

# **STATEMENT OF REASONS**

## **THE BOROUGH OF LUTON (RED ROUTE) (NO. \*) EXPERIMENTAL TRAFFIC ORDER 201\***

## **THE BOROUGH OF LUTON (CONTROLLED PARKING AREAS) (AMENDMENT NO. \*) EXPERIMENTAL TRAFFIC ORDER 201\***

## **THE BOROUGH OF LUTON (STREET PARKING PLACES) (AMENDMENT NO. \*) EXPERIMENTAL TRAFFIC ORDER 201\***

## **THE BOROUGH OF LUTON (PROHIBITION AND RESTRICTION OF WAITING AND LOADING) (AMENDMENT NO. \*) EXPERIMENTAL TRAFFIC ORDER 201\***

The above orders will experimentally introduce Red Route controls in certain roads in Luton Town Centre, and will experimentally remove waiting and loading restrictions in the lengths of roads in which Red Route controls are being introduced, provide a revised layout of on-street parking places to accommodate the new controls and provide a new loading bay and a new length of 'at any time' waiting and loading restrictions in a road adjoining the Red Route.

Luton Borough Council are experimentally introducing Red Route controls in their road network, including parts of Alma Link, Dunstable Place, Dunstable Road, Gordon Street, Manchester Street, New Bedford Road, Upper George Street and Wellington Street in Luton Town Centre, with the intention to reduce traffic congestion caused by obstructive parking and loading and unloading of vehicles and to improve journey times for all road users, with 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.

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.