

# Report of the Director of Regeneration and Culture to the meeting of the Bradford East Area Committee to be held on 18th February 2014

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**Subject:**

**Cycle Lanes**

**Summary statement:**

This report details a response to recommendations made by the Overview and Scrutiny Committee on 25<sup>th</sup> July 2013 with regard to the installation and enforcement of mandatory cycle lanes.

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**Portfolio:**

Housing, Planning & Transport

**Overview & Scrutiny Area:**

Environment and Waste Management



## 1 SUMMARY

- 1.1 This report details a response to recommendations made by the Overview and Scrutiny Committee on 25<sup>th</sup> July 2013 with regard to the installation and enforcement of mandatory cycle lanes.

## 2 BACKGROUND

- 2.1 On 25<sup>th</sup> July 2013 the Overview and Scrutiny Committee made the following recommendation to the constituency Area Committees;

**(2) That the Committee is concerned that all the cycle lanes in the district are “advisory” and requests that Area Committees consider using their powers to make some or all of the cycle lanes mandatory therefore enabling enforcement powers to be used.**

- 2.2 The Bradford East Constituency Area contains a mixture of on-road cycle lanes, shared-use footways and bus lanes that allow for cyclist use.

- 2.3 In cases where cycle lanes exist, the majority are situated on arterial routes.

- 2.4 These lanes have been marked out in an advisory manner in order to provide cyclists with a safer user lane where possible but also to be able to facilitate on-street parking for residential and business properties adjacent to the route.

- 2.5 The use of mandatory lanes would remove the parking facility, either at all times or at certain times on certain days. Enforcement of the lanes would become the responsibility of the Council Wardens, who would be required to issue penalty charge notices to any vehicle parked in the lane in contravention of the restrictions.

- 2.6 Changing existing advisory cycle lanes to mandatory facilities may result in the following;

- A loss of available on-street parking or;
- Narrowing of carriageways to sub-standard widths to allow for parking facilities adjacent to mandatory cycle lanes.

- 2.7 In order to implement mandatory cycle lanes on existing routes, a new Traffic Regulation Order would be required for the lengths of road affected, and statutory consultation (including affected frontages) would need to take place.

- 2.8 On new-build schemes, and schemes where road layouts are re-assessed, the implementation of mandatory cycle lanes is considered as part of the design process and they are implemented where possible as part of the Corporate Cycling Strategy. Mandatory cycle lanes will be promoted to replace existing advisory lanes on Barkerend Road and Leeds Old Road as part of the proposed City Connect cycle superhighway between Bradford and Leeds.

- 2.9 Where possible, the complete segregation of cyclist and motorist is preferred; however this is not always possible.

### **3 OTHER CONSIDERATIONS**

- 3.1 National guidance suggests that cyclists be considered as the second highest priority within the road user hierarchy, after pedestrians, in terms of safety.
- 3.2 Given that the 2014 Tour De France passes through the district the Committee may wish to further promote safer cycling routes within the constituency area as user demand is likely to increase pre and post event.

### **4 FINANCIAL & RESOURCE APPRAISAL**

- 4.1 Any proposed works would initially need to be funded via the constituency area Traffic and Highways Budget, with potential supplementary funding from dedicated cycling budgets held by the Authority.
- 4.2 If cycle lanes in the Bradford East area were to be made enforceable the total cost would need to be appraised and then the source and profile of funding would need to be added to all other existing priorities.

### **5 RISK MANAGEMENT & GOVERNANCE ISSUES**

- 5.1 The introduction of mandatory cycle lanes would conflict with existing residential and business on-street parking demands.

### **6 LEGAL APPRAISAL**

- 6.1 There are no specific legal issues arising from this report.

### **7 OTHER IMPLICATIONS**

#### **7.1 EQUALITY & DIVERSITY**

- 7.1.1 Due regard is given to Section 149 of the Equalities Act 2012 when developing highway improvement schemes.

#### **7.2 SUSTAINABILITY IMPLICATIONS**

- 7.2.1 Improvements to cycling infrastructure encourage more sustainable transport use.

#### **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

- 7.3.1 There are no significant greenhouse gas emission implications

#### **7.4 COMMUNITY SAFETY IMPLICATIONS**

7.4.1 Works carried out are designed to improve safety according to the adopted road user hierarchy.

#### **7.5 HUMAN RIGHTS ACT**

7.5.1 There are no significant human rights implications arising from this matter.

#### **7.6 TRADE UNION**

7.6.1 There are no Trade Union implications arising from this matter.

#### **7.7 WARD IMPLICATIONS**

7.7.1 Appropriate local consultations, including with ward members, would be carried out for any scheme(s) being promoted as a result of this report.

#### **7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS**

7.8.1 The Area Committee Action Plan seeks to promote safer roads.

### **8 NOT FOR PUBLICATION DOCUMENTS**

8.1 None

### **9 OPTIONS**

9.1 That the existing advisory cycle lanes within the Bradford East constituency be retained.

9.2 That consideration be given to the allocation of funding from the 2014/15 Local Integrated Transport Scheme budget to enable officers to undertake an audit of the existing cycle lanes within the constituency and carry out the upgrading of sections of the network to provide mandatory cycle lanes where deemed feasible.

9.3 That consideration be given to the allocation of funding from the 2014/15 Local Integrated Transport Scheme budget to upgrade all existing advisory cycle lanes in Bradford East to mandatory status.

9.4 The Bradford East Area Committee may choose to draft its own recommendation drawn from the information provided within this report.

### **10 RECOMMENDATIONS**

10.1 That the Bradford East Area Committee chooses to implement one of the options provided in Section 9 of this report.

- 10.2 That the Bradford East Area Committee authorises the advertisement, formal consultation, consideration of representations and implementation of any Traffic Regulation Orders and associated works arising from its chosen course of action in this matter.

**11 APPENDICES**

- 11.1 None

**12 BACKGROUND DOCUMENTS**

- 12.1 Decisions of the Regeneration and Economy Overview and Scrutiny Committee held on Thursday 25 July 2013