Background: The impending loss of a number of parking locations within the town combined with a general increase in need for parking has resulted in a need to look for extra parking provision in the town centre area.

Collingdon Street and Cardigan Street:
Introduction of electric vehicle recharging bays
The Council is committed to promoting Ultra Low Emission Vehicles (ULEVs) including electric cars. Car manufactures’ are also committed to all new vehicles being ULEVs by 2040. The Council has recently consulted on an Air Quality Action Plan for Luton Town Centre and is currently finalising an air quality strategy covering the whole town. The use of ULEVs is a key element to this strategy.

Luton Borough Council is committed to promoting and delivering both on street and off street electric charging points throughout the borough as part of those strategies and additional electric vehicle charging bays are to be installed as part of the Council’s strategy. Locations have been chosen within the Town Centre in this initial expansion phase to help raise awareness of the new network and encourage EV take-up. Further phases are likely to include more residential areas.

The purpose of the Orders is to increase the number of places for electric vehicles to charge by installing charging points and re designating lengths of parking bays for the use of electric vehicles in the following locations - Cardigan Street and Collingdon Street. The bays are time limited with waiting limited to 3 hours with no return permitted within 4 hours as they are intended for the recharging of vehicles only. This is to ensure the availability of the recharging bays for electric in prime locations. Vehicles needed longer to recharge can be left in marked bays in Vicarage Street car park where a maximum stay of 10 hours is permitted.

The proposed electric vehicle charging points are part of a regional network part funded and endorsed by the Department of Transport and EEDA (East of England Development Agency). The installations in Luton will provide the necessary link to facilitate a regional network and encourage a wider use of low carbon vehicles.

Alma Street
Re siting of electric vehicle recharging bays
Relocating 10 metres of electric vehicle only charge bays to outside of 33-37 Alma Street and reintroducing pay and display bay on Alma Street in their place. Revoke current restrictions outside of 33-37 Alma Street. Access issues.

Inkerman Street
Re-assignment of 2 general electric vehicle recharging bays to 2 car club electric vehicles bay
Change of use of 2 of the 4 spaces to electric Car club only bays to ensure available parking to local Car club with no time limit as bays originally to be located in Library Road but on installation found that the electricity access was not as stated and charging points therefore not possible.

Fire Hydrants
Cardigan Street, Collingdon Street, inkerman Street and Liverpool Road.

Highway Services and Bedfordshire Fire and Rescue service work together to ensure access to fire hydrants within the borough. It is vital that there is clearance on all sides of the hydrant cover so that officers are able to attach equipment and operate the hydrant.
Parked vehicles in front of or over fire hydrants can delay access to hydrants. As it stands, if there was a fire the Fire and Rescue service would try to get the resident to move their car, or possibly even forcibly move it themselves. However this all takes time and every second counts. Obviously this is not an acceptable situation and the Council therefore proposes to install No waiting at any time restrictions in their place to ensure that Officers are able to attach fire and rescue service equipment to the water supply and turn the supply on at all times. Under the Fire and Rescue Services Act 2004 anyone parking so as to obstruct a hydrant will technically be committing an offence. Unfortunately, not a lot of people are aware of this, or even what a hydrant is. An explanatory page on Fire Hydrants is available on the public website:

https://www.bedsfire.com/AboutUs/FireHydrants/Pages/Default.aspx

The introduction of No waiting at any time (double yellow line) restrictions over these relatively short lengths should stop vehicles parking without regard.

**Proposed residents and Pay and display bays and waiting restrictions**

**Alma Street**
Relocated 10 metres of electric vehicle only charging bays to outside of 33-37 Alma Street and reintroducing pay and display bay on Alma Street in their place. Revoke current restrictions outside of 33-37 Alma Street.

**Collingdon Street**
To extend the existing Zone g residents parking scheme to introduce shared use resident permit holder and pay and display bays where permissible. In order to keep the junctions free of parked vehicles and provide pass points, No waiting at any time restrictions will replace current restrictions in place on the odd numbered side.

**Liverpool Street**
To introduce shared use resident permit holder and pay and display bays initially on where permissible In order to keep the junctions and accesses free of parked vehicles No waiting at any time restrictions will replace current restrictions in place on the odd numbered side.

**Cardigan Street**
To introduce additional shared use resident permit and pay and display bays initially on the even numbered side of the road where permissible. It is proposed to make the street one-way from Collingdon Street to Dunstable Road to facilitate the introduction of bays. In addition electric vehicle bays will be introduced.
In order to keep the junctions and accesses free of parked vehicles No waiting at any time restrictions will replace current restrictions in place on both sides.

**Inkerman Street**
To introduce additional shared use resident permit and pay and display bays initially on the odd numbered side of the road where permissible
In order to keep the junctions and accesses free of parked vehicles No waiting at any time restrictions will replace current restrictions on both sides.