

COMMITTEE: CENTRAL LUTON AREA BOARD

DATE: 20TH MARCH 2014

SUBJECT: CYCLE LANES – CENTRAL AREA of LUTON

REPORT BY: HEAD OF BUSINESS & CONSUMER SERVICES

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IMPLICATIONS:

LEGAL	COMMUNITY SAFETY
EQUALITIES	ENVIRONMENT
FINANCIAL	CONSULTATIONS
STAFFING	OTHER

WARDS AFFECTED: HIGH TOWN

PURPOSE

1. To report to Central Area Board in relation to the extent of illegal parking on cycle lanes in the Central Luton Area and the feasibility of enforcement actions.

RECOMMENDATION(S)

2. Central Luton Area Board is recommended to:-
 - (i) note the contents of the report

BACKGROUND

3. Luton has a number of cycle lanes in place which are a mix between Mandatory and Advisory. Mandatory cycle lanes are cycle lanes by the side of a road, which are marked with an unbroken white line separating cyclists from traffic whereas advisory cycle lanes are marked with a broken white line.
4. Cycle lanes raises awareness to the presence of cyclist and can generally contribute towards making cyclist feel safer when using them. By providing these

facilities, they help make cycling more attractive which contributes towards reducing the use of the private car.

5. Cycle lanes in Luton have been in place for over 10 years and also form part of the national Cycle Network or (NCN 6) which runs across Luton between Kestral Way and Gypsy Lane, and nationally between London and Bury.
6. The Council has also put in place a number of cycle lanes which join up with NCN 6 across Luton.
7. Colleagues within the Councils Highways services have an item on their programme of works for period 14/15 to undertake a review of existing lanes in Luton. The Traffic Signs Manual states that yellow 'no waiting lines' are not necessary within Mandatory cycle lanes but can be provided to provide better compliance. The review will be looking at areas where the level of compliance can be improved with the marking of yellow lines.

ENFORCEMENT

8. The Council employs a team of 22 Civil Enforcement Officers who are deployed across Luton daily. The team monitor and take enforcement action where necessary in relation to a wide range of parking regulations introduced by the Council including vehicles which park in contravention of a mandatory cycle lane rules.
9. In cases where an advisory cycle lane is in effect then enforcement action may still be possible where the cycle lane in question has a waiting restriction (yellow lines) present. Not all advisory lanes will have a waiting restriction and where none are present it is unlikely that enforcement action could be taken if a vehicle parks within it.
10. The Civil Enforcement Officers also respond to requests for enforcement on a range of parking issues, again including cycle lanes. These requests for enforcement come from both cyclist and non-cyclist. The parking enforcement team always endeavour to respond to requests for enforcement and deal with specific issues, however, request for enforcement are made of the service on a wide range of issues such as schools for example.
11. During the last four years a total of 819 have been issued for cycle lane specific parking contraventions. This number does not include those cycle lanes which also have a yellow line waiting restriction in place and therefore the number of contraventions captured will actually be much higher.

Breakdown of PCNs – Cycle lane specific

Year	Number
2009/10	173
2010/11	184

2011/12	202
2012/13	260

12. Moving forward the parking enforcement team will continue to take action against vehicles which are found to be in contravention of cycle lanes and respond to requests for enforcement where resources allow.

LEGAL IMPLICATIONS

13. There are no legal implications to the Board's consideration of this report.
Agreed by Kemi Onakoya, 7 March, 2014.