

Report of the Director of Regeneration and Culture to the meeting of the Bradford South Area Committee to be held on 26th September 2013

AA

Subject:

Cycle Lanes

Summary statement:

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

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Portfolio:

Regeneration, Economy and Sustainability

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 25th July 2013 with regard to mandatory enforcement of cycle lanes

2 BACKGROUND

- 2.1 On 25th 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 South 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 properties at the side of the route.

- 2.5 The use of mandatory lanes would remove the parking facility, as lanes must be kept clear at all times. Enforcement of the lanes would become the responsibility of the Council Wardens, who would be required to issue penalty notices to any road user parked in the lane.

- 2.6 Changing existing advisory markings to mandatory ones may result in the following;

- A loss of available on-street parking or;
- Narrowing of carriageways to sub-standard width levels to allow for parking facilities in conjunction with mandatory lanes.

- 2.7 In order to implement mandatory lanes on existing routes, a new Traffic Regulation Order would be required for 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 reconsidered, 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.

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

3 OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

- 3.1 The Overview and Scrutiny committee may wish to explore further recommendations with regard to this matter in line with the Corporate Cycling Strategy in lieu of the decision of this Area Committee.

4 OTHER CONSIDERATIONS

- 4.1 National guidance suggests that cyclists be considered as the second highest priority within the road user hierarchy after pedestrians in terms of safety.
- 4.2 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.

5 OPTIONS

- 5.1 The following options are available;
- 5.2 The Bradford South Area Committee may choose to retain the existing advisory cycle lanes within the constituency, and take no further action.
- 5.3 The Bradford South Area Committee may choose to request that officers undertake an audit of the existing cycle lanes within the constituency, a view to upgrading sections of the network to mandatory lanes where deemed feasible. (This is the officers preferred option)
- 5.4 The Bradford South Area Committee may choose to upgrade all existing advisory cycle lanes to mandatory status.
- 5.5 The Bradford South Area Committee may choose to draft its own recommendation drawn from the information provided within this report.

6 FINANCIAL & RESOURCE APPRAISAL

- 6.1 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.

7 RISK MANAGEMENT

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

8 LEGAL APPRAISAL

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

9 OTHER IMPLICATIONS

9.1 EQUAL RIGHTS

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

9.2 SUSTAINABILITY IMPLICATIONS

9.2.1 Improvements to cycling infrastructure encourages more sustainable transport use.

9.3 GREENHOUSE GAS EMISSIONS IMPACTS

9.3.1 There are no significant greenhouse gas emission implications

9.4 COMMUNITY SAFETY IMPLICATIONS

9.4.1 Works carried out are designed to improved safety according to the adopted road user hierarchy.

9.5 HUMAN RIGHTS ACT

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

9.6 TRADE UNION

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

9.7 WARD IMPLICATIONS

9.7.1 Scheme delivery in all wards will be affected by the budget reductions.

10 NOT FOR PUBLICATION DOCUMENTS

10.1 None

11 RECOMMENDATIONS

11.1 That the Bradford South Area Committee notes the content of the report for future reference.

11.2 That the Bradford South Area Committee chooses to implement one of the options provided in Section 5 above

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

12 APPENDICES

12.1 None

13 BACKGROUND DOCUMENTS

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