

**MANCHESTER CITY COUNCIL**

**REPORT FOR INFORMATION**

**COMMITTEE:** PHYSICAL ENVIRONMENT OVERVIEW AND SCRUTINY

**DATE:** 18 JULY 2006 **PART:** A

**SUBJECT:** MISUSE OF ON-ROAD CYCLE LANES

**REPORT OF:** THE HEAD OF ENGINEERING SERVICES

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**PURPOSE OF REPORT**

To advise the Scrutiny Committee about the misuse of on-road cycle lanes

**RECOMMENDATIONS**

For information

**FINANCIAL CONSEQUENCES FOR THE REVENUE BUDGET**

There are no financial consequences for the revenue budget.

**FINANCIAL CONSEQUENCE FOR THE CAPITAL BUDGET**

There are no financial consequences for the capital budget.

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**BACKGROUND DOCUMENTS**

None

**WARDS AFFECTED**

All Wards

**IMPLICATIONS FOR**

Employment	Anti-Poverty	Equal Opportunities	Environment
No	No	No	Yes

### **Implications for Environment:**

The increase in cycling and subsequent reduction in vehicle trips will remove dangerous carbon emissions at source, and reduce the impact of pollution along transport corridors. This will have an impact on addressing Climate Change and will improve air quality.

Congestion along transport corridors will be reduced which will lead to a subsequent improvement in air quality.

To develop and sustain a healthy, safe and attractive local environment which contributes to the City's and its peoples economic and social well being.

## 1. **MANCHESTER CYCLE STRATEGY / NETWORK**

- 1.1 The overall aim of this strategy is to increase cycle use in Manchester by ensuring that cycling is promoted as a cheap, healthy, sustainable transport choice within the City's strategies, schemes and programmes. It has been developed following discussions at the Manchester Cycle Forum and wider general consultation and sets out the Council's objectives and targets for increased cycle use and improved conditions for cyclists which will contribute to the national target of trebling cycle use between 2000 and 2010.
- 1.2 The Cycling Strategy reflects the Council's support for the National Cycling Strategy and the sustainable transport policies embodied in the second Greater Manchester Local Transport Plan. It also supports the transport theme in the Community Strategy which aims to create a modern transport infrastructure which includes a quality pedestrian and cycling environment.
- 1.3 The strategic Health Plan for Manchester recognises the importance physical activity has in preventing health problems. The Plan refers to the Cycling Strategy confirming cycling as an excellent way to keep fit and healthy. Transport officers are working with the Joint Health Unit, Primary Care Trusts, Sports Development Officers and others to develop a coordinated strategy for the promotion of physical activity.
- 1.4 Cycling can make a positive contribution to the City's area based regeneration programmes. These programmes look to improve local community life, through better housing, environment, education and employment opportunities and by supporting local business and enterprise. As part of the integration of transport modes, cycling can be particularly effective in achieving the aims of regeneration. Cycling is a relatively cheap mode of transport and is available to a wide section of the community. It can provide residents with the opportunity to travel to

work and local services and improve the condition of the environment they live in.

1.5 To cater for the needs of all users from the confident experienced cyclist to beginners and children, Manchester is adopting a "triple network" approach to the creation and prioritisation of cycle facilities. The three levels are: -

- Main routes serving utility cycling trips to major centres such as the City Centre and large employers. These will often mirror the radial and arterial road network to cater for the direct route needs of the "commuter cyclist" and those comfortable riding in traffic.
- Recreational routes, including links to non-urban sections of the National Cycle Network. These are mainly off-road facilities providing leisure opportunities and links to and between the main routes and local networks.
- Routes from residential areas to more local destinations such as district centres, places of employment, public transport interchanges, hospitals, schools and leisure facilities. These will form the local network that would appear as a hub of cycle routes focused on a single centre and which would also provide links to the wider cycling network.

## 2. **ON ROAD CYCLE LANES**

2.1 There are two types of on-road cycle lanes;

**Advisory cycle lanes**, which have a broken white line, are a quick and inexpensive way to provide a length of cycling facility. An example is Wilbraham Road. Motor vehicles should not enter an advisory cycle lane unless that lane is clear of pedal cyclists. Advisory cycle lanes do not prevent vehicles parking along their length. Motorists can park on a length of advisory cycle lane. Whilst this is advantageous for residents, it is clearly

disadvantageous for cyclists. Residents living along roads where advisory cycle lanes are proposed generally do not oppose their provision. Advisory cycle lanes can also be used to visually narrow the width of the carriageway, which can act as a speed reduction measure where motorists drive at inappropriate speeds.

Where problems of vehicles parking on advisory cycle lanes persist, Traffic Regulation Orders can be promoted along the length of the advisory cycle lanes to prevent obstructive parking.

An Advisory Cycle Lane (Broken White Line) is not enforceable. Motorists are requested not to drive or park in them unless it is unavoidable. (Highway Code Rule 119).

- 2.2 **Mandatory cycle lanes**, which have a solid white line along their edge, prevent vehicles parking or entering the lane during its hours of operation. Mandatory Cycle Lanes are supported by a legal traffic regulation order, which must be advertised to allow for any objections to be considered, before the order can be formally made.

Powers to enforce Mandatory Cycle Lanes (Solid White Line) currently remains with the Police as these powers have not yet been decriminalised, however this may change under the new Traffic Management Act, when the decriminalisation of some moving traffic offences is considered. As a result of the limited resources available to the Police to enforce, the City Council also promote waiting restrictions within mandatory cycle lanes, which allows Manchester Parking to issue Penalty Charge Notices to those motorists who illegally park.

Some Mandatory Cycle Lanes have time limits of operation. Outside these times the lane works as an advisory cycle lane with no legal enforcement.

### **3.0 PARKING / CYCLE LANE ISSUES**

- 3.1 There are clearly issues between providing cycle lanes and ensuring that local residents can park their vehicles next to their homes. Many cycle lanes are provided along routes on which residential properties are present with no off-road parking available. There is a balance to be found between providing suitable cycle facilities whilst maintaining adequate parking availability for local residents. This can be achieved through the use of advisory cycle lanes, in streets where it is likely that few parked vehicles will be present during the working day and when the majority of cyclists will be using the highway network.
- 3.2 Where parking occurs in a cycle lane and there is no competing kerbside demand from residents or businesses, it is possible to upgrade the advisory lane to a mandatory lane and support this through the introduction of parking restrictions (yellow lines). Current commuter parking on Greenheys Lane in Hulme is restricting all access to the existing advisory cycle lane. As a result a mandatory cycle lane is being introduced supported by double yellow lines to ensure that cyclists can access the facility at all times.
- 3.3 It can be dangerous to be forced out from a cycle lane into fast moving traffic to get around a parked vehicle, and because there is a cycle lane present, drivers understandably don't expect cyclists to be in the vehicular lane. Where problems of parking on cycle lanes have proved to be difficult to enforce due to other parking or loading demands, alternatives have been introduced to allow cyclists to continue without being obstructed by parked vehicles. This has been achieved either by the construction of cycle lanes outside of parking lay-bys or by providing suitable off-road cycle facilities.

#### **4.0 MOTORCYCLES IN CYCLE LANES / BUS LANES**

Motorcycles are increasingly using the Advanced Stop Lines, which are provided for cyclists to allow them to promote their presence at a signalised junction. They can also be seen travelling within cycle lanes and parking at Sheffield Stands provided for cycles. It is clear that pedal cycles and motorcycles do not mix safely – the latter generally travel at far greater speeds and can be lethal to the pedal cyclist in the event of an accident. The use of motorcycles in bus lanes, which some local authorities are trailing has been cited by cyclists as a real safety issue and is preventing new cyclists from coming onto the road.

#### **5.0 CYCLE ACCESS TO DISTRICT CENTRES AND SCHOOLS**

- 5.1 In LTP2, we will be investing in better cycling facilities, targeted at busy centres, schools and major businesses in areas most likely to attract cycle use. We aim to deliver and promote a safe cycle network in order to encourage those people who have been considering but not yet undertaking short cycle journeys, to switch from habitual use of the car.
- 5.2 Through the Safer Routes to School programme we are promoting cycling to school. When barriers to cycling are identified by parents and children we are looking to deliver improvements that will allow pupils to safely cycle to school. This could be through engineering improvements, cycle training or the provision of new secure cycle storage facilities at the school.
- 5.3 As part of Manchester's commitment to encourage new cyclists onto the road we have developed the concept of the Oxford Road / Wilmslow Road flagship quality cycling corridor. This cycle route is the most well-used route by cyclists in Manchester. Over 850 cyclists a day use the route, along with upwards of 20,000 vehicles. The route is direct without any significant gradients – fundamental for a cycle route, especially for commuting.

5.4 The route currently comprises a mix of dedicated, advisory, cycle lanes and shared-use, bus/cycle lanes. There is a short, off-road, traffic-free, section available.

This scheme will build upon the recent scheme undertaken through the Rusholme District centre and will deliver the following improvements:

- Provide more space for cyclists by reviewing the space on the carriageway allocated to bikes, buses, general traffic and parking.
- Provide a more coherent and continuous route.
- Remove conflict with parked cars by reviewing TROs and cycle facilities.
- Investigate options for building a route off the main carriageway.
- Remove delay for cyclists at the bus gates at either end of Rusholme
- Look at reducing accidents
- Look at integrating improvements for cyclists into the University's aspirations for Oxford Road proposals.

Ensure that the bus quality corridor work and this work do not produce conflicting solutions.

## **6.0 Conclusion**

6.1 The mis-use of cycle lanes is an issue that we are aware of and where appropriate are addressing. The city council is committed to developing a first class cycle network where cyclists will be able to safely access all parts of the city whether for work, education or leisure purposes.

6.2 Safety is a major concern for all cyclists, not only children or less confident cyclists. Developing a quality cycle network, which can be properly managed and maintained is the key to improving safety and encouraging new cyclists onto the road.