
C-28 Special use of blue cycle areas

Country: Denmark

Year of implementation: -

General photo or drawing



Cycle lane between the right-turning lane and other road lanes

Photo: The Danish Road Directorate

Description

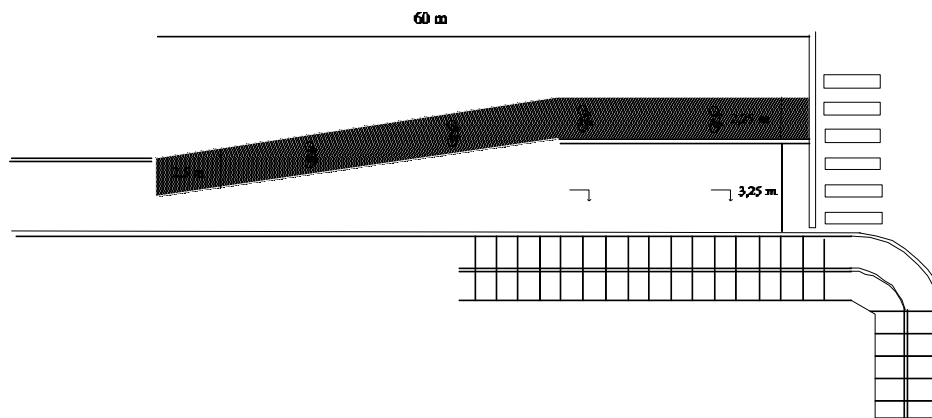
Construction of a cycle lane between the right-turning lane and other road lanes.

In Denmark two-third of the accidents involving cyclists happen at junctions, and many of these accidents happen between right turning cars and cyclists going straight ahead.

To improve traffic safety for cyclists, several municipalities and counties have carried out experiments by establishing a cycle lane between the right turning lane and the other lanes at junctions with much right turning traffic. This cycle lane can be constructed either as a blue cycle lane or as a lane marked by two flattened white lines, in both cases with bicycle symbols. This way, the cyclists have to cross the right turning lane at its beginning.

The idea behind the solution is that the conflict between right turning cars and cyclists going straight ahead will be replaced by a presumably less dangerous weaving conflict before the junction. By letting the cars and cyclists merge before the junction, the motorists and cyclists have fewer objects to survey. Besides, the cyclists going straight ahead will be more visible to oncoming left turning cars, when they meet at the junction /20/.

Dimensions



Example of the construction of a cycle lane between the right turning lane and other lanes. The cycle lane width is 2.25 m

Drawing: The Danish Road Directorate

Different aspects for cyclists

Positive

Cyclist friendly:

The cycle lane makes it obvious to cyclists and motorists where straight ahead going cyclists are expected to ride.

Cyclist safety:

A Danish study (10 different places) of the 'cycle lane between the right turning lane and the other lanes' shows that only few accidents involving cyclists have been registered that can be related to the construction of the cycle lane. It is not possible yet to evaluate whether the construction changes the number of accidents. The study does suggest, however, that there is no increase in the number of accidents involving cyclists and right turning cars at the point where the cycle lane crosses the right turning lane. Also, no accidents caused by space problems were found between cyclists going straight ahead on the cycle lane and either right turning cars or cars going straight ahead /20/.

Different aspects for non-cyclists

Positive

Car drivers have fewer objects to concentrate on when they reach the junction; the traffic situation is easier to survey.

Other information



The blue cycle lane continues through the junction as a cycle crossing

Photo: The Danish Road Directorate



The blue cycle lane between a bus passenger island and the lane for right turning cars

Photo: The Danish Road Directorate

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