

C2 – Cycle Lanes

Cycle Lanes	1	Amendments:
Advisory Cycle Lanes	2	
Mandatory Cycle Lanes	3	
Cycle Lane Integration	4	
Advisory & Mandatory Cycle Lanes: Integration with Junctions	5	

Cycle Lanes

Advisory Cycle Lane



The City of Edinburgh Council: Advisory Cycle Lane with red chipped surface, Edinburgh

Advisory cycle lanes delineate an area of the carriageway for cyclists and provide a recommend line of travel for cyclist. They instruct vehicles not to enter unless avoidable and can legally be overrun.

Mandatory Cycle Lane



[Google Maps, 2017](#): Mandatory Cycle Lane

Mandatory cycle lane is a dedicated area of the carriageway for protecting cyclists from traffic. Vehicles are not permitted to cross mandatory cycle lanes with exceptions for emergency vehicles and vehicles entering/existing private driveways and turning movements.

Advisory Cycle Lanes

Advisory cycle lanes delineate an area of the carriageway for cyclists and provide a recommended line of travel for cyclist. They instruct vehicles not to enter unless avoidable and can legally be overruen.

- Traffic Regulation Orders (TROs) are **not** required for their introduction.
- They are cheap to install. They are marked by using a broken white line (Diagram 1004) with cycle symbols (Diagram 1057)
- They should be fully protected by waiting and loading restrictions at times when the highest demand for cycle use is expected.
- The hours of operation of these restrictions need to balance the needs of cyclist with other demands, for example loading for businesses and overnight car parking.

They can be used with centre line removal to encourage vehicles to leave nearside space free for cyclists.

Like mandatory cycle lanes, advisory cycle lanes should be continued through priority junctions using the same broken white line and cycle symbol.

Waiting restriction markings (Diagrams 1017 or 1018.1) should be 50mm wide in 'Environmentally Sensitive' areas such as World Heritage Site and Conservation Areas.

See [Traffic Signs Manual Chapter 5](#) for more detail.

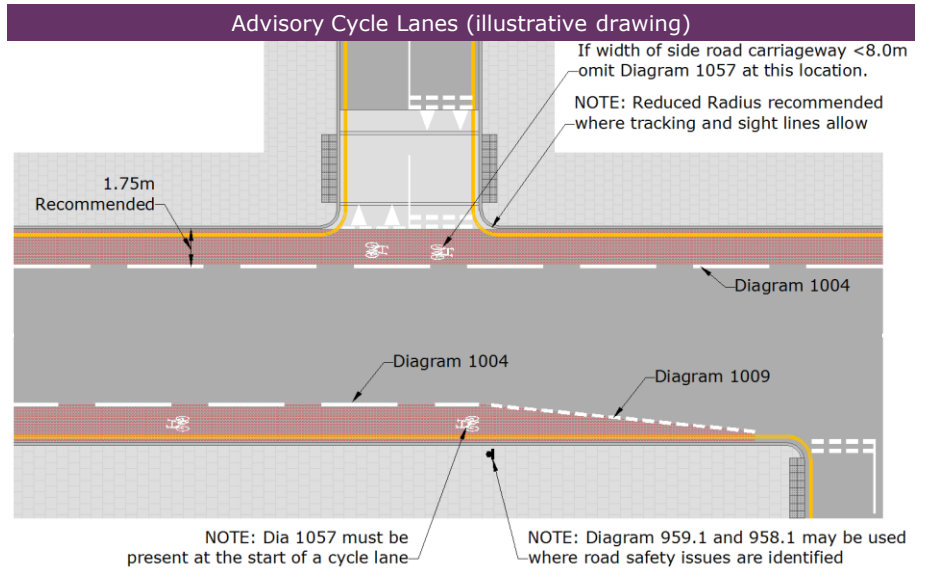
Material for cycle lane

Red chipped asphalt should be used. However initial installation with lining only can be considered to reduce cost.

Relevant Factsheets:

Designing for Cycling (P1)

Speed Reduction and Traffic Management (G6)



Dimensions

- Recommended width 1.75m
- Maximum 2m (adjacent to inset parking bays)
- Minimum 1.5m - Lanes narrower than 1.5m are only acceptable in exceptional circumstances, such as feeder lead-in lane to advanced stop line (ASL) (1.2m Minimum)

Side road

- Cycle lane red chipped asphalt continues cross the side road entry with broken lines (1004)
- One cycle logo in front of the entry lane. Two cycle logos if side road width >6 m

Mandatory Cycle Lanes

A Mandatory cycle lane is a dedicated area of the carriageway for protecting cyclists and is relatively cheap to install.

- Traffic Regulation Orders (TROs) are **not** required for their introduction (TSRGD,2016).
- They are marked by using a continuous white line (Diagram 1049 or 1049B) with cycle symbols (Diagram 1057) in the lane, where it begins and at any joining points.
- They should operate at all times unless there are clearly justified reasons not to do so.
- Vehicles are not permitted to cross mandatory cycle lanes with exceptions for emergency vehicles and vehicles entering/exiting private driveways and making turning movements.

Cycle lane provision should be continued through priority junctions using a broken white line (Diagram 1004 or 1010) and cycle symbols.

Diag. 958.1 'with flow cycle lane ahead' sign only allowed when cycle lane is not clearly visible to drivers.

Waiting restriction markings (Diagrams 1017 or 1018.1) should be 50mm wide in 'Environmentally Sensitive' areas such as World Heritage Site and Conservation Areas.

For more detail see: [Traffic Signs Manual Chapter 5](#).

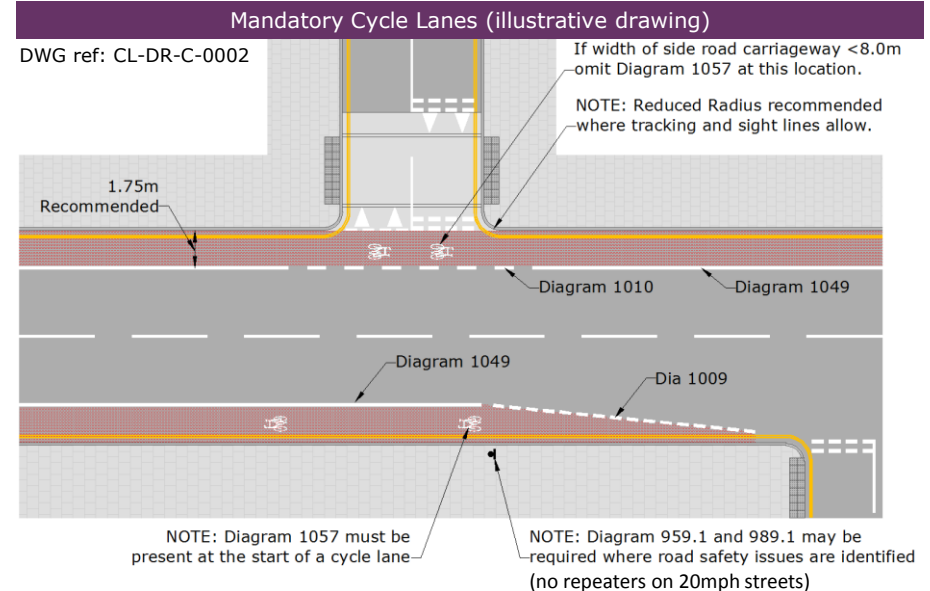
Material for cycle lanes

Red chipped asphalt should be used. However initial installation with lining only can be considered to reduce cost.

Relevant Factsheets:

Designing for Cycling (P1)

Speed Reduction and Traffic Management (G6)



Dimensions

- Recommended width 1.75m
- Maximum 2m (Diag. 1057 cycle symbol is used in lane)
- Minimum 1.5m - Lanes narrower than 1.5m only acceptable in exceptional circumstances, such as feeder lead-in lane to ASL (1.2m minimum)



[LCDS, 2016](#)

Parking and loading

There are 5 options in which advisory and mandatory cycle lanes can integrate with parking and loading. The most common way to integrate Parking and Loading is with a single yellow line imposing waiting restrictions. The four other ways are detailed in the soft segregation factsheets.



[LCDS, 2016](#)

Crossings

Lanes are continued through uncontrolled crossings and stopped at controlled crossings and started again immediately after them.

See integration with refuge islands.



[LCDS, 2016](#)

Side roads

For details on side road treatments see Advisory Cycle Lanes and Mandatory Cycle Lanes factsheets.



[LCDS, 2016](#)

Bus stops

Where advisory and mandatory cycle lanes meet a bus stop box the cycle lane will stop (red chipped surface is continued through) and continue immediately after the bus stop box. See hard segregation factsheet for alternative approaches – 'floating' bus stops.



[DfT, 2016](#)

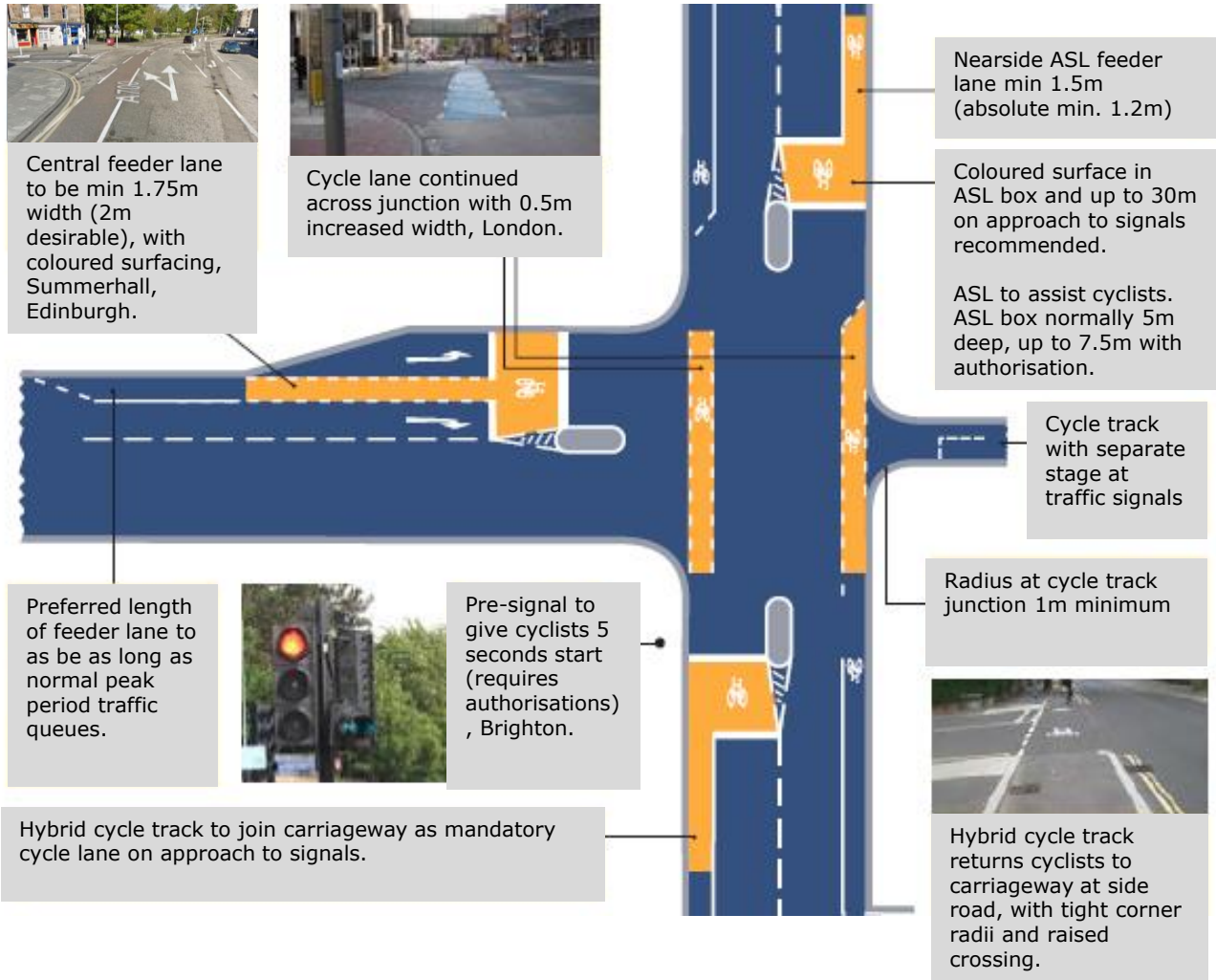
Relevant Factsheets:

Segregated Cycle Lanes: Soft Segregation (C3)
Segregated Cycle Tracks: Hard Segregation (C4)

Designing for Cycling (P1)
Mandatory Cycle Lanes (C2)

Advisory Cycle Lanes (C2)

Advisory and Mandatory Cycle Lanes: Integration with Junctions



Dashed markings used to show continuity of lanes through junctions, London. ([LCDS, 2016](#))

Note: coloured surface in drawing should be replaced by red chipped surface in Edinburgh
 Image source: [SUSTRANS, HfCD, 2014](#), some pictures from [Google Maps, 2017](#)

Relevant Factsheets:

Segregated Cycle Lanes: Soft Segregation (C3)

Segregated Cycle Tracks: Hard Segregation (C4)

Image References

Cycle Lanes

Advisory Cycle Lane: The City of Edinburgh Council 2016

Mandatory Cycle Lane: Google Maps [ONLINE]. Available at: <https://goo.gl/maps/JZ6V834USxo> [Accessed 20 November 2017]

Mandatory Cycle Lanes

Mandatory Cycle Lanes (advisory through side road junction): TfL, London Cycling Design Standards, 2016

Parking and Loading: TfL, London Cycling Design Standards, 2016

Crossings: TfL, London Cycling Design Standards, 2016

Side Roads: TfL, London Cycling Design Standards, 2016

Bus Stops: DfT, Improving Lewes Road in Brighton for buses, cyclist and pedestrians, 2016 [ONLINE]. Available at: <https://www.gov.uk/government/case-studies/continuous-cycle-lanes-on-main-radial-route-lewes-road-brighton> [Accessed 20 November 2017]

Advisory and Mandatory Cycle Lanes: Integration with Junctions

Main Image: Sustrans, Handbook for Cycle Friendly Design, 2014

Central feeder lane: Google Maps [ONLINE]. Available at: <https://goo.gl/unn436> [Accessed 20 November 2017]

Cycle lane continued across junction: Sustrans, Handbook for Cycle Friendly Design, 2014

Hybrid cycle track: Sustrans, Handbook for Cycle Friendly Design, 2014

Pre-signal: Sustrans, Handbook for Cycle Friendly Design, 2014

Dashed markings: TfL, London Cycling Design Standards, 2016

Index

Subject	Page
Advisory cycle lanes	C2.1-2
Bus stops	C2.4
Crossings	C2.4
Dimensions	C2.2
Integration with junctions	C2.5
Materials	C2.2
Parking and loading	C2.4
Side roads	C2.4
Mandatory cycle lanes	C2.1, C2.3
Bus stops	C2.4
Crossings	C2.4
Dimensions	C2.3
Integration with junctions	C2.5
Materials	C2.3
Parking and loading	C2.4
Side roads	C2.4
Sustrans Handbook for Cycle Friendly Design	C2.5
Traffic Signs Manual, Chapter 5	C2.2-3