

# Strategic Transport Forum

24<sup>th</sup> January 2020

## Agenda Item 7: Luton Airport Expansion Consultation Response

*Recommendation:*

**It is recommended that the meeting agrees, subject to any change agreed by the Forum, the response to Luton Airport's Expansion Consultation (Annex 2)**

### 1. Context

- 1.1. London Luton Airport Limited (LLAL) has set out its expansion plans to include a new terminal and plans to increase the capacity of Luton Airport. The development is a Nationally Significant Infrastructure Project under the Planning Act 2008, meaning LLAL must apply to the Secretary of State for Transport for a Development Consent Order.
- 1.2. To inform the Development Consent Order, LLAL commenced a statutory consultation on 18<sup>th</sup> October 2019. The consultation ran until 16<sup>th</sup> December 2019.
- 1.3. Given this period coincided with the UK General Election, the Strategic Transport Forum did not hold a meeting and therefore has not, until now, been able to consider LLAL's expansion proposals. As a result, EEH Business Unit submitted a holding reply in which the Programme Director set out his proposed recommendations that this Forum would then consider, with a view to this Forum agreeing the EEH response.

### 2. Expansion Proposition

- 2.1. Annex 1 provides further information about the proposed expansion of London Luton Airport.
- 2.2. In 2014, LLAL was granted planning permission for a capacity increase up to 18 million passengers per annum. The airport is expected to reach this level in 2020.
- 2.3. As a result, LLAL is applying for permission to expand to 32 million passengers per annum. This is still achievable with the existing runway capacity, meaning the expansion plans are focused on a new terminal and associated surface infrastructure.
- 2.4. A key consideration for England's Economic Heartland is the package of measures proposed to provide sustainable surface access in support of the expansion proposal.
- 2.5. LLAL is making the following objectives for their provision of surface access as part of the expansion proposition:
  - a) To increase the current passengers public transport usage from 32% to 45% as a minimum
  - b) 54% of staff commuting by public transport, cycling and walking
  - c) Funding off-site highway improvements to handle additional trips on the highway network
  - d) Extending the DART transit service (Railway Station to Airport) from Terminal 1 to the proposed Terminal 2
  - e) Building a new coach station for the proposed Terminal 2



- f) Promoting parking and traffic management measures e.g. car parking restriction to encourage use of public transport
  - g) Building new, and reconfiguring, short-stay and long-stay car parks
  - h) An addition 7,750 car parking spaces (48% increase in provision compared to a total 77% increase in passengers per annum)
  - i) Encouraging the use of electric vehicles by providing rapid charging points
- 2.6. While these proposals demonstrate an ambition for improving sustainable and active travel provision, the Forum, in determining its response to the expansion proposal, will wish to have assurance that these proposals are deliverable and that they are sufficiently ambitious given the Vision and Key Principles for the draft Transport Strategy.

### **3. Key Themes**

- 3.1. The Outline Transport Strategy, and emerging Vision and Key Principles both acknowledge the reality that realising economic potential will require investment in transport infrastructure and services. However it also sets out how innovation, together with the introduction of new operating models – consistent with the Government’s Industrial Strategy – provide the opportunity to use economic growth as a catalyst for achieving net environmental benefit and a net zero carbon pan-regional transport network by 2050.
- 3.2. In arriving at an agreed position the Forum should take into consideration the strategic ambition for the region, as well as within the context of national targets, including those in relation to de-carbonisation of the transport system.
- 3.3. It is recommended that the Forum should continue to be supportive in its approach to international connectivity within the Heartland, of which London Luton Airport is a key gateway.
- 3.4. Some may see a potential dichotomy in supporting increased capacity whilst also seeking to realise net zero carbon no later than 2050. However the importance of international connectivity in support of a successful economy cannot be overlooked. Ultimately there is a need for ongoing dialogue and a commitment to a shared endeavour, one that encourages innovation in decarbonisation of technology. And for that to sit alongside as need to work closely with LLAL to deliver the most carbon-efficient surface-level transport provision possible.
- 3.5. In this context, Forum members will want to consider the following:
- a) Luton Airport’s growth in recent years and its proposed expansion plans is benefitting the local economy directly in terms of employment opportunities and the funding generated for investment in locally provided services.
  - b) However, the implications of that expansion, including its environmental implications need to be carefully considered and appropriate measures put in place to ensure that the proposal is consistent with the wider strategic ambition for the region.
  - c) That the proposed expansion should be underpinned by a surface access strategy that puts investment and enablement of active and sustainable travel solutions at the forefront of its approach. Whilst the provision of public transport infrastructure and services largely rests in the hands of third parties, LLAL needs to actively work with those third parties to develop proposals that ensure that the share of public transport is increased so as to achieve the desired modal split.
  - d) Any proposal to increase on-site car parking should only be considered once the opportunities to improve local connectivity and public transport infrastructure and services have been fully exploited.



- e) The strategic role of rail in servicing the airport, and particularly the need for a step change in the way Midland Mainline capacity is allocated. This will become even more prominent following the delivery of East West Rail and the additional travel opportunities that effective interchange between Midland Main Line services and East West Rail will offer
  - f) The capacity of the current public transport offer between the railway station and the airport, DART.
  - g) The need for the promoter to work with service providers to identify the options available for broadening the range of destinations served by buses and coaches
- 3.6. Based on the evidence provided to date by LLAL, EEH Business Unit's advice to the Strategic Transport Forum is that we do not consider the proposal demonstrates that the package of supporting measures is sufficiently robust and deliverable in seeking to achieve these ambitions, or that they will be consistent with the policy framework of the draft Transport Strategy.
- 3.7. In addition, the expansion of the airport is likely to galvanise the wider economic benefits in the area, including New Century Park. Proposals for Century Park Access Road and A505 Vauxhall Way were included in England's Economic Heartland's first 5-year Major Road Network Investment Programme submitted to DfT in July 2019. An announcement on the funding for these two schemes is awaited. Whilst it is reasonable to plan on the basis that both schemes are delivered the promoter should set out the implications for their proposal of one or other (or indeed both) not securing funding from DfT.

#### **4. Proposed Response**

- 4.1. A draft response is set out in Annex 2 for the Forum's consideration.
- 4.2. Overall, it is recommended that the Strategic Transport Forum should support the principle of expanding Luton Airport, but that that support is conditional upon LLAL being able to demonstrate that the package of supporting measures is sufficiently robust and deliverable, as well as being consistent with the draft Transport Strategy.
- 4.3. Subject to Forum views, it is proposed that EEH Business Unit sets up a continuing dialogue with Luton Airport to ensure the principles set out in Paragraph 3 are developed further.
- 4.4. If the Forum is minded to, Luton Airport should also be invited to a future Strategic Transport Forum meeting to provide an update on how they have responded England's Economic Heartland's key priorities.

Martin Tugwell  
**Programme Director**  
**January 2020**

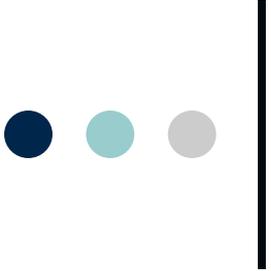


# Future Luton

## Making best use of our runway

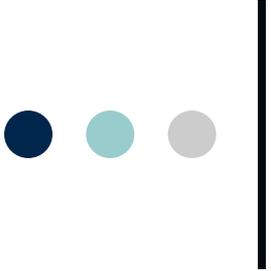
November 2019





# Objective

- Provide an insight into the proposals
- Make partners aware of a significant economic asset in the wider sub-region
- Invite the EEH Strategic Transport Forum to engage in the DCO process and respond to the consultation by 16 December



# Our vision

- To make the best use of the existing single runway to support local, regional and national economic growth
- To provide a great customer experience
- Actively manage the environmental impacts

# LTN today 1

Fifth biggest and fastest growing major UK airport

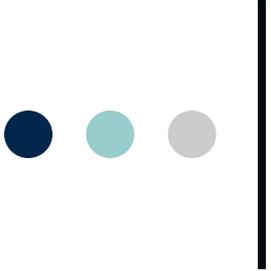
**Best located London airport**

- LTN is owned by LLAL
- LLAL is owned by Luton Council
- Airport operated by LLAOL until 2031. LLAOL is owned by Aena & AMP Capital



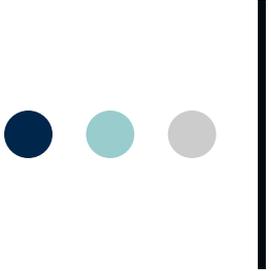
Dark grey area is within 1hr travelling to LTN  
Light grey area is within 2 hrs travelling to LTN





# LTN today 2

- LLAOL was granted planning permission in 2014 for capacity increase up to 18 mppa.
- LTN is now expected to reach its existing permitted capacity in 2020
- DfT projects airport capacity shortfall of 60 mppa by 2050. Policy to support aviation growth where impacts can be effectively managed
- LLAL is planning for the airport's long-term success

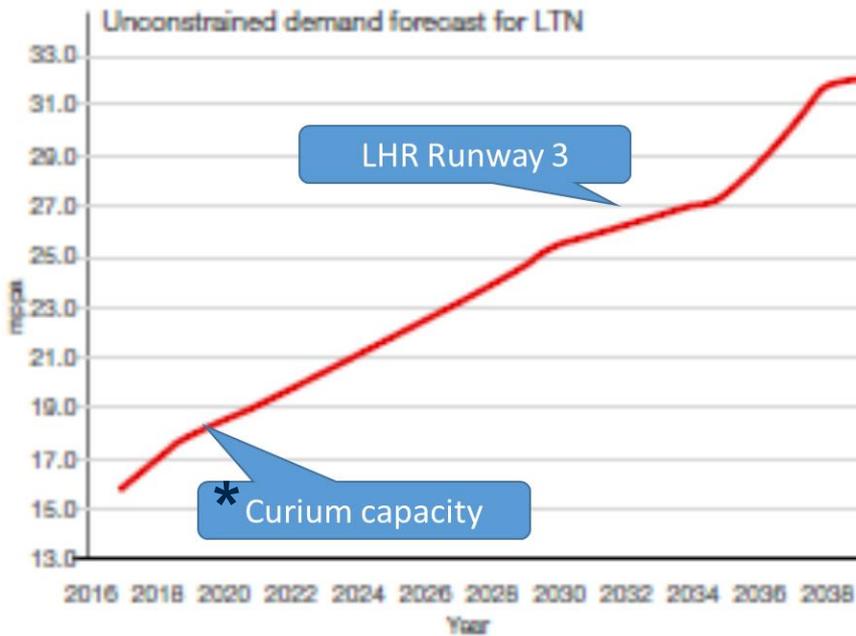


# Overview

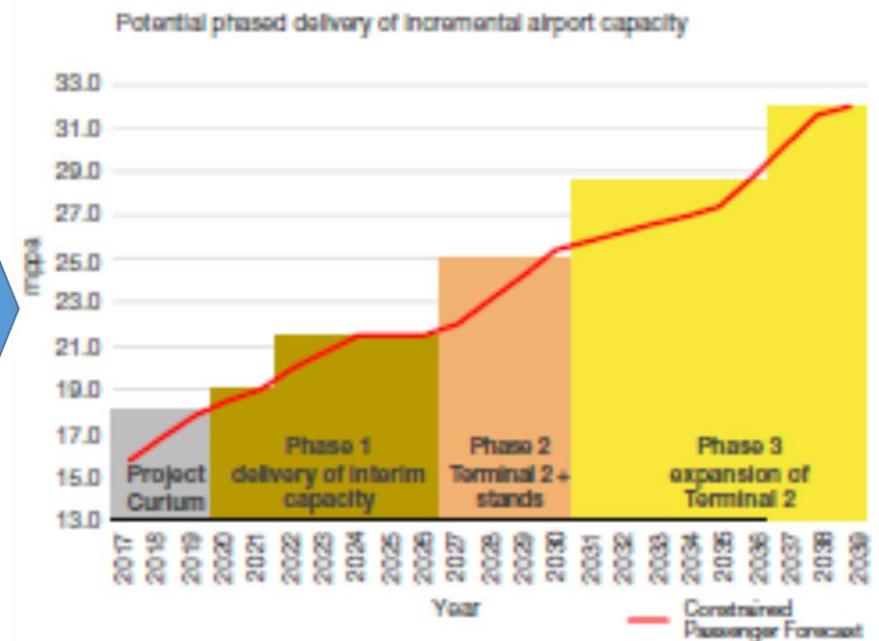
- Existing runway has been assessed to have a capacity of up 36-38 mppa (240,000 Air Traffic Movements (ATMs))
- We are applying for expansion to 32 mppa
- A Development Consent Order application to the Government is required given the type and scale of the project

# Forecast demand & phased delivery

UNCONSTRAINED DEMAND



CONSTRAINED CAPACITY



\* growth to 18 mppa which was permitted with 2014 planning application

# Phase 1 – Interim capacity 21.5 mppa



## Interim Project

- Demand will exceed capacity in the near future.
- Terminal 2 and associated facilities will not be ready before 2027.
- Interim capacity :
  - Terminal 1 Pier and adjustments
  - 3-4 stands in T1 drop off
  - 5 stands off Foxtrot
  - Replacement open space
  - Early earthworks to form development platform
  - Replacement long stay car park (temporary)
  - Staff parking at Parkway etc

# Phase 2 – Enabling 25 mppa capacity

The principal phase of development  
Opening 2027



- Terminal 2: 7mppa
- DART extension and T2 station
- 17 stands
- Parallel Taxiway, Links & Engine Ground Run Pen \*
- Replacement fire training ground
- Surface short and long stay car parks
- Offsite landscaping and ecology
- Staff MSCP at Parkway
- Fuel farm from pipeline
- Drainage Treatment Works
- Water storage & soakaway
- Century Park Access Road\*\* alignment, roads & highway improvements

\* Engine Ground Run Pen is an acoustic barrier pen on the apron where aircraft which have undergone engine maintenance must test their engines before returning to service'

\*\*CPAR is the new access road through the airport business park serving the New Century Park Development'

# Proposed expansion of airport (32 mppa)

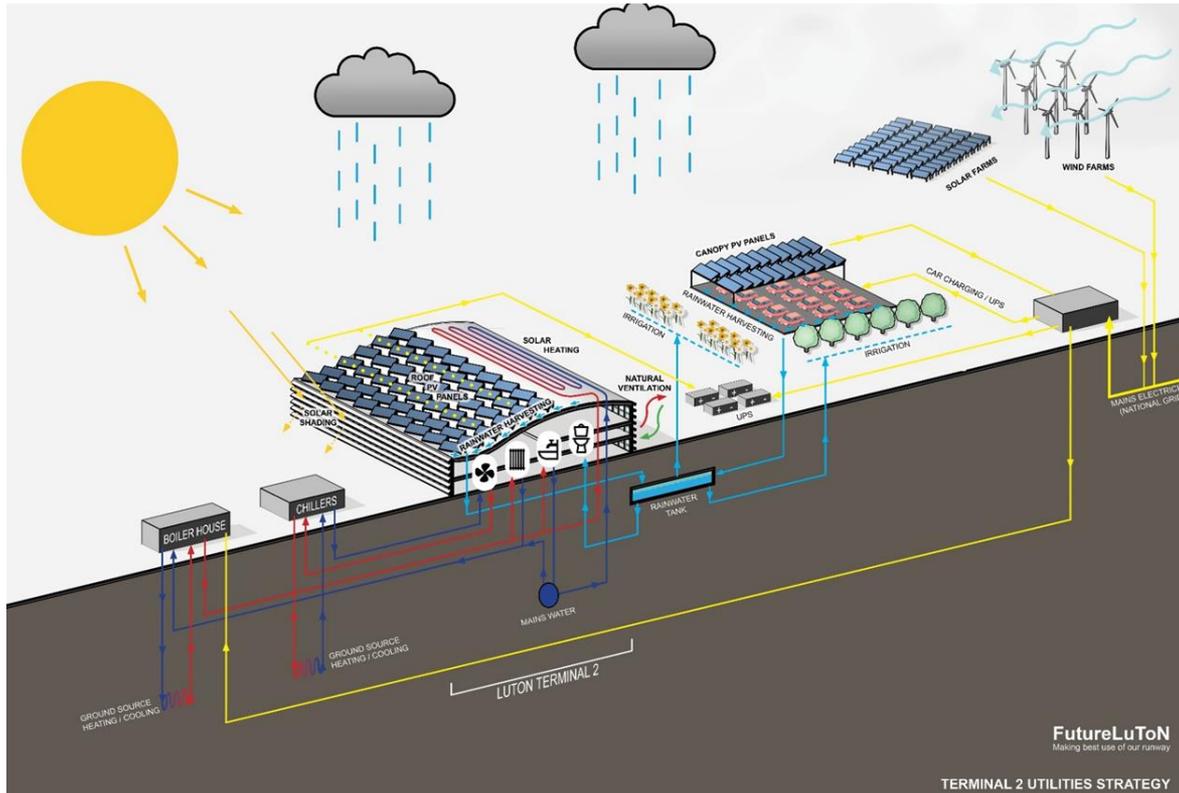


## The full scheme in brief

- Terminal 2 : 14mppa
- Terminal 1 Pier etc : 18mppa
- DART extension & T2 station
- T2 coach station
- Short term T2 MSCP
- Operational buildings & hangars
- T2 hotel
- 38 additional stands
- Parallel taxiway, Links & EGR
- Staff MSCPs at Parkway
- Replacement Long Stay
- Open space and landscaping
- Fuel farm from pipeline
- Drainage Treatment Works
- Water storage & soakaway
- CPAR alignment, roads & highway improvements
- New Century Park integrated

Commercial in Confidence Not for Publication

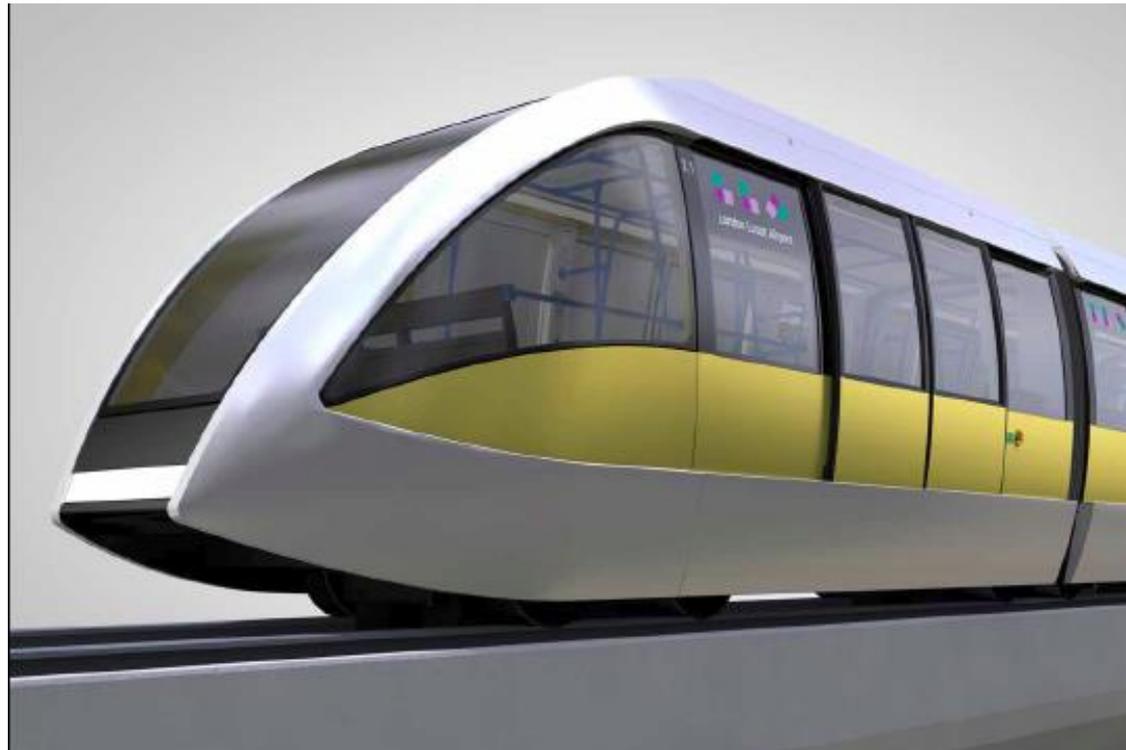
# Utilities strategy

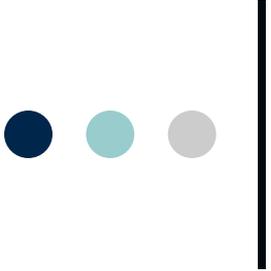


## Maximising self – sufficiency

- Electricity primary energy (no gas)
- Renewable supply via National Grid
- On-site photovoltaic panels (roofs & car parks)
- Battery storage reducing generators
- Ground source heat pumps and storage (reduces energy demand)
- Rainwater harvesting – ‘grey’ water for toilets etc
- On-site drainage treatment and disposal
- Aviation fuel from local pipeline

# Surface Access

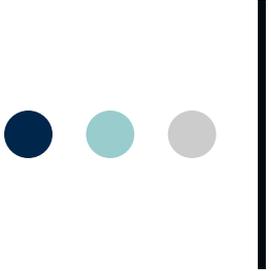




# Surface Access Key Objectives

- Increase the current passengers public transport usage from 32% to 45% as a minimum
- 54% of staff to commute by public transport, cycling and walking
- Encourage staff car-share scheme to commute to work
- Fund off-site highway improvements to handle additional trips on network
- Extend the DART transit from Terminal 1 to Terminal 2
- Build a new coach station for Terminal 2
- Promote parking and traffic management measures e.g. car parking restriction to encourage use of public transport
- Build new / reconfigure short-stay and long-stay car parks
- A total 21,850 car parking spaces
- Encourage use of electric vehicles by providing rapid charging points

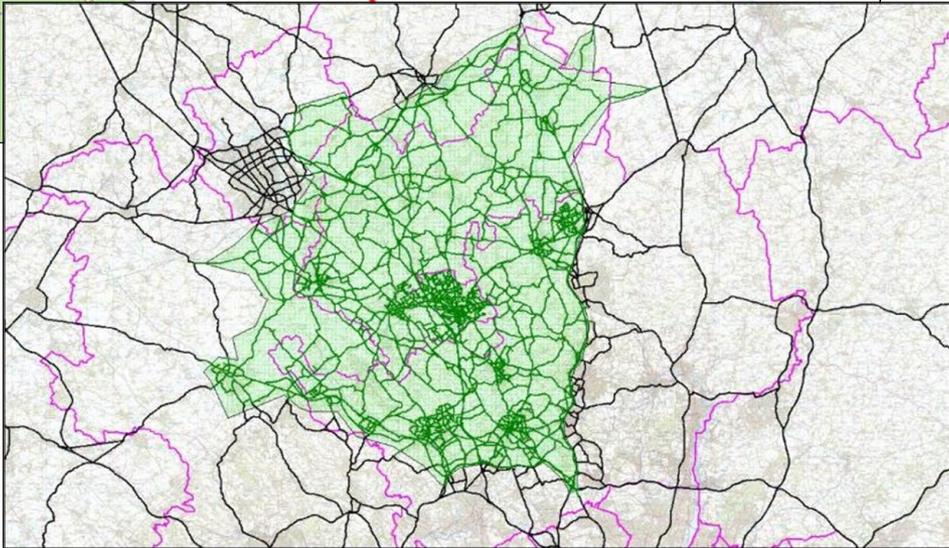
**DART is a great start towards a more sustainable transport related airport**



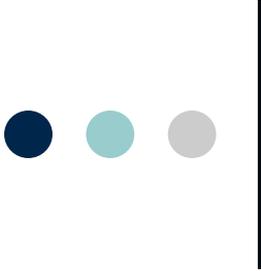
# Framework travel plan objectives

- Support the LTN expansion proposals and environmental objectives
- Help to reduce traffic congestion and other environmental impacts
- Increase travel choices for passengers, visitors and employees
- Improve transport operational efficiency
- Ensure that all passengers, visitors and employees are aware of transport options, so they can travel to and from LTN in the quickest, easiest and most sustainable mode possible.

# Scenarios Modelled

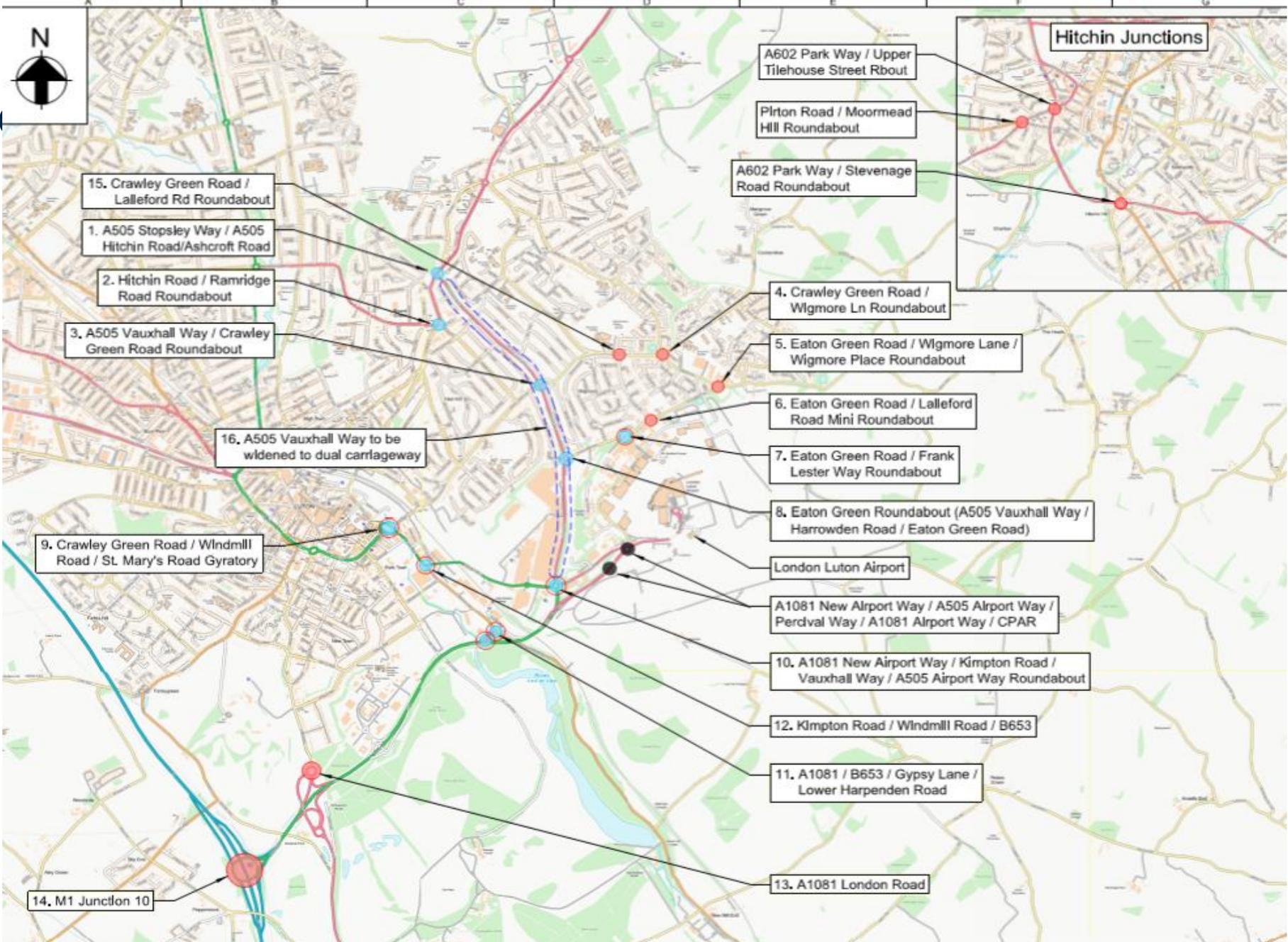


- Modelling Tests carried out represent scenarios at:
  - 21.5mppa at 2024
  - 25mppa at 2029
  - 32mppa at 2039
- Modelling completed to show a comparison for with and without airport expansion for all the above scenarios

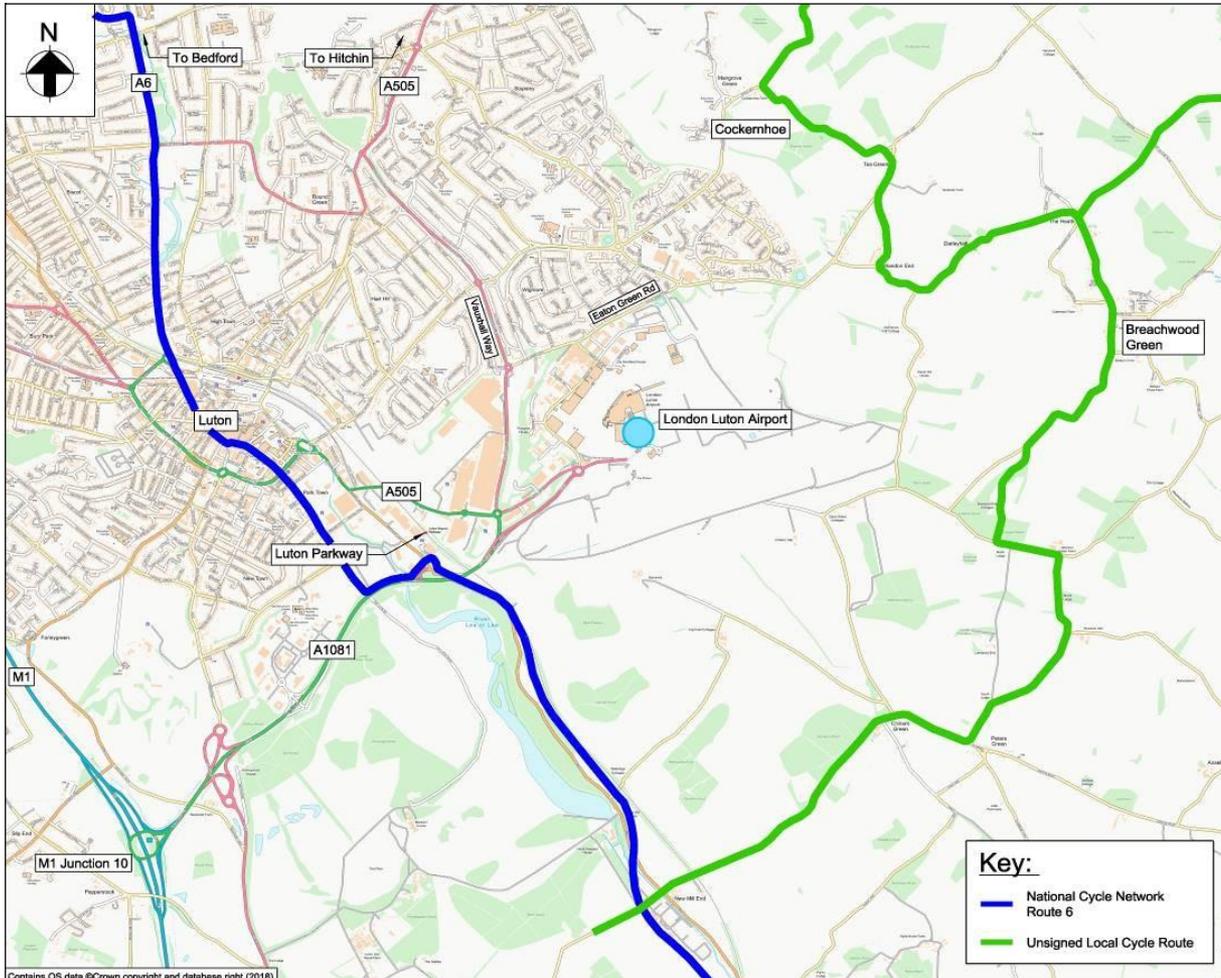


# Mitigation Locations

- Alignment of Century Park Access Road east end
- Local highway junction improvements being considered
- Includes possibility on outskirts of Hitchin
- Possible adjustment M1 junction 10

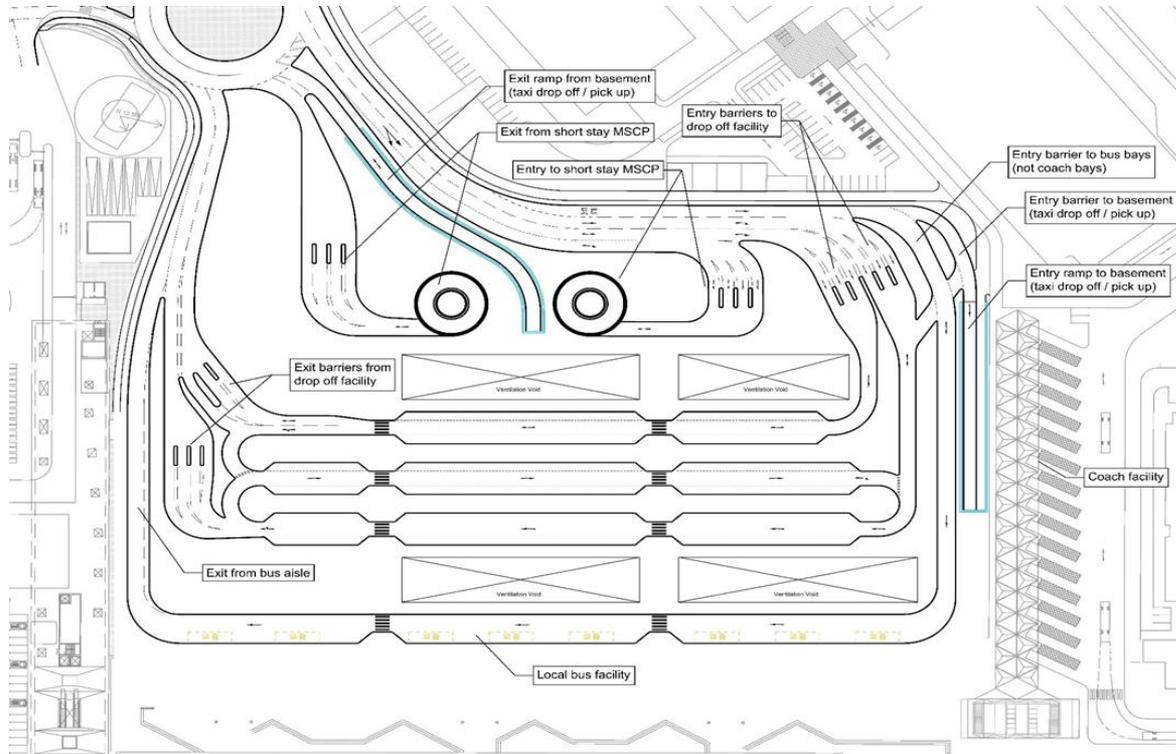


# Cycling & Walking Links

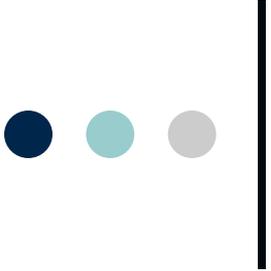


- Encouraging greater staff usage
- Facilities will be incorporated
- Additional routings under consideration

# Forecourt – Cars, Taxis, Buses and Coaches



- Conventional car drop off zone
- Short term car park eventually in MSCP over forecourt
- Bus & Coaches - key role
- Large T2 bus & coach station. Working with Arriva and National Express etc to establish principles
- Dedicated taxi location in forecourt
- 30m DfT vehicle free public realm zone
- Working with LLAOL as part of their Surface Access proposals



# Parking Supply

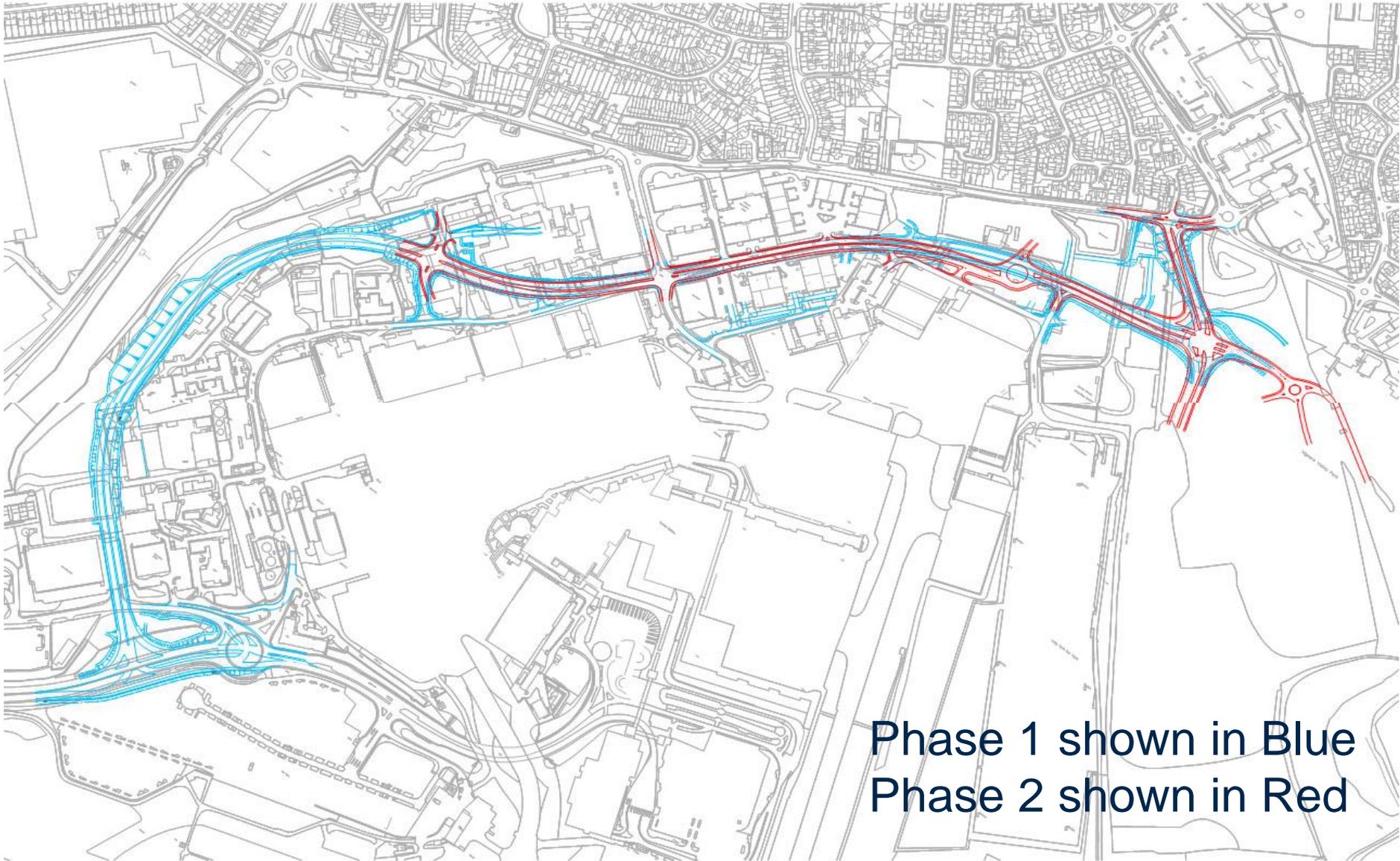
Ca. 48% increase in provision v 77% increase in mppa

Parking type	Existing (on completion of multi-storey car park 2)	21.5 mppa	25 mppa	32 mppa
Short-stay	3,700	4,100	4,500	5,600
Mid-stay	2,350 (1,700 after DART opens)	2,600	2,800	3,500
Long-stay	4,500	4,600	5,000	6,300
Staff	3,800	3,850	4,200	5,600
Car hire	300	475	600	700
Valet parking drop-off/pick-up	100	100	100	150
<b>Total</b>	<b>14,100 (after Luton DART opens)</b>	<b>15,725</b>	<b>17,200</b>	<b>21,850</b>

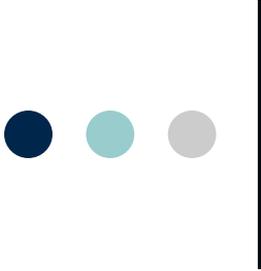
# Parking Locations



# | Century Park Access Road (CPAR)

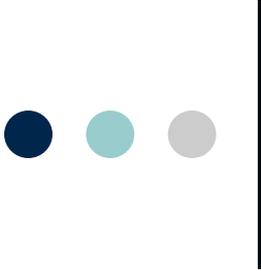


Phase 1 shown in Blue  
Phase 2 shown in Red



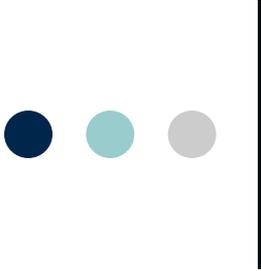
# East Luton Highways improvements

Ref	Location	Summary of improvement/s
1	A505/Stopsley Way	Upgrade from roundabout to signal controlled junction and amendments to the junction with Birchen Grove
2	Hitchin Rd/Ramridge Rd	Upgrade from a roundabout to a signal-controlled junction
3	A505 Vauxhall Way/Crawley Green Rd	Upgrade from a roundabout to a signal-controlled junction
4	Frank Lester Way/Eaton Green Rd	Upgrade from a roundabout to a signal-controlled junction with Frank Lester Way one way
5	A505 Vauxhall Way/Eaton Green Rd	Improvements to the roundabout with signal introduction
6	Windmill Rd/Manor Rd/St Mary's Rdbt/ Crawley Green Rd	White line measures
7	A1081 New Airport Way/Kimpton Rd/ Vauxhall Way	Upgrade roundabout to signal controlled junction
8	A1081 New Airport Way/B653/Gipsy Lane	Improvements to existing roundabout
9	Windmill Rd/Kimpton Rd	Upgrade to mini roundabout
10	Vauxhall Way Corridor	Dualling from Stopsley Way to Airport Way/Kimpton Rd



# Public transport improvements

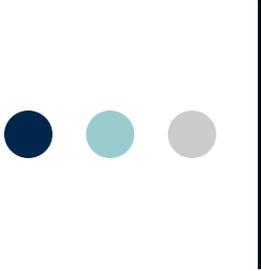
- Thameslink 20/20 timetable should result in 24tph per direction travelling through London core section; inc services to/from St Pancras Int'l & Cambridge
- East Midlands future timetable
- DART
- Crossrail Elizabeth Line: a new railway for London and the South East, running from Reading and Heathrow in the west, through 42km of new tunnels under London to Shenfield and Abbey Wood in the east.
- East West Rail will connect Oxford and Cambridge by rail, linking them with Bicester, Bletchley, Milton Keynes, Bedford and many communities in between.
- Contactless payment travel system
- Bus and coach terminal



# Air passenger modal split assumptions

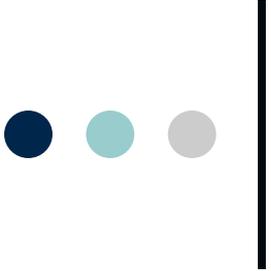
	Air Passenger Modal share %						
				2024/ 2029/			
Mode	2016 BY	2017 BY	2020	2039 DM	2024 DS	2029 DS	2039 DS
mppa	14.6	15.9	18.0	18.0	21.5	25.0	32.0
Bus/Coach	15.6%	15.4%	15.4%	16.7%	16.7%	18.2%	18.2%
Rail	15.9%	16.6%	16.6%	23.3%	23.3%	26.8%	26.8%
<b>Public transport sub-total</b>	31.5%	32.0%	32.0%	40.0%	40.0%	45.0%	45.0%
Taxi	16.9%	17.1%	17.1%	14.0%	14.0%	14.0%	14.0%
Car	51.5%	48.2%	48.2%	45.0%	45.0%	40.0%	40.0%
Other	0.2%	2.7%	2.7%	1.0%	1.0%	1.0%	1.0%
<b>Total</b>	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Note: numbers are subject to rounding



# Timeline

- **To Autumn 2019** – design development & preparation for Statutory Consultation
- **Autumn 2019** – Statutory Consultation
- **Dec 2019 to Jun 2020** – preparation of DCO submission
- **Mid 2020** – submit DCO application
- **Summer 2020 to Spring 2021** – Examination period by Planning Inspectorate
- **Autumn 2021** – decision expected



# Jobs & economy

## Impact of London Luton Airport in 2019/2039

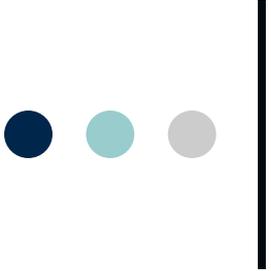
- 17.7 mppa (forecast)
- £1.8bn contribution to UK GDP
- 26,900 jobs
  - 9,800 direct at LTN
  - 15,600 in three counties
- 32 mppa (forecast)
- £3.8bn contribution to UK GDP
- 43,600 jobs
  - 15,500 direct at LTN
  - 24,600 in three counties



# Passenger figures

Local authority area	No.	% of total	Per capita
Hertfordshire	2,067,830	12.4%	1.75
Central Bedfordshire	716,909	4.3%	2.53
Bedford	669,841	4.0%	3.90
Milton Keynes	617,090	3.7%	2.30
Luton	565,104	3.4%	2.64
St Albans	546,603	3.3%	3.71
North Hertfordshire	344,255	2.1%	2.58
Dacorum	303,824	1.8%	1.97
Aylesbury Vale	204,224	1.2%	1.02
Stevenage	168,188	1.0%	1.92
Welwyn Hatfield	129,412	0.8%	1.05

2018 data



# Future benefits

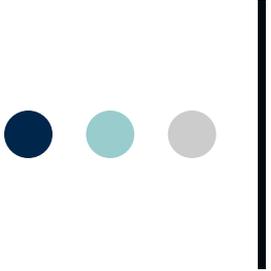
- 43,600 jobs across the UK, up by more than 16,000
- £3.8 billion contribution to UK GDP, up by £2.4 billion
- Journey time savings worth £203 million from more people being able to travel from nearer to home
- £71 million additional GDP contribution and 700 jobs in tourism sector not included above
- £97 million additional GDP contribution resulting from increased business travel supporting trade and investment

# Social investment

## Impact of London Luton Airport in 2018/19

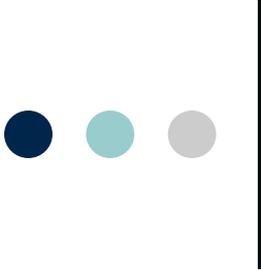
- £33m to Luton Council
- More than £9m P/A to voluntary and community sector





# Sharing the benefits

- Community Funding Programme of more than £140 million has benefitted impacted communities to date
- Community funding programme is over 20 times greater than any other major UK airport
- Promoter of Luton's 2040 vision to eradicate poverty locally
- Working with Luton Council to help make Luton a real living wage town
- Significant investor in the London Luton Airport Enterprise Zone
- Future Luton Impact Reduction Scheme (FIRST)



# Key features of FIRST

- FIRST funds will be made available to neighbouring authorities to fund matters across three themes:
  - Environment
  - Access
  - Community
- Weighted funding formula will be based on:
  - Number of passengers travelling through LTN
  - Number of households experiencing noise during the day and night
- Proposed contribution per passenger is to be £1, for every additional passenger above 18 mppa
- An additional £14m community funding per year at 32 mppa to the three counties.

# Related projects

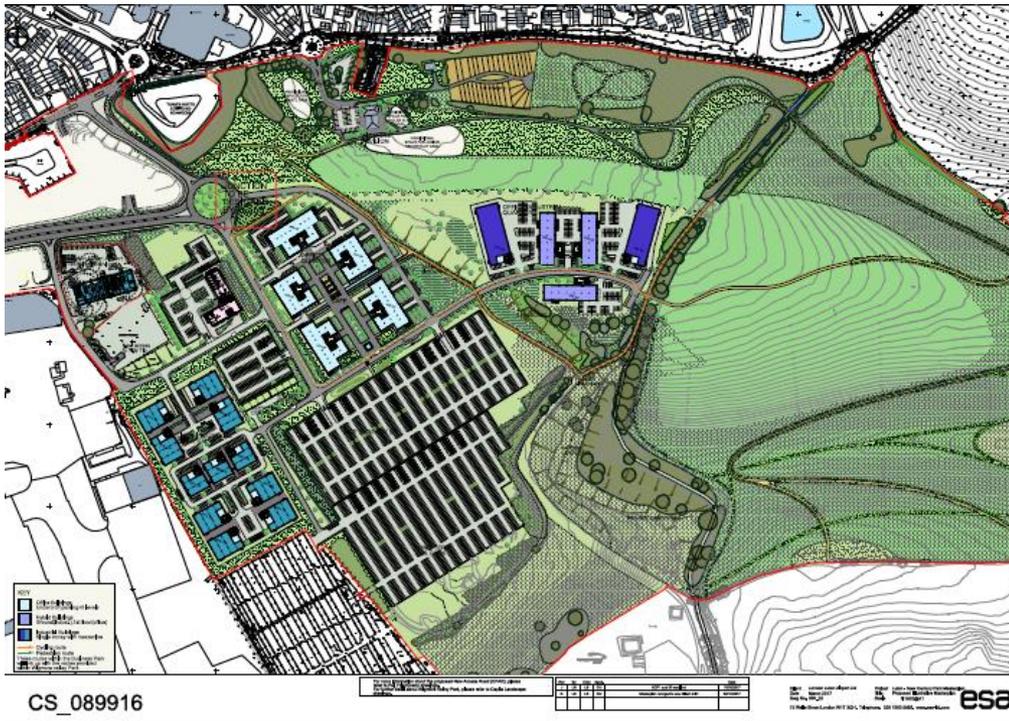
## Luton DART

- £225m investment to increase the proportion of journeys to LTN by public transport – at 18 mppa and beyond
- Fully-automated people mover
- 24-hour capable, seven days a week
- Energy efficient and environmentally friendly
- 3 mins to airport



# Related projects

## New Century Park



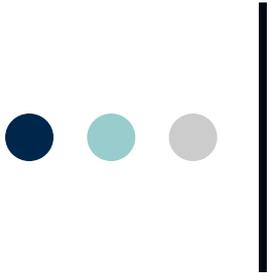
- Provisional planning approval March 2019
- Up to 3,200 jobs
- A new 1.6-mile access road aimed at unlocking the site
- Investment in improved facilities in the northern area of the existing Wigmore Valley Park – including an improved pavilion and play and skate spaces

# Related projects

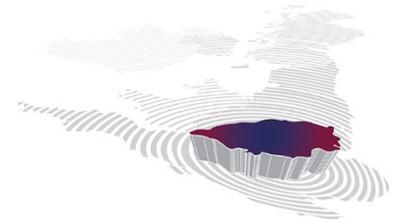
## Bartlett Square



- Planning passed – Nov 18
- Phase 1 – new hotel: 196 bedrooms
- K block for business decant
- 240,000 sq. ft. high-quality and flexible office space
- On-site multi-storey car park serving the offices
- Approx. 2,000 jobs



***Thank you***



EEH Business Unit  
c/o Buckinghamshire County Council  
County Hall  
Walton Street  
Aylesbury  
HP20 1UA

Xx January 2020

Sent by email: [futureluton@lla1.org.uk](mailto:futureluton@lla1.org.uk)

## **LUTON AIRPORT EXPANSION – STATUTORY CONSULTATION**

England's Economic Heartland (EEH) Strategic Transport Forum is the Sub-national Transport Body for the Heartland region. Membership of the Forum covers the area from Swindon, through Oxfordshire, Milton Keynes and across to Cambridgeshire, and from Northamptonshire across to Luton and Hertfordshire.

As the Sub-national Transport Body, EEH is responsible for setting the strategic vision for the transport system, supported by a long term strategy for realising that vision.

The Heartland includes the Oxford – Cambridge Arc – a region identified by the Government as being an economic priority for the UK. In March 2019 the UK Government set out its strategic ambition for the region as being to realise its economic potential whilst achieving net environmental gain.

EEH provides leadership on connectivity issues for the Oxford – Cambridge Arc and works closely with the other work streams: productivity, place-making and the environment to ensure that matters relating to transport infrastructure are considered in the wider policy context.

The proposal to expand Luton Airport should be viewed through the lens of the strategic ambition for the region, as well as within the context of national targets, including those in relation to de-carbonisation of the transport system.

### *Outline Transport Strategy*

In July 2019 EEH published its Outline Transport Strategy. The Strategy is consistent with the overarching strategic ambition for the region. In so doing it sets out how realising that ambition will require an approach that is not 'business as usual'.

The Outline Transport Strategy acknowledges the reality that realising economic potential will require investment in transport infrastructure and services. However it also sets out how innovation, together with the introduction of new business models –



consistent with the Government's Industrial Strategy – provide the opportunity to use economic growth as a catalyst for achieving net environmental benefit.

EEH is committed to developing the draft Transport Strategy for publication in summer 2020. This will set out the proposed policies and proposals that will be required in order for the transport system to make its contribution to the overall strategic ambition for the region.

Given this evolving policy framework, EEH would particularly welcome the opportunity for an on-going dialogue with London Luton Airport Limited as the detail of the proposal is developed further.

EEH's position in respect of the DCO submission is framed by the content of the draft Transport Strategy.

### *Initial Response*

EEH recognises the economic significance of the United Kingdom's aviation network.

The ability to connect regions economically has enabled trade links to be established both domestically and internationally. Such linkages support economic activity across the region and beyond, and bring significant benefits to our businesses and residents.

Luton Airport's growth in recent years has benefited the local economy directly in terms of employment opportunities and the funding generated for investment in locally provided services.

The proposed expansion of the airport will create the opportunity to build on those foundations and thereby generate further benefits for the local economy and its residents. In addition, increased capacity at Luton Airport will offer additional opportunities for residents and businesses within the region to use their local airport, thereby potentially providing relief to other parts of the wider South East airport system.

However, the implications of that expansion, including its environmental implications need to be carefully considered and appropriate measures put in place to ensure that the proposal is consistent with the wider strategic ambition for the region.

Overall, EEH Strategic Transport Forum is supportive of the principle of expanding Luton Airport, but that that support is conditional upon the London Luton Airport Limited being able to demonstrate that the package of supporting measures is sufficiently robust and deliverable, as well as being consistent with the policy framework of the draft Transport Strategy.

### *Surface Access Requirements*

A Key requirement of the promoter should be to demonstrate that the proposed surface access strategy is underpinned by the following principles:

- Investment in measures that improve local connectivity between the airport and the immediate surrounding area – those measures to be supported by proposals



that actively engage airport employees (both existing and future) and encourage them to use active travel modes

- Investment in public transport infrastructure and services so as to provide an enhanced travel option for those accessing the airport.

Whilst the provision of public transport infrastructure and services largely rests in the hands of third parties, the promoter should actively work with those third parties to develop proposals that ensure that the share of public transport is increased so as to achieve the targeted modal split. In particular the promoter should identify the levels of service/capacity required to support the proposal. It should then work with the infrastructure and service providers to develop the business case for the required level of investment to be delivered through the appropriate delivery mechanisms.

- Any proposal to increase on-site car parking should only be considered once the opportunities to improve local connectivity and public transport infrastructure and services have been fully exploited.
- Where there is a need for investment in improved highway infrastructure this should prioritise improvements that support local connectivity and public transport infrastructure and services.

Based on the evidence to date EEH is not convinced that the proposed surface access arrangements are consistent with these principles. We do not consider the proposal as currently set out demonstrates that the package of supporting measures is sufficiently robust and deliverable, or that they will be consistent with the policy framework of the EEH Transport Strategy.

Specific areas of opportunity that we consider need further exploration include:

- Midland Main Line – discussions linked with the recently let East Midlands Railway franchise identified the importance of Luton Airport Parkway as a gateway to the airport: the significance of rail will increase further as a result of the proposed expansion. This is likely to require a reassessment of the way capacity on the Midland Main Line is allocated. The promoter should therefore look to identify what changes might be required to the frequency of services calling at Luton Airport Parkway and the destinations served, in order to increase further the rail share.

In this context the promoter should assume that East West Rail will be operational, and in particular consider the additional travel opportunities that effective interchange between Midland Main Line services and East West Rail would offer.

- DART – the investment being made in the DART is particularly welcome, representing as it does a step change in terms of connectivity between Luton Airport Parkway station and the airport. Linked to the work to identify opportunities to increase rail share, the promoter should consider whether an



increase in the capacity of DART is required to support the proposal and if so, set out how that increase will be realised.

- Bus and Coach Provision – the proposal to establish a new coach station and a new bus station is welcomed. However there is a need for the promoter to work with service providers to identify the options available for broadening the range of destinations served by buses and coaches.
- Car Parking – it is noted that the current proposal would result in a 48% increase in car parking spaces provided at the airport. The promoter should actively look to realise the potential of the above opportunities before seeking to make the case for any increase in on-site parking. Where a case for increased car parking can be made, every effort should be taken by the promoter to keep it to the absolutely minimum.
- Highway Investment – the wider economic benefits realised by the proposed expansion is likely to galvanise New Century Park and require land use reconfiguration within the Enterprise Zone in the form of new offices and light industrial development that are associated with the proposed second terminal.

I can confirm that the proposals for Century Park Access Road and A505 Vauxhall Way were included in the first 5-year Major Road Network Investment Programme submitted to DfT in July 2019. An announcement on the funding for these two schemes is awaited. Whilst it is reasonable to plan on the basis that both schemes are delivered the promoter should set out the implications for their proposal of one or other (or indeed both) not securing funding from DfT.

#### *Wider Environmental Considerations*

The promoter proposes a range of different mitigation approaches to offset the impact of the airport expansion at surface level on the environment. Whilst these are welcome, there is a need for the promoter to quantify how they will ensure the proposal is consistent with the national targets to bring greenhouse gas emissions to net-zero by 2050. This is pertinent, not only for surface access to the airport but also given the possibility the aviation sector could soon be included in Government's target to deliver net zero by 2050.

These are key considerations that England's Economic Heartland would like to continue working with London Luton Airport Limited to address.

**Mayor Dave Hodgson**  
**Chair, Strategic Transport Forum**  
**England's Economic Heartland**

