Introduction

M1 Junction 10a is located to the south of Luton. The existing junction is a large conventional roundabout which connects the M1 Spur to Airport Way. The junction experiences significant queues and delays particularly at peak travel times.

Improvements are required to cope with the existing problems as well as to provide capacity for increased demand arising from proposed housing and employment growth in the area. Luton Borough Council has secured Growth Area Funding from the Homes & Communities Agency to develop an appropriate engineering and environmental solution to the problems.

Luton Borough Council, working in partnership with Central Bedfordshire Council and our designer, Scott Wilson, has identified the preferred option for the improvement scheme. The purpose of this leaflet and the Public Exhibition is to give local residents, land owners, businesses and road users the chance to view the preferred option for the Junction 10a improvements.

The exhibition is a follow up to the one held in July 2009 which put forward a number of options. It will provide information on the preferred option and the reasons for selecting it. Staff will be available to explain the design and answer any questions.
Project Background

Project Timeline

The above Timeline shows the key project stages. Currently the project has progressed through to production of the preferred option’s illustrative design. Details of the preferred design are shown on the following pages.

Background Information

Background information on the scheme, including previous public consultation information, can be found at www.luton.gov.uk/M1J10a.

Scheme Objectives and Design Outputs

By improving Junction 10a we aim to:

- Reduce delays and queues
- Make the road safer
- Reduce congestion
- Make journey times more reliable
- Improve access to existing and potential development areas for employment and housing in the area.

- Improve facilities for pedestrians and cyclists

Key outputs for the junction improvements include:

- Reducing congestion for future traffic levels
- Increasing the capacity of the junction
- Minimising environmental impacts of the scheme
- Providing a value for money solution
- Improving road safety for all users.
Preferred Option – Illustrative Design

KEY

- Proposed or improved roads
- Proposed pedestrian / cycle routes

- New roundabout
- New bridge under M1 spur road
- New roundabout
- M1 junction 10A will be removed
- New slip roads will be built

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Preferred Option – Details

Estimated Cost – £22.3M
(As the scheme design is only at an early stage, the extent of works can not be fully defined. Therefore the cost estimate will be reviewed again during the detailed design stage.)

Description

The key points of the Preferred Option are:

- The existing roundabout would be removed and a continuous carriageway would be provided between the M1 Spur and A1081 Airport Way. The sections between M1 J10 to M1 J10a, and M1 J10a to Capability Green Junction would be widened to 3 lanes in each direction.

- A new route for London Road would be provided; this would pass under the M1 Spur Road just west of the existing roundabout. The skewed (diagonal) alignment of London Road has been designed to minimise the north-south journey distance and land take.

- The alignment of the London Road (North) link has been selected to minimise the impact on the trees in Stockwood Park.

- Two new roundabouts, and connecting roads, would be built to allow road users to join and leave the M1 Spur Road / A1081 Airport Way.

- A 50mph speed limit is proposed on the M1 Spur / A1081 Airport Way and a 30mph speed limit at each roundabout and on the connecting roads.

- Pedestrian and cycle routes would be provided adjacent to the new roads.

- Access to Bull Wood Cottages would be maintained using the existing London Road.

The new junction has been positioned to satisfy design and safety standards and to allow vehicles sufficient space to manoeuvre between Junctions 10 and 10a and between Junction 10a and Capability Green Junction.
Provision for Pedestrian and Cyclists

The Preferred Option would include facilities for pedestrians and cyclists within the junction layout.

A pedestrian and cycle route would be provided adjacent to the new London Road route, as shown on the layout drawing on page 3.

A metre wide hard strip would be provided on both sides of Airport Way to assist cyclists travelling between Junction 10a and Capability Green.

Cyclists would be able to use the redundant sections of London Road to access or leave Airport Way.

The scheme would offer a significant improvement for pedestrians and cyclists by providing improved safety and reduced journey times.
Impact on Traffic Volumes

Existing Traffic
A traffic survey was undertaken to record the movements of vehicles at the existing junction. The results are shown below.

The survey shows that traffic movements from the M1 Spur Road to the A1081 Airport Way, and vice versa, are the most significant movements.

Future Traffic
In order to demonstrate that the new junction would function efficiently for many years to come, an assessment has been made of the future traffic growth in the area.

The preferred layout is being modelled to predict future traffic volumes for 15 years after the opening of the new junction.

The traffic modelling process that is used is a robust technique that has evolved over many years.

Details of the existing and proposed traffic flows will be displayed at the exhibition.
The Context Plan shows the different land uses around the junction as follows:

- Land designated an Area of Great Landscape Value
- County Wildlife Sites (CWS)
- Woodland
- Green Belt
- Residential areas
- Recreational areas
- Listed Buildings
Environmental Mitigation

The environmental effects of the preferred scheme will be fully assessed and reported in an Environmental Statement (ES), in accordance with the requirements of the Town and County Planning (Environmental Impact Assessment (EIA) England and Wales) Regulations, 1999 (as amended). Environmental mitigation measures identified in the ES would be incorporated into the detailed design of the junction.

Environmental mitigation measures which may be suitable for this particular scheme, subject to the outcome of the EIA process, are listed below.

Noise

In order to minimise the impacts of noise on the surrounding area, the proposed scheme has been designed to be at or below the existing road levels. This means that, where possible, traffic noise will be reduced as vehicles will be in cuttings.

The noise impact during the construction stage, and for the final situation, can be reduced significantly by careful design, such as the use of low noise surfacing, noise barriers or earth bunds where appropriate.

Landscape and Visual Impact

The new roundabouts and slip roads have been positioned to minimise the land take from the adjacent Area of Great Landscape Value and from Stockwood Park. Where possible, areas of land within the new scheme would be planted to further reduce the visual impact of the scheme.
Ecology – Impact on Plants, Animals and the Ecosystem

The design of the preferred scheme largely avoids County Wildlife Sites and mature woodland.

Ecological surveys have been undertaken to identify the presence of protected species and habitats affected. This will enable the design of appropriate mitigation measures within the final scheme. Further update surveys will be completed, as required.

In particular, ecological mitigation is likely to include creation of new habitats and planting to replace habitats lost or damaged as a result of the scheme.

Should surveys identify a requirement to relocate any protected species, this would be undertaken at the appropriate time and in accordance with any relevant license requirements.

In addition, watching briefs would be undertaken during the construction works to ensure protected species are not harmed during construction.

Archaeology and Building Heritage – Impact on Historic Societies

The scheme would affect an Archaeological Notification Area. An archaeological field evaluation has been undertaken and will be reported in the ES. Further mitigation for archaeology is likely to include a watching brief during construction.

Mitigation for impacts on historic buildings, conservation areas and historic landscapes, including Luton Hoo Park and Stockwood Park would be provided by landscaping and planting included in the landscape mitigation design and through noise and vibration mitigation measures, if appropriate.
In order to develop the Preferred Option a number of possible solutions were produced. The rejected options are described in the following section with reasons for their rejection.

**Rejected Option** – Presented in the Public Consultation July 2009 as Option 1.

A grade separated junction using existing Newlands Road underbridge.

Estimated Cost – £18.9M

Reasons for rejection:
- Large land take
- Increased distance for north-south journeys on London Road

**Rejected Option** – Presented in the Public Consultation July 2009 as Option 2.

Grade separated junction with new underbridge.

Estimated Cost – £22.9M

Reasons for rejection:
- Increased distance for north-south journeys on London Road
- Excessive land take on the north side of M1 Spur Road
Rejected Options Continued


Signalised Cross Roads
No cost estimate carried out as ruled out in early stages.

Reasons for rejection:
• Unable to accommodate future anticipated traffic levels.

Signalised Roundabout
No cost estimate carried out as ruled out in early stages.

Variation also considered
• Signalised roundabout using a ‘cut through’ for M1 Spur / Airport Way traffic

Reasons for rejection:
• The signalised roundabout unable to accommodate future anticipated traffic levels.
• The signalised roundabout with a ‘cut through’ would have to be so big that it was considered unsafe. It would also have impacted on the woodlands
Rejected Option Continued

Rejected Option – Conventional Two Bridge Roundabout Grade Separated Junction.

No cost estimate carried out; but would be significantly more expensive than the other options.

The following variations to this option were considered:

1. M1 spur at raised level, London Road and new roundabout at existing ground level. (As M1 J11)
2. M1 spur at existing ground level, new roundabout at raised level. (As M1 J14)
3. M1 spur at existing ground level, new roundabout below at lower level. (An unusual layout, but similar to M1 J21)
4. M1 spur at lower level, London Road and new roundabout at existing ground level. (As M1 J10)

This option and the variations were rejected for the following reasons:

- There is insufficient distance between M1 Junction 10 and Capability Green Junction to accommodate this type of junction, as there would be insufficient space between slip roads for drivers to safely move into the correct lanes.
- They would require long temporary closure of the existing route or the construction of temporary diversions.
- They would require extensive land take from Bull Wood and Kidney Wood causing significant environmental impact.
Rejected Option –
Grade Separated Junction with On Line London Road Underpass

Developed from Public Consultation responses

Estimated cost - £32.8M

Option rejected for the following reasons:

- Significantly more costly than Options 1 and 2 presented in the Public Consultation July 2009.
- Extensive earthworks and retaining walls required to minimise impact on existing woodland
- Significant disruption to traffic due to the construction of the new underpass for London Road in the location of the existing junction
- Increased amount of diversions of Public Utility apparatus required within London Road.
What Happens Next

Following this Public Information process, subject to funding, a planning application will be prepared and submitted to the Planning Authority. Draft Orders will also be submitted to the Secretary of State for approval.

If required, a Public Inquiry would be held to determine any issues or objections that could not be resolved at earlier stages. Once the draft Orders are approved, Planning Permission granted, and the detailed design produced, the construction stage could commence soon after, subject to funding.

It should be noted that, due to the current Government spending review and financial climate, the construction of the scheme may be delayed due to funding. The Council is looking to obtain funding for the scheme from all available funding sources.

Comments

If you wish to provide further comments please use the attached freepost comments card. Alternatively please send your comments by letter or email to the address below;

Michael Kilroy (Project Manager),
Transportation Strategy,
Luton Borough Council,
3rd Floor
Town Hall,
Luton, LU1 2BQ
M1J10a@luton.gov.uk
Public Exhibition
A public exhibition will be held to show further detail about the Preferred Option.

Staff will be available throughout the exhibition to answer questions and explain the proposals.

Please join us at:

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<thead>
<tr>
<th>Stockwood Discovery Centre</th>
<th>Friday 10th September</th>
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<tr>
<td>Stockwood Park, London Road, Luton LU1 4LX</td>
<td>11am to 8pm</td>
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<tr>
<th>The Mall Luton</th>
<th>Saturday 11th September</th>
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<tr>
<td>Smiths Square, Luton LU1 2LJ</td>
<td>9am to 5:30pm</td>
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Further Information
This information about M1 Junction 10a Improvements, leaflet can be made available in a range of languages, large print, Braille, on tape, electronic and accessible formats from Michael Kilroy, Tel: 01582 54 72 49, Fax: 54 64 53, or for information in:

<table>
<thead>
<tr>
<th>Language</th>
<th>Contact Person</th>
<th>Phone Number</th>
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<tbody>
<tr>
<td>बांग्ला</td>
<td>आबदुस सालाम</td>
<td>(01582) 547259</td>
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<td>हिन्दी</td>
<td>मिता काठेगिया</td>
<td>(01582) 547251</td>
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<td>(01582) 546856</td>
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<td>तमिल</td>
<td>मेकम इडियरियस</td>
<td>(01582) 546627</td>
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<tr>
<td>पोलिश</td>
<td>Kasia Drewczynska</td>
<td>(01582) 546006</td>
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www.luton.gov.uk/M1J10a