
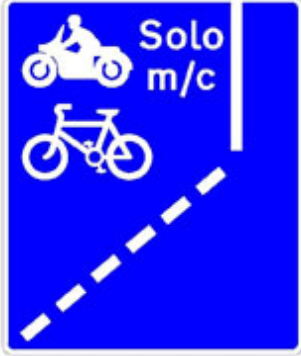




BP2: Highway Features and Policy

Reference: BP2 002	Title of Project:	Advanced Stop Line Trials
Version: 2	Website:	www.munimadrid.es www.motorcycleguidelines.org.uk/mg_04_4.htm
Brief Description of Project:	<p>Trials are underway in Spain and the UK to assess the benefits of allowing PTWs to stop in front of other vehicles at traffic signals. This separation should allow motorcycles and mopeds to manoeuvre more safely with reduced conflict with other traffic.</p> <p>In Madrid trials are underway allowing PTWs to enter an area ahead of the main traffic stop line at traffic signal controlled junctions. Motorcycles can enter this 'box' via a bus/motorcycle/taxi/cycle lane to reduce the risk of PTWs weaving through traffic to reach the head of the queue.</p> <div style="text-align: right; margin-bottom: 10px;">  </div> <p>The box is formed by positioning a second stop line for PTWs about 4m ahead of the main stop line for other vehicles. The box is marked with motorcycle pictograms. Marking are the standard 40mm width.</p> <p>In Barcelona a similar measure is being assessed at 3 main junctions in the city. The 'bike box' is available to all two-wheelers and is indicated with a yellow hatched marking.</p> <p>In the UK the Transport Research Laboratory is conducting an experimental study on behalf of the Department for Transport into the effects of permitting motorcycles to use Advanced Stop Lines (ASLs) - at present only bicycles are permitted to use them. This research project aims to realise the implications of allowing such practice and will also help to</p>	



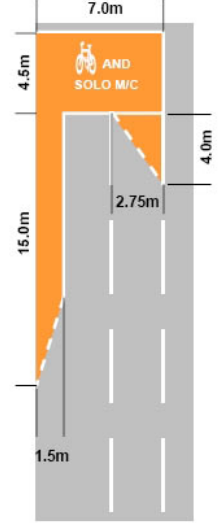
Experimental scheme

inform new government guidance on this topic.

The drawings (left and right) show how the experimental signing of the access lane and ASL markings would look.

The DfT previously commissioned preliminary research into the effects of

allowing motorcycles into ASLs, as a way of providing motorcyclists with additional safety benefits. The safety effects of permitting motorcyclists and cyclists into ASLs needs further detailed research as it is a complex issue where potential conflicts need to be fully understood. To date, TRL's research has been undertaken through 'track trials' to try and understand potential conflicts between PTWs and cyclists.



Research undertaken in Athens (Spyropoulou and Sermpis, published in Transport 162, May 2009) evaluated the performance of urban junctions with high PTW flows. Whilst not specifically researching casualty reduction potential, the report concluded that the performance of such junctions can be enhanced with segregated provision for cars and PTWs.

Monitoring Data:	Data not yet available.
Results:	Data not yet available.
Key Effective Conclusions:	In-depth studies of PTW collisions identify junctions as high risk locations in urban areas. By allowing motorcyclists to position themselves at the front of a line of traffic, masking by other vehicles may be reduced. Until these trials are complete and the report produced it is not possible to reach a firm conclusion.
Projects for Comparison:	Motorcycles in Bus lanes (BP2 001).
Justification:	There would appear to be potential to contribute to eSUM WP3, BP2 objectives but it is too early to reach a conclusion.