

Traffic Advisory Leaflet 8/89
August 1989

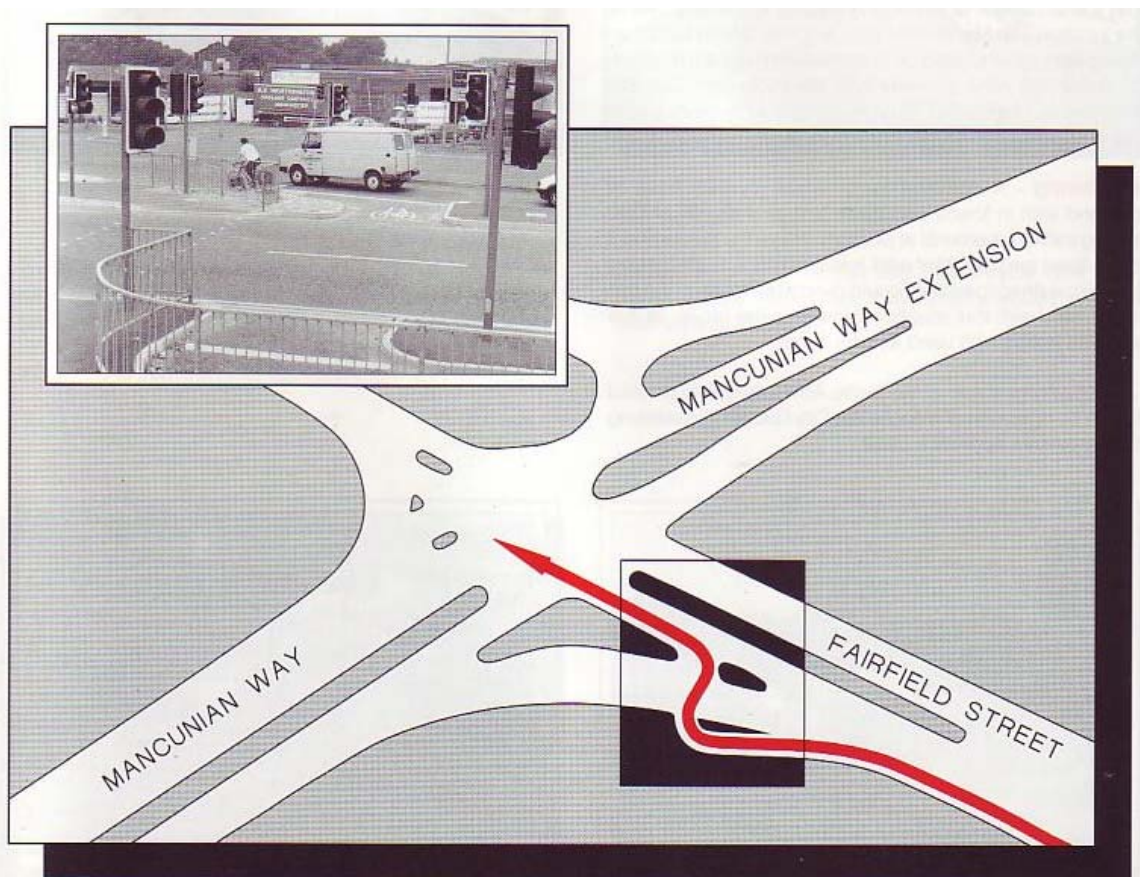


Innovatory cycle scheme Manchester - Mancunian Way signalled cycle crossing

Summary

A signalled cycle crossing has been installed at the complex Mancunian Way/Fairfield Street junction in Manchester. It has been designed, implemented and financed by Manchester City Council. The scheme provides a safe and convenient way for cyclists to cross a heavily trafficked slip road at the signal-controlled junction. Cyclists encounter similar slip roads in many large urban areas.

This leaflet is one of a series intended to draw the attention of highway authorities to measures which can help implement traffic conditions for cyclists.



Background

The Mancunian Way/Fairfield Street junction provides two left turning lanes and one straight ahead/right turning lane for traffic moving northwestwards along Fairfield Street. The main desire line for cyclists travelling along Fairfield Street to the northwest is to go straight ahead at the junction. A layout which did not take account of the cycle flows would have required cyclists to manoeuvre across the two busy left turning lanes without protection.

Scheme Description

General Layout

The safest way to cater for northwest bound cyclists was to provide a jug handle turn. Cyclists are encouraged to use a short section of 2.0m wide cycle track, adjacent to Fairfield Street East, leading to a signalled cycle crossing of the left turning lanes. There are advance direction signs for cyclists on the junction approach, to give northwest bound cyclists positive guidance on the safest route through the junction. There is a continuous footway for pedestrians behind the cycle track.

Signalling for Cyclists

The signal heads of the cycle crossing include amber and green pedal cycle aspects. Cyclists cross during stage two of the signal sequence and join a short length of cycle lane leading to the stop line at the junction with Mancunian Way. A splitter island has been designed to give protection to cyclists joining the cycle lane. Cyclists then cross Mancunian Way in parallel with other traffic during stage three of the signals.

Monitoring

A common factor which cyclists have to contend with in towns and cities is that of significant left turning traffic movements at junctions which the predominant cycle flows are straight ahead. Initial indications are that the technique described here could overcome much of the risk associated with this situation. However, the facility at this site was not so well used as was hoped.

Acknowledgement

The Traffic Advisory Unit is grateful for the co-operation of Manchester City Council in assessing the innovative approach used.

Stage one

Northwest bound cyclists in Fairfield Street proceed the jug handle cycle track. They must wait while vehicles turn left from Fairfield Street into Mancunian Way.

Diagram illustrating stage 1

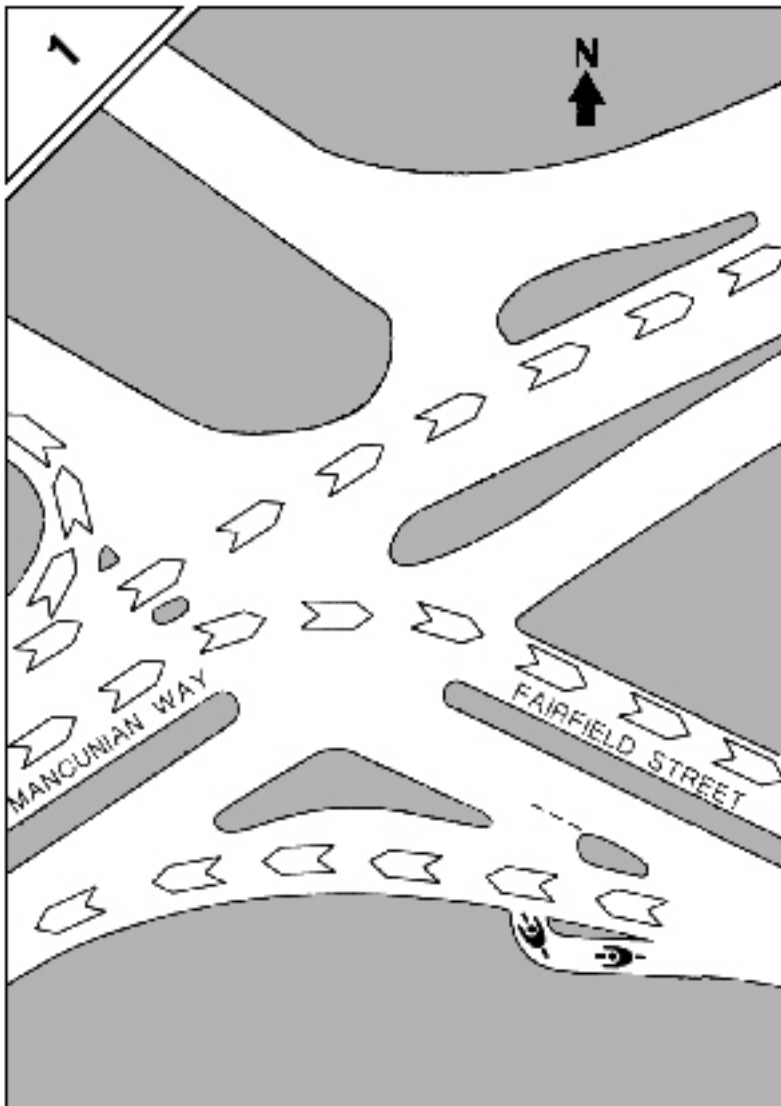


Photo illustrating stage 1: Jug handle cycle track



Stage two

Traffic turning left from Fairfield Street is stopped. This allows cyclists to cross the slip road and proceed into a short cycle lane on Fairfield Street up to the stop line at the junction with Mancunian Way. Cyclists are protected by a traffic island from vehicles approaching from behind.

Diagram illustrating stage 2

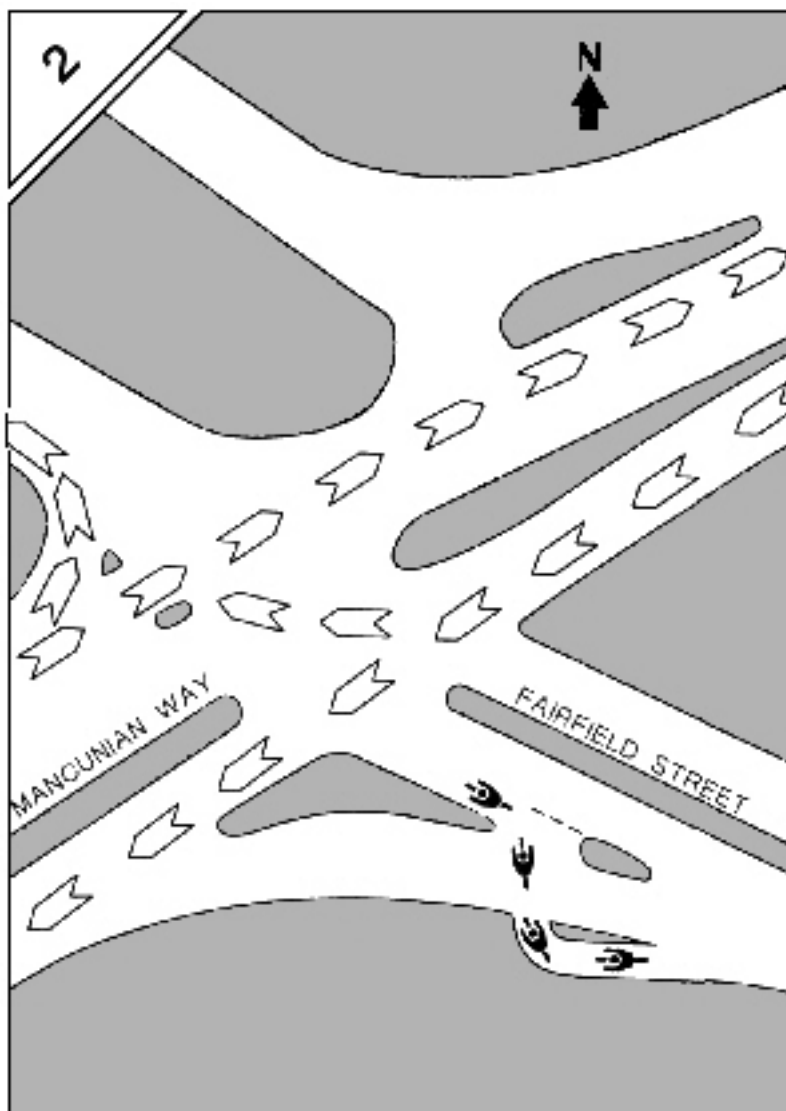


Photo illustrating stage 2



Stage three

Cyclists waiting in the Fairfield Street cycle lane ahead across Mancunian Way simultaneously with main vehicle flow.

Diagram illustrating stage 3

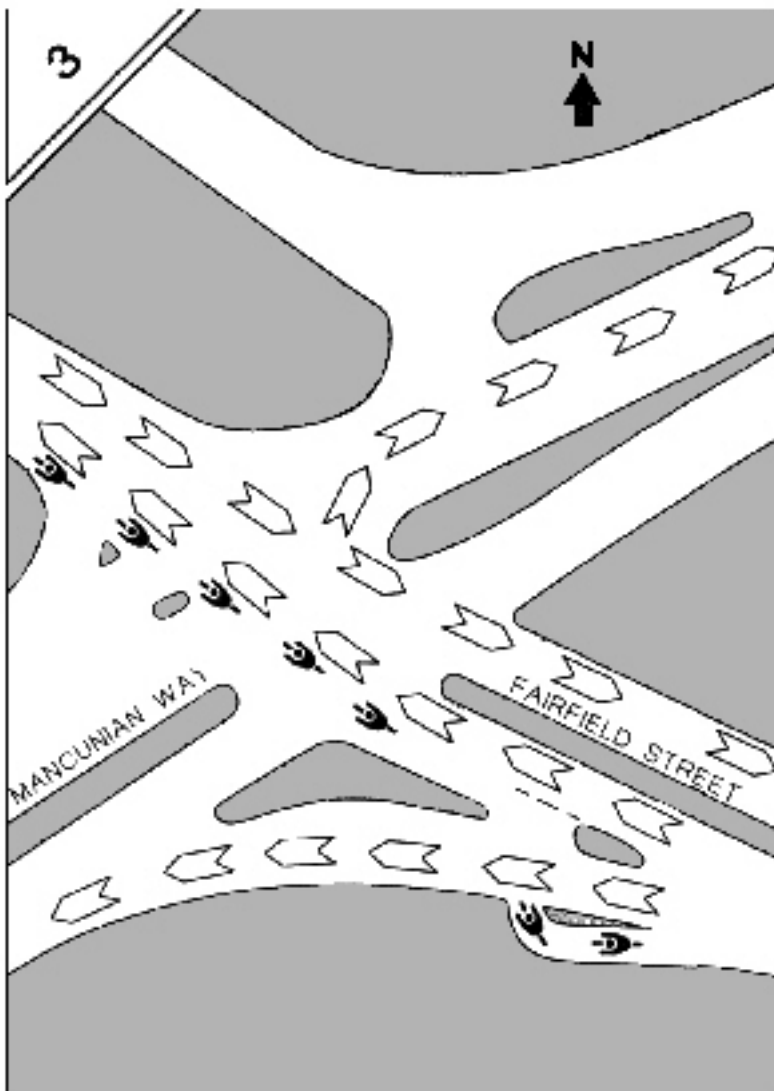
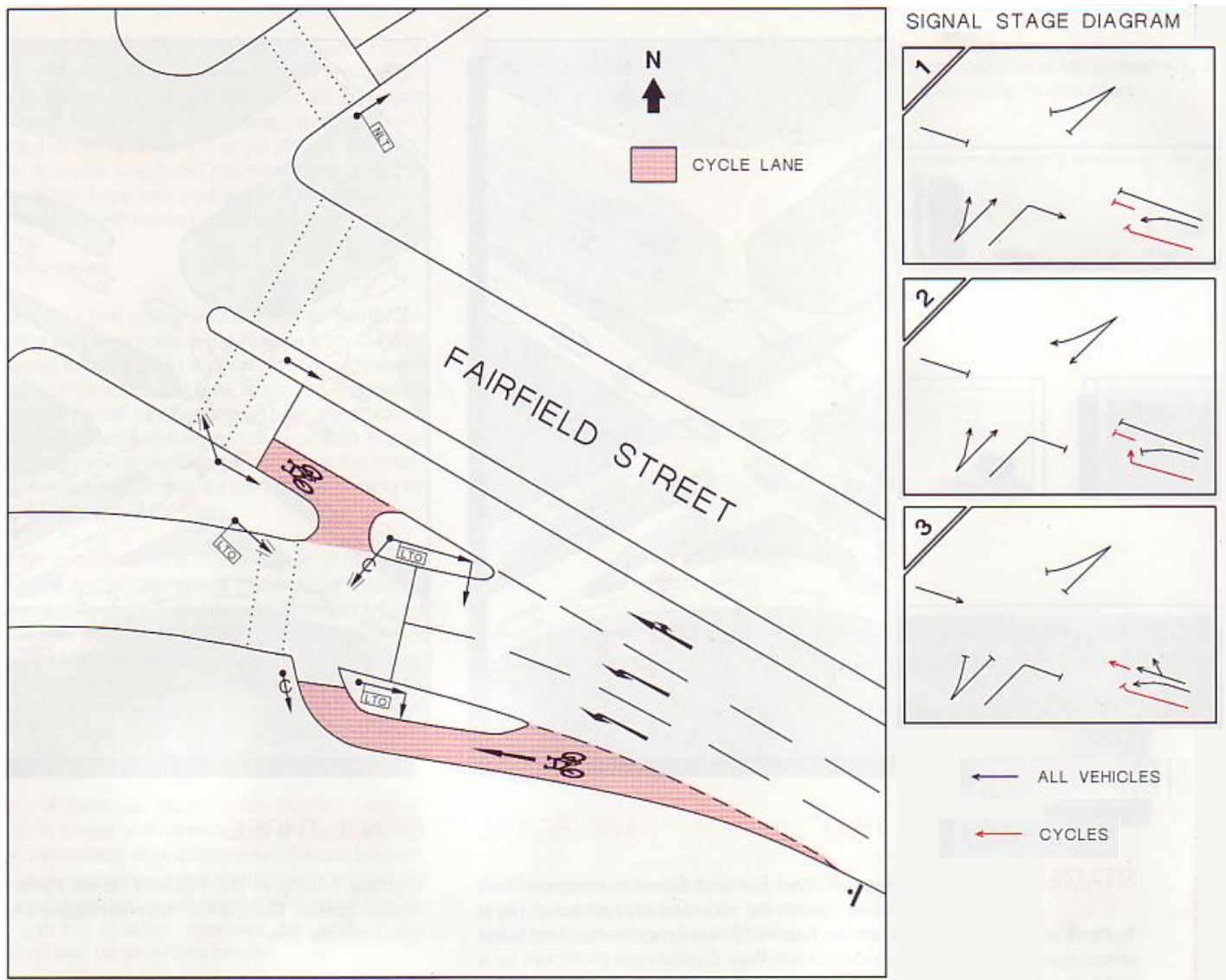


Photo illustrating stage 3



Signal Stage Diagram

Diagram illustrating signal positions



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