

## 10. Transport

### 10.1 Introduction

- 10.1.1 This chapter of the ES assesses the likely significant effects of the Proposed Scheme with respect to transport. The chapter should be read in conjunction with **Chapter 3: Description of the Proposed Scheme**. This transport assessment has assessed the likely significant effects arising from the proposed change to Condition 8, which increases the passenger throughput cap, as agreed with LBC (see **Section 4.4**). This is because, it is the operational changes arising from this condition that generate additional surface access movements from a variety of transport modes. This chapter supplements the transport chapter in the 2014 Planning Permission 2012 ES.
- 10.1.2 To carry out an assessment of the transport related impacts of an increase in passenger numbers, three main documents have been prepared to support the Proposed Scheme. These are a Transport Assessment (TA), a Travel Plan (TP), and a Car Parking Management Plan (CPMP).
- 10.1.3 The TA follows on from the 2012 ES which assessed the impact of the June 2014 Planning Permission 2014 Planning Permission allow capacity at the LLA to increase to 18 mppa by 2026/27. Current forecasts indicate that passenger demand already reached close to 18 mppa in October 2019. LLAOL has proposed to raise the passenger cap from 18 mppa to 19 mppa as soon as possible to ensure that the airport can continue to grow over the next few years, with 19 mppa now expected to be reached in 2024.
- 10.1.4 As part of this growth, a key component identified for further assessment is surface access and car parking. This assessment seeks to demonstrate that increasing passenger numbers can be satisfactorily accommodated on the highway network (on and off airport) and through adequate sustainable transport measures. Impact on public transport access has also been assessed.
- 10.1.5 The TP was developed with the objective of reviewing the latest Airport Surface Access Strategy Report (ASAS)<sup>213</sup> and updating objectives, targets and measures based on a policy appraisal and site assessment. This assessment has been translated into a concrete action plan to be monitored periodically.
- 10.1.6 The CPMP was produced to set out what available parking supply will be available to LLAOL for 19 mppa and how the existing car parks would be managed to operate at this increased capacity. No further capacity increases in car parking are proposed from the Proposed Scheme.

### 10.2 Limitations of this assessment

- 10.2.1 The COVID-19 Pandemic presented a limitation for this assessment as it has added a degree of uncertainty in the aviation and transport sector. However, based on the experts' analysis of potential recovery scenarios, this was mitigated with the assumption that passenger volumes and numbers will return to current levels by 2023.

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<sup>213</sup> London Luton Airport, Airport Surface Access Strategy Report (ASAS) 2018 -2022 (2019). Available [online] at: <https://www.london-luton.co.uk/corporate/lla-publications/surface-access-strategy> [Accessed 23 November 2020].

## 10.3 Relevant legislation, planning policy, technical guidance

### Planning policy context

#### National policies

#### Decarbonising Transport: Setting the Challenge

- 10.3.1 The Decarbonising Transport: Setting the Challenge<sup>214</sup> (also referred to as the Transport Decarbonisation Plan (TDP)) sets out the Government's ambitious plan to accelerate the decarbonisation of transport. The document sets out in detail what Government, business, and society will need to do to deliver the significant emission reductions needed across all modes of transport. All in line with the target of achieving carbon budgets and net zero emissions across every transport mode by 2050.
- 10.3.2 In terms of aviation, the following policies included in the TDP are of relevance to this document:
- "2.47 Aviation, at present, is a relatively small contributor to domestic UK GHG emissions. Its proportional contribution is expected to increase significantly as other sectors decarbonise more quickly."*
- "2.49 Airport expansion is a core part of boosting our global connectivity and levelling up across the UK. The Government takes seriously its commitments on the environment and the expansion of any airport must always be within the UK's environmental obligations."*
- "2.51 Given their global nature and the absence of any international agreement on how to assign international aviation emissions to individual states, action at an international level is the Government's preferred approach for addressing aviation's international carbon emissions."*
- "2.52 The UK is already a respected and influential member of the UN International Civil Aviation Organisation (ICAO). The UK has been instrumental in securing many important environmental agreements including the 2016 Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) agreement – the first worldwide scheme to address CO<sub>2</sub> emissions in any single sector – and the CO<sub>2</sub> standard."*
- "2.53 ICAO has defined a basket of measures designed to achieve its medium-term goal of carbon neutral growth for the sector from 2020 (CNG2020). This consists of more efficient aircraft technologies as incentivised by the CO<sub>2</sub> standard, operational improvements such as more efficient flight procedures, the development and use of sustainable alternative fuels and market-based measures like CORSIA."*
- "2.54 Under CORSIA, qualifying aeroplane operators are required to offset the growth in international aviation CO<sub>2</sub> emissions covered by the scheme above average 2019 and 2020 levels. At present, 82 states (including the UK) have volunteered to join CORSIA from the start in 2021, representing over 75% of international aviation activity. From 2027 to 2035, the scheme will become mandatory, meaning that over the entire lifecycle of the scheme (2021 to 2035), it is estimated that approximately 2.5Gt of CO<sub>2</sub> will be offset. Since 2012, the aviation sector has been part of the EU Emissions Trading System (ETS). According to the European Commission, this has contributed to reducing Europe's carbon footprint by more than 17MtCO<sub>2e</sub> per year. The UK*

<sup>214</sup> Department for Transport: Decarbonising Transport: Setting the Challenge (2020). Available [online] at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/932122/decarbonising-transport-setting-the-challenge.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/932122/decarbonising-transport-setting-the-challenge.pdf) [Accessed 23 November 2020].

*committed in its 2017 Clean Growth Strategy that its future approach would be at least as ambitious as the EU ETS and provide a smooth transition for relevant sectors."*

### National Planning Policy Framework

10.3.3 The National Planning Policy Framework (NPPF)<sup>215</sup> was introduced in March 2012 and updated in February 2019. The NPPF brings the Governments' planning policies for England into a single document and describes how it expects these to be applied. The purpose of the planning system is to contribute to the achievement of sustainable development.

10.3.4 Transport elements of the document are covered in Chapter 9 – Promoting Sustainable transport. The NPPF states in paragraph 111:

*"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

10.3.5 In paragraph 102 of Chapter 9, the NPPF states that:

*"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- ▶ *the potential impacts of development on transport networks can be addressed;*
- ▶ *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- ▶ *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- ▶ *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- ▶ *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

10.3.6 The NPPF, in paragraph 104, recognises that planning policies should:

*"Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*

- ▶ *Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- ▶ *Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*
- ▶ *Provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);*

<sup>215</sup> Ministry of Housing, Communities & Local Government (2019). National Planning Policy Framework, [online]. Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/779764/NPPF\\_Feb\\_2019\\_web.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779764/NPPF_Feb_2019_web.pdf) [Checked March 2019].

- ▶ *Provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and*
- ▶ *Recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government’s General Aviation Strategy.”*

10.3.7 Paragraph 108 states that:

*“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- ▶ *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- ▶ *safe and suitable access to the site can be achieved for all users; and*
- ▶ *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

10.3.8 Paragraph 109 states that:

*“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

10.3.9 In paragraph 110, the NPPF states that in assessing sites for development, consideration should be given to the promotion of sustainable transport modes, safe and suitable access routes by all transport modes, and mitigation of any potentially significant impacts on the transport network. Applications for development should:

*“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

- ▶ *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- ▶ *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- ▶ *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- ▶ *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

## National Planning Practice Guidance

10.3.10 The National Planning Practice Guidance (NPPG)<sup>216</sup> web-based resource related to Travel Plans, Transport Assessments, and Statements was launched in March 2014. Together with the NPPF, these documents set out the Government's overall planning policy framework. With specific regard to transport assessment, the NPPG includes a section on travel plans, transport assessment and statements in decision making.

10.3.11 The NPPG gives details on what travel plans, transport assessments and statements are, how they are related, why they are important, and when they need to be undertaken. In relation to a transport assessment specifically, the NPPG states:

*"In determining whether a Transport Assessment or Statement will be needed for a proposed development, local planning authorities should take into account the following considerations:*

- ▶ *The Transport Assessment and Statement policies (if any) of the Local Plan; the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Transport Assessment or Statement);*
- ▶ *Existing intensity of transport use and the availability of public transport;*
- ▶ *Proximity to nearby environmental designations or sensitive areas;*
- ▶ *Impact on other priorities/strategies (such as promoting walking and cycling);*
- ▶ *The cumulative impacts of multiple developments within a particular area; and*
- ▶ *Whether there are particular types of impacts around which to focus the Transport Assessment or Statement (e.g. assessing traffic generated at peak times)."*

## Aviation 2050: The Future of UK Aviation – Green Paper

10.3.12 As part of the Governments long term development of an Aviation Strategy to 2050, the 'Aviation 2050: The Future of UK Aviation' document<sup>217</sup> focuses on updating objectives following feedback received on their relevance and priority. The document aims to help deliver "a safe, secure and sustainable aviation sector that meets the needs of consumers and of a global, outward-looking Britain".

10.3.13 The objectives are to:

- help the aviation industry work for its customers;
- ensure a safe and secure way to travel;
- build a global and connected Britain;
- encourage competitive markets;
- support growth while tackling environmental impacts; and
- develop innovation, technology, and skills.

10.3.14 This was a consultation document; a consultation response was issued in October 2019.

<sup>216</sup> Ministry of Housing, Communities & Local Government (2014). Planning Practice Guidance. Available [online] at: <https://www.gov.uk/government/collections/planning-practice-guidance> [Accessed 23 November 2020].

<sup>217</sup> Committee on Climate Change. (2009). Meeting the UK aviation target – options for reducing emissions to 2050. [online]. Available at: <https://www.theccc.org.uk/wp-content/uploads/2009/12/CCC-Meeting-the-UK-Aviation-target-2009.pdf> [Accessed 21 October 2020].

## Aviation 2050: The Future of UK Aviation – Consultation Response

- 10.3.15 After the document *Aviation 2050- The future of UK aviation* closed its consultation on 11 April 2019, a response document was issued by the Government in October 2019.
- 10.3.16 Based on the consultation responses, the Government, in paragraphs 15 - 22 of the response document, recognises that:
- ▶ *“there is an immediate challenge in the south of the UK to coordinate multiple airspace changes across different airports in order to modernise our highly congested airspace. Multiple airports across the South East, as well as NERL, are therefore preparing to bring forward the Future Airspace Strategy Implementation- South (FASI-South) Programme of airspace changes in the next few years.*
  - ▶ *NERL have been commissioned by the DfT and the CAA, as co-sponsors of airspace modernisation, to create an Airspace Change Organising Group(ACOG) that will initially coordinate the FASI-South Programme. ACOG will also take on the coordination role for the FASI-North Programme in December 2019.*
  - ▶ *ACOG will support NERL in creating a single coordinated implementation plan for airspace changes in the South of the UK (masterplan for short). The CAA intends to add NERL’s role in creating a masterplan and in establishing and maintaining ACOG as a condition in their en-route licence, as part of Reference Period 3.*
  - ▶ *The purpose of the masterplan is to set out where airspace change could be taken forward to provide benefits, to consider potential conflicts, trade-offs and interdependencies, and set out a preferred implementation plan. It will not include detail of individual airspace designs or solutions.*
  - ▶ *The masterplan will identify where airspace changes are needed to deliver safety, capacity, noise reduction, improvements to air quality, fuel efficiency, and improved access to airspace for GA or the military, or to introduce new technology. The development of the masterplan will be an iterative process.*
  - ▶ *While the current masterplan being developed will include changes required in the south, in future, the masterplan will be extended to cover the north of the UK.*
  - ▶ *The government’s intention is to use the proposed powers solely for ACPs that will deliver the CAA’s strategy and plan under Air Navigation Direction 3(e). Initially, the way that the government plans to do this, is through only using the powers in respect of ACPs that have been identified as part of the airspace change masterplan (which, once accepted by the co-sponsors CAA and DfT, will be one part of the CAA’s overarching strategy and plan).*
  - ▶ *This means that the legislation will allow the government to use the powers to progress ACPs that were not in the masterplan, but were necessary to deliver the CAA’s broader strategy and plan if it wished to do so in the future. If it decided to do so, it would make this clear.”*
- 10.3.17 Next steps to implement the new policy are stated in paragraphs 27 and 28 of the consultation response, as follows:
- ▶ *“The government intends to introduce the policy in primary legislation. Aviation, including airspace, is a reserved matter and the proposed policy will apply to the whole of the UK.*
  - ▶ *The CAA will develop guidance on how they would monitor the progress of the ACPs within the masterplan and therefore the basis of any advice to use the powers. This will include setting out the process that the CAA’s oversight team will take before recommending the use of the powers.”*

## Airports National Policy Statement

- 10.3.18 The Airports National Policy Statement (ANPS)<sup>218</sup> was published by the Government in 2018 to provide the Secretary of State with the primary basis to make decisions on any development consent application for a new runway at Heathrow Airport. In the context of this proposal, it is noted that the ANPS states also that the document would be a “*relevant consideration in respect of applications for new runway capacity and other airport infrastructure in London and the South East of England*”, and therefore, potentially, to the Proposed Scheme at Luton Airport.
- 10.3.19 The landmark Appeal Court decision R (on the application of Plan B Earth and others) v Secretary of State for Transport [2020] EWCA Civ 214 of 27 February 2020 declared that government policy in relation to the expansion of Heathrow Airport was unlawful. This decision has now been overturned by the Supreme Court.
- 10.3.20 In any event, given the policy scope of the ANPS (in respect of ‘runway capacity and other airport infrastructure’), the Statement is a material consideration in the determination of this planning application as the proposed measures to increase Luton Airport’s passenger throughput.
- 10.3.21 The Government’s current position with regard to the UK’s international obligations in respect of aviation emissions is set out in the DTP. Following the publication of the Aviation 2050 green paper in December 2018, the Government is currently preparing its Aviation Strategy to support the industry in delivering improvements for passengers and the environment. The Strategy (see below) will be aimed at achieving a safe, secure, and sustainable aviation sector that meets the needs of consumers at a global level.

## Beyond the Horizon – the future of UK aviation: Making best use of existing runways

- 10.3.22 The Airport Commission’s Final Report<sup>219</sup> recognised the need for an additional runway in the South East by 2030, but it also noted that there would be a need for other airports to make more intensive use of their existing infrastructure.
- 10.3.23 On 24th October 2017, the Department for Transport (DfT) released its latest aviation forecasts. These are the first since 2013. The updated forecasts reflect the accelerated growth experienced in recent years, and that demand was 9% higher in London in 2016 than the Airports Commission Forecast. This has put pressure on existing infrastructure by airports over the past decade, and highlights that the government has a clear issue to address.
- 10.3.24 The Aviation Strategy calls for evidence set out that government agrees with the Airport Commission’s recommendation and was minded to be supportive of all airports who wish to make best use of their existing runways, including those in the South East, subject to environmental issues being addressed.
- 10.3.25 The consultation document “*The future of UK aviation: making best use of existing runways*”<sup>220</sup> sets out that airport expansions under 10 million passengers per annum (mppa) should be considered at a Local Planning Authority level and take into account that the overall approach to reducing aviation GHG emissions from the UK is a matter to be tackled at a national level through the

<sup>218</sup> Department for Transport (2018). Aviation National Policy Statement. [online]. Available [online] at: <https://www.gov.uk/government/publications/airports-national-policy-statement> [Accessed 23 November 2020].

<sup>219</sup> The Airports Commission: Airports Commission: Final Report (2015). Available [online] at: <https://www.gov.uk/government/publications/airports-commission-final-report> [Accessed 23 November 2020].

<sup>220</sup> HM Government (2018). Beyond the horizon: The future of UK aviation. Making best use of existing runways. [online]. Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/714069/making-best-use-of-existing-runways.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/714069/making-best-use-of-existing-runways.pdf) [Accessed 21 October 2020].

forthcoming Aviation Strategy<sup>218</sup> which will be considered as part of the Net Zero Aviation Consultation due in Autumn 2020.

### Aviation Policy Framework

- 10.3.26 The Aviation Policy Framework (APF)<sup>221</sup> was published in March 2013 and fully replaced the 2003 Air Transport White Paper as Government policy on aviation. The framework outlines objectives and principles to guide plans and decisions on airport developments, bringing together many related and discreet policies, some of which are ‘in train’ – for example, the work being carried out to deliver the ANPS<sup>218</sup>. By defining the Government’s objectives and policies on the impacts of aviation, the APF sets out the framework within which decisions on aviation ought to be made to deliver a balanced approach to securing the benefits of aviation and to support economic growth.
- 10.3.27 The APF states that the “*Government wants to see the best use of existing airport capacity*” and that in the short-term, a key priority for Government is to continue to work with the aviation industry and other stakeholders to make better use of existing runways at all UK airports to improve performance, resilience, and the passenger experience.
- 10.3.28 In Section 5 (planning) the APF sets out that all proposals for airport development must be accompanied by clear surface access proposals which demonstrate how the airport will ensure easy and reliable access for passengers, increase the use of public transport by passengers to access the airport, and minimise congestion and other local impacts.

### Development Plan policies

#### Luton Borough Council’s Climate Action Plan Support

- 10.3.29 This LBC Climate Action Plan Support document<sup>222</sup> was published in January 2020 and aims to provide an evidence base to inform the Council’s Climate Action Plan. Its objectives are:
- to better understand:
    - ▶ the borough’s carbon footprint using a location-based accounting approach;
    - ▶ use this information to determine the proportion of emissions that can be influenced locally without the action of regional or national actors; and
    - ▶ gaps in data where further work is needed.
  - to aid LBC in the following areas:
    - ▶ providing a more informed evidence base for future action plan development which also serves to inform and direct existing local projects; and
    - ▶ to encourage confidence in the mandate for climate action, thus facilitating the establishment of a robust local strategy which can deliver objectives over a long term cycle.
- 10.3.30 Section 6 of this document addresses the London Luton Airport Emissions, which represent a significant proportion of the borough’s overall emissions. The document states:

<sup>221</sup> Department for Transport (2013). Aviation Policy Framework. Available [online] at: <https://www.gov.uk/government/publications/aviation-policy-framework> [Accessed 23 November 2020].

<sup>222</sup> Luton Borough Council/Anthesis (2020). Climate Action Plan Support. Available [online] at [https://www.anthesisgroup.com/wp-content/uploads/2020/03/Luton-Climate-Action-Plan-Support\\_FINAL\\_v2.pdf](https://www.anthesisgroup.com/wp-content/uploads/2020/03/Luton-Climate-Action-Plan-Support_FINAL_v2.pdf) [Accessed 23 November 2020].

*"it will be vital for the council to work closely with the airport and associated businesses to manage and reduce the environmental impacts of the airport's operations, passenger activity and flights."*

10.3.31

The document, in chapter 6, sets out the following recommendations regarding emissions:

- ▶ *"Emissions from flights are a significant source of emissions, and if aviation emissions continue to increase as currently modelled by National Government, the airline sector will reduce the available carbon budget for Luton borough (assuming aircraft technology and efficiency remains at today's levels). As mentioned in the previous sections of this report, this finite budget is already diminishing and will require significant investment and action from all stakeholders to keep within.*
- ▶ *The majority of flights taken from Luton Airport are for leisure rather than business, suggesting that the council could look at engaging with leisure travel passengers to consider alternative low carbon options. The Citizen's Assembly could provide a good forum for engagement with the public on this topic to help highlight the impact of aviation.*
- ▶ *There is a significant contribution to emissions as a result of transport to and from the airport. This will be a key opportunity for Luton Borough Council to influence activities of Luton Airport passengers. It is anticipated that the opening of the Luton Direct Air Rail Transit (DART) will help to reduce the number of passengers arriving and leaving the airport by private vehicle, however a strong community engagement plan will be needed to support this to encourage more uptake of public transport by airport staff and passengers.*
- ▶ *67% of Luton Airport passengers arrive at the airport in private vehicles. In order to reduce emissions from surface transport, it will be imperative that passengers have access to affordable, regular public transport options to shift away from current high levels of private vehicle use. Infrastructure capacity improvements to support the growth in electric vehicles will also be a key enabler for emissions reduction.*
- ▶ *Less than 2% (approx.) of Luton Airport passengers surveyed by the Civil Aviation Authority (CAA) in 2018 were Luton borough residents, demonstrating that the boundary of emissions associated with the airport stretches beyond the borough boundaries.*
- ▶ *Luton Airport and several of the key airline companies situated in Luton are engaged through the Sustainable Aviation membership network to apply a framework for managing air quality, emissions, noise and clean technology in the aviation industry. This collaboration platform will be critical in ensuring the operations and activities of the associated businesses are considered in alignment and all stakeholders are involved in the commitment to reduce their impacts.*
- ▶ *Luton Borough Council has the ability to use its powers to convene key aviation businesses in the Luton area to encourage shared learning.*
- ▶ *Luton Airport reports that emissions from the airport's operations have decreased by 40% since 2015 as a result of efficiency measures put in place. There is scope to continue these reductions.*
- ▶ *Luton Airport participates in the Airport Carbon Accreditation Programme and has achieved the Mapping accreditation for measuring and reporting on their direct and indirect emissions. The next steps for the scheme are to provide evidence of carbon management and reduction measures, measure third party emissions and aim for carbon neutrality by offsetting the remaining direct and indirect emissions."*

### Luton Local Plan: 2011 - 2031

- 10.3.32 The Luton Local Plan 2011 – 2031<sup>223</sup> was published in November 2017 and sets out policies, development allocations and actions for the area up to 2031. The LLP went through a public consultation between July 2016 and January 2017 to ensure the document suitably addressed issues on economic growth, social needs and environmental impacts.
- 10.3.33 The LLP sets out a series of 11 Strategic Objectives. Most notably, within the context of this development:
- “To retain and enhance Luton’s important sub-regional role as a place for economic growth and opportunity including the safeguarding of London Luton Airport’s existing operations and to support its sustainable growth over the Plan period based on its strategic importance.”*
- 10.3.34 As part of the spatial strategy, policy LLP6 sets out the London Luton Airport Strategic Allocation. This gives policy and guidance on airport safeguarding, airport expansion, airport-related car parking, and design and drainage.
- 10.3.35 As part of the sustainable transport strategy, policy LLP31 integrates the Luton Local Transport Plan 2011 – 2026 which aims to *“ensure that an integrated, safe, accessible, and more sustainable transport system supports the economic regeneration and prosperity of the town.”*

### Luton Local Transport Plan 3: 2011 – 2026

- 10.3.36 The Luton Local Transport Plan 3 (2011 – 2026)<sup>224</sup> was produced in March 2011 and states the following:
- “Our new transport strategy will help us to address local priorities, such as helping to improve the economic, social and environmental well-being of the local community and helping to improve health and reduce inequalities. It updates the policies contained within the Luton, Dunstable and Houghton Regis Local Transport Plan 2006 - 2011 published jointly by the Borough Council and the then Bedfordshire County Council and South Bedfordshire District Council, which were respectively the highway and planning authorities for Dunstable and Houghton Regis.*
- Government guidance recommends that Local Transport Plans demonstrate the relationship with the wider local policy context, in particular spatial planning elements defined through the LDF and those wider community aspirations detailed within the Sustainable Community Strategy.*
- Luton’s LTP3 has been influenced by these wider local priorities and will show how transport will play a role in their achievement. In particular, transport can:*
- ▶ *Support economic growth by improving transport connections and journey reliability, making Luton more attractive for businesses*
  - ▶ *Protect the environment by promoting less environmentally damaging ways of travelling*
  - ▶ *Help make communities safer by reducing the number and severity of road traffic casualties*
  - ▶ *Promote health by enabling people to walk or cycle more, and by reducing air pollution*

<sup>223</sup> Luton Borough Council. (2017). Luton Local Plan (2011 – 2031). Available [online] at: <https://www.luton.gov.uk/Environment/Lists/LutonDocuments/PDF/Local%20Plan/adoption/Luton-Local-Plan-2011-2031-November-2017.pdf> [Accessed 23 November 2020].

<sup>224</sup> Luton Borough Council (2011). Luton Local Transport Plan 3: 2011 – 2026. Available [online] at: [https://m.luton.gov.uk/Page/Show/Transport\\_and\\_streets/Transport\\_planning/Local%20transport%20plan/Pages/Local%20Transport%20Plan%203%202011-2026.aspx?redirectToMobile=True](https://m.luton.gov.uk/Page/Show/Transport_and_streets/Transport_planning/Local%20transport%20plan/Pages/Local%20Transport%20Plan%203%202011-2026.aspx?redirectToMobile=True) [Accessed 23 November 2020].

- ▶ *Support vulnerable people and reduce inequalities by improving and ensuring equitable access to key services.”*

## Other Relevant Documents

### London Luton Airport - Surface Access Strategy: 2018 – 2022

10.3.37 The first ASAS was published in 2000 and has since been amended and updated. The most recent revision covers 2018 – 2022<sup>213</sup>. The purpose of the ASAS is:

*“To efficiently manage surface access to and from the airport in order to help minimise adverse impacts on the local community and environment, to promote and encourage sustainable surface transport and to help improve access to and from the airport for passengers, employees and service providers.”*

10.3.38 The ASAS sets out an Action Plan which aims to reduce Single Occupancy Vehicle (SOV) car use through improvements to sustainable travel modes. The objectives on the Action Plan are:

- to promote and encourage sustainable transport options for employees and passengers; and
- to reduce the impact of surface access to the airport on the local community.

### Central Bedfordshire Local - Local Transport Plan 3 2011 – 2026

10.3.39 The vision of the Central Bedfordshire Local Transport Plan 3 (LTP) for 2011 – 2026<sup>225</sup> is to:

*“Globally connected, delivering sustainable growth to ensure a green, prosperous and ambitious place for the benefit of all by creating an integrated transport system that is safe, sustainable and accessible.”*

10.3.40 The LTP identifies ‘areas of intervention’ that the local authority will seek to deliver. These areas are small-scale schemes with relatively easy implementation plans. Areas include:

- land use planning e.g. embedded sustainable transport provision;
- smarter choices e.g. integrated electronic ticketing;
- infrastructure and service provision e.g. pedestrian and bus stop improvements;
- network management e.g. signage, ITS; and
- demand management e.g. park and ride, freight terminals.

10.3.41 The LTP also addresses major schemes that are to be delivered as part of the Core Strategy. One of the relevant schemes is the M1 Junction 10A improvements which aims to:

*“Construct a grade separated junction at M1 Junction 10A will improve access to Luton, Luton London Airport and surrounding villages, it is being promoted jointly by Luton Borough Council (LBC) and Central Bedfordshire Council with LBC as lead authority.”*

<sup>225</sup> Central Bedfordshire Council (2011). Local Transport Plan 3. Available [online] at: [https://www.centralbedfordshire.gov.uk/info/55/transport\\_roads\\_and\\_parking/596/transport\\_strategy](https://www.centralbedfordshire.gov.uk/info/55/transport_roads_and_parking/596/transport_strategy) [Accessed 23 November 2020].

## Hertfordshire Local Transport Plan 4: 2018 – 2031

- 10.3.42 The Hertfordshire Local Transport Plan 4<sup>226</sup> for 2018 – 2031 was published last year and sets out Hertfordshire’s future vision for the county up until 2031.
- 10.3.43 The Hertfordshire Local Transport Plan 4 highlights a transition away from car-based investment and capacity optimisation due to financial, environmental, and societal costs. It also highlights a strong move towards technology focused travel, specifically focusing on the challenges and opportunities technological development can play in the future of transport planning.
- 10.3.44 The LTP aims to deliver “*nine transport objectives which contribute strongly to the Place, Prosperity and People.*” These objectives subsequently relate to a series of more specific policies and schemes.
- 10.3.45 Within the context of this transport assessment, policy 11 addresses access to airports as follows:
- “The county council, working in partnership with neighbouring local authorities and airport operators, will seek improvements to surface access to Luton and Stansted Airports, and promote and where possible facilitate a modal shift of both airport passengers and employees towards sustainable modes of transport.”*
- 10.3.46 Specifically, in relation Luton Airport, it states:
- “The county council will work with relevant stakeholders as part of the Thameslink programme. This is a key element of plans to increase rail travel to London Luton Airport from Hertfordshire and beyond, in conjunction with the airport light rail link proposal. This includes lobbying for longer trains on the Midland Main Line and more frequent, faster services to Luton Airport Parkway, as well as improved and easier ticketing arrangements.”*

## 10.4 Data gathering methodology

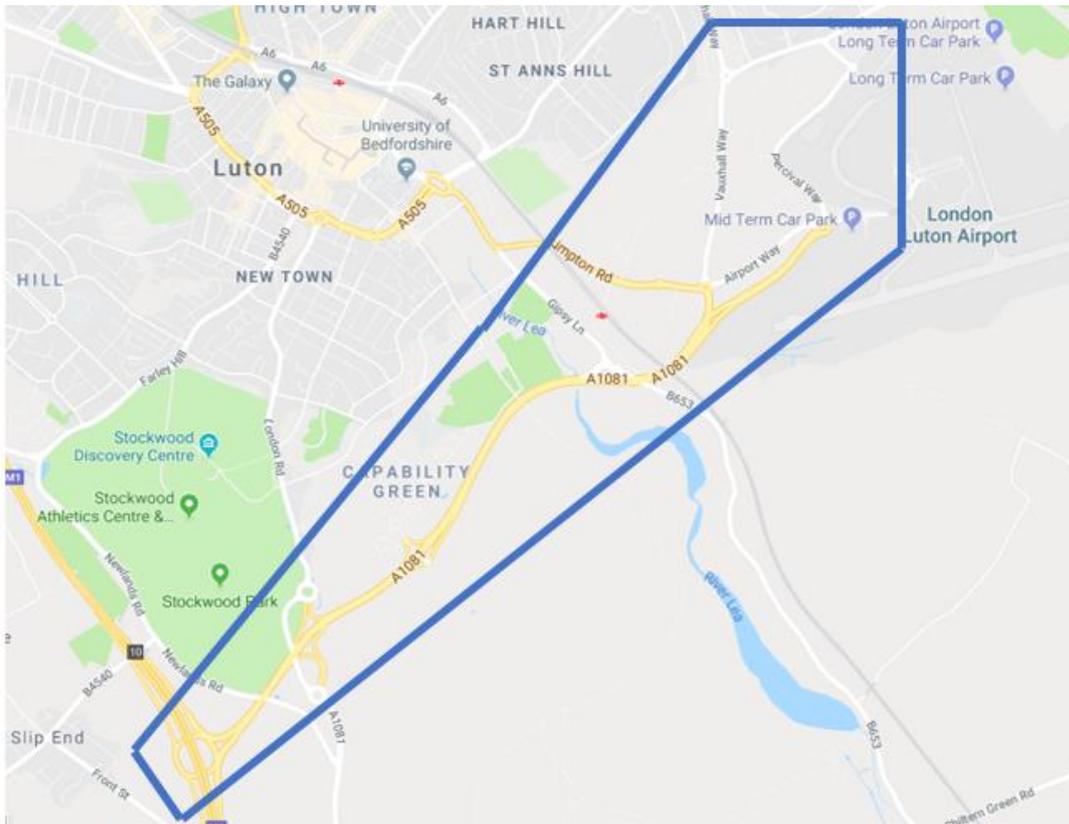
- 10.4.1 The baseline data for the passenger and staff demand analysis, included in the TA, was provided by York Aviation, and consisted of near actual 2019 18 mppa, and forecast 19 mppa aircraft schedules. This data was then combined with modal splits obtained from CAA related passenger data and a Staff Travel Survey conducted by Systra on behalf of LLAOL in 2019. 18 mppa (2019) and 19 mppa (2024) scenarios were produced by ARUP, allowing this assessment to compare and determine whether the increase in traffic volumes resulting from the increase in passenger numbers was significant.
- 10.4.2 Targets and the Action Plan, included in the TP, were obtained from the existing ASAS<sup>213</sup> and were reviewed against the 2019 passenger data and 2019 LLA Staff Travel Survey.
- 10.4.3 Information included in the CPMP of existing available parking was obtained from LLA as well as the ASAS.

### Study area

- 10.4.4 A plan showing the extent of the highways impacts study area is shown in **Figure 10.1**. This has been agreed with LBC and Highways England.

<sup>226</sup> Hertfordshire County Council (2018). Hertfordshire’s Local Transport Plan 2018 – 2031. Available [online] at: <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/ltp4-local-transport-plan-4-complete.pdf> [Accessed 23 November 2020].

Figure 10.1 Study area



- 10.4.5 Access into the Site by road can be gained via Airport Way and Airport Approach Road. These roads pass by the Short-Term Car Park, Mid-Term Car Parks, Holiday Inn, the Ibis, and directly into the Central Terminal Area which has associated public transport facilities, drop-off/pick-up zones, taxi bays, and Priority Parking.

### Desk study

- 10.4.6 A summary of the organisations that have supplied data, together with the nature of that data is as follows:

- Luton Airport:
  - ▶ targets and action plan for 2022 in ASAS; and
  - ▶ available car park information.
- York Aviation:
  - ▶ 2019 actual passenger data; and
  - ▶ 2024 passenger and staff forecast data.
- Civil Aviation Authority (CAA):
  - ▶ 2019 passenger modal share data.
- Systra:
  - ▶ 2019 staff modal share data.

## Survey work

- 10.4.7 No survey work was carried out for the transport analysis as all information had already been recorded and collected in 2019 by various organisations, as explained in the previous section.

## 10.5 Overall baseline

### Current baseline

- 10.5.1 Based on information published in the 2019 CAA data, between 2015 and 2019 Luton Airport saw the highest growth in annual aircraft movements against other major London Airports (Gatwick, Heathrow, London City, and Stansted). Total annual passengers increased from 12.3 mppa in 2015 to 18.2 mppa in 2019, an increase of 49%.
- 10.5.2 According to the 2019 CAA data, 39.8% of passengers used private cars/rental cars as their main travel mode to the Airport, whilst 16.4% used taxi/minibus, 22.3% used bus/coach, 21.2% used rail, and 0.1% used the Tube/Metro/Subway or Tram.
- 10.5.3 A Staff Travel Survey (STS) was conducted by Systra on behalf of LLAOL in 2019. The survey gathered 781 responses from the approximate 8,400 employees at the time; a 9.3% response rate. The survey was conducted between January and February 2019. The survey showed that 59.4% of staff drive alone as their main form of transport to work, followed by 23.6% by public transport, 7.9% by multi-occupancy car trips, and 7.5% by active modes such as walking and cycling.
- 10.5.4 The latest targets set in the ASAS show that the airport has already met its key primary sustainable transport targets that were originally set for 2022 in 2019, 3 years ahead of schedule.
- 10.5.5 Currently there are 8,516 spaces of parking available, which is deemed appropriate for the existing traffic volumes.
- 10.5.6 A detailed review of the overall baseline can be found in the Transport Assessment submitted with this application. The following chapters of the Transport Assessment are most relevant:
- Chapter 4. Existing Sustainable Transport Network;
  - Chapter 5. Road Access and Car Parking Facilities;
  - Chapter 6. Existing Road Demand; and
  - Chapter 9. 2019 Airport Travel Demand.

### Future baseline

- 10.5.7 Current forecasts indicate that passenger demand will reach 19 mppa in 2024, taking into consideration the impact of COVID-19 on passenger demand (see **Section 2.2**).
- 10.5.8 Current and forecasted passenger and staff numbers were provided to ARUP by York Aviation, who then carried out actual flow comparison by generating flows for 18 mppa (2019) and 19 mppa (2024) to establish increases in flow between 18 mppa actual and 19 mppa forecast.
- 10.5.9 A detailed review of the future baseline is set out in the Transport Assessment, Chapter 10 2024 Future Airport Travel Demand.

## 10.6 Consultation

- 10.6.1 The scope of the analysis and all related documents (TA, TP, and CPMP) was consulted and agreed by LBC and Highways England.
- 10.6.2 LLA was consulted in the review of the targets set in the ASAS and the updated targets set for 2024 resulting from the estimated forecasts for a 19 mppa scenario. The term 'target' is used in the sense of a statement that contains a measurement of the Travel Plan objectives and is a measure of outcomes achieved by the Travel Plan. The targets were set based on a review of the pre-existing targets set out for 2016, 2019 and 2022, as well as actual target results for staff and passengers in 2016 and 2019.
- 10.6.3 **Table 10.1** provides an overview of transport issues that were raised during the non-statutory consultation, identifies how the EIA has had regard to those issues, and where further information can be found in this chapter.

Table 10.1 Summary of issues raised during non-statutory consultation regarding transport

Issue raised	Consultee(s)	Response and how considered in this chapter	Section Ref
<b>A number of respondents shared comments about the environmental effects and impacts of the Proposed Scheme on local road and rail transport networks, overcrowding and traffic congestion.</b>	Various	This transport assessment has identified the likely significant effects arising from the proposed increase of the passenger throughput cap to 19 mppa. It is the operational changes arising from this condition that generate the additional surface access movements from a variety of transport modes. It also demonstrates how the existing transport infrastructure would be able to deal with the additional passenger numbers. Additional information is presented in both the Travel Plan, and Transport Assessment which accompany the Section 73 Application.	<b>Section 10.9</b>

## 10.7 Scope of the assessment

### Spatial scope

- 10.7.1 The spatial scope of the assessment of the effects on the transport network covers the area shown in **Figure 10.1**. More specifically it varied depending on the mode of transport as explained in the following paragraphs.
- 10.7.2 With regards to the highway network spatial scope, Luton Airport has good connections to the existing strategic network. The A505 connects the Central Terminal Area (CTA) with the A1081, which provides a direct route to the M1 Junction 10 to the south-west, approximately 4 km from the Site. The A505 additionally extends to the east and into Luton Town Centre and beyond to the M1 Junction 11.
- 10.7.3 The rail network spatial scope focused on the nearest railway station to the airport, Luton Airport Parkway Railway Station, situated 1.6 km to the south-west of the Site.
- 10.7.4 The bus/coach network spatial scope focused on both Luton Airport and Luton Airport Parkway Bus Station. All services provided to both areas were included in the transport analysis.
- 10.7.5 Even though cycle use by passengers to the airport is not usually feasible, it was identified as a viable option for staff residing in nearby areas or as part of a multi-modal journey. As such, the cycle network spatial scope includes the following infrastructure:

- located the south-west of the Site, National Cycle Route 6 (NCR6) runs off-road adjacent to Lower Harpenden Road, under the A1081, across the B653 Gipsy Lane, and adjacent to the A1081, before routing on-road along Park Street;
- on approach and exit to the Luton Parkway Rail Station, advisory on-road cycle lanes with contract surfacing are provided which connect between the rail station cycle parking and the B653 including NCR6;
- at a local level, NCR6 routes into Central Luton, Limbury, Marsh Farm, and Houghton Regis to the north, and Harpenden to the south;
- at a strategic level, the NCR6 provides a cycle connection between, Leicester, Northampton, Milton Keynes, Luton, St Albans, and Watford; and
- additional to national cycle routes, localised cycle provisions can be found along Airport Way between Holiday Inn and the A1081/A505/Percival Way roundabout in the form of a shared foot/cycleway with associated signage and road markings. On-road mandatory cycle lanes are also provided along the A1081 between the A1018/A505/Vauxhall Way roundabout and Capability Green Business Park.

## Temporal scope

- 10.7.6 The temporal scope of the assessment of effects on the transport network looks at the comparison between a base year 2019 (18 mppa) and the future forecast year 2024 (19 mppa).

## Potential receptors

- 10.7.7 Potential receptors to be affected by the increase in passenger numbers were identified by reviewing the base year and future scenarios' network performance, including all relevant modes (car, rail, bus/coach, cycling); additionally, the available existing parking facilities were assessed against the expected increase in demand.
- 10.7.8 A review of the existing ASAS and its relevant targets and action plan was used to identify the targets that had already been achieved and needed revising according to the 2024 forecasts.

## Likely significant effects

- 10.7.9 The transport network receptors that have been taken forward for assessment are summarised as follows:
- increase in private car traffic demand;
  - increase in public transport demand;
  - increase in car parking demand; and
  - 2022 ASAS targets and action plan.

## 10.8 Assessment methodology

- 10.8.1 The generic project-wide approach to the assessment methodology is set out in **Chapter 4: Approach to preparing the Environmental Assessment**, and specifically in **Sections 4.5 to 4.7**. However, whilst this has informed the approach that has been used in this transport network assessment, it is necessary to set out how this methodology has been applied and adapted as appropriate.

- 10.8.2 The TA consists of a detailed analysis of passenger and staff numbers at 18 mppa (2019) and 19 mppa (2024), both based on actual 2019 data and forecast data. The data was then combined with mode share data extracted from 2019 CAA Passenger Data and a Staff survey to estimate traffic flows and determine the impact of increasing passenger numbers.
- 10.8.3 The TP was developed by comparing the targets and action plan set out in the latest ASAS against the estimated transport demand for 19 mppa. The analysis performed for this document was translated into new objectives for 2024, and an action plan focused on encouraging the use of public transport and reducing the use of private vehicles, which will be monitored periodically.
- 10.8.4 The CPMP sets out in detail the available parking facilities at LLA, and how pricing and management will be monitored to cope with the increase to 19 mppa, while contributing further to the targets set out in the TP to reduce car use and encourage the use of public transport.

## 10.9 Assessment of future traffic demand effects

### Baseline conditions

#### Current baseline

- 10.9.1 Current forecasts indicate that passenger demand reached close to 18 mppa in October 2019. LLAOL wish to raise the passenger cap from 18 mppa to 19 mppa to ensure that the airport can continue to grow in the short- to medium-term, with 19 mppa now expected to be reached in 2024.
- 10.9.2 The 2019 airport related traffic flows (staff and passengers) were estimated by ARUP based on near actual 18 mppa aircraft schedules supplied by York Aviation. The October day applied in the assessment is a typical weekday average of aircraft movements, avoiding half terms and weekends when background road traffic could be expected to be lower. The average load factor on individual aircraft is 90%, this is similar to the summer peak to ensure any individual peaks and troughs in the day are not underestimated. A summary of the 2019 passenger and staff traffic flow is shown in **Table 10.2**.

Table 10.2 2019 airport related traffic flows

Inbound / Outbound Flow	October 2019 AM flows (18 mppa)	October 2019 PM flows (18 mppa)
Passenger bus/ coach	140	140
Passenger minicab	466	405
Passenger cars	1,264	1,097
Staff	1,355	1,246
<b>Total</b>	<b>3,225</b>	<b>2,888</b>

- 10.9.3 The airport has already met the key surface access targets on sustainable transport for 2022 stated in the ASAS for both staff and passengers. Therefore, more ambitious targets have been set in agreement with the airport in the TP that accompanies this Section 73 application.
- 10.9.4 The existing car parking facilities at the airport have been deemed appropriate by LBC for the 18 mppa scenario.

### Predicted future baseline

- 10.9.5 Currently, the COVID-19 pandemic has brought many uncertainties with regards to passenger forecasts. The airport expects passenger volumes to return to 2019 levels (18 mppa) by 2023 in a medium recovery scenario, according to a recent analysis testing several scenarios of low, medium, and high recoveries. The analysis included an assumption of passenger increase to 19 mppa by 2024 and concluded, based on industry insight, that LLA could realistically be back at 18 mppa sometime in 2023 and be growing beyond 18 mppa in 2024 (see **Section 2.2**).
- 10.9.6 The introduction of the Direct Air-Rail Transit (DART) in 2021, which was not accounted for in the future forecast, is likely to cause a reduction in the number of staff and passengers using private car mode of travel.
- 10.9.7 It should also be noted that CAA data shows a continuous increase in public transport modal share, and, as such, the volumes of car borne traffic are likely to be significantly less going forward. This is further made likely by the introduction of DART, which is expected to come into operation in 2021. The likely positive impact of the introduction of DART on further mode shift to public transport was not allowed for in the future baseline forecast and as such the assessment presented here is a robust pessimistic 'worst case' scenario.
- 10.9.8 As detailed in the Car Parking Management Plan included in the Transport Assessment, the airport's official car parks collectively have capacity for just under 10,000 car spaces which is a limited number compared to the daily passenger population at the airport. The limited car parking capacity naturally encourages passengers to travel by public transport. The car parks are priced to encourage passengers to travel by public transport. The financially competitive and convenient access by train (especially for advanced tickets) and bus would far outweigh the cost of travelling by car and the associated running and parking costs for many passengers, particularly in the context of the limited capacity at the airport. Therefore, it is expected that the airport's existing car parking facilities will be sufficient for a 19 mppa scenario in combination with controlled capacity and pricing, monitored through the ASAS and latest TP accompanying this Section 73 application.

### Predicted effects and their significance

- 10.9.9 The forecast 2024 traffic volumes resulting from the increase in passenger numbers were estimated based on actual (2019) and forecast (2024) aircraft schedules. These estimates show a worse-case minor increase in traffic flows of 3.7% in the AM peak and 3.2% in PM peak between the 2019 18 mppa and 2024 19 mppa scenarios. Based on our assessment of the network and discussions held with Highways England and LBC, it was established that this level of flow increase is unlikely to have a significant impact on the operation of the network and as such does not warrant any further detailed transport modelling analysis at this stage.
- 10.9.10 A comparison of the 2019 18 mppa flows and estimated 2024 airport related traffic flows is shown in **Table 10.3** and **Table 10.4**.

Table 10.3 Comparison of 2019 18 mppa and 2024 19 mppa forecast airport related flows for AM Peak

Inbound / Outbound Flow	2019 AM flows (18 mppa)	2024 AM flows (19 mppa)	Difference 18 mppa / 19 mppa
Passenger bus / coach	140	146	6
Passenger minicab	466	487	21
Passenger cars	1,264	1,319	55
Staff	1,355	1,393	38

<b>Total</b>	<b>3,225</b>	<b>3,345</b>	<b>121</b>
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Table 10.4 Comparison of 2019 18 mppa and 2024 19 mppa forecast airport related flows for PM Peak

Inbound / Outbound Flow	2019 PM flows (18 mppa)	2024 PM flows (19 mppa)	Difference 18 mppa / 19 mppa
Passenger bus / coach	140	146	6
Passenger minicab	405	418	13
Passenger cars	1,097	1,134	37
Staff	1,246	1,281	35
<b>Total</b>	<b>2,888</b>	<b>2,979</b>	<b>93</b>

10.9.11 It should be noted that the forecast traffic flows presented above did not account for the impact of the Travel Plan targets set out for up to 2024 forecast year. These targets were set out based on the latest statistics which show a significant reduction in private vehicle and Single Occupancy (SOV) travel by both passengers and staff and a shift to sustainable modes. It is extremely encouraging that the airport has already met its key primary sustainable transport targets that were originally set for 2022 in 2019, 3 years ahead of schedule. As such the latest results have been used to set new stretching targets and objectives focusing around three key areas: reduction in private car travel, increase in sustainable travel and a focus on reducing carbon emissions derived from surface access to the airport.

10.9.12 A summary of all set targets for 2024 and how they compare with previous targets is shown in **Table 10.5**.

Table 10.5 Summary of 2024 Targets

Target	Target 2019 (%)	Performance 2019 (%)	Target 2022 (%)	Target 2024 (%)	Impact
<b>Reduce employee single-occupancy, non-electric private car travel</b>	66	59	64	56	2019 Target met with an additional reduction of 7%, a further reduction of 3% is expected by 2024.
<b>Reduce passenger single-occupancy, non-electric private car travel</b>	49	40	43	40	2019 target met with a reduction of 9%. A target of retaining the achieved 40% by 2024 has been set. Impacts of DART are expected to come from taxis, thus, are excluded from this target.
<b>Increase employee travel by sustainable modes of transport</b>	26	31	28	33	2019 target met with an additional increase of 5%, a further 2% increase has been set as a 2024 target.

Target	Target 2019 (%)	Performance 2019 (%)	Target 2022 (%)	Target 2024 (%)	Impact
<b>Increase passenger travel by sustainable modes of transport</b>	34	43	36	47	2019 target met with an additional increase of 9%, a further increase of 4% has been set as a 2024 target.
<b>Increase employee travel by bus and coach</b>	N/A	16	11	17	An increase of 1% on the target achieved in 2019 has been set as a target for 2024.
<b>Increase passenger travel by bus and coach</b>	N/A	22	17	22	A target of retaining the target achieved in 2019 has been set for 2024.
<b>Increase employee travel by rail</b>	N/A	8	9	10	An increase of 2% on the target achieved in 2019 has been set as a target for 2024.
<b>Increase passenger travel by rail</b>	N/A	21	24	25	An increase of 4% on the target achieved in 2019 has been set as a target for 2024.
<b>Increase awareness of Cycle-to-Work scheme</b>	N/A	46	80	80	A target of achieving an 80% of staff awareness of the scheme has been set for 2024.
<b>Increase employee travel by cycle</b>	N/A	1.7	N/A	3	A target of achieving an increase up to 3% of staff travelling by cycle has been set for 2024.
<b>Increasing Car Sharing Awareness</b>	N/A	22	50	50	A target of achieving a 50% of staff awareness of the scheme has been set for 2024.
<b>Secure 12% participation in the staff travel survey</b>	12	12	12	12	A target of retaining the target achieved in 2019 has been set for 2024.
<b>Increase the number of organisations attending the Airport Travel Forum</b>	10	10	12	15	An increase of 5 additional organisations has been set for 2024.
<b>Deliver at least 2 promotional travel events per year</b>	2	2	2	4	An increase to 1 event per quarter, for a total of 4 events per year, has been set for 2024.

Target	Target 2019 (%)	Performance 2019 (%)	Target 2022 (%)	Target 2024 (%)	Impact
<b>Increase in awareness of Staff Travelcard</b>	60	60	65	65	An increase of 5% on the target achieved in 2019 has been set as a target for 2024.

- 10.9.13 A detailed analysis of the proposed measures for achieving the above presented targets is included in the Travel Plan document. LLAOL's Travel Plan Co-ordinator (under the Surface Access team) will manage the delivery of the Travel Plan. Their role will be to develop the Travel Plan measures and identify a more detailed implementation programme. The Travel Plan Coordinator is expected to increase awareness of sustainable travel options such as car sharing, public transport or cycling and its associated benefits.
- 10.9.14 The Action Plan has been produced to summarise how the elements of the Travel Plan will be implemented and the responsible parties as shown in **Table 10.6**.

Table 10.6 Travel Plan measures

Measure	Timescale (Short/Med/Long)
W1: Encourage walking to work if the staff member lives within a 30-minute walking distance.	Short
W2: Ensure that high quality and appropriate way-finding is in place to guide pedestrians to transport links and key destinations. Ensure walkways are well-lit at night to ensure safe movement throughout the site.	Short
C1: Promote safe cycling, including sale of discounted locks and safety equipment (helmets and bike lights) through local bike shops for staff.	Short
C2: Promote the Cycle+ salary sacrifice scheme for staff (offering tax-free cycle purchases)	Short
C3: Provide an ongoing delivery of cycle events, initiatives, and training, and support national events where appropriate	Short
C4: Incorporate secure cycle parking facilities within the design of all buildings within the site. Ensure cycle storage facilities are well lit, secure and offer protection from the weather.	Medium
C5: Ensure adequate provision of shower and changing facilities for staff commuting by bicycle	Medium
C6: Quarterly cycle maintenance event for staff	Short
C7: Identifying suitable commuter cycling corridors and routes to be improved in order to encourage staff to cycle to work.	Medium
PT1: Continue to promote local bus and coach travel and build upon previous attempts to promote the Luton Dunstable Busway	Short
PT2: Continue to promote the Staff Discount Travel Card	Short
PT3: Ensure clear signage and wayfinding guides public transport users to nearby bus stops and rail services and that it is of a high standard.	Short
PT5: Ensuring the provision of live travel information and timetables for staff and passengers for bus stops and train times.	Short

Measure	Timescale (Short/Med/Long)
PT6: Explore procurement options for a change from diesel/petrol to electric/hybrid shuttle vehicles on-site	Medium
PT7: Promotion and marketing of DART upon launch	Short / Medium / Long
MV1: Provide and enforce Priority Parking areas for car-clubs and car-sharing opportunities	Short
MV2: Explore procurement options for a change from diesel/petrol to electric/hybrid service vehicles on-site	Medium
MV3: Introduce controls and enforcement to prevent vehicles from idling while delivering or visiting the site.	Short
MV4: Promote taxi or ride-sharing opportunities through the use of ride-share schemes, car clubs and app-based travel	Short
MV5: Personalised travel planning sessions for staff to explore sustainable travel options	Short
MV6: New starters travel information packs on sustainable travel options, discounts, and promotions	Short
MV7: Review current provision and potential installation of additional electric charging points for passengers.	Short
EV1: Monitor usage of existing charging points for electric vehicles (currently 10 charging points available)	Short
EV2: Promote the use of electric vehicle facilities	Short
EV3: Review the potential installation of additional electric vehicle charging points depending on increasing demand.	Short
EV4: The introduction of pricing incentives (such as the "electric vehicle drop-off tariff") for EVs where appropriate without compromising the uptake of public transport and active travel.	Short

- 10.9.15 A monitoring programme will be discussed and agreed between the Travel Plan coordinator and Luton Borough Council. Continuous monitoring of the Travel Plan will assess:
- Progress against the SMART targets of the Travel Plan;
  - The need for refinements to the Travel Plan; and
  - The effectiveness of the Travel Plan for encouraging sustainable travel.
- 10.9.16 In addition to formal monitoring, the Travel Plan coordinator will monitor the various Travel Plan measures, such as:
- Levels of bus patronage at bus stops in close proximity to the site access;
  - The use of specific schemes and measures including car sharing and cycle parking facilities; and
  - Levels of participation in travel plan coordinator-led promotional events.

## 10.10 Conclusions of significance evaluation

- 10.10.1 The estimated increase in passengers from 18 mppa to 19 mppa is likely to have a very minimal impact in traffic volumes and negligible significance. With less than 4% increase in both the AM and PM peaks, it has been established with the relevant authorities that no further detailed transport modelling is needed at this stage.
- 10.10.2 CAA data shows a continuous increase in public transport modal share, and, as such, the volumes of car borne traffic are likely to be significantly less going forward. This is further made likely by the introduction of the DART, which is expected to come into operation in 2021. This is likely to result in a higher volume of rail patronage than that adopted in this analysis.
- 10.10.3 Car parking facilities available to LLAOL, in combination with controlled capacity and pricing, to be monitored through the new targets and action plan established in the latest TP, are expected to be sufficient for 19 mppa in line with 2024 forecasts.

## 10.11 Assessment of cumulative effects

- 10.11.1 As outlined in **Section 4.8**, consideration has been given to whether any of the receptors that have been taken forward for assessment in this chapter would be likely to be subject to cumulative transport effects, as a result of transport effects generated by 'other developments'. The future baseline scenarios assessed within this transport assessment have therefore taken account of the growth in traffic that could arise from other developments.
- 10.11.2 The assessment of the potential traffic impacts on the local highway network (**Section 10.9**), and discussions held with Highways England and Luton Borough Council, have established that the level of flow increase is unlikely to have a significant impact on the operation of the network. **No likely significant inter-project effects** are therefore predicted to occur from the Proposed Scheme together with 'other developments'. Similarly, **no likely significant intra-project effects** are predicted to arise from cumulative transport interactions with the environmental aspects assessed within this ES. Therefore, **no likely significant cumulative transport effects are predicted to occur**.

## 10.12 Implementation of environmental measures

- 10.12.1 No specific environmental measures have been implemented as part of the transport network analysis. However, the airport has already achieved several of the targets set in the ASAS ahead of schedule and continues to push further with new targets for 2024. These measures will encourage passengers to use public transport as an alternative to private and single occupancy vehicles.