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Council  
Priory House  
Monks Walk  
Chicksands,  
Shefford SG17  
5TQ



**please ask for** Sandra Hobbs  
**direct line** 0300 300 5257  
**date** 13 July 2009

**TO EACH MEMBER OF THE  
LUTON & SOUTH BEDS JOINT COMMITTEE**

10 July 2009

Dear Councillor

**LUTON & SOUTH BEDS JOINT COMMITTEE - Friday 24 July 2009**

Further to the Agenda and papers for the above meeting, previously circulated, please find attached the following additional report(s):-

14. Major Development Schemes

Should you have any queries regarding the above please contact Sandra Hobbs on Tel:  
0300 300 5257

Yours sincerely

Sandra Hobbs  
Democratic Services Officer  
email: [sandra.hobbs@centralbedfordshire.gov.uk](mailto:sandra.hobbs@centralbedfordshire.gov.uk)

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<p><b>Luton &amp; South Bedfordshire Joint Committee</b></p> <p><b>24 July 2009</b></p> <p><b>Agenda Item 14</b></p>	
<b>AUTHOR</b>	Joint Officer Team (Keith Dove LBC and John Austin CBC)
<b>SUBJECT</b>	Major Transport Schemes Update
<b>PURPOSES</b>	To brief the Joint Committee on the latest position on the major transport schemes
<b>RECOMMENDATIONS</b>	<p>The Joint Committee is recommended to</p> <ul style="list-style-type: none"> <li>i) note the report</li> <li>ii) advise officers on the proposed junction designs for M1 Junctions 11 and 12</li> <li>iii) endorse option 2 as the Joint Committee's preferred option for M1 Junction 10a</li> </ul>
<b>REASON FOR RECOMMENDATIONS</b>	The Joint Committee receives regular reports on the progress of the major transport schemes, which are crucial to the housing and economic growth of the area. Reports enable the Committee to identify any actions required to ensure schemes are progressed as rapidly as possible.

## 1. INTRODUCTION

- 1.1 This report summarises the latest position on the major transport schemes, including those funded by Central Government either through the Highways Agency (HA), the Regional Funding Allocation, or the £22M GAF3 funding allocated to Luton and South Bedfordshire in December 2007. These include funding to progress certain aspects of schemes at various stages of the Government's approvals process for major transport infrastructure (summarised below), as well as preparing the detailed engineering and environmental design for the grade separation of M1 Junction 10a and developing the design of Luton Northern Bypass and the Woodside Connection.
- 1.2 Members may recall that Expressions of Interest for funding of five transport schemes under the second round of the Governments Community Infrastructure Fund (CIF2) were submitted in April 2008. In July the DfT and CLG announced that the proposals for a northern entrance to the airport parkway station had been short-listed for preparation

of a more detailed scheme appraisal, and this was submitted to Government on 30 November. In April 2009 the Government announced that this scheme had been provisionally allocated £1m of CIF2 funding.

- 1.3 The Government also formally announced in July 2008 the process for undertaking a second round of Regional Funding Advice (RFA) of Government contributions to schemes/initiatives to support new homes, economic development and transport. The RFA, endorsed by the East of England Regional Assembly on 30 January 2009, included continued support for the A5-M1 Link and Luton Dunstable Busway, and allocated a further £8.1M for the Luton Town Centre Transport scheme. We await Government's response to the advice submitted by the Region.

## **2. M1 WIDENING AND A5-M1 LINK INCLUDING M1 JUNCTION 11A**

- 2.1 The HA Business Plan for 2008/09 published at the end of March 2008 indicated that the Secretary of State for Transport had asked the Agency to review a number of Motorway widening schemes (including the M1 widening Jcts10-13) and consider the opportunities for Dynamic Hard Shoulder Running. On 19 January 2009 the Government announced that this option would now be progressed for the improvement of the M1 to four lanes in each direction between junctions 10 and 13. Members should note that the four lanes will be continued through junctions 11, 11a and 12, and that this will require some land-take in the vicinity of these junctions.
- 2.2 The HA published their proposals for junctions 11 and 12 on 25 June, and public exhibitions were held between 9 and 11 July 2009. A copy of the consultation leaflet is included as Appendix A to this report, and the consultation closes on 24 September. A report on the formal consultation response will be considered at the next meeting of this Committee, although Members initial thoughts are welcomed particularly on the options for Junction 12.
- 2.3 The HA is continuing to work with the two local authorities and key Developers on design of a connection of Junction 11a (J11a) with the local highway network. Part of this work includes modelling of the traffic impacts on the local network of such a connection. The Government Office for the East of England is now co-ordinating this work. Members should note that the local roads in the vicinity of the new junction were originally to be re-aligned as part of the M1 widening, but will now need to be incorporated within the design of the A5-M1 Link. It is still the intention that J11a is constructed as part of the M1 scheme in 2011, with the powers to do this obtained through the A5-M1 Link procedures.
- 2.4 The RFA submitted to Government envisages construction of the A5-M1 Link will start towards the end of 2012/13. However, if the works to complete J11a need to be brought forward to fit in with HA works, borrowing may be required to fund the J11a works until RFA funds can be drawn down. A provisional GAF3 allocation of £6.2M has been made to fund the interest payments on any loan required as a result of bringing forward construction of J11a and possibly all of the A5 to M1 Link to enable earlier opening of the scheme. However, it needs to be noted that GAF3 is only available until 31<sup>st</sup> March 2011 and any interest payments after that period will not be eligible for GAF3 purposes and will need to be financed by other means. If the works are not brought forward and no borrowing is required, then the £6m GAF3 can be released and reallocated to other growth area projects. Changes to interest rates would also impact on the total amount that needs to be repaid. Discussions on these funding issues have started and it is

therefore imperative that we press for early decisions on the form of schemes to be implemented and continue to ensure funding is secured that would allow the A5-M1 Link to be open at the earliest opportunity.

### **3. LUTON DUNSTABLE BUSWAY**

- 3.1 One of the key objectives of the Project Management is to achieve cost certainty. Following discussions with various parties during late September early October about how we could amend the procurement process to maximise the opportunity for cost certainty, discussions have been held with the DfT to consider the recommended approach to procurement and funding of the detailed design and construction of the Busway. The outcome of those discussions was reported to the Project Board in February 2009. The preferred approach is to adopt a single stage procurement process, but to switch to the new funding rules to ensure adequate funding for the detailed design.
- 3.2 The above dialogue with the DfT has resulted in delays to the despatch of the Tender documents, and these were despatched to the short-listed contractors on 21 May 2009. The return date for tenders is 23 September 2009, and preferred contractor will be identified in early December. The submission for Final Approval will be made to the DfT, based on Tender prices of the preferred contractor, and following the DfT confirmation the Tender will be awarded in early 2010.
- 3.3 When the DfT wrote to the Borough Council on 3 September confirming Conditional Approval for the scheme, one of other conditions of the Final Approval was that the Councils needed to demonstrate progress in seeking the commitment of bus operators to run services along all or part of the Busway. In mid May the Councils published an advert in the local and trade press seeking Expressions of Interest to operate these services, and also wrote all operators who operate services in the local area. As a result four operators have formally indicated that they wish to operate services along all or part of the Busway.

### **4. EAST WEST RAIL**

- 4.1 At the end of January 2009, the East West Rail Consortium published a report into alternative routes for the section of East West Rail route between the Midland Main Line and the East Coast Main Line. The technical report, prepared by consultants Steer Davies Gleave (SDG), focuses on this missing Central section, but does consider all routes between the Western Section (Oxford-Bedford) and the destinations of Norwich and Ipswich.
- 4.2 The responses to the consultation have been assessed, and concluded that the construction of a new route between the south of Luton and Stevenage has the greatest operational benefits. The responses will be formally considered by the meeting of the East West Rail Steering Group in September 2009.

## 5. OTHER MAJOR TRANSPORT SCHEMES

### East Luton Corridor M1 Junction 10a to Airport

- 5.1 The new road up to the airport was fully opened in April 2009, and the formal opening ceremony took place on 18 June.

### Luton Town Centre Transport Scheme

- 5.2 Following the Borough Councils Preferred Route Announcement in April 2008, progress is being made in developing the engineering and environmental design of the scheme. Planning applications for the four elements of the scheme have now been granted planning permission. Approval was sought from the Borough Councils Executive on 9 March for the use of Compulsory Purchase Orders, and it is anticipated that the Compulsory Purchase Orders will be published in July.
- 5.3 The total out-turn cost of this option is about £26.8M, of which £4M is funded through GAF3. The first round of RFA allocated £14M to the scheme, but as part of the second round of RFA, EERA has approved amending the regional funding of the scheme to a total of £22.1M. Some cost savings to bring the scheme within budget are anticipated through reductions in land costs.
- 5.4 The present programme for the scheme, assuming a conventional procurement process and availability of funding, is set out below:
- July 2009 -Publish Orders
  - January 2010 -Public Inquiry
  - Late 2010 -Start Of works
  - Early 2012 -Completion of works

### M1 J10a

- 5.5 Consultants Scott Wilson were appointed in January 2009 to undertake the development of the engineering and environmental design of the scheme. A review of the scheme options was undertaken in the Spring, which included workshops attended by officers from both Central Bedfordshire and Luton Borough Councils. Following this review, two options are being presented to public consultation, as set out in the public consultation leaflet at Appendix B.
- 5.6 In both options the existing roundabout at Junction 10a is removed and slip roads provided to connect the M1 Spur/Airport way to London Road. The main differences are:
- Option 1 uses the existing under-bridge at Newlands Road, together with a link to London Road to connect to the new slip roads
  - Option 2 has a new under-bridge about halfway between Newlands Road and the existing Junction 10a roundabout.

The public consultation leaflet further summarises the two options. Whilst Option 1 would be cheaper to construct, over a third of the drivers that pass through the existing roundabout would experience an increased journey distance. For example drivers leaving Luton on London Road to join the M1 Spur or those travelling up London Road from Harpenden to go along Airport Way would both need to travel about 1.2 miles further than they do at the moment. Drivers undertaking these same movements with Option 2 will only have to travel just over half that distance.

- 5.7 Options for signalling the existing roundabout or replacing the roundabout with a new signalised junction were rejected as, to cope with anticipated traffic levels, these options would need multiple lanes which would be likely to confuse drivers and result in safety concerns. The two options previously developed for an over-bridge or under-bridge were also rejected as in both cases the slip roads were located part-way along the M1 spur, and therefore failed to maximise the distance between M1 Junctions 10 and 10a. In addition the over-bridge has greater visual impacts and would be more difficult to construct.
- 5.8 The expected programme to progress the scheme design can be summarised as follows:
- July/Aug 2009            -Undertake consultation on scheme option(s)
  - January 2010            -Publish Planning Application and Orders
  - April 2010               -Completion of detailed design

The closing date for receipt of consultation responses is 1 September 2009. In the light of the information outlined at Paragraph 5.6 above and in the public consultation leaflet, the recommendation of this report is that the Joint Committee should endorse Option 2 as the preferred option. The key outcomes of the consultation will be reported to the September meeting of this Committee.

#### Luton Northern Bypass and the Woodside Connection

- 5.9 The outcome of the public consultation into these two schemes was reported to the last meeting of this Committee. Amey have been commissioned to carry out further design work of both schemes, and in particular of the outer route of the Luton Northern Bypass, which Members of this Committee resolved to support as the Preferred Route at their last meeting on 20 March.

#### Northern entrance to Luton Airport Parkway Station

- 5.10 Agreement has been reached between the developer of Napier Park/Stirling Place, the Council and Network Rail for Network Rail to carry out a GRIP1-3 fast-track process to produce a preferred design layout and cost estimate for the project. Unfortunately due to Network Rail internal administration, this process has yet to start. A provisional start date in August has been provided by Network Rail and this should allow the initial design and cost estimate to be completed in September.

## **6. EQUALITIES IMPLICATIONS**

- 6.1 The need to undertake Equalities impact assessments (EIA) will be considered as each scheme is developed. Many highway schemes tend to have impacts on all residents/ businesses in close proximity to the scheme and as such will be considered as part of the consultation process. A high level EIA has been produced for the Luton Dunstable Busway and the Luton Town Centre Transport scheme, and more in-depth assessments will be undertaken as sub-projects of these schemes progress e.g. account of facilities at stops to assist groups such as people with disabilities and the elderly to access busway services and passenger information. Agreed by the Borough Council's Environment & Regeneration Equalities Coordinator on 7 July 2009.

## **7. FINANCIAL IMPLICATIONS**

- 7.1 Each of the schemes being promoted by the Luton Borough or Central Bedfordshire Unitary Authorities will need to progress through the various stages of the Government's funding approvals process. It will also need to be ensured that the business case for these schemes is robust enough to ensure ongoing funding approval through the Regional Funding Allocation process, which has been reviewed and was endorsed by EERA in January 2009. The Government's response to the advice submitted by the Region is expected in Summer 2009. The business cases will need to ensure the individual schemes are affordable in terms of capital expenditure as well as on-going revenue costs. Where major schemes may impact on each other, it is essential that the requirements, and timing of works, for each scheme are considered to ensure that value for money is achieved and that duplication of work is minimised.
- 7.2 The current economic climate means that local authorities are experiencing difficulties attracting firm s106 contributions which may affect some of the above projects. Land values and the construction industry generally have also been affected which could create capacity issues in terms of delivering all of the above schemes, particularly given that a lot of the work will be undertaken in the run up to the Olympics in London 2012 which in itself could pose capacity issues as well as cost issues.
- 7.3 Consideration also needs to be given to recent government indications that additional funding will be provided for housing, which could impact on the level of funding available for transport projects.
- 7.4 These implications were agreed by the Borough Council's Environment and Regeneration Finance Manager on 9 July 2009.

## **8. LEGAL IMPLICATIONS**

- 8.1 There are no legal implications to be considered by this Committee. Agreed by John Secker, Luton Borough Council Legal Services, on 7 July 2009.

## **APPENDICES**

Appendix A M1 Junction 10-13 improvements-Junctions 11 and 12 Public Consultation

Appendix B M1 Junction 10a improvements Public Consultation



# Junctions 10 to 13 Improvements | M1

## Junctions 11 and 12

Public Consultation

### Contact Information

For real time traffic information:

**08700 660 115**

[www.highways.gov.uk/trafficinfo](http://www.highways.gov.uk/trafficinfo)

24 hours a day, 365 days a year

For general information:

**08457 50 40 30**

email: [ha\\_info@highways.gsi.gov.uk](mailto:ha_info@highways.gsi.gov.uk)

24 hours a day, 365 days a year

\* Calls from landlines to 08457 and 09700 numbers can cost up to 8p per minute but are free from some landline providers; mobiles usually cost more. Please check costs with your service provider.

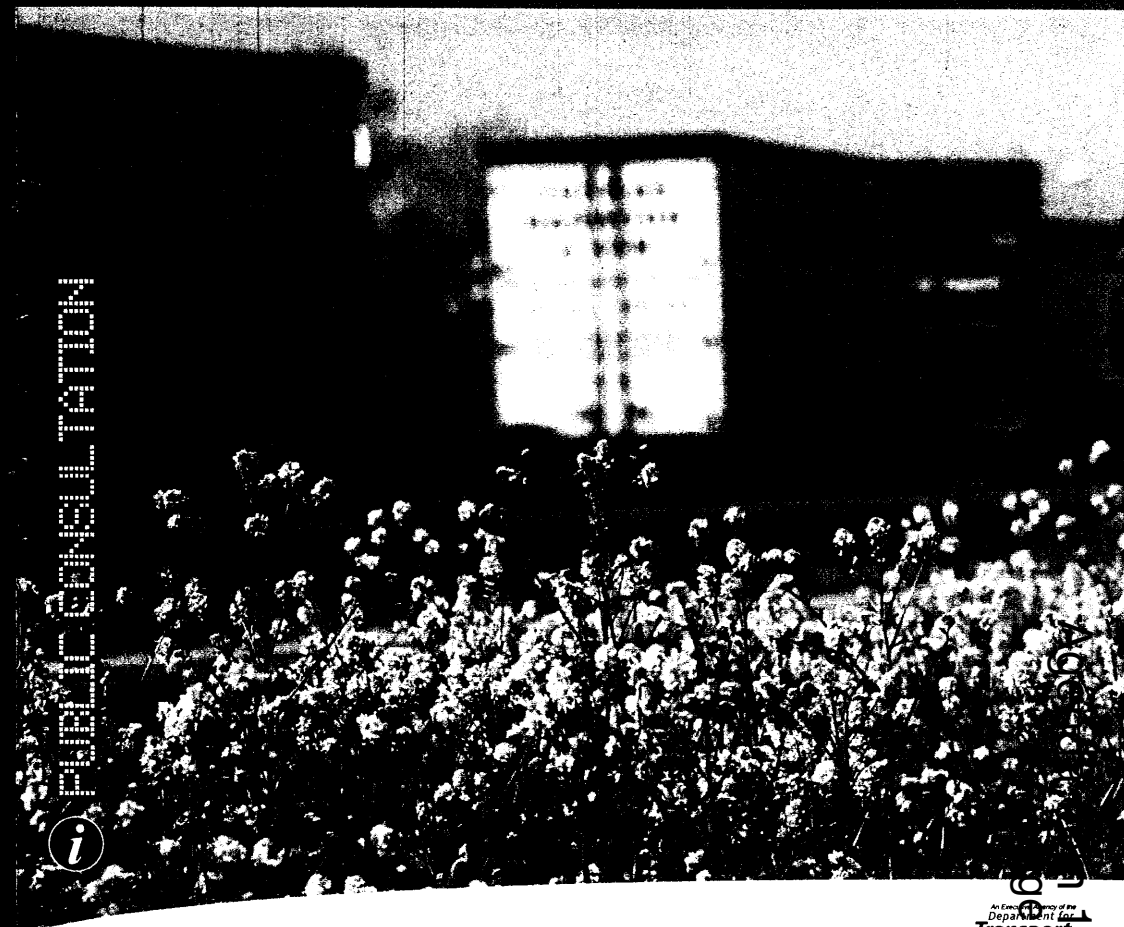
### Safety at roadworks



The Highways Agency is working with the industry and road users to reduce the risks of working on the roads.

For the safety of roadworkers and all road users, when you are approaching roadworks:

- Keep within the speed limit – it is there for your safety.
- Get into the correct lane in good time – don't keep switching.
- Concentrate on the road ahead, not the roadworks.
- Be alert for works traffic leaving or entering roadworks.
- Keep a safe distance – there could be queues in front.
- Observe all signs – they are there to help you.

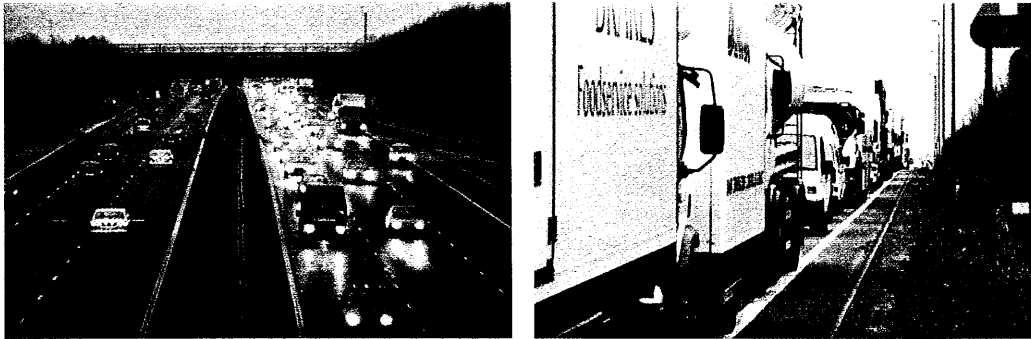


## Junctions 11 and 12 - Background

The M1 is a heavily used route that connects London with the Midlands and the North.

It was designed and built in the mid 1950's and currently operates well over capacity, resulting in queues and delays at peak times.

Improvements are required to cope with traffic levels and reduce congestion and delays.



In January 2009 the government announced that the M1 between Junctions 10 and 13 would be improved using hard shoulder running.

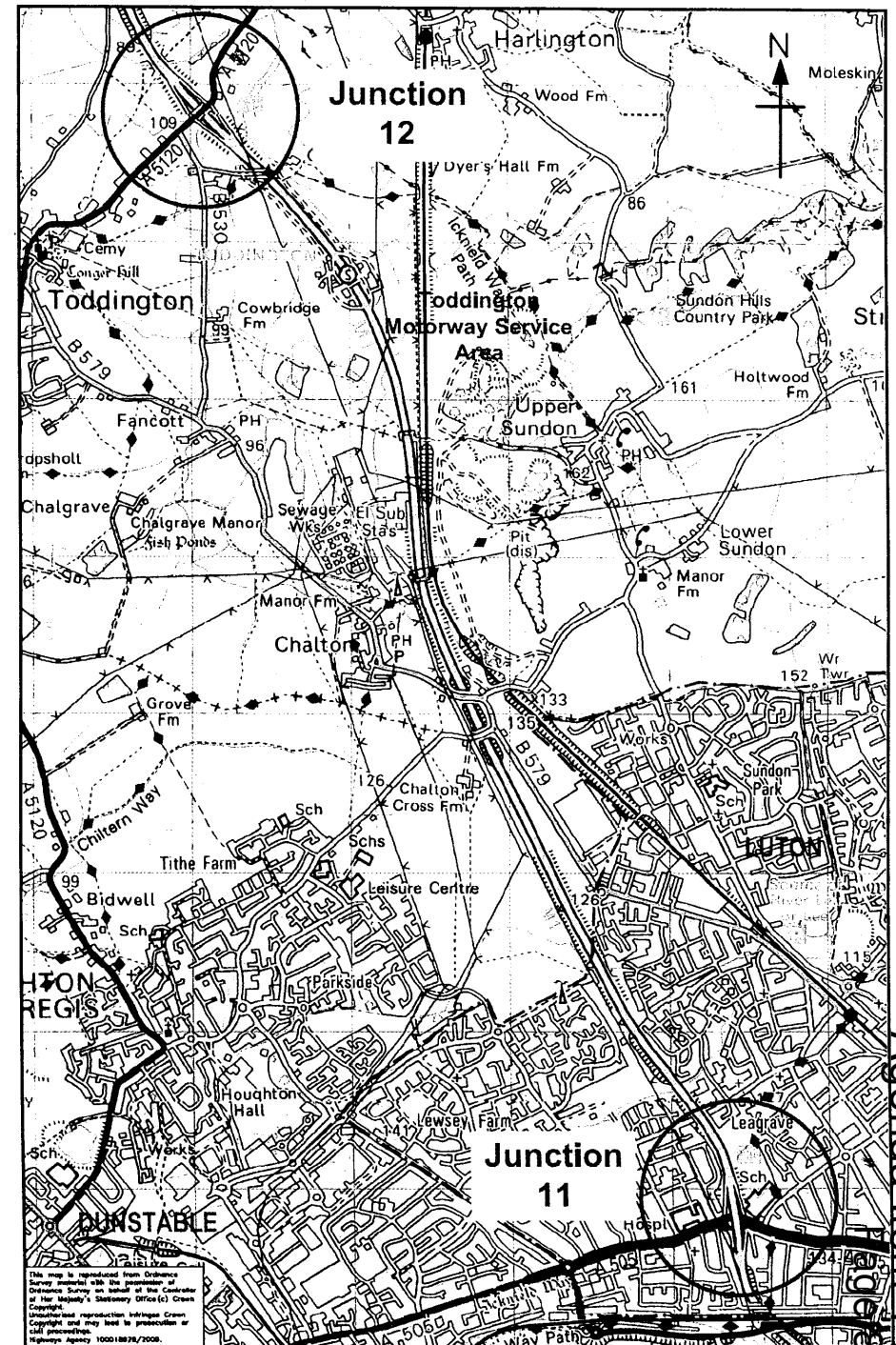
This allows traffic to use the hard shoulder as a running lane during busy periods.

Hard shoulder running makes best use of the existing road layout without needing to build large amounts of new carriageway.

Congestion also occurs at M1 Junctions 11 and 12 and queues occur at peak times.

This leaflet describes the proposed Junction improvements.

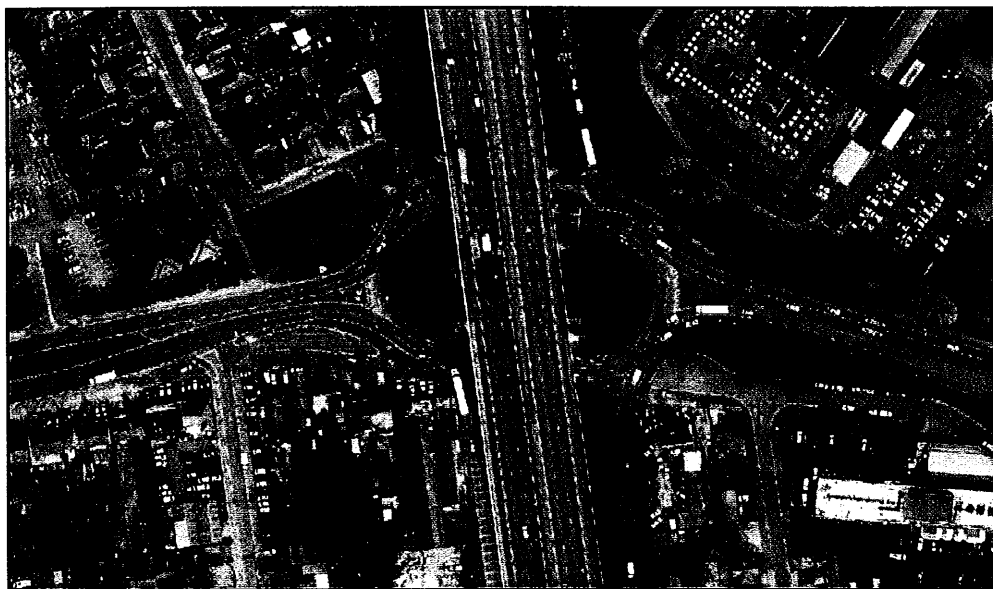
## Junctions 11 and 12 - Location Map



## Junctions 11 and 12 - Scheme objectives

By improving Junctions 11 and 12 we will:

- Reduce delays and queues
- Improve road safety by reducing congestion
- Make journey times shorter and more reliable
- Maintain or improve facilities for pedestrians and cyclists



Aerial Photograph - Junction 11

Key targets for design include:

- Minimising the environmental impacts of the improvements
- Providing a value for money solution
- Maintaining, and if possible, improving safety

## Junctions 11 and 12 - Proposed improvements

A number of possible solutions have been considered for the improvement of the Junctions.

Each design has been assessed against a number of criteria including:

- Can the design cope with future traffic?
- What impact does it have on the environment?
- How easy is the design to build?
- Does the design meet current design standards?
- Would the design operate safely?
- Does the design maintain or improve facilities for pedestrians and cyclists?



Aerial Photograph - Junction 12

## Junction 11 - Existing Layout

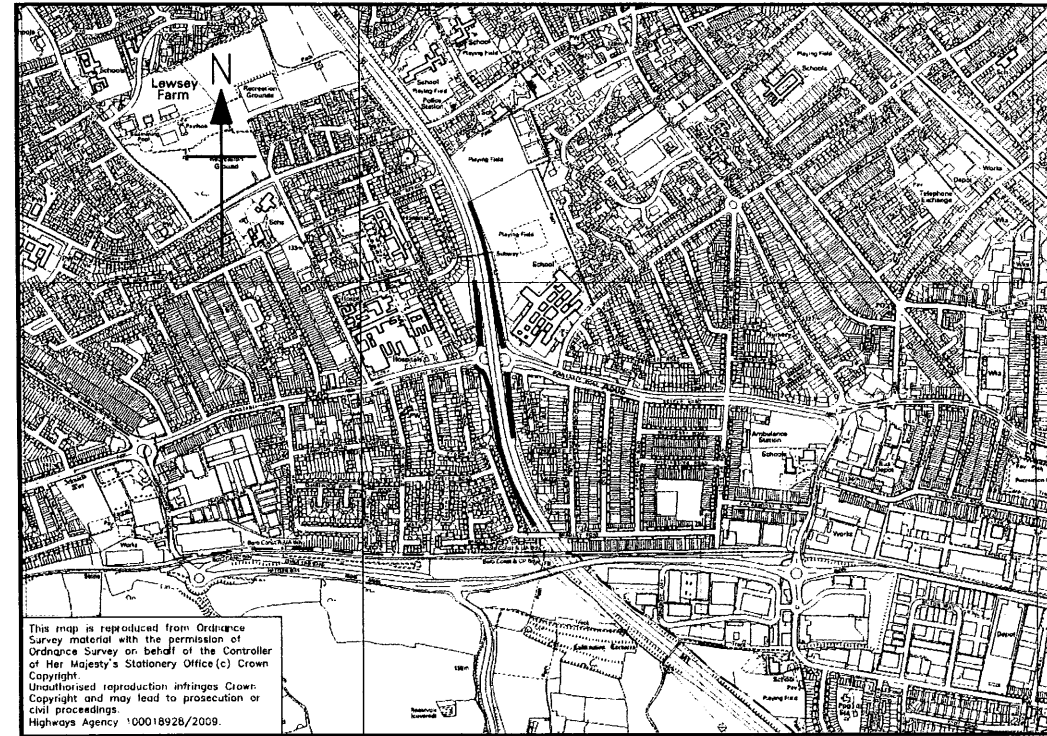


Existing Layout - Junction 11

### Description of existing layout

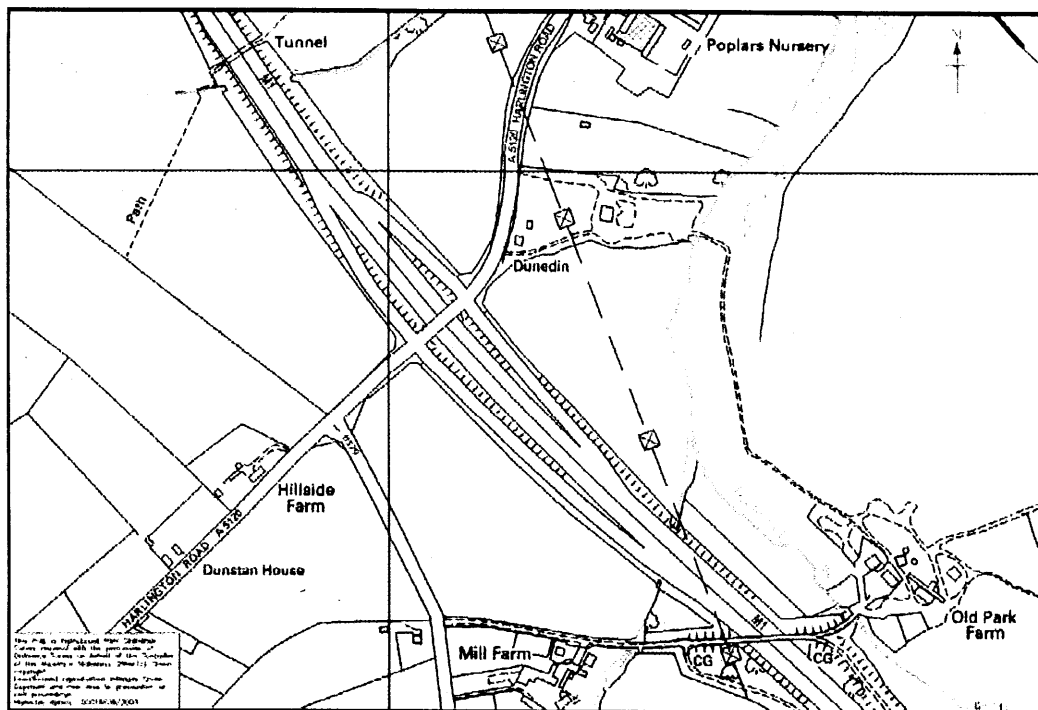
- The existing Junction is a grade separated Junction located to the north-west of Luton town centre
- The roundabout at the Junction is situated beneath the M1
- The surrounding area is densely populated and built up

## Junction 11 improvements - Current option



- The existing off slip roads would be changed to provide more lanes for traffic
- The existing on slip roads would be improved to make it easier for traffic to join the M1
- New traffic signals would be installed
- Extra land would be needed
- No residential properties would be demolished
- Existing facilities for pedestrians and cyclists would be improved
- The proposal would have minimal impact on the environment
- The estimated cost is in the range of £10.9 million to £16.0 million

## Junction 12 - Existing Layout

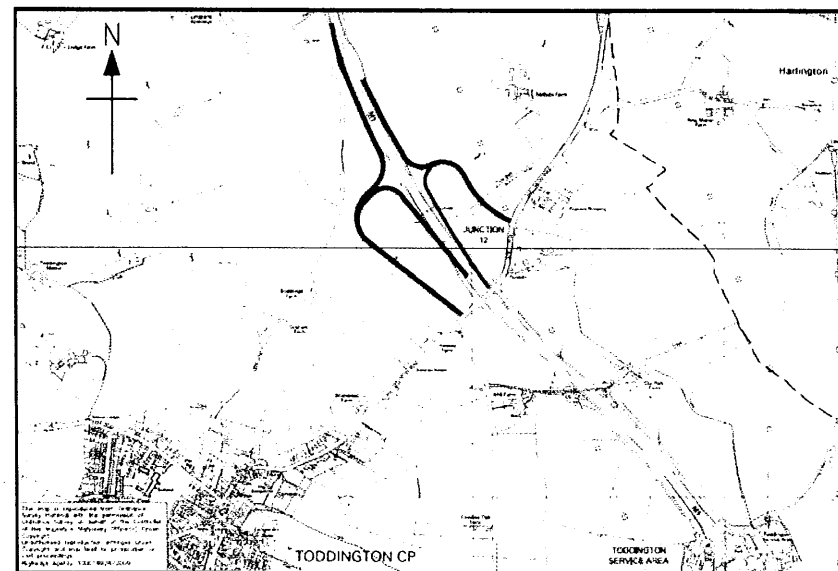


Existing Layout - Junction 12

### Description of existing

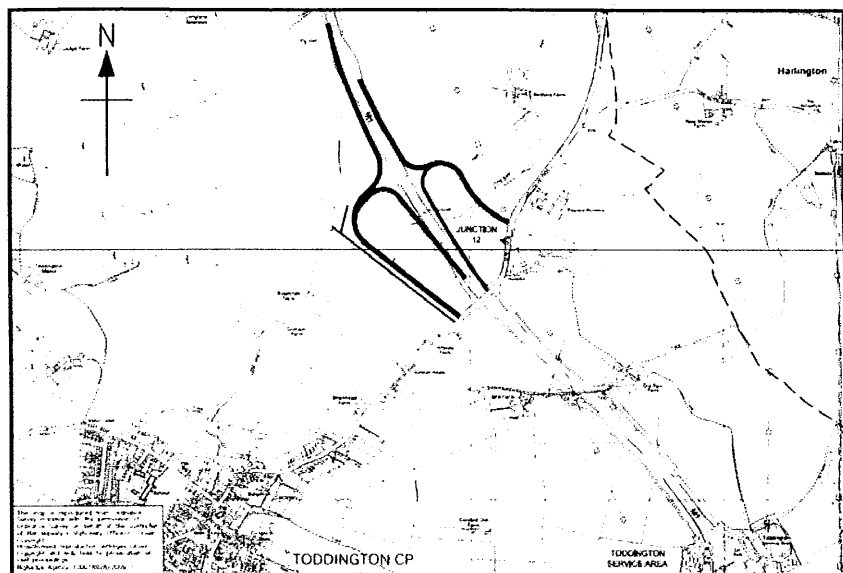
- The existing Junction is a grade-separated Junction located approximately 7 miles north-west of Luton town centre
- The bridge at the Junction passes over the M1
- The bridge carries the A5120 Harlington Road which connects Toddington on the west side of the M1 to Harlington, Westoning and Flitwick on the east of the M1
- The land surrounding the Junction is mainly farmland
- There are very few properties located near to Junction 12

## Junction 12 Improvements - Red option



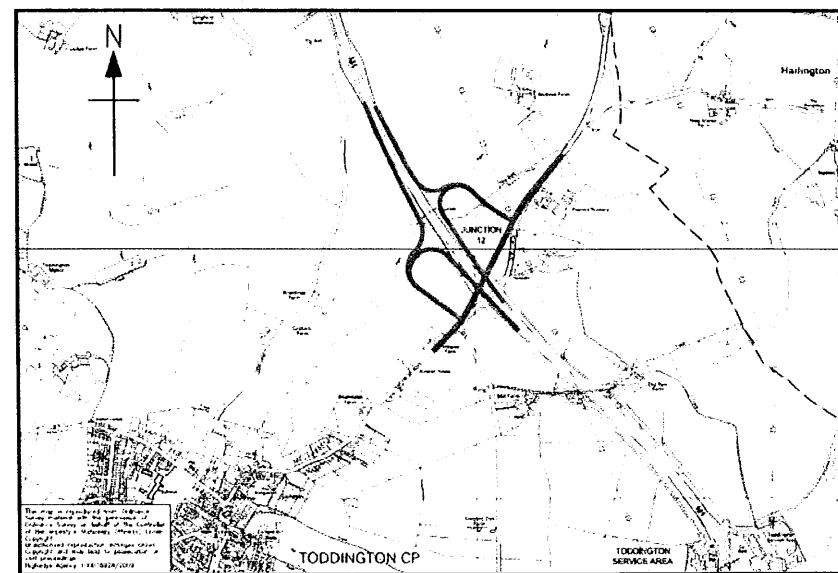
- New slip roads built to the north of the existing Junction which would provide increased capacity
- The existing bridge over the M1 would remain
- The existing Junction would remain open during construction
- New traffic signals would be installed
- Extra land would be needed
- Fill material would be needed for construction
- Existing bridges under the motorway would be extended. New structures would be built to maintain access to fields and routes for pedestrians
- Facilities for pedestrians and cyclists over the existing bridge would be improved
- The estimated cost is in the range of £43.8 million to £70.6 million

## Junction 12 Improvements - Blue option



- Similar to the Red option but slip roads would be closer to the level of the existing ground
- New slip roads built to the north of the existing Junction which would provide increased capacity
- The existing bridge over the M1 would remain
- The existing Junction would remain open during construction
- New traffic signals would be installed
- Extra land would be needed but less than for the Red option
- Less fill material would be required than for the Red option. This option would have less visual impact than the Red option
- Existing farm bridges under the motorway would not be extended but alternative accesses would be provided.
- Facilities for pedestrians and cyclists over the existing bridge would be improved
- The estimated cost is in the range of £32.1 million to £50.5 million

## Junction 12 Improvements - Orange Option

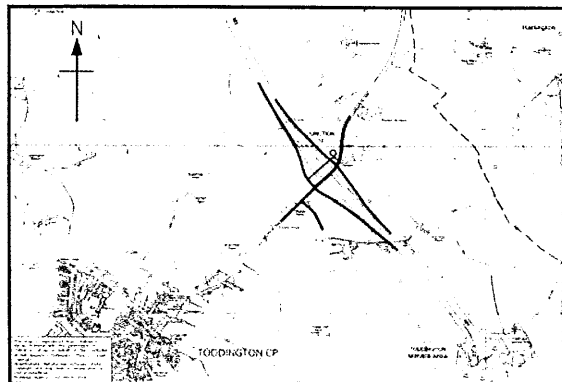


- New slip roads built to the north of the existing Junction which would provide increased capacity
- A new bridge would be built over the M1
- The existing Junction would remain open during construction
- New traffic signals would be installed
- Extra land would be needed but less than for the Red and Blue options
- Less fill material would be needed than for the Red and Blue options
- The new M1 bridge would provide better facilities for cyclists and pedestrians
- Existing bridges under the motorway would be extended and new ones built to maintain access to fields and routes for pedestrians
- The estimated cost is in the range of £32.4 million to £47.9 million

## Junction 12 Improvements - Rejected Options

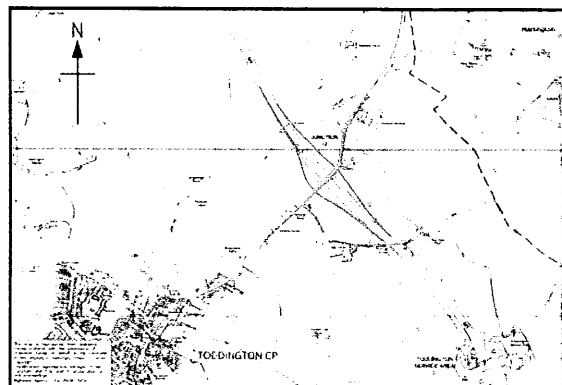
### Rejected option 1

- This option is similar to the existing layout
- The existing bridge over the M1 would be retained and a new footbridge built for pedestrians and cyclists
- This option has been rejected on safety grounds
- The estimated cost would have been in the range of £26.9M to £41.8M



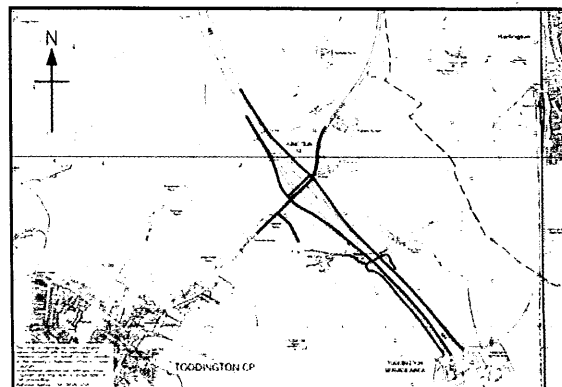
### Rejected option 2

- This option is similar to the existing layout
- The existing bridge over the M1 would be retained and a new bridge built next to it to provide increased capacity
- This option has been rejected on safety grounds
- The estimated cost would have been in the range of £27.6M to £42.8M



### Rejected option 3

- This option directs traffic using the services through Junction 12
- The existing bridge over the M1 would be retained and a new bridge built next to it to provide increased capacity
- This option has been rejected on cost and safety grounds
- The estimated cost would have been in the range of £43.2M to £67.6M



## Junction 12 Improvements - Comparative Effects

We have compared the effects of each option for Junction 12. The key effects are summarised below with specific details for each option shown in the comparison table on the following pages.

### Traffic

- All options would improve existing congestion and would improve journey time reliability
- All options would improve road safety
- The existing Junction remains open during construction
- New traffic signals would be provided for all options to control the flow of traffic

### Pedestrians and Cyclists

- All options would maintain or improve the existing facilities for pedestrians and cyclists

### Environment

- Noise levels would increase during construction but overall noise levels during the running of the Junction would remain similar to existing
- Air pollution may increase slightly in the immediate vicinity of the M1.
- The proposed improvements at Junction 12 will not affect any Sites of Special Scientific Interest
- All options would include new landscaping and new habitats for local wildlife

### Engineering

- All options would provide improved road drainage
- A number of the options would require new bridges to be built but some use the existing structures
- All options would require extra fill material to be brought in for construction

For more detailed information please refer to the project Environmental Appraisal Summary which can be found on the scheme page on the Highways Agency website: <http://www.highways.gov.uk>



## Junction 12 Improvements - Option comparison table

Option	Red option	
<b>Description</b>	Half cloverleaf layout with new slip roads built to the north of the existing junction. Existing M1 bridge to become part of the improved junction. New traffic signals would be provided on the slip roads and the A5120.	
<b>Estimated Cost</b>	£43.8 million to £70.6 million	
<b>Traffic</b>	<b>Congestion</b>	Would ease congestion and improve journey time reliability
	<b>Safety</b>	Increased capacity results in fewer accidents caused by congestion. Slip roads moved north which would reduce number of conflicts with traffic using Toddington Motorway Service Area.
	<b>Construction</b>	Existing junction would remain open during construction.
	<b>Pedestrians and cyclists</b>	Existing facilities maintained and improved. Pedestrian access will be maintained via new subways.
<b>Environment</b>	<b>Noise</b>	Noise levels increased during construction but little change during operation.
	<b>Air quality</b>	Slight increase in air pollutants in immediate vicinity of the M1
	<b>Ecology</b>	Does not affect any Sites of Special Scientific Interest (SSSI's). Potential to impact indirectly on River Flit County Wildlife Site (CWS). Evidence of protected species has been recorded in this area. Large footprint results in impact on hedgerows, grassland and farmland.
	<b>Visual impact</b>	Loss of existing vegetation. Profile of new slip roads increases visual impact.
	<b>Heritage</b>	Negligible impacts on listed buildings but potential impacts on archaeological remains in the vicinity of Junction 12.
	<b>Landtake</b>	Extra land required. Approx.12.1 Ha. Some from within Green Belt.
	<b>Drainage</b>	New drainage provided including pollution control and emergency spillage measures.
<b>Engineering</b>	<b>Structures</b>	Existing structures would be extended, and new structures provided, to maintain access to farmland.
	<b>Materials</b>	Additional fill material required to form engineered embankments. Requires most amount of fill of the 3 options.

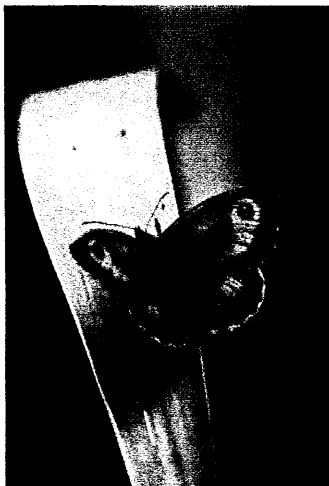
## Junction 12 Improvements - Option comparison table

Blue option	Orange option
Similar to the Red option in plan. The new slip roads would have a lower vertical alignment and are closer to the level of the existing ground. New traffic signals would be provided on the slip roads and the A5120. New access roads provided along with new pedestrian subways.	Half cloverleaf layout with new slip roads to the north of the existing junction. Slip roads shorter than in the Red and Blue options. Existing M1 bridge would be removed and a new bridge provided. New traffic signals would be provided on the slip roads and the A5120.
£32.1 million to £50.5 million	£32.4 million to £47.9 million
Would ease congestion and improve journey time reliability	Would ease congestion and improve journey time reliability
Increased capacity results in fewer accidents caused by congestion. Slip roads moved north which would reduce number of conflicts with traffic using Toddington Motorway Service Area.	Increased capacity results in fewer accidents caused by congestion. Slip roads moved north which would reduce number of conflicts with traffic using Toddington Motorway Service Area.
Existing junction would remain open during construction.	Existing junction would remain open during construction.
New facilities provided in the verges of the M1 bridge.	New facilities provided in the verges of the new M1 bridge.
Noise levels increased during construction but little change during operation.	Noise levels increased during construction but little change during operation.
Slight increase in air pollutants in immediate vicinity of the M1	Slight increase in air pollutants in immediate vicinity of the M1
Does not affect any SSSI's. Potential to impact indirectly on River Flit CWS. Evidence of protected species has been recorded in this area. Large footprint results in impact on hedgerows, grassland and farmland.	Does not affect any SSSI's. Potential to impact indirectly on River Flit CWS. Evidence of protected species has been recorded in this area. Large footprint results in impact on hedgerows, grassland and farmland.
Less visual impact than Red option as slip roads are closer to the existing ground level.	Loss of existing vegetation. Profile of new slip roads increases visual impact. Also increased visual impact in vicinity of the new larger M1 bridge.
Negligible impacts on listed buildings but potential impacts on archaeological remains in the vicinity of Junction 12.	Negligible impacts on listed buildings but potential impacts on archaeological remains in the vicinity of Junction 12.
Extra land required. Approx.10.4 Ha. Some from within Green Belt	Extra land required. Approx.11.3 Ha. Some from within Green Belt
New drainage provided including pollution control and emergency spillage measures.	New drainage provided including pollution control and emergency spillage measures.
Existing farm accesses would not be extended but new accesses would be provided.	Demolition of existing M1 bridge and construction of new bridge. Existing structures would be extended, and new structures provided, to maintain access to farmland.
Additional fill material required to form engineered embankments. Requires less fill than Red option due to lower embankments.	Additional fill material required to form engineered embankments. Requires less fill than Red and Blue options.



## Junctions 11 and 12 - Environmental

The improvements at Junctions 11 and 12 aim to have minimum impact on the environment. Surveys have been carried out to identify areas of importance for archaeology, ecology, cultural heritage and landscape.



The improvements at Junction 11 will not affect any Sites of Special Scientific Interest (SSSI) or County Wildlife Sites (CWS).

The Junction 12 improvements would require landtake within the Green Belt. They would not affect any Sites of Special Scientific Interest (SSSI) but some of the options may indirectly impact on local County Wildlife Sites.

Landscaping proposals would include tree and shrub planting as required at both Junctions.

Noise levels are likely to increase at both Junctions during the construction of the improvements but overall noise levels following construction are unlikely to change.

Junction 11 is in an Air Quality Management Area. Levels of Nitrogen Dioxide in the air are monitored to check that they are not too high.

There is likely to be a small increase in air pollution at Junction 12 which would affect a small number of nearby properties.

Safe crossing routes for pedestrians and cyclists would be provided at both Junctions by improving the existing crossing routes.



## Junctions 11 and 12 - Purpose of consultation

We want to hear the view of local people and those who might be affected by the proposals. Please help us to identify the most suitable option by completing and returning the enclosed questionnaire. You can also visit our public exhibition to discuss the proposals with Highways Agency staff and the consultants who are designing the scheme.

### PUBLIC EXHIBITIONS

**HARLINGTON** - Harlington Parish Hall  
Church Road, Harlington, LU5 6LE  
Thursday 9<sup>th</sup> July 2009  
2pm to 8pm

**LUTON** - Chaul End Centre  
515 Dunstable Road, Luton, LU4 8QN  
Friday 10<sup>th</sup> July 2009  
2pm to 8pm

**TODDINGTON** - Toddington Parish Hall  
Church Square, Toddington, LU5 6AA  
Saturday 11<sup>th</sup> July 2009  
10am to 4pm

### How can you be involved?

You can let us have your comments on the proposals by completing the enclosed questionnaire. The questionnaire can also be handed in at the exhibition. Please return your questionnaire by Thursday 24<sup>th</sup> September 2009.

Please try and visit the exhibition where the scheme details will be on display. The Highways Agency and consultants will be available to discuss the proposals and answer your questions. You will have further opportunity to comment for or against future detailed proposals when they are published under the Highways Act. Proposals will be on display as part of the publications of the Draft Orders currently programmed for late 2009.

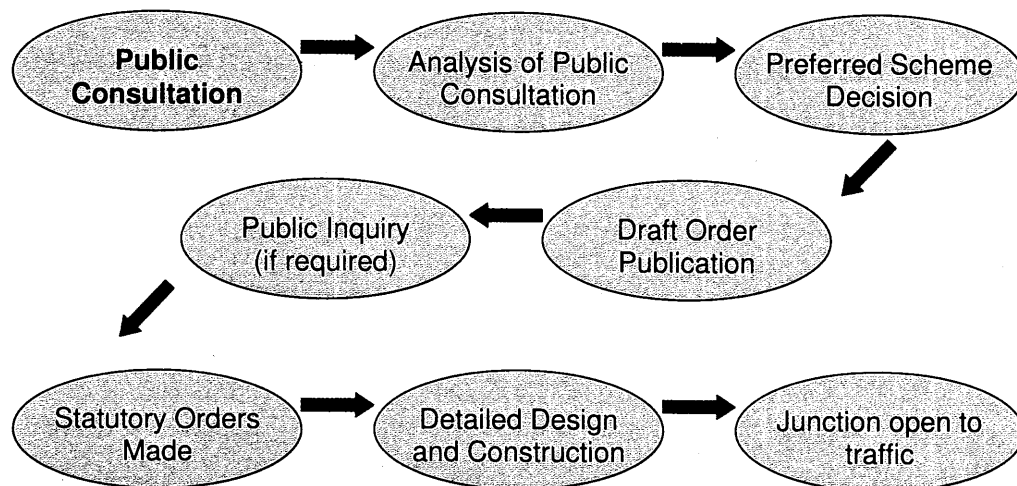
### Further information

If you wish to provide further comments by letter or require further information please contact:

Lynne Stinson  
M1 Junctions 10 to 13 Improvements Team, Highways Agency, Floor C8  
5 Broad Street, Birmingham, B15 1BL

or email: [M1J10-13Improvement@highways.gsi.gov.uk](mailto:M1J10-13Improvement@highways.gsi.gov.uk)  
or visit the scheme website at <http://www.highways.gov.uk>

## Junctions 11 and 12 - What happens next?



### CODE OF PRACTICE ON CONSULTATION

This consultation is being conducted in line with the Government's Code of Practice on Consultation. The criteria are listed below:

#### The Seven Consultation Criteria

1. When to consult: Formal consultation should take place at a stage when there is scope to influence the policy outcome.
2. Duration of consultation exercises: Consultations should normally last for at least 12 weeks with consideration given to longer timescales where feasible and sensible.
3. Clarity of scope and impact: Consultation documents should be clear about the consultation process, what is being proposed, the scope to influence and the expected costs and benefits of the proposals.
4. Accessibility of consultation exercises: Consultation exercises should be designed to be accessible to, and clearly targeted at, those people the exercise is intended to reach.
5. The burden of consultation: Keeping the burden of consultation to a minimum is essential if consultations are to be effective and if consultees' buy-in to the process is to be obtained.
6. Responsiveness of consultation exercises: Consultation responses should be analysed carefully and clear feedback should be provided to participants following the consultation.
7. Capacity to consult: Officials running consultations should seek guidance in how to run an effective consultation exercise and share what they have learned from the experience.

A full version of the Code of Practice on Consultation is available on the Better Regulation Executive web-site at: <http://www.berr.gov.uk/files/file47158.pdf>

If you have any comments about the extent to which the criteria have been observed and any ways for improving the consultation process, or any complaints about the consultation process (rather than the consultation itself) please contact

Monica Brown  
Consultation co-ordinator

Highways Agency, Zone 2/09K, Temple Quay, Bristol, BS1 6HA

Email: [monica.brown@highways.gsi.gov.uk](mailto:monica.brown@highways.gsi.gov.uk)

### Confidentiality and Freedom of Information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Agency.

The Agency will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

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## Public Exhibition

A public exhibition will be held to show further detail about the proposed junction improvements. Staff will be available throughout the exhibition to answer questions and explain the proposals.

Please join us at:

### Stockwood Discovery Centre

Stockwood Park, London Road, Luton LU1 4LX

on:

Thursday 16 July - 2pm to 8pm

Friday 17 July - 10am to 8pm

Saturday 18 July - 10am to 4pm

## Further Information

This information about M1 Junction 10A Improvements, leaflet, or questionnaire 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:

বাংলা ☎ আবদুস সালাম (01582) 547259

ગુજરાતી ☎ મિતા કટેચિયા (01582) 547251

ਪੰਜਾਬੀ ☎ ਪੌਲ ਸਰੂ (01582) 546856

اردو ☎ تبسم ادریس (01582) 546627

Polski ☎ Kasia Drewczynska (01582) 546006



## M1 Junction 10A Improvements Scheme



### Public Consultation Leaflet

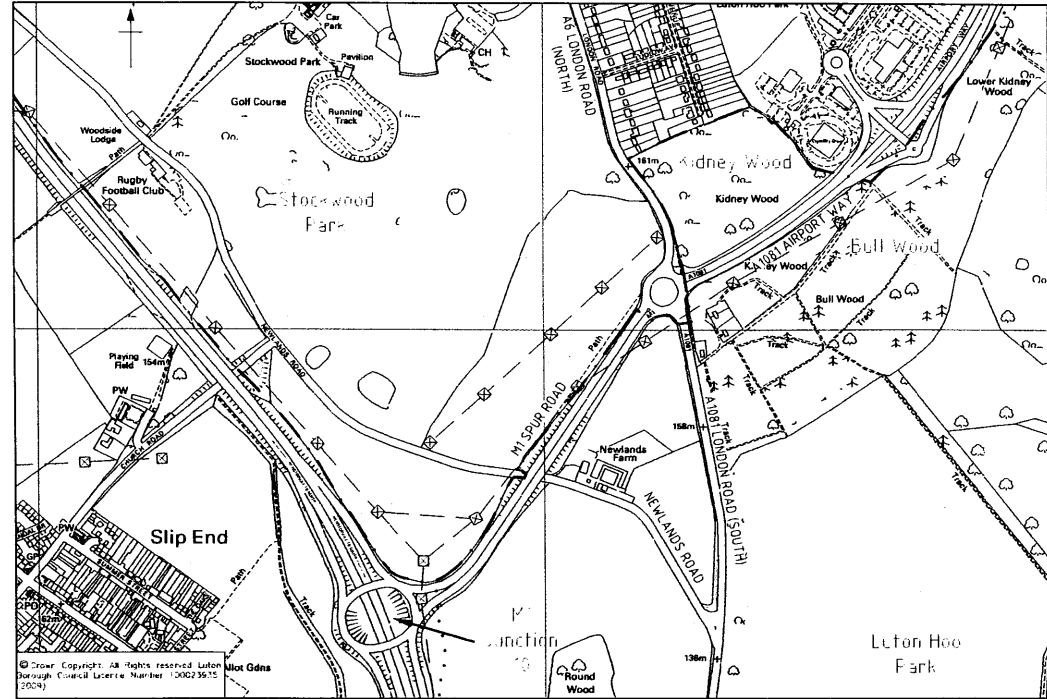
Exhibition at Stockwood Discovery Centre  
on 16/17/18 July

[www.luton.gov.uk/M1J10A](http://www.luton.gov.uk/M1J10A)

# Junction 10A Location Map



# Project Background



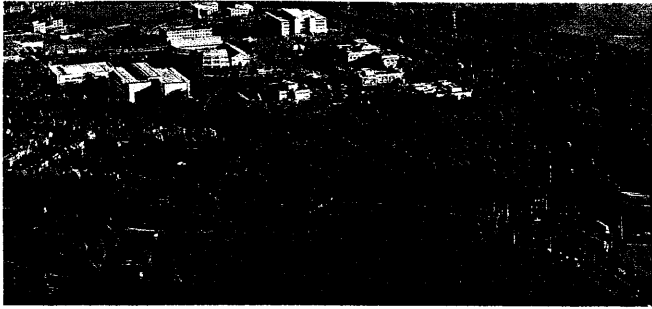
M1 Junction 10A is located to the south of Luton town centre, adjacent to Stockwood Park. The existing junction is a small conventional roundabout which connects the M1 Spur Road to the East Luton Corridor (Airport Way).

M1 Junction 10A experiences significant queues and delays particularly at peak travel times. Improvements are required to cope with the existing problems as well as provide capacity for increased demand arising from proposed employment and housing growth.

The national decline of manufacturing has led to unemployment levels in Luton higher than the national average and this in turn has led to the designation of this area as a Priority Area for Economic Regeneration. This was made worse when in December 2009 Vauxhall Motors announced their intention to cease car production in Luton.



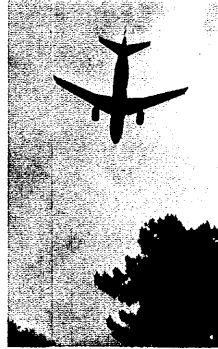
## Project Background continued



A number of locations have been identified for proposed new employment and housing in the area, many of which are served by Junction 10A and the East Luton Corridor.

The recently completed East Luton Corridor (ELC) Scheme consists of a series of road improvements along the A1081/A505 between M1 Junction 10A and both the Kimpton Road Junction and the entrance to London Luton Airport. Initial proposals to improve Junction 10A as part of the ELC Scheme had to be abandoned because of complications arising out of the M1 widening scheme which was being implemented at the time.

The ELC scheme has provided much needed confidence and has encouraged the start of the redevelopment of the Old Vauxhall Car Plant site. It has also improved access to existing and potential development areas, such as Butterfield Business Park, Stirling Place, Power Court, London Luton Airport and the prestigious Capability Green Business Park, and has eased congestion at peak travel times along the corridor.



Junction 10A in its current form represents a significant barrier to the further development and regeneration of Luton and the wider area in terms of employment and housing. The improvements will enable and support this proposed employment and housing growth.



Luton Borough Council has secured Growth Area Funding from the Homes & Communities Agency to develop design proposals to improve the junction.

## 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 facilities for pedestrians and cyclists
- Improve access to existing and potential development areas for employment and housing.



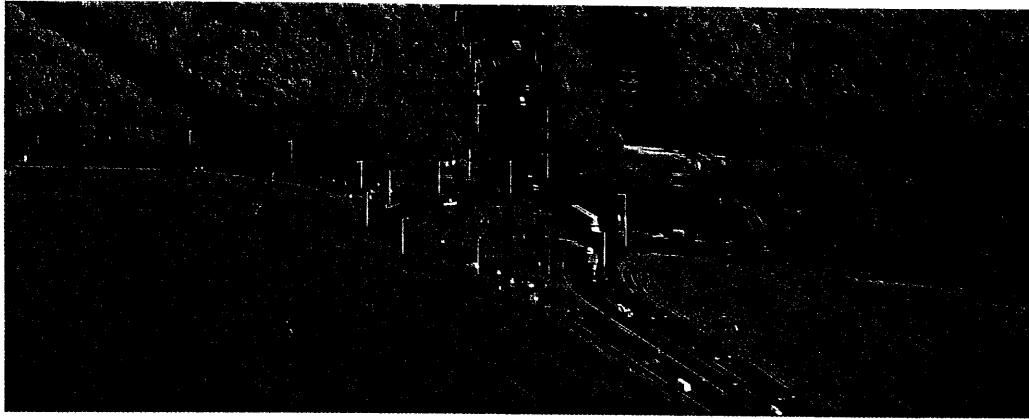
Key outputs for the junction improvements include:

- 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.





## Existing Layout



The existing M1 Junction 10A is a conventional roundabout located approximately 700 metres east of M1 Junction 10, next to Stockwood Park.

The roundabout is located at the intersection of four roads: The A6 London Road to the north, A1081 Airport Way to the east, A1081 London Road to the south and the M1 Spur Road to the west.

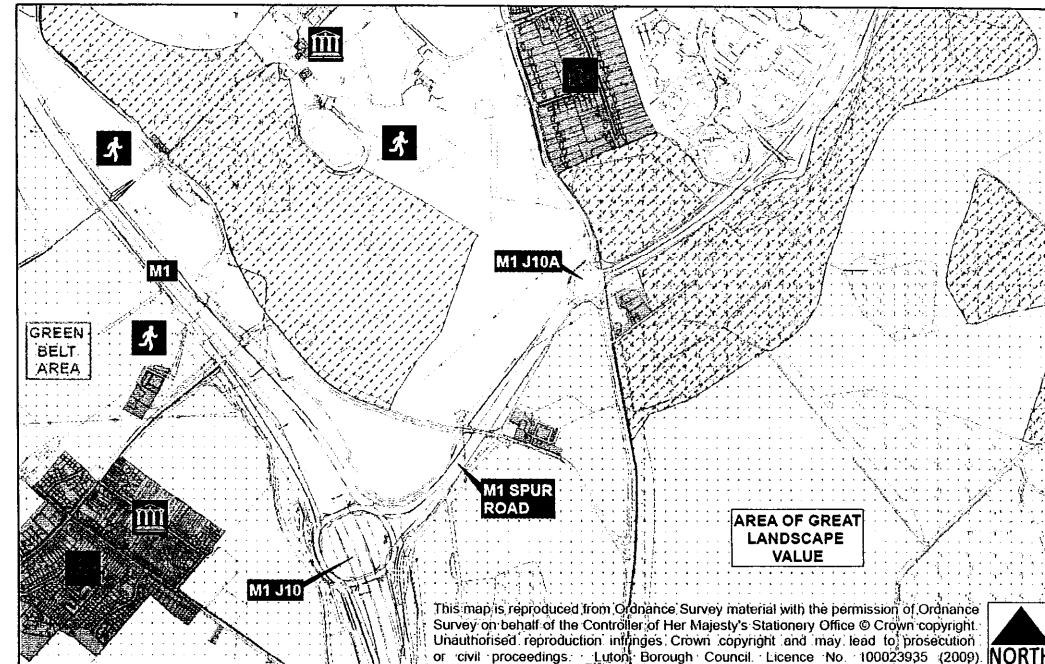
The existing roundabout is approximately 60m in diameter and has 2 circulatory lanes.

## Option Assessment

A number of possible solutions have been considered for the improvement of Junction 10A. Each design has been assessed against a number of criteria including:

- Can the design cope with future traffic levels?
- What impact does it have on the environment?
- How easy is the design to build?
- Does the design meet current design standards?
- Would the design operate safely?
- Does the design maintain or improve facilities for pedestrians and cyclists?

## Environmental Context Plan



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



An Environmental Impact Assessment (EIA) will be carried out for Junction 10A to identify the possible effects – both negative and positive – that the improvements will have on the environment. The EIA will consider environmental effects during both construction and operation of the Scheme. The findings of the EIA will be presented in an Environmental Statement which will be published along with the draft Orders for the Scheme.

# M1 JUNCTION 10A GRADE SEPARATION PUBLIC CONSULTATION QUESTIONNAIRE

Luton Borough Council seeks your opinions on the proposed junction improvements at M1 Junction 10A and this questionnaire should only take a few minutes to complete.  
Please return your questionnaire by **Tuesday 1<sup>st</sup> September 2009.**

## CONSULTEE INFORMATION

Please be assured that all responses will be treated in strict confidence and no individual will be identified in the reporting of the results. Please provide us with your name and address OR if you would rather your comments were confidential only the first four digits of your postcode. (This information will only be used to analyse the location and spread of responses)

### Q1. How often do you use Junction 10A?

Daily	<input type="checkbox"/>
Weekly	<input type="checkbox"/>
Monthly	<input type="checkbox"/>

Rarely	<input type="checkbox"/>
Never	<input type="checkbox"/>

### Q2. Please rank the following criteria in order of importance.

(Please score 1 being the most important and 6 being the least important)

How long your journey takes  
Making the junction safer

<input type="checkbox"/>
<input type="checkbox"/>

How much land is used  
How the junction looks

<input type="checkbox"/>
<input type="checkbox"/>

## Option 1 – Details

- This design uses the existing road network where possible. Both the A1081 London Road (South) and Newlands Road are incorporated into the new junction layout.
- The existing roundabout would be removed and a continuous carriageway would be provided between the M1 Spur Road and A1081 Airport Way.
- Slip roads located on the footprint of the existing junction would provide exits from and left turn entries onto the main road.
- 3 new roundabouts and connecting roads would be built. A new connector road would be built to the north of the M1 Spur Road and to the south of Stockwood Park. Connecting roads would link the new roundabouts into the existing local roads network.
- The existing bridge under the M1 Spur Road on Newlands Road would be retained. This eliminates the need to build any large new road bridges for this option.
- Pedestrian and cycle routes would be positioned adjacent to the new roads. A separate pedestrian/cycleway bridge would be considered to reduce additional journey distance for these users.
- Approximately 35% of drivers would experience increases in journey distances. For example, travelling from Luton on the London Road to the M1 would require drivers to travel along the new connector road, along Newlands Road and under the M1 Spur Road, and head north on the A1081 London Road and then turn left onto the M1 Spur Road at the new slip road.
- Minimising the amount of standing traffic would also help to lower pollution levels at the junction.
- The existing junction would remain open during construction of this option.

Gender:

Male

Female

Prefer not to say

Age Group:

16-24

25-44

45-64

65 or over

Prefer not to say

Ethnicity:

White

Mixed

Asian

Black

Other

Prefer not to say

Do you consider yourself to have a disability? Yes  No

Prefer not to say

If yes, which of the following best describes your disability?

Sensory

Mental

Long-standing

Physical

Learning

Other

Luton Borough Council is collecting this information solely in connection with this survey and in an effort to improve its services. The information will not be shared with any third party and will not be used for marketing purposes.

Luton Borough Council value your views and would like to thank you for taking the time to complete the questionnaire.

There are two ways in which you can return your completed questionnaire:

1. A box will be provided at the Public Consultation Exhibition for completed questionnaires
2. Post to the freepost address provide (no stamp required)

First fold here

BUSINESS REPLY SERVICE  
Licence No. ANG5839

LUTON BOROUGH COUNCIL  
FREEPOST ANG5839  
M1 JUNCTION 10A CONSULTATION  
TRANSPORTATION STRATEGY  
3<sup>rd</sup> FLOOR, TOWN HALL  
LUTON  
LU1 2BR

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2

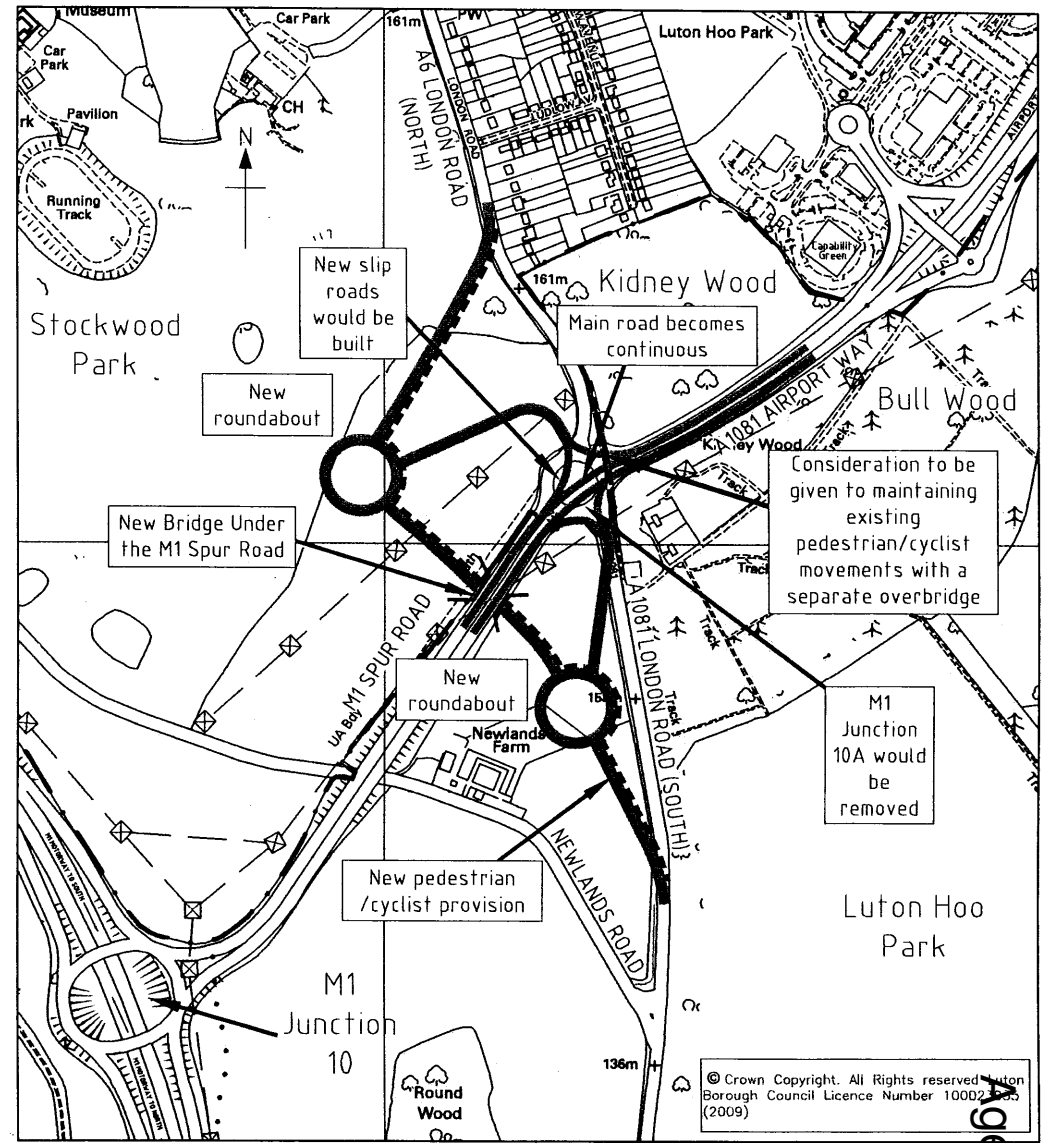




## Option 2 – Details

- This design includes a new bridge under the M1 Spur Road as shown in the layout drawing.
- The existing roundabout would be removed and a continuous carriageway would be provided between the M1 Spur Road and A1081 Airport Way.
- Slip roads located on the footprint of the existing junction would provide exits from and left turn entries onto the main road.
- 2 new roundabouts and connecting roads would be built.
- Pedestrian and cycle routes would be positioned adjacent to the new roads. A separate pedestrian/cycleway bridge would be considered to reduce additional journey distance for these users.
- In general journey time should be reduced as the time spent in queuing traffic would be minimised.
- Minimising the amount of standing traffic would also help to lower pollution levels at the junction.
- The existing junction would remain open during construction of this option.

## Option 2 - Layout Drawing



**KEY**

Proposed roads and roundabouts  
 Proposed pedestrian / cycle routes

## Option Comparison Table

The effects of the two proposed options for Junction 10A have been compared and are shown in the table below.

		Option 1	Option 2
		Uses the existing road network wherever possible. Three new roundabouts and a new link road to the north of the M1 Spur Road.	New road links in the area of the existing junction plus 2 new roundabouts connected by a new bridge beneath the M1 Spur Road.
Traffic	Congestion	This option would ease congestion and improve journey time reliability	This option would ease congestion and improve journey time reliability
	Journey Length	Increased journey distances for approximately 35% of drivers	Slight increases in journey length for some drivers.
	Safety	Increased capacity results in fewer accidents caused by congestion. Slip roads on footprint of existing junction to maximise distance between Junction 10 and Junction 10A.	Increased capacity results in fewer accidents caused by congestion. Slip roads on footprint of existing junction to maximise distance between Junction 10 and Junction 10A.
	Construction	The existing junction would remain open during construction.	The existing junction would remain open during construction.
Pedestrians and cyclists		Existing facilities for pedestrians and cyclists would be retained and new facilities provided, possibly including a footway/cycleway bridge.	Existing facilities for pedestrians and cyclists would be retained and new facilities provided, possibly including a footway/cycleway bridge.
Environment	Noise	Traffic moved away from residential properties.	Traffic moved away from residential properties.
	Air quality	Longer journeys but reduced congestion. Traffic generally further away from residential properties.	Longer journeys but reduced congestion. Traffic generally further away from residential properties.
	Ecology	Largely avoids County Wildlife Sites and mature woodland. Ecological surveys will identify any protected species.	Largely avoids County Wildlife Sites and mature woodland. Ecological surveys will identify any protected species.
	Cultural Heritage	No direct impact on listed buildings or registered Parks or Gardens. Archaeological surveys will be undertaken.	No direct impact on listed buildings or registered Parks or Gardens. Archaeological surveys will be undertaken. Potentially more impact on designated historic landscape than Option 1.
	Visual impact	Uses existing roads where possible. Requires 3 new roundabouts plus connector roads.	Requires 2 new roundabouts plus connector roads and a new bridge under the M1 Spur Road.
	Landtake	Same landtake from Area of Great Landscape Value as existing. Landtake required. Approx 6.1Ha	Increased landtake from Area of Great Landscape Value compared to existing. Landtake required. Approx 5.3Ha
	Engineering	Structures	No new road structures required. The bridge under the M1 on Newlands Road would be used. May require a new footway/cycleway bridge.
Health and Safety during construction		Working near to live traffic. Less issues than Option 2 because no need to build a new structure under the M1 Spur Road.	Working near to live traffic. Issues associated with building a new bridge under the existing M1 Spur Road.
Materials		All fill material required for construction will be generated within the scheme.	All fill material required for construction will be generated within the scheme.

## Pedestrians and Cyclists

Following selection of the preferred option, detailed design will take place and will include facilities for pedestrians and cyclists in the improved junction layout.

It may be necessary to connect existing roadside foot and cycle ways by providing a new pedestrian/cycle bridge similar to the one shown below.



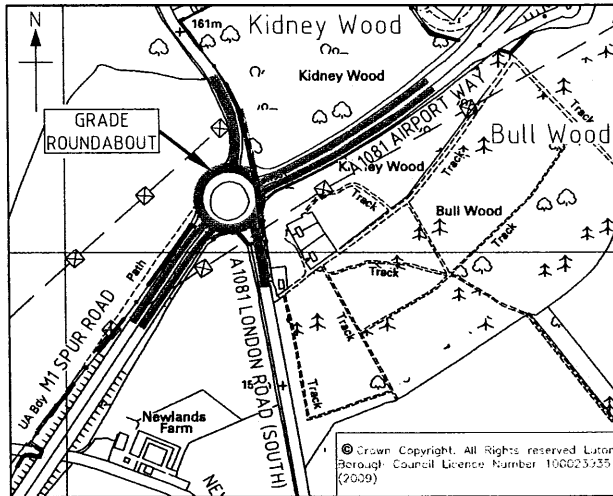
This is particularly relevant in the case of Option 1 where journey distance would otherwise increase significantly.

## Rejected Options

The following options are examples of options that were considered during the early design stages but have been rejected.

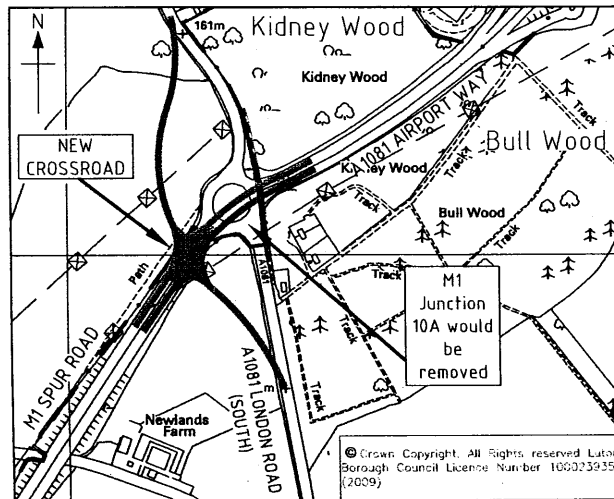
### Rejected Option - Signalised Roundabout

This option proposed a larger conventional roundabout layout with traffic signals but was rejected as it could not cope with the anticipated traffic levels.



### Rejected Option – Signalised Cross Roads

This option proposed a multi-lane cross road layout with traffic signals, but was rejected because it would have to be very large to cope with the anticipated traffic levels.



Further details of the rejected options will be available at the Public Consultation Exhibition.

## Purpose of Public Consultation

The purpose of Public Consultation and the Public Exhibition is to give local residents, land owners, businesses and road users the chance to view the proposals for the Junction 10A improvements and comment on them.

Please visit the public exhibition and view the proposals in more detail. Staff will be available to explain the designs and answer any questions.

Your views are important to us. Please complete and return the enclosed questionnaire to the freepost address provided. The deadline for completed questionnaires is Tuesday 1<sup>st</sup> September 2009.

## What happens next?

Following the Public Consultation the preferred design layout will be identified and developed. A planning application will be submitted to the Planning Authority and draft Orders will be submitted to the Secretary of State for approval.

If required, a Public Inquiry will be held to resolve any issues or objections that could not be resolved at earlier stages. Once the draft Orders are approved a detailed design will be produced.

## Comments

If you wish to provide further comments by letter please address them to:

Michael Kilroy (Project Manager),  
Transportation Strategy,  
Luton Borough Council,  
Town Hall,  
Luton, LU1 2BQ