

Decision Maker: Environment Portfolio Holder

**For any pre-decision scrutiny questions by the Environment
PDS Committee on**

Date: 3rd July 2012

Decision Type: Non-Urgent Executive Non-Key

Title: MOTORCYCLE – PARKING AND BUS LANE USE

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Chief Officer: Nigel Davies, Director of Environmental Services

Ward: All Wards

1. Reason for report

This report outlines the background to the use of bus lanes across London and Bromley. The report explains the recent changes that have been made in regards to permitting the use of motorcycles in bus lanes. The report seeks a decision from the Portfolio Holder on the proposed amendments to allow motorcycle drivers to use dedicated bus lanes through the borough. The report also outlines the ongoing improvements to motorcycle parking borough wide.

2. **RECOMMENDATION**

That the Portfolio Holder agrees to:

2.1 Permit use by motorcycle drivers in all of Bromley's bus lanes.

Corporate Policy

1. Policy Status: New Policy:
 2. BBB Priority: Quality Environment:
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Financial

1. Cost of proposal:£10k
 2. Ongoing costs: Non-Recurring Cost:
 3. Budget head/performance centre: TfL budget for Congestion Relief 2012/13
 4. Total current budget for this head: £140k is assigned for Congestion Relief and £112k remains uncommitted
 5. Source of funding: Transport for London LIP funding 2012/13
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Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 10
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Legal

1. Legal Requirement: Non-Statutory - Government Guidance:
 2. Call-in: Applicable:
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All motorcyclists using Bromley's bus lanes. Other motorists will benefit through reduced journey times.
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? No
2. Summary of Ward Councillors comments: As this scheme affects bus lanes borough wide, individual Ward Members have not been consulted

3. COMMENTARY

- 3.1 The definition of motorcycles include scooters and mopeds. (This group of vehicles is sometimes referred to as “Powered Two-wheelers”). Motorcycles make up around 1% of all traffic on the road. Motorcycles are an affordable alternative to the car. They provide independence and mobility, and often provide quicker journeys for individuals, particularly in congested conditions. They also make effective use of road space.
- 3.2 Motorcyclists are the most vulnerable road users. They are 30 times more likely to be killed than car users and 4 times more likely to be killed than cyclists. As motorcycles offer relatively cheap access to motorised transport they are highly desirable for younger and less experienced drivers. This brings some of the road safety concerns and issues. Bromley however is very proactive in motorcycle training and has been promoting safer riding through rider-education programmes in schools, through training programmes in conjunction with the Institute of Advanced Motorists and the Police, and through publicity campaigns. This is in line with the Borough’s Road Safety Plan.

MOTORCYCLES IN BUS LANES

- 3.3 Following the completion of two trials over a number of years, motorcycles will be given full access to bus lanes on the majority of the London’s red routes from 23 January 2012. TfL have undertaken these trials in order to review the safety of motorcyclists using such lanes and are now recommending their full use.
- 3.4 Within Bromley there is only one Transport for London bus lane located in Bromley Common (A21) but all other bus lanes in the borough do not have this exemption for motorbike use. Therefore, the Council issues Penalty Charge Notices to contravening motorcycle drivers and quite often receives requests to permit their use in bus lanes. The different access rights for motorcyclists in bus lanes in the borough is conflicting and inconsistent. However, the council has been keen to see the results of the various trials undertaken across London by the Mayor of London to assess the safety for all highway users.
- 3.5 As this trial has now been completed and approved, we feel it would be appropriate to permit motorcycle use within Bromley’s bus lanes. Whilst there will be an initial cost for the replacement of signage and amendments to the necessary traffic management orders it is felt that in doing so, the alteration could result in reduced journey times and lower carbon dioxide emissions, and improved safety for motorcyclists.

MOTORCYCLE PARKING IN BROMLEY

- 3.6 Motorcycles comprise around 3% of all registered vehicles, although actual on road use is lower. Recent large increases in sale of mopeds and other commuter machines have resulted in further demand on existing motorcycle parking places, with indications that this trend will continue.
- 3.7 In Bromley, motorcyclists can park in standard on-street parking bays by paying and displaying in the same way as a car user. However, displaying the ticket purchased is impractical as it cannot be fastened to a secure or sealed area and the ticket can be easily lost, stolen or even blown away by the wind. Furthermore, because motorbikes take up relatively little space, other vehicles, (either another motorbike or a car) may attempt to park in the same bay and this can incur a Penalty Charge Notice (PCN) on both parties. Consequently following a review of motorcycle parking across the borough in 2011, dedicated motor cycle bays have been provided in every Council surface car park. There are no charges associated with these bays.

3.8 The Council has also provided a number of marked, dedicated, on-street motorcycle parking bays which are well used. There is also no charge for parking in these on-street bays. The bays are mainly located in and around town centre locations. On-street motor cycle bays can be found in the following locations across the borough:

- Ravensbourne Road, Bromley
- Churchill Way, Bromley
- Park Road, Bromley
- Ringers Road, Bromley
- Station Approach, Hayes
- Hayes Street, Hayes
- Berwick Way, Orpington
- High Street, Orpington
- Homefield Rise, Orpington
- Walnuts Road, Orpington
- Beckenham Road, Beckenham
- Petts Wood Road, Petts Wood

3.9 When introducing a new Controlled Parking Zone (CPZ) or reviewing any parking scheme, the Council will always look to provide designated motor cycle bays. A recent review of existing Controlled Parking Zones has resulted in additional motor cycle bays being added on-street. This process also includes a review of the siting of motorcycle bays with the aim of ensuring that the bays are not obscured or isolated, in order to improve the security of this type of parking.

3.10 Obstructive parking by motorcycles has also raised problems in the past, including the use of cycle stands though town centre locations, which has led to a need for more secure motorcycle parking and dedicated motorcycle parking bays in all of the Council car parks. Furthermore, given the increase in the demand for motorcycle parking, particularly in Bromley Town Centre, and in order to discourage motorcyclists wishing to shop in Bromley from using the bicycle parking racks in the pedestrianised section of the High Street, approximately 50 new motorcycle parking bays were created in three areas in the town centre in 2006/07.

BARRIERS TO MOTORCYCLING

3.11 Among the barriers which may prevent individuals from using motorcycles are lack of skill, comfort, weather, and concerns about traffic safety and personal/vehicle security. Having more protection and space on the carriageway is also key to motorcyclists and as a result permitted use has been allowed in many bus lanes across London.

3.12 Whilst the Council acknowledges that motorcycles can cause less congestion than cars, in practice Bromley has not actively promoted motorcycling as much as other forms of non-car transport, mainly due to concerns over safety of motorcyclists generally. The Mayor of London set a target for all London boroughs to cut motorcyclist deaths and serious injuries by 40% by 2010. This target was lower than for all other modes of travel, but proved to be one of the hardest to achieve, both in Bromley and across London. The reduction in Bromley is currently minimal, despite Bromley achieving the required overall level of KSI casualty reduction for all modes by 2006.

RECOMMENDATIONS

3.13 To make changes to permit motorcycle use in all of Bromley's bus lanes. This should be subject to review and any wider policy changes across London. Furthermore, Traffic Engineering and Parking Services should continue to identify suitable locations for motorcycle parking borough wide

4 POLICY IMPLICATIONS

The recommendations of this report are within existing Council policy.

5 FINANCIAL IMPLICATIONS

5.1 There will be a one off cost of approximately £10k to make amendments to existing bus lane signage borough wide and to advertise alterations to the Traffic Management Order.

5.2 This cost will be funded from the 2012/13 TfL budget for Congestion Relief which has an uncommitted balance of £112k.

5.3 It should be noted that this change in policy to allow motorcyclists to use bus lanes will have a negligible impact on income from bus lane contraventions.

6 LEGAL IMPLICATIONS

It will be necessary to make amendments to the Traffic Management Orders.

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| Non-Applicable Sections: | Personnel Implications |
| Background Documents: (Access via Contact Officer) | |