some of the adaptation include:

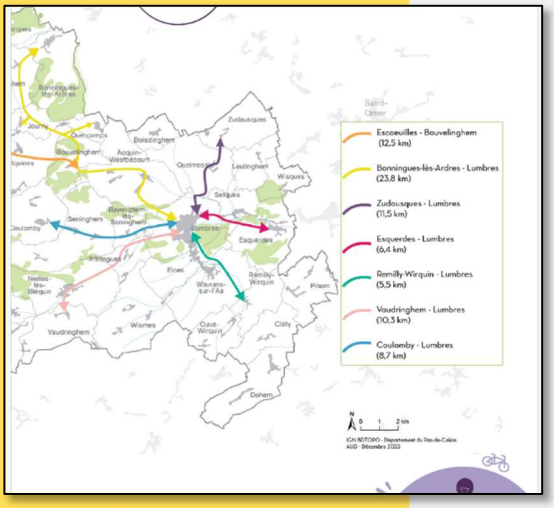
- **Drawing a corridor or lane on each side of the road** for bicycles, using specific surface markings.
- **Removing the central white line** to create one central lane shared by cars
- **A designated space for bicycles** marked onto the road surface, allowing both modes of transport to coexist safely.
- **Vehicle guidance** involves sings and reduce speed for drivers beyond safe driving rules for overtaking.

Image from Guide Mobilité 2024 Pays de Lumbres

Shared lane markings and similar road adaptations are especially useful where:

- Roads are narrow, making it impractical or impossible to construct separate bike lanes due to limited space or physical constraints.
- Urban or rural areas where dedicated cycling infrastructure is infeasible due to terrain or land use limitations
- In less dense traffic areas where dedicated bike paths aren’t practical.

Results and Benefits



Map from Guide Mobilité 2024
by Agence d'Urbanisme de Saint-Omer

Pathway continuity

This solution allows pathway continuity, this means that citizens can commute by bike to the city center and back, without interruption.

Image from Guide Mobilité 2024 Pays de Lumbres

Create a safer road

The design increases safety as it naturally guides the drivers to reduce speeds and be aware of their surroundings

Photo by Pays de Lumbres

Right prioritization

The example shows how it is to prioritize sustainable mobility as a synergistic alternative to cars.

Lessons Learned

Prioritize the more direct routes

Especially when working with active mobility the more direct the route, the bigger the likelihood it will be used

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Choose roads/strees with less the 5000 vehicles a day

Selecting roads with an adequate traffic level makes shared road use remains safe and manageable, Moreover, it avoids creating bottle necks.

Smaller roads stretches but not cramped

Remember that the side roads need to have adequate space for bikers, as well as for to cars to pass by each other safely as they move over they “borrow” space from the bike lane.

Key Steps (Check list)

Specialized road surface markings designed to promote safe coexistence between motor vehicles and bicycles include several key features such as:

☐ **Shared Lane and Markings (Voie à Voie Centralisée):**

☐ The road surface is marked with a corridor or lane on each side for bicycles. The bike lanes are marked with clear symbols or painted strips to delineate their boundaries, enhancing visibility and safety.

☐ Solid or dashed lines outline the bicycle lanes, guiding cyclists and alerting motorists to the shared space.

☐ The central white line that typically separates (motorized) opposing traffic directions is removed to allow shared use of the entire road width.

☐ **Additional Features:**

☐ The markings often complement lowered speed limits and signage aimed at alerting drivers to the presence of bicycles.

☐ They are typically implemented on roads where traffic does not exceed about 5,000 vehicles per day, prioritizing safety and efficiency on less busy routes.

☐ **Traffic Protocols and Road Use:**

- Vehicles are advised to stay on the right side of the road, typically within their designated lane.
- When passing bicycles, motorists must ensure no cyclists are within the lane and pass carefully.
- Cyclists are encouraged to ride in their marked lane and remain alert for vehicle movements, especially when vehicles are turning or approaching intersections.