
**Manchester City Council
Report for Resolution**

Report To: **Communities and Neighbourhoods Overview and Scrutiny Committee - 10 November 2009**

Subject: Support for cycling as mode of transport.

Report of: Head of Highway Services

Summary

Manchester has a policy of promoting cycling as a mode of transport. This policy has had a measure of success; for example, recorded cycling levels into the City Centre have shown an increase of 59% since 2005. A number of strategies along with a range of new initiatives are in place to continue growth and support for cycle use within the city.

A number of off road cycle facilities have been provided within the last few years often shared with or segregated from pedestrian facilities. Collision investigation has shown that while there is a perceived danger in facilities which are shared between cyclists and pedestrians, in most locations there is little conflict. Good design can minimise these conflicts.

Recommendations

It is recommended that continued support be given to a range of measures to further promote cycling as a mode of transport in Manchester and that Members comment on the issues they would like to see given particular attention.

Wards Affected: **ALL**

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Background Documents

None

1.0 Background.

The City Council has policy for promoting both walking and cycling as a sustainable mode of transport especially for short journeys.

Members have requested a report to cover a range of issues including sufficiency of cycle rack provision and security of bicycles at Council owned facilities.

Concerns have also been raised regarding the coexistence between pedestrians and cyclists on shared-use footways and cycleways.

2.0 Sufficiency of cycle rack provision

To supplement the private provision of cycle storage at buildings at the end of cycling journeys, the City Council has started to provide public cycle storage within key destination centres, particularly within the city centre. The number of cycle stands provided is being increased every year. Stands are located on areas of public highway or with the agreement of landowners on their land. Areas targeted for additional cycle parking provision are where existing cycle parking demand is high and where requests have been received from cyclists for public accessible cycle parking facilities.

The increased secure cycle parking provision within the City has the benefit of also generating additional cycle trips, as a lack of secure cycle parking has been identified as a deterrent to cycling. Current plans include the provision of additional cycle stands within the City Centre and District Centres.

Proposals are currently being considered to provide additional long-stay secure cycle parking provisions in a number of Cycle Centres to be located in areas of high cycle parking demand.

3.0 Security of bicycles at council owned facilities

As part of the Corporate Accommodation Strategy, the Council's Travel Change Team is currently undertaking a robust audit of remote Council locations to assess what is already there, what the demand is and, ultimately, what resources are needed to satisfy demand for cycle parking. Existing facilities at Manchester Town Hall will be increased to meet an upsurge in demand there.

Audits are also being carried out at a number of Council owned facilities to review existing demand and the provision of cycle parking facilities, with the aim of ensuring existing and future levels of demand are adequately catered for.

4.0 Effectiveness of cycle lanes

The provision and improvement of cycling routes to the large number of destinations that cyclists wish to travel to is a long term strategy within the Local Transport Plan.

On road cycle lanes is an important part of this strategy with regard to cycling provision on major roads; the Council receives a regular requests from existing and new cyclists for increased cycle lane provision on major roads across the city.

While there is no legal obligation for cyclists to use cycle lanes, the potential benefits of well-designed cycle lanes are that they can:

- i. Create a comfort zone, especially for less experienced cyclists nervous about mixing with motor traffic;
- ii. Assist cyclists in difficult or congested situations;
- iii. Allow cyclists to bypass features intended to slow or exclude motorised traffic;
- iv. Help guide cyclists through complex junctions and provide route continuity to help with navigation;
- v. Help control the speed of motor traffic by narrowing the all-purpose traffic lane;
- vi. Help to raise driver awareness of cyclists.

Cycle lanes are not always suitable and may encourage cyclists to adopt inappropriate positioning or result in significant conflict with parked cars. Designers need to decide whether a cycle lane is going to help or not.

Most of the city's cycle lanes are on major roads and are advisory rather than mandatory. This is because of the significant lengths of road where banning parking in the cycle lanes would also ban parking outside residential property where there is little alternative for local residents. In very congested areas where space permits, cycling lanes have been provided between the parked cars and the general traffic lanes.

The City Council is working towards improving both the quality and effectiveness of both existing and proposed cycle lanes using the Greater Manchester Concise Pedestrian and Cycling Audit (COPECAT) and Local Transport Note 2/08, Cycle Infrastructure Design.

5.0 The feasibility of providing awareness training for drivers to deal with cyclists

Whilst most cyclists would welcome better driver awareness of cycling, there is little evidence of demand from drivers for such specific training. Suggestions have been made that driver awareness of pedestrians and cyclists should be a formal part of training for new drivers.

Various speed awareness and 'Think' campaigns are run each year at both local and national level to improve general driver awareness. The issue of a specific driver awareness campaign of cyclists needs is being raised with the Greater Manchester Road Safety Group for considered at a regional level.

Information leaflets about driver awareness of cyclists have been produced by various companies and are incorporated within their in-house driver training awareness; such leaflets could be adapted and then provided as a Greater Manchester information leaflet.

Warrington Borough Council and Finglands UK have produced bus driver and cyclist 'in Harmony' information leaflets which are given as Appendix 1 and 2. A similar information leaflet is being considered for Greater Manchester. Other major bus companies in Manchester provide awareness of cyclists as part of their driving skills development training.

Some lorry companies also provide such training to their drivers and produce information leaflets. Appendix 3 contains an example from CEMEX UK who, as part of Bike Week 2009, gave cyclists the opportunity to meet with their lorry drivers in Piccadilly Gardens and see how the road looks from a lorry cab.

6.0 The safe co-existence of cyclists and pedestrians on cycleways

The Highway Code states that cyclists should take care when passing pedestrians on shared-use routes and be prepared to slow down or stop if necessary.

When considering the safe shared or segregated use of off-road facilities for pedestrians and cyclists, the City Council uses guidance laid out in the Department for Transport, Local Transport Note 02/08 - Cycle Infrastructure Design.

Such facilities are provided with pedestrian access in mind and include improved surface quality, removal of obstructions, improved lighting and directional signing. Where a conflict may exist between cyclists and pedestrian on such routes 'Give Way' markings are provided for cyclists to maintain pedestrian priority. In addition, warning signs and markings are provided to inform that the route is shared or segregated and corduroy tactile paving is provided to warn visually impaired pedestrians of the presence of cyclists on the route. Along some shared-use routes speed reduction features are provided to ensure cyclists travel at appropriate speeds.



Monitoring of existing shared-use routes, such as Princess Road A5103, have shown a 58% increase in average daily usage for cyclists in the two years between 2005-2007; with no recorded accidents between cyclists and pedestrians (ref. table 1 below).

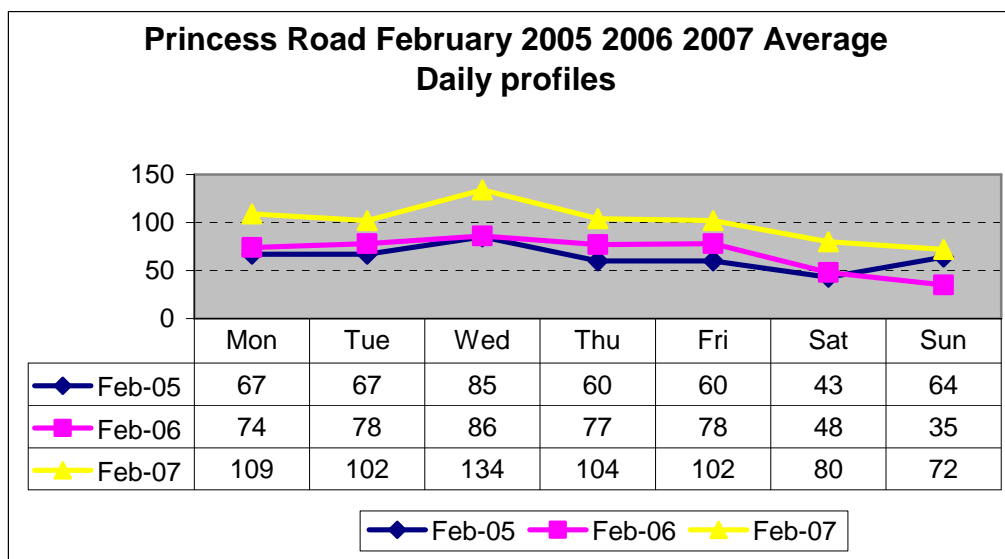


Table 1: Cycle usage on shared-use facility, Princess Road A5103.

One portion of shared-use routes adjacent to the highway that can give rise to conflict between cyclists and pedestrian is at bus stops. Where possible cycling facilities are directed around the rear of the bus stop to prevent conflict between moving cyclists and stationary pedestrians as shown in the examples below.

	
<p>Cycle by-pass behind bus stop area Chester Road A56</p>	<p>Cycle facility around bus stop Altrincham Road A560.</p>

Many off-road facilities have been improved for both pedestrians and cyclists by combining highway maintenance and cycle improvement funding streams to create a higher quality route for all users. A good example of this is the Hardy Lane link to the Mersey Valley in Chorlton, which is illustrated below.

	
<p>Hardy Lane link to Mersey Valley, Chorlton</p>	
<p>Before improvement works</p>	<p>After improvement works</p>

7.0 Pedestrian / Cyclist related accident statistics for Manchester

Overall casualty figures for the three-year period (01/11/04 to 31/10/08) within Manchester show:

- | | |
|----------------------------|-----------------|
| i. Pedestrians | 1550 casualties |
| ii. Cyclists | 723 casualties |
| iii. Pedestrian v Cyclists | 13 casualties. |

Within the thirteen collisions involving pedestrians with cyclists:

- i. Six have involved pedestrians walking into the carriageway in front of cycles;
- ii. Six involved cyclists illegally riding on the footway colliding with pedestrians;
- iii. One involved a cyclist colliding with a pedestrian stood in the off-road segregated cycle track on Oxford Road at the junction with Grafton Street in 2005. Since then additional markings have been provided on the route to further highlight the cycle route to pedestrians, as illustrated below.



Oxford Road segregated routes with 'Give Way' markings & symbols

APPENDICES:

Appendix 1: Warrington Borough Council 'Bus Drivers & Cyclists in Harmony' information leaflet.

Appendix 2: Finglands UK 'Buses & and Cycles in Harmony' information leaflet.

Appendix 3: CEMEX UK 'Cyclists and large vehicles' information leaflet.