
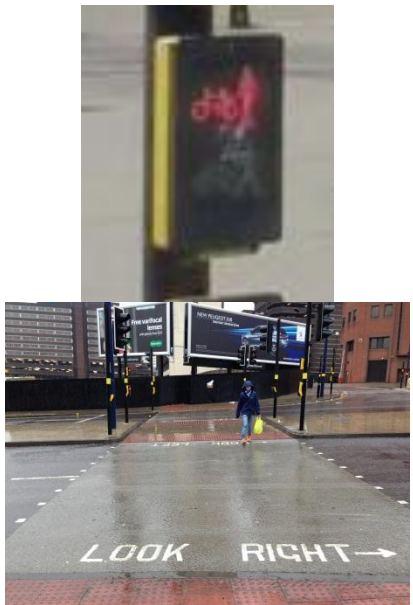


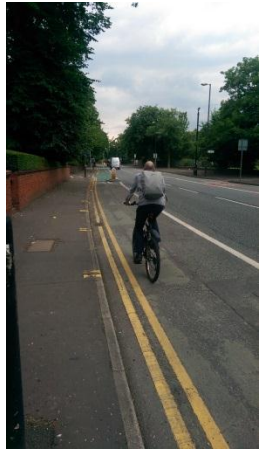








Birmingham Cycle Revolution: Guide to Cycling Infrastructure

Birmingham Cycle Revolution is an exciting 20-year initiative to encourage more people to cycle in and around the city: making Birmingham a healthier, greener, safer and less congested city.

As part of the consultation about cycling improvements on the road, this guide explains, with the help of photos, the different types of infrastructure proposed to encourage cycling, reduce vehicle speeds and make cycling safer on footpaths and roads.

<p>ASL (Advance Stop Line)</p>		<p>ASLs allow cyclists space to wait ahead of queuing traffic at traffic lights so that they are more visible to waiting traffic and can set off quickly ahead of traffic when the lights turn green.</p>
<p>Toucan crossing</p>		<p>Toucan crossings can be used by both pedestrians and cyclists to cross the road. They are controlled by traffic light signals. They have a wider crossing space than standard pedestrian crossings to make sure there is room for all users.</p>
<p>Contraflow cycle lane</p>		<p>A contraflow is a cycle lane which runs in the opposite direction to the main traffic flow. This allows cyclists to use one-way streets in both directions, for example. Lanes are marked using signs and road markings.</p>

<p>Junction Entry Treatment</p>		<p>Junction entry treatments can take different forms but are used to help encourage all road users to negotiate junctions more slowly and carefully. They can incorporate different coloured surfacing and/or paving, raised sections of the road and changes to the road widths to reduce speeds.</p>
<p>Mandatory Cycle Lane</p>		<p>Mandatory cycle lanes are identified by a solid white line on the road. No vehicles are permitted to enter or park in the cycle lane at any time.</p>
<p>Advisory Cycle Lane</p>		<p>Advisory cycle lanes are identified by a broken white line. Vehicles may enter the lane when required. For example, advisory cycle lanes might be used to allow: buses to access bus stops; loading and unloading; and to be crossed in emergencies. Cycle lanes are identified using road markings and/or physical features.</p>
<p>Table Top Junction</p>		<p>Junctions where the road is raised so that it is the same height as the pavement. This encourages vehicles to slow down as they approach the junction, giving vehicles and cyclists more time to negotiate junctions safely.</p>

<p>Shared Use Foot / Cycleway</p>		<p>Wide footpaths or pavements that are designed for both pedestrians and cyclists to use – these are usually identified with signs and road markings. Pedestrians and cyclists maybe separated by painted white lines or share the space without separation.</p>
<p>Buildout</p>		<p>A feature which involves widening the pavement for short stretches to prevent parking and reduce speeds on roads. They can be used at junctions to reduce the speeds of turning vehicles and can help to make roads and junctions safer for cyclists.</p>
<p>Cycle Track</p>		<p>Off-road, cycle paths to provide safe, segregated provision for cyclists (not shared with pedestrians)</p>
<p>Shared Cycle / Bus Lane</p>		<p>Dedicated lane for bus use, separated from the main carriageway with a solid white line. Cyclists can use bus lanes where a bicycle is shown on the blue bus lane signs.</p>