ITEM NO. 8

TRANSPORT FOR GREATER MANCHESTER COMMITTEE
REPORT FOR INFORMATION

Sub Committee: Bus Networks and TfGM Services
Date: 18 November 2016
Subject: Cycling Safety Update
Report of: Head of Bus; Head of Freight and Logistics

PURPOSE OF REPORT

To update members on cycling schemes and in particular to the interface with Buses and of recent work carried out to promote safety.

RECOMMENDATIONS

Members are asked to note the content of the report.

BACKGROUND DOCUMENTS

None

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1. **Introduction and Background**

1.1 In recent years, TfGM has carried out a significant amount of work to promote cycling not just as a key element of the active travel agenda, but as a viable and efficient mode of transport. This has included the provision of appropriate enabling infrastructure and the construction of a number of Cycle Hubs – at key interchanges to encourage cycle commuting, particularly as part of a longer multi-modal journey.

1.2 One of the key concerns raised by existing cyclists and those who are considering it as an option is the potential for conflict with vehicles on the highway, particularly the potential risk of interaction with large vehicles.

1.3 As such considerable work has been carried out by TfGM and bus operators to educate driving staff and cyclists as to some of the behaviours that can act as a disincentive to cyclists and present issues for the drivers of Heavy Goods Vehicles and Passenger Carrying Vehicles. This report aims to summarise those issues and the actions taken jointly to resolve them.

1.4 It should be noted that of the 10938\(^1\) collisions recorded in Greater Manchester between 2013 and 2015, only 0.2% of those involved a Passenger Carrying Vehicle (PCV) and a cyclist.

2. **Infrastructure Development**

2.1 Transport for Greater Manchester is working closely with partners, including the ten Local Authorities of Greater Manchester, to bring forward a step-change in providing safer infrastructure for cyclists.

2.2 In recent years £60m in central government grants has been secured which, supported by local investments, is delivering real improvements on key cycle routes, with over 60km of new or improved routes having been delivered through the first phase of our Cycle City Programme.

2.3 Examples of this investment include six new cycleways which were launched. The Wilmslow Road Cycleway, for example, will ultimately provide continuous, largely segregated cycle facilities on a major road corridor between Manchester City Centre and Didsbury.

2.4 The rate at which such infrastructure can be delivered is inevitably constrained by available funding, but efforts will continue to work with partners to identify priority future schemes and funding

\(^1\) Joint Road Safety Group
2.5 However, conflict between cyclists and large vehicles is one of the most significant hazards which cyclists face in the highway environment. This includes conflicts with buses.

2.6 A particular known area of conflict between cyclists and buses is at bus stops. At a conventionally laid out bus stop, buses have to turn across the path of any cyclists to access, and egress from the stop. In addition, any cyclists arriving at the stop whilst a bus is stationary, have to move out into the main stream of traffic in order to pass the bus.

2.7 All of these situations bring cyclists into conflict with other vehicles and can pose significant hazards. TfGM has pioneered the development of ‘Bus Stop Bypasses’ as part of its Cycle City programme. In such an arrangement, cyclists are routed behind the bus stop boarding platform, between the boarder and the footway, meaning that they no longer come into conflict with buses turning into or out of the stop.

2.8 18 such bus stops have been constructed in Greater Manchester to date, predominantly as part of the Wilmslow Road Cycleway, which is constructed on Greater Manchester’s busiest bus and cycle corridor. A further 11 are currently being constructed as part of the current works on Oxford Road.

2.9 TfGM is working with a wide range of organisations to develop a work-related road risk approach for Greater Manchester, including promoting the adoption of the Construction Logistics and Community Safety (CLOCS) standard by fleet operators. Given the increase in construction and associated traffic in connection with the many infrastructure projects in Greater Manchester and greater demand for goods and servicing activity; there has been an increase in heavy vehicle movements on the network.

2.10 Greater Manchester has an aspiration to significantly increase the number of journeys by cycle to 10% of all journeys. With the introduction of CLOCS and other interventions, a proactive approach is being taken to protect the safety of all road users. It is intended that this will promote safety generally and give people the confidence to change mode.

3. Operator and TfGM Training-based Activity

3.1 In acknowledging the need to ensure the highest possible levels of safety for passengers, their own driving staff and other highway users, bus operators in Greater Manchester have taken a proactive role in ensuring that appropriate training is provided for road staff to minimise the likelihood of accidents as well as engaging in other initiatives, these have included encouraging staff to cycle to work to encourage active travel and also so that bus drivers are able to experience issues as a cyclist.
**Stagecoach**

3.2 As part of Stagecoach Group's commitment to improving safety, a national Cycle awareness programme of training has been rolled out across all UK Bus operating Companies. This includes Manchester's 1,900 Stagecoach drivers and Inspectorate staff.

3.3 This is a classroom based training course and includes a series of Powerpoint presentations and videos. In addition to this a number of Driver CPC courses which focus on safe and efficient driving which include both a classroom based aspect and a practical based element have been carried out.

3.4 In terms of internal actions, staff facilities for cycling at Middleton and Hyde Road depots have been improved, secure cycle parking was provided at the Hazel Grove Park and Ride site (with TfGM assistance and support).

3.5 In previous years, a Cycle Purchase scheme has also been operated to encourage staff to cycle to work where possible.

**Arriva**

3.6 Similarly, Arriva has adopted a number of schemes to promote cycling amongst staff and also introduced elements of cycling awareness and safety into stand-alone and regular CPC training modules.

3.7 A specific scheme regarding awareness of cyclists and motorcyclists led to significant reductions in incident rates and the concept is also supported by more generic programs such as safe driving awards.

**First Manchester**

3.8 As well as covering cycling safety in general driver training, First has introduced a bus bell at their Rusholme depot – a warning tone that can be activated by the driver if they perceive a particular hazard in respect of a cyclist or pedestrian. The introduction of this device has coincided with a reduction in pedestrian and cyclist incidents at that location which has not been seen elsewhere.

3.9 First has also worked with Brake - the road safety charity - to promote issues around vehicle blind spots including an event at Media City in which cyclists were invited to sit in the bus cab to encourage a mutual understanding of the issues that bus drivers face and how cyclists might be made more aware of them.

**TfGM**

3.10 Since September 2014 TfGM has offered a fully-funded Safe Urban Driving course in Greater Manchester. Designed for professional drivers and delivered by approved trainers, the aim of the course is to make drivers
aware of the risks of the road in relation to vulnerable road users and to be able to assess emergency situations to help avoid accidents.

3.11 The full day course can contribute towards necessary training for PCV drivers who are required to undertake Driver Certificate of Professional Competence (CPC) training. To date just over 900 drivers have attended this course, with a further 14 courses planned until March 2017.

3.12 A Safe Urban Driver lite course has also recently been introduced. This half day course is aimed at professional drivers such as van drivers and pool car users etc.

4. Recommendations

4.1 Members are requested to note the content of the report.

Howard Hartley  Helen Smith  
Head of Bus  Head of Freight and Logistics