Luton Town Centre Transport Scheme

Comparison of Options

The following is a summarised comparison of the Green and the Red Options based on the following factors:

- ♦ Traffic
- ♦ Environmental Factors
- ♦ Land Take
- ♦ Cost and Buildability

For a more detailed analysis, a copy of the Stage 2 Scheme Assessment report is available for inspection.

1. Traffic Considerations

Advantages

Green Option	Red Option
General reduction in traffic congestion when compared to the existing network	General reduction in traffic congestion when compared to the existing network
Significant reduction in traffic through the town centre	Significant reduction in traffic through the town centre
More capacity compared with the Red Option	
Better overall performance and capacity compared with the Red Option	

Disadvantages

Green Option	Red Option
Severs Power Court development site into two.	Increased traffic using Crawley Green Road compared with a dedicated link.
	Less capacity compared with the Green Option

2. Environmental Considerations

2.1 Noise

The Green Option would provide a net reduction in the number of people bothered by road traffic and, as such, is the favoured option in noise terms. The Red Option is predicted to result in an increase, although fairly small, in the number of people bothered by road

traffic noise and vibration.

2.2 Air Quality

The Green Option would result in a significant improvement in local air quality in comparison to the existing network. The Red Option would also have a beneficial effect on air quality at both a local and regional scale, although this is not as great as with the Green Option.

2.3 Townscape and Visual Effects

The predicted significance of townscape impact of the Green Option of the Gateway Link is slight adverse, compared to neutral for the Red Option. For the Red Option, the predicted visual impact on residential and footway receptors is marginally greater than that for the Green Option.

2.4 Biodiversity/Nature/Conservation

Although both the Green and Red Route Options have been assessed as 'Moderate Negative', it is considered that the Red Option would result in less risk to running water (the River Lea) than the Green Option.

2.5 Cultural Heritage

Both Options have the potential to impact five sites of Cultural Heritage resource however, the Red Option is slightly more favourable than the Green Option as a result of a smaller proposed footprint encroaching onto the site of a castle dating from 1221.

2.4 Pedestrians/Cyclists

There would be no change to the degree of severance experienced by the local community with the proposals in place. The Green Option is preferable to the Red Option as cyclists would be encouraged to use the relatively traffic free eastern end of Crescent Road.

2.5 Water Quality

The Red Option is preferable to the Green Option due to the risk of contamination where a currently open section of the River Lea would be crossed.

2.6 Disruption due to Construction

The Green Option is favoured over the Red Option due to the proximity of a greater number of residential receptors

2.6 Policies and Plans

Favours the Red over the Green Option as this is the defined option in adopted local plan

3. Land Take

Green Option	Red Option
Total estimated land acquisition cost = £7.14 million	Total estimated land acquisition cost = £6.54 million

4. Cost and Buildability

Green Option	Red Option
Overall estimated scheme cost = £27.8 million	Overall estimated scheme cost= £22.8 million
Less disruptive to existing traffic during construction	More disruptive to existing traffic during construction
Less programme flexibility due to long span combined bridges.	Greater programme flexibility through adoption of two short span bridges over railway and Busway.

Note

These comparisons are subject to variation as the scheme details particularly the traffic generation from development sites evolve.