

Precautionary Treatment of Cycleway on the TLRN

Cycleway

Cycleway on the TLRN is located on carriageway or off carriageway. If the cycleway is on carriageway it is recommended that it should be treated at the same frequency as the carriageway using 6mm rock salt. This will normally be undertaken as part of the pre-cautionary treatment for the carriageway.

If a cycleway is situated off carriageway it should be treated using a liquid de-icer and would be treated at the same frequency as the adjacent footway hierarchy. Liquid de-icers should be considered in preference to rock salt as they are already in solution and do not require activation.

Cycle Superhighway

Cycle superhighways on the TLRN are located on the carriageway or segregated from the carriageway. If the cycleway superhighway is on carriageway it should be treated at the same frequency as the carriageway using 6mm rock salt. This will normally be undertaken as part of the pre-cautionary treatment for the carriageway.

If a cycle superhighway is segregated from the carriageway it should be treated using a liquid de-icer and would be treated at the same frequency as the carriageway.

Liquid de-icers

There are a number of liquid de-icers available. These include but are not limited to brine, potassium acetate and CMA. Brine has the advantage of being relatively inexpensive and is widely used in the UK, however it is more corrosive than dry salt and other liquid de-icers. TfL currently hold a significant supply of CMA, however there are concerns that it may leave a slippery film which could be hazardous to cycles. Potassium acetate is non-corrosive, an effective de-icer but is the most expensive solution (approx £1 per litre).

It is recommended that potassium acetate is used on off carriageway Cycle Superhighways and a cost benefit analysis is carried out comparing brine and potassium acetate for the off carriageway cycleways.

If using the potassium acetate Pathway KA the recommended spread rate is 15ml per m².