

# Cycle Lanes & Advanced Stop Lines



A GUIDE FOR  
MOTORISTS & CYCLISTS

JANUARY 2001

Cycle lanes are being introduced on a number of streets. Advanced Stop Lines (ASLs) are also being introduced at some traffic signals. Both are measures to improve safety and journey times for cyclists.



Sheffield City Council is committed to increasing the amount of cycling in the city, for health and environmental reasons.

## WHAT ARE ADVANCED STOP LINES?

The advanced stop line is used to create a special area at traffic signals where cyclists can wait in front of other traffic. This enables cyclists to avoid potential collisions with left turning traffic, and enables right hand turns to be made more safely. A major cause of accidents to cyclists is vehicles turning left across them. The cycle advance area allows cyclists to move away from the junction ahead of other traffic and without holding the traffic up.

There is usually a cycle lane leading into it, helping cyclists to reach the front of the traffic queue. At many sites, the cycle advance area and the cycle lane are coloured red, to contrast with the road colour and to raise driver awareness to the likely presence of cyclists. A white cycle symbol is included on the cycle lane and in the cycle advance area.

## CYCLE LANES

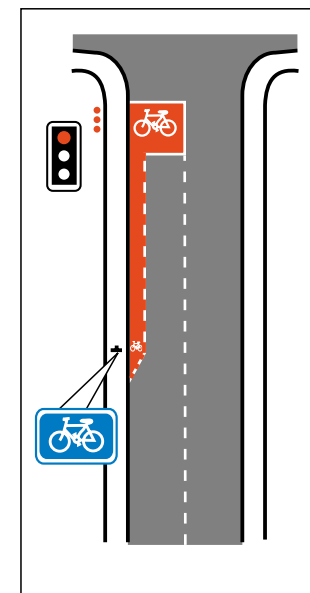
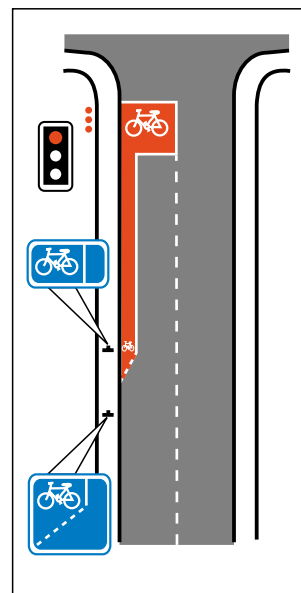
Cycle lanes are either mandatory or advisory

**Mandatory** (marked with a solid white line)  
Motor vehicles cannot drive or park in mandatory cycle lanes. There are exceptions, such as emergency service vehicles, and access to private drives.

**Advisory** (marked with a dashed white line)  
Motor vehicles are allowed to use advisory cycle lanes if necessary (for example, if a lorry needed to over run into the space). Where an advisory cycle lane is marked in an area with peak period parking restrictions, the cycle lane has no effect on the availability of car parking - parking is still allowed in the off-peak period.

Nearside **Mandatory Lane**

Nearside **Advisory Lane**



## WHY ARE ASLS BEING INSTALLED?

- To reduce the number of cycling accidents
- To improve traffic flow for all road users
- To raise motorists' awareness of cyclists and their needs
- To enable motorists and cyclists to use the roads together safely
- To help cyclists avoid potential conflict with left turning traffic
- To encourage more cycling
- To reduce cyclists' exposure to traffic fumes, by enabling them to reach the front of queues
- To enable cyclists to make right turns more safely

Copies of the wording of this leaflet can be made available on request in large print, Braille, and on audio tape.

PLEASE CONTACT: ANDY WILD  
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## HOW SHOULD CYCLISTS USE THEM?

ASLs have no effect in moving traffic conditions - they only provide benefits for cyclists when the lights are red and traffic is slowing down or stopped. When the lights are at red, cyclists should move to the front of the cycle advance area.

### Turning left

Cyclists should approach the junction using the cycle lane and, if the lights are at red, wait at the left hand side of the advanced stop area. When the lights turn green, they should turn left.

### Turning right

If traffic is moving on the approach to the junction, cyclists may wish to leave the cycle lane and approach the junction towards the right of the traffic lane to make the right turn - as they would at a junction with no ASL - first making sure that it is clear to do so and indicating their intentions to other road users.

If traffic is stopped, cyclists may wish to approach the junction in the nearside cycle lane and take up a position to the right of the cycle advance area, again after first making sure that it is clear to do so and indicating their intentions to other road users.

## HOW SHOULD MOTORISTS USE THEM?

The most recent version of the Highway Code (para 154) says that motorists approaching a junction with ASLs MUST wait behind the first white line reached and not encroach on the marked area. Motorists should allow cyclists time to move off when the green signal

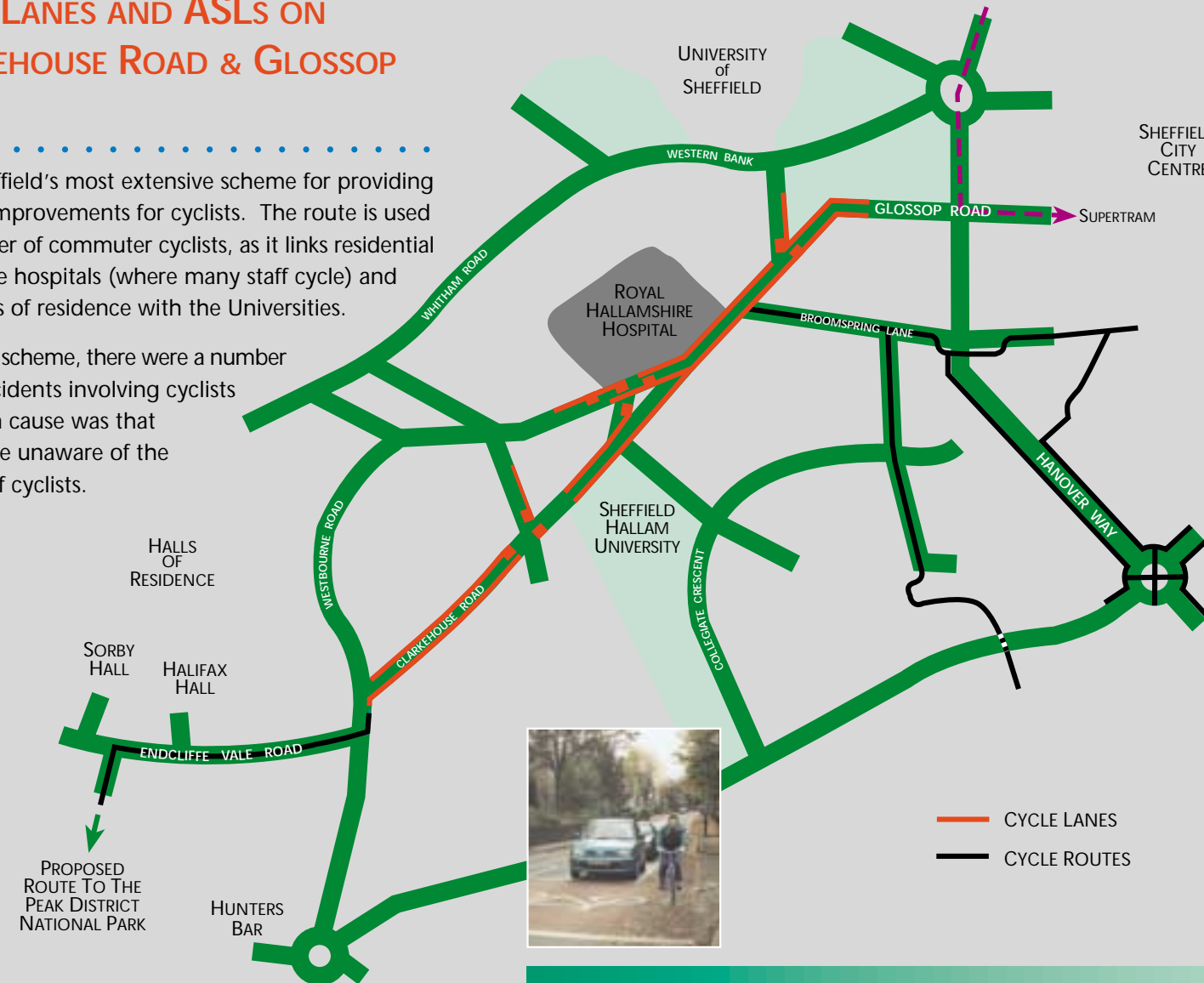
shows. Please take care when setting off as cyclists may be moving into position in the cycle advance stop area.

## CYCLE LANES AND ASLs ON CLARKEHOUSE ROAD & GLOSSOP ROAD

This is Sheffield's most extensive scheme for providing on-street improvements for cyclists. The route is used by a number of commuter cyclists, as it links residential areas to the hospitals (where many staff cycle) and it links halls of residence with the Universities.

Prior to the scheme, there were a number of road accidents involving cyclists and a main cause was that drivers were unaware of the presence of cyclists.

The main reason for putting in cycle lanes and advanced stop lines was to raise driver awareness of the presence of cyclists to try to reduce accidents. Sheffield City Council is monitoring the numbers of cyclists and road accidents involving cyclists to see if things improve.



Sheffield City Council has a policy of installing Advanced Stop Lines for cyclists at new signal controlled junctions wherever possible. There are examples of cycle lanes and ASLs at a number of locations including:

- St Mary's Road/Shoreham Street junction
- Chesterfield Road/Woodside Quarry junction
- Psalter Lane/Kingfield Road junction
- Deerlands Avenue/Barnsley Road junction on the Trans-Pennine Trail
- Warminster Road/Hemsworth Road junction
- Middlewood Road/access road to Middlewood Hospital housing development.
- The Wicker