

Hatters Way-Chaul End Lane roundabout improvements

Consultation outcome

We have listed the key themes identified from the consultation feedback responses.

1. Concern that Chaul End Lane is the primary cause of congestion

Feedback: The most frequently raised concern is that congestion originates from Chaul End Lane rather than the roundabout itself.

Traffic queues regularly back up onto the roundabout, blocking all approaches and preventing movement.

Respondents highlighted retail traffic, school movements, and closely spaced junctions as contributing factors.

Many responses indicated that without addressing this wider issue, proposed changes to the roundabout alone will have limited impact.

Response: It is fully recognised that Chaul End Lane attracts a lot of traffic contributed by the two retail parks and school during peak periods. There is insufficient space to increase capacity along Chaul End Lane and solely increasing capacity is not sustainable. Luton are working closely with schools on their travel plans to encourage active travel reducing the dependency on car usage. These proposals (please refer to proposal details and plan) are a balance of increasing capacity whilst improving active travel facilities to support and encourage sustainable travel in the area.

2. Concern with driver behaviour and lack of enforcement

Feedback: Many respondents stated that poor driver behaviour significantly contributes to congestion.

Common issues include vehicles blocking the roundabout, ignoring “keep clear” markings, and misuse of lanes.

There is strong support for enforcement measures such as yellow box junctions, CCTV, and fines for non-compliance.

The impact on emergency vehicles, particularly near the ambulance station, was frequently highlighted.

Response: The proposal includes new and clear spiral road marking around the roundabout to improve lane discipline and driver behaviour which should improve traffic flow. Unfortunately, yellow box junctions are not permitted on roundabouts unless the roundabout is signal controlled.

Following the feedback received in relation to access for ambulances at the roundabout near Cosgrove Way, the proposals are being revised for additional keep clear lining on the carriageway and signage to alert drivers of ambulances joining the roundabout.

3. Request for Traffic Signal Control

Feedback: A large proportion of respondents suggested introducing traffic lights, either replacing or supplementing the roundabout.

Traffic signals are seen as a way to regulate flow, prevent blocking, and allow fairer access for all directions.

Suggestions included full signalisation as well as peak-time or adaptive signals to manage demand.

Response: Signalising the roundabout or replacing the roundabout with signals has been considered during the feasibility stage. These plans were not progressed due to the lessons learnt from the previous signalised roundabout which was removed from the Dunstable Road / Chaul End Lane roundabout. The main congestion issue results from the blocking back from Chaul End Lane which signalising the roundabout will have limited impact on.

This feedback will be fed back to the relevant teams which will form part of future decisions made in this area.

4. Concerns Regarding Pedestrian and Cycle Proposals

Feedback: Many respondents questioned the need for additional pedestrian and cycle infrastructure in this location.

There is a perception that pedestrian and cycle usage is relatively low compared to traffic volumes.

Concerns were raised that additional crossings, particularly signal-controlled toucan crossings, will increase delays and worsen congestion.

Alternative suggestions included improving the existing underpass or implementing grade-separated crossings.

Response: It is recognised that the proposed signalised crossing will introduce additional demand for pedestrians crossing Hatters Way. It should be noted that the existing underpass will remain in place. However, the existing underpass is not equalities act compliant due to no compliant ramp being in place to facilitate vulnerable users i.e. wheel chairs, push chairs, cyclists etc. In addition, the proposed crossing across Hatters Way provides a safer crossing point in public view providing an alternative option for those uncomfortable with the underpass environment. The proposed surface crossing aligns with [Luton 2040 vision](#), our [Local Cycling Walking Infrastructure Plan](#) and [Local Transport Plan](#) (LTP5) in becoming a more sustainable town by providing a greener transport network encouraging the use of sustainable travel and increasing walking and cycling.

However, this has been balanced with increased capacity by also implementing the following measures:

- a dedicated left turn lane from Hatters Way into Chaul End Lane which will improve eastbound traffic flow along Hatters Way.
- the removal of the bus lay-by on Dallow Road to improve safety, formalise a three lane approach to support traffic flow.
- clear spiral lane marking on the roundabout to improve lane discipline and driver behaviour improving traffic flow.

5. Preference for Larger-Scale, Long-Term Solutions

Feedback: A number of respondents felt that the proposed scheme does not go far enough to address long-term congestion issues.

Common suggestions included flyovers, underpasses, or bypasses to separate through traffic from local movements.

These responses often described the current proposals as a short-term or partial solution.

There is a clear appetite for strategic investment to provide a more permanent solution to congestion.

Response: It is understood that there is a desire for a more ambitious scheme to be implemented to improve capacity. The Council is committed to the [Luton 2040 vision](#), our [Local Cycling Walking Infrastructure Plan](#) and [Local Transport Plan](#) (LTP5) in becoming a more sustainable town by providing a greener transport network encouraging the use of sustainable travel and increasing walking and cycling. These proposals (please refer to proposal details and plan) are a balance of increasing capacity whilst improving active travel facilities to support and encourage sustainable travel in the area.

However, this feedback will be fed back to the relevant teams which will form part of future decisions made in this area.