Highways & Transportation Scrutiny Committee 10th May 2006

RED SURFACING ON BUS LANES

Report of the Service Director of Highways and Transportation

1. Purpose of Report
This report is part of the Scrutiny Committee Work Programme 2006 for the Highways and Transportation Scrutiny Committee agreed at the Highways and Transportation Scrutiny Committee meeting on the 11th January 2006.

2. Summary
This report discusses the existing practice of the surfacing of bus lanes in the City with a red anti skid material. The Service Director has approved continuing with the current policy of surfacing of new bus lanes with red anti skid surfacing and resuming the maintenance of the existing bus lanes with red anti skid surfacing.

3. Recommendations
It is recommended that the Highways and Transportation Scrutiny Committee note the report.

4. Financial and Legal Implications
4.1 There are no direct financial implications of the report. Any maintenance to the existing red surfacing on bus lanes would be funded from the Highway Maintenance revenue budget. (Paresh Radia, Finance, Regeneration and Culture Ext 6507)

4.2 While there are no direct legal implications in relation to this report, it is worth reminding members that the Council has statutory responsibilities in relation to highways. The relevant statutory provisions include the Highways Act 1980 and the Traffic Management Act 2004. (Anthony Cross, Head of Litigation Ext 6362)

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All Wards

Leicester
City Council

Highways & Transportation Scrutiny Committee 10th May 2006

RED SURFACING ON BUS LANES

SUPPORTING INFORMATION

Report of the Head of Highway Management

1. Report
1.1 This report is part of the Scrutiny Committee Work Programme 2006 for the Highways and Transportation Scrutiny Committee. Some Members have had concerns about the cost of and the need for the red surfacing of bus lanes in the city particularly on the Hinckley Road. The report details the background to the use of red surfacing for bus lanes. It is estimated that there are currently 19 kilometres of red bus lanes in the city.

1.2 The Traffic Signs Regulations state that, as a minimum, bus lanes have to be delineated by a solid white line with an intermittent white line across junctions and no markings between studs ie at pedestrian crossings, traffic lights etc. In urban areas where bus lanes include a considerable number of pedestrian crossings and junctions etc., this means that the solid white line is sparse, not obvious to the motorist and therefore compliance may be limited.

1.3 Following the experience of the A47 Uppingham Road bus lane, officers decided that bus lanes should be highlighted by the use of red surfacing. The A47 Uppingham Road bus lane was marked originally with the approved white lines and was used illegally by many motorists. However in 1995, after red surfacing was laid on the bus lane, compliance increased and the bus priority measures became more successful. Similar results were experienced when the LERTS project was constructed on the Hinckley Road. Although there has been a need to replace this red surfacing in Hinckley Road, the better materials now used will mean that the red surfacing will last longer.

1.4 Currently red surfacing will only be included as part of a new bus priority improvement scheme and will be laid on a new wearing course. This benefits bus services by the increased highlighting bringing
increased compliance and it contributes to the success and visibility of bus priority schemes and thereby the promotion of public transport in the city. It should be added that many other cities use colour delineation for reallocated roadspace eg bus lanes, cycle lanes, pedestrian crossings etc. as it helps give information to road users. Red surfacing is only included in a highway maintenance scheme if it is to replace an existing red surface. Currently existing red surfacing on bus lanes is not being renewed as part of the highway maintenance programmes following members concerns.

1.5 The material currently being used is red antiskid surfacing that costs approximately £15 per square metre and lasts approximately 7 to 8 years normally, although this depends on the usage and the location of the bus lane. Red surfacing does provide additional benefits from a highway maintenance viewpoint. The red surfacing is a surface dressing that seals the road surface to prevent water ingress, it improves skid resistance, is quick to lay, it looks good especially in the early years and discourages motorists from using the bus lane.

1.6 The alternatives for the marking of bus lanes for new schemes are:

a) No specialist surfacing and using standard road markings only. Past experience in the City has shown that compliance with bus lanes is less if the bus lanes are not highlighted.

b) Use of a coloured wearing course such as red Hot Rolled Asphalt (HRA), black HRA with red chippings or red Stone Mastic Asphalt (SMA) together with the standard road markings. These would be more expensive and would mean that any bus lane resurfacing would have to take place in normal working hours due to the limited availability of the material. Reinstatements would be expensive. Coloured wearing courses would not have the colour impact of a surface dressing material as evidenced by the fading of the coloured wearing course in Welford Road bus lane in a matter of months.

c) Use of red antiskid surfacing as in the current procedure. The benefits are that the laying of red surfacing is a comparatively quick process usually not causing much disruption and it does mean that there is consistency across the City – if a road is red surfaced then it is a bus lane and motorists can have no excuses for ignoring it. This will be particularly beneficial when the City Council enforces traffic regulations under Decriminalised Parking Enforcement.

1.7 As stated in para 1.4, currently no maintenance work is being carried out on existing red surfacing in the City. This means that it is deteriorating and looks unsatisfactory. The costs of red antiskid are small compared to the overall highway maintenance budget and the benefits from improved compliance by motorists.
1.8 Therefore the Service Director has approved continuing with the current policy of surfacing of bus lanes with re anti skid surfacing for new bus priority schemes and resuming the maintenance of existing red surfacing on bus lanes as and when necessary.

2. **Financial and Legal Implications**

2.1 There are no direct financial implications of this report. Any maintenance to the existing re surfacing would be funded from the Highway Maintenance revenue budget. (Paresh Radia, Finance, Regeneration and Culture Ext 6507)

2.2 While there are no direct legal implications in relation to this report, it is worth reminding members that the Council has statutory responsibilities in relation to highways. The relevant statutory provisions include the Highways Act 1980 and the Traffic Management Act 2004. (Anthony Cross, Head of Litigation Ext 6362)

3. **Other Implications**

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<th>OTHER IMPLICATIONS</th>
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4. **Background Papers - Local Government Act 1972**

Report to the Highways and Transportation Scrutiny Committee on the 11th January 2006 entitled ‘Scrutiny Committee Work Programme 2006.’

5. **Consultations**

There have been consultations within the Regeneration and Culture Department and with Legal Services.

6. **Decision by Director**

Approved by the Service Director, Highways and Transportation.

Signed ........................................Date ...........

7. **Report Author/Officer to contact**

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