

**THE BOROUGH OF LUTON (RED ROUTE) (NO.1) (EXPERIMENTAL) TRAFFIC ORDER 2018**

**THE BOROUGH OF LUTON (PROHIBITION AND RESTRICTION OF WAITING AND LOADING) (CONSOLIDATION) (AMENDMENT NO.RR1) (EXPERIMENTAL) ORDER 2018**

**STATEMENT OF REASONS**

- The Borough of Luton (Red Route) (No.1) (Experimental) Traffic Order 2018 will experimentally introduce Red Route parking controls in lengths of Airport Way (A505), and the Borough of Luton (Prohibition And Restriction Of Waiting And Loading) (Consolidation) (Amendment No.RR1) (Experimental) Order 2018 will experimentally remove waiting and loading restrictions in the lengths of road in which Red Route parking controls are being introduced.
- Luton Borough Council are experimentally introducing Red Route parking controls on their road network, including Airport Way, with the intention to reduce traffic congestion caused by obstructive parking and loading/unloading of vehicles and to improve journey times for all road users, with particular emphasis on public transport modes.
- The introduction of red routes in London has worked well to improve traffic flow and reduce congestion along the 'Transport for London Road Network' which primarily comprises of 500km of major A" roads and carries up to 30% of traffic within the London area. Recently, the Department for Transport has approved the use of these regulations to authorities beyond London.
- Red routes have stricter rules and regulations for stopping and parking than yellow lines. Double red lines indicate no stopping for most vehicles at any time on any day unless in an emergency. They operate 24 hours a day, 365 days a year. Single red lines indicate vehicles cannot stop or park at certain times, usually 7am-7pm. Vehicles are allowed to stop on single red lines at certain times of day and a sign located near the lines will provide details of the times.
- It is proposed to proceed by way of experimental Orders which can stay in force for a maximum of 18 months while the effects of the Red Route parking controls are monitored and assessed (and changes made if necessary), before the Council decides whether or not to continue the experimental Orders on a permanent basis.
- The Council when making an experimental Traffic Order is obliged to consult the Police, Fire and Ambulance services and organisations representing road users in certain special circumstances the Council may hold a public enquiry. It is not possible to lodge a formal objection to an experimental traffic regulation Order until it is in force. Once it is in force, objections may be made to the Order being made permanent and these must be made within six months of the day that the experimental Order comes into force. If the experimental Order is changed, then objections may be made within six months of the day that the experimental Order is changed.

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