

LUTON BOROUGH COUNCIL

STATEMENT OF REASONS

THE BOROUGH OF LUTON (RED ROUTE) (NO. 2) EXPERIMENTAL TRAFFIC ORDER 2018 VARIATION ORDER 2019

THE BOROUGH OF LUTON (CONTROLLED PARKING AREAS) (AMENDMENT NO. RR2) EXPERIMENTAL TRAFFIC ORDER 2018 VARIATION ORDER 2019

THE BOROUGH OF LUTON (STREET PARKING PLACES) (AMENDMENT NO. RR2) EXPERIMENTAL TRAFFIC ORDER 2018 VARIATION ORDER 2019

THE BOROUGH OF LUTON (PROHIBITION AND RESTRICTION OF WAITING AND LOADING) (AMENDMENT NO. RR3) EXPERIMENTAL TRAFFIC ORDER 2018 VARIATION ORDER 2019

The effect of the above Variation Orders, which vary certain Experimental Orders that are currently in force, is as follows:

- to remove a length of Red Route (double red lines) in a length of Upper George Street and replace it with waiting restrictions that apply to vehicles at any time (double yellow lines);
- to introduce Red Route controls in a length of George Street and in additional lengths of Wellington Street and Dunstable Place (also to introduce a loading area within that Red Route in Dunstable Place);
- to introduce a loading bay in Alma Street and another in Gordon Street (the latter involves the removal of some existing “pay by phone” parking space); and
- to extend the length of the existing Red Route shared-use loading area/taxi parking area in Gordon Street.

Earlier in 2019, Luton Borough Council introduced Red Route controls in various roads in Luton Town Centre, with the intention of reducing traffic congestion caused by obstructive parking and the indiscriminate loading and unloading of vehicles and improving journey times for all road users with emphasis on public transport modes.

The above Variation Orders are required (in the light of experience of the current Red Route controls) to achieve the same goals in part of George Street and in additional parts of Wellington Street and Dunstable Place, to remove a length of the Red Route controls and replace it with a ban on waiting by vehicles where it has been found that the Red Route controls are not necessary, and to introduce loading bays for vehicles (and extend a Red Route shared-use loading area/taxi parking place) so as to provide more loading/unloading facilities to meet demand.

The original Experimental Orders, varied as described above by the Variation Orders, can stay in operation for a maximum of 18 months from the day that the original Experimental Orders came into force. The Council is proceeding by way of an experiment so that the effect of the Orders on the roads concerned and those in the surrounding area can be assessed. After this assessment, the Council intends to consider making permanent Orders which would continue in force indefinitely the provisions of the original Experimental Orders as varied by the Variation Orders.

Objections may be made to the Orders being made permanent and these should be made within six months of the day on which the above Variation Orders come into force. If the Experimental Orders are changed again by further Variation Orders, then objections may be made within six months from the date that those Orders come into force.

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