

Armadillo: The cycle lane segregator

Ensuring that cyclists tackle their daily commute without threat of vehicles encroaching on their space, the Armadillo is an award-winning cycle lane segregator. This is a simple and effective way of preventing vehicles from entering cycle lanes.

Made from 100% recycled PVC, Armadillos are bolted into the ground and spaced out so that cyclists can enter or exit the cycle lanes as needed.

Much quicker and more cost effective to install than other solutions, Armadillos have been successfully installed and in 100's of major towns and cities across Europe and North America over the past 7 years.

Technical Specification

- Available in three heights (5, 9 and 13 cm).
- High security: flexible, cushions/absorbs on impact.
- Reflective strips provide high visibility both day and night.
- Highly durable.
- Design protected by the European Community Design Registration – Reg. No. 000974142-0001.
- Designed and made in the EU.

Weight	9 kg	Weight	4 kg	Weight	2,5 kg
Length	820 mm	Length	775 mm	Length	748 mm
Height	130 mm	Height	90 mm	Height	50 mm
Width	200 mm	Width	164 mm	Width	120 mm
Colour	Black	Colour	Black	Colour	Black



Testimonials & Videos

“Lastest data from Royal College St cycle lanes shows a massive 111% increase in cyclists since the upgrade and 54% since 2013 - big success. I think it's been very successful. That's proved in terms of the volumes of cyclists going through there. I can give you the precise figures, but it's something around a 40% to 50% uplift on the flow of cyclists using that street.”

Phil Jones, Cabinet Member for Sustainability, Transport, and Planning, Camden Council

“We have over 104 kilometers in the city of Zaragoza. They are much quicker and more cost effective to install than other solutions. Armadillos have been successfully installed and used by major towns and cities across Europe and North America for the past 7 years.

Teresa Vicente Lozano, Head of Technical Unit, Cycling Head Office, Zaragoza Council

“For the past three years there have been 16 collisions in total on Royal College Street, 12 of them involved cyclists. There have been no collisions since the scheme with the Armadillos went in.”

Brian Deegan, Principal Technical Planner - Cycling, TFL

The 'light segregation' on Royal College Street, which could be seen replicated across the country, was 80% cheaper than traditional kerbs to install, and has seen a 49% increase in cyclists and traffic speed reductions of up to 21%.

www.cyclingweekly.co.uk

Motor traffic speed have decreased

Results of speed surveys in December 2013, giving the 85th percentile

- North of Pratt Street: 2008 - 27.1mph / 2013 - 21.4mph > 21% decrease
- South of Plender Street : 2008 - 30.5mph / 2013 - 25.9mph > 15% decrease
- Midway: 2008 - 29.8mph / 2013 - 28.5mph > 4% decrease

