
C-31 Turning right by and on red for cyclists

Town: various cities (The Netherlands)

Year of implementation: -

Description



Figure 1: Turning right on red
Photo: SWOV Institute for Road Safety Research, A. Vis



Figure 2: Turning right on red
Photo: SWOV Institute for Road Safety Research, A. Vis



Figure 3: Turning right on red
Photo: SWOV Institute for Road Safety Research, A. Vis

One of the ways of avoiding unnecessary delays for cyclists is the measure 'turning right by red'. This measure requires the following facilities:

Turning right by red should be indicated by a fixed road-sign with the text: 'Legal right turn for cyclists (and mopeds)' or a traffic signal with the same text that lights up when the traffic light for going straight ahead is red. There is a difference between turning right by red and turning right on red. In the first case the cyclists are kept outside the signalization system. In the other case cyclists are allowed to turn right while facing a red light.

In principle cyclists turning right on red should give priority to traffic coming from the left, to oncoming traffic turning left and to crossing pedestrians. This measure should only be taken if the possible conflicts between cyclists and other road users are thought to be acceptable (low speeds, low volumes, wide cross-section).

Turning right on red is only allowed if a special sign is attached to the signal (see figure 3).

Dimensions

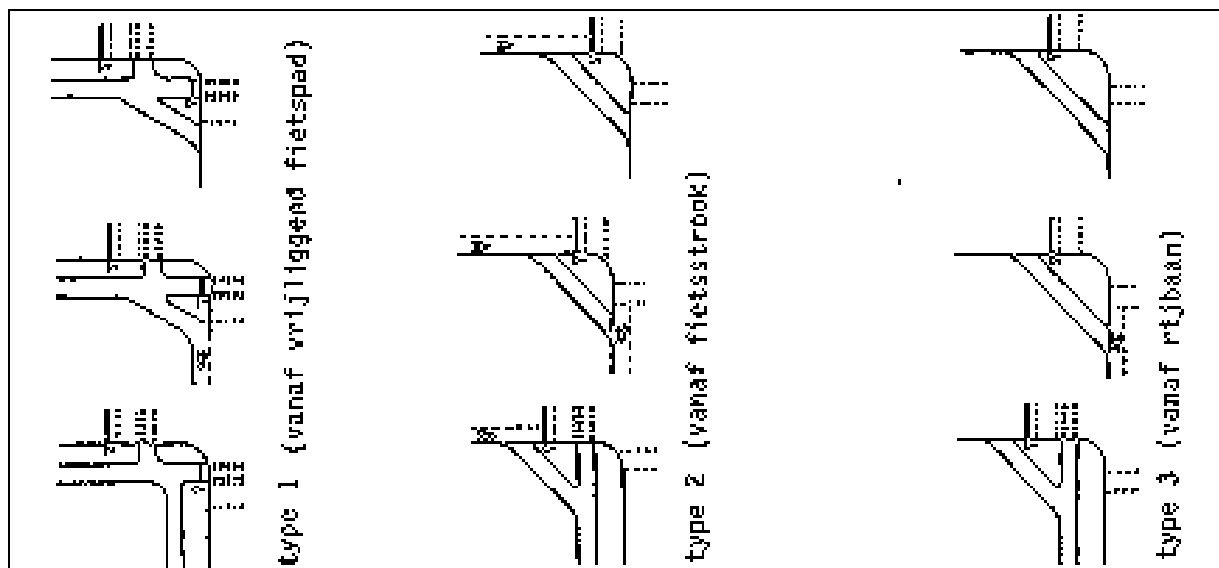


Figure 4: Turning right by red for various road cross-sections type 1) coming from a cycle-track
type 2) coming from a cycle-lane
type 3) coming from the carriageway

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Different aspects for cyclists

Positive

- . No delays for cyclists turning right.
- . Less red-light running

Negative

- . Conflicts with other road-users

Different aspects for non-cyclists

- . Conflicts between right-turning cyclists and other road-users (cyclists from the left, left-turning oncoming motor vehicles and crossing pedestrians round the corner).

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