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London Luton Airport Expansion

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**5.02 Appendix 18.4 Outline Construction Workers Travel
Plan**

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**London Luton Airport Expansion Development Consent
Order 202x**

**5.02 ENVIRONMENTAL STATEMENT APPENDIX 18.4 OUTLINE
CONSTRUCTION WORKERS TRAVEL PLAN**

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1 INTRODUCTION

1.1 Background

- 1.1.1 Luton Rising (a trading name of London Luton Airport Limited (the ‘Applicant’)), is proposing to expand London Luton Airport (‘the airport’) through an application for development consent for works that would allow growth from the currently permitted capacity of 18 million passenger per annum (mppa) to accommodate 32 mppa (hereon referred to as the ‘Proposed Development’).
- 1.1.2 This document is the Outline Construction Workers Travel Plan (Outline CWTP) that the appointed contractors would implement if development consent is granted. The plan supplements **Chapter 18** Traffic and Transportation of the Environmental Statement (ES) [TR020001/APP/5.01] submitted as part of the application for development consent.

1.2 Purpose of this document

- 1.2.1 The Proposed Development will increase the number of vehicle movements as employees travel to and from the site during construction. This Outline CWTP has been prepared to identify the key matters and measures that will be considered by the lead contractor during the logistical planning and execution of the construction works, to minimise the impact of increased traffic from construction workers on the local road network.
- 1.2.2 A CWTP for each part of the Proposed Development will be prepared by the lead contractor, substantially in accordance with this Outline CWTP, and will be submitted for approval from the relevant planning authority (in consultation with the relevant highway authority) prior to the commencement of the Proposed Development, as required by the Development Consent Order. Preparing a CWTP for different parts of the Proposed Development, rather than a single overarching CWTP, reflects that the demand for numbers and the mix of construction workers will vary over the construction programme (as is explained in **Section 2** below). It also means that the CWTP will, effectively, be regularly reviewed and updated as required to allow full and up-to-date consideration of any necessary changes as parts of the Proposed Development are planned and delivered.
- 1.2.3 The lead contractor will prepare a CTWP to cover the relevant parts of the Proposed Development being delivered.

1.3 Structure of this document

- 1.3.1 This remainder of this document is structured as follows:
- a. **Section 2** describes the Proposed Development in outline with reference to further detail;
 - b. **Section 3** presents the aim and objectives;
 - c. **Section 4** sets out roles and responsibilities;

- d. **Section 5** summarises the expectations of any CWTP with regard to existing surface access at the airport;
- e. **Section 6** outlines the proposed CWTP measures; and
- f. **Section 7** outlines the approach to targets and monitoring.

2 PROPOSED DEVELOPMENT

2.1.1 The Proposed Development builds on the current operational airport with the construction of a new passenger terminal and additional aircraft stands to the north east of the runway. This will take the overall passenger capacity from 18 mppa to 32 mppa. In addition to the above and to support the initial increase in demand, the existing infrastructure and supporting facilities will be improved in line with the incremental growth in capacity of the airport. Key elements of the Proposed Development include:

- a. Extension and remodelling of the existing passenger terminal (Terminal 1) to increase the capacity;
- b. New passenger terminal building and boarding piers (Terminal 2);
- c. Earthworks to create an extension to the current airfield platform; the vast majority of material for these earthworks would be generated on site;
- d. Airside facilities including new taxiways and aprons, together with relocated engine run-up bay and fire training facility;
- e. Landside facilities, including buildings which support the operational, energy and servicing needs of the airport;
- f. Enhancement of the existing surface access network, including a new dual carriageway road accessed via a new junction on the existing New Airport Way (A1081) to the new passenger terminal along with the provision of forecourt and car parking facilities;
- g. Extension of the Luton Direct Air to Rail Transit (Luton DART) with a station serving the new passenger terminal;
- h. Landscape and ecological improvements, including the replacement of existing open space; and
- i. Further infrastructure enhancements and initiatives to support the target of achieving zero emission ground operations by 2040¹, with interventions to support carbon neutrality being delivered sooner including facilities for greater public transport usage, improved thermal efficiency, electric vehicle charging, on-site energy generation and storage, new aircraft fuel pipeline connection and storage facilities and sustainable surface and foul water management installations.

2.1.2 A full description of the Proposed Development is provided in **Chapter 4** The Proposed Development of the ES [TR020001/APP/5.01].

2.2 Construction programme

2.2.1 The Proposed Development would deliver additional capacity incrementally to meet the forecast growth in demand and assets and facilities would be delivered only when they are required. For the purposes of assessment, a

¹ This is a Government target, for which the precise definition will be subject to further consultation following the Jet Zero Strategy, and which will require further mitigations beyond those secured under the Development Consent Order.

feasible construction programme and sequencing has been developed as provided in **Appendix 4.1** of the ES [TR020001/APP/5.02]. For the purposes of assessment only, three assessment phases are considered and are referred to throughout the ES, as follows:

- a. Assessment Phase 1: Expansion of existing Terminal 1 (T1) to increase capacity from 18 to 21.5 mppa. It is currently anticipated that assessment Phase 1 works would commence in 2025 and be complete by mid 2027;
- b. Assessment Phase 2a: Construction of new Terminal 2 (T2) and associated facilities to increase capacity from 21.5 mppa to 27 mppa upon opening of T2. It is currently anticipated that assessment Phase 2a works would commence in early 2033 ending 2036 and would enable a step up in capacity in the first quarter of 2037; and
- c. Assessment Phase 2b: Expansion of T2 and associated facilities. It is currently anticipated that assessment Phase 2b works would commence in 2037, and would deliver incremental capacity increases from 27 mppa to 32 mppa. T2 would have capacity for 12 mppa once complete. The works would be completed incrementally with the full capacity provided by 2043.

2.3 Construction worker trip generation

- 2.3.1 During construction works, there will be impacts from construction traffic associated with both construction works material movement and worker trips. The impact of these on the local community (including all local residents and businesses and their customers, visitors to the area, and users of the surrounding transport network) will be managed and minimised by the lead contractors, where reasonably practicable.
- 2.3.2 Construction related traffic movements will be managed by a Construction Traffic Management Plan (CTMP) which will be developed by the lead contractor and be substantially in accordance with the Outline CTMP provided as **Appendix 18.3** of the ES [TR020001/APP/5.02]. Construction traffic workers trip generation is addressed by this Outline CWTP which provides the outline of measures to be considered to be considered in further detail in the CWTP, also to be developed by the lead contractor.
- 2.3.3 The core working hours would be from 08:00 to 18:00 on weekdays (excluding bank holidays) and from 08:00 to 13:00 on Saturdays. The majority of construction worker trips would therefore not occur or impact on the traditional network peak periods. The Applicant will require that the lead contractors adhere to core working hours as far as is reasonably practicable, as described in the Code of Construction Practice (CoCP) provided as **Appendix 4.2** to the ES [TR020001/APP/5.02] the adherence to which will be required by the Development Consent Order (DCO).
- 2.3.1 The number of operatives on site would vary with each assessment Phase and would be expected to peak in assessment Phase 2a during the construction of the new terminal and ancillary buildings concurrently with the construction of the new airport apron and taxiways. The number of workers has been estimated

against each of the phases with the peak number of workers being estimated as follows:

- a. Assessment Phase 1: 325 site workers;
- b. Assessment Phase 2a: 1,410 site workers; and
- c. Assessment Phase 2b: 700 site workers.

2.3.2 A Nationally Significant Infrastructure Project such as this could attract construction workers from over a large area. The distances travelled and modes of transport that they use has not been specifically addressed at this stage, particularly as the main construction works would not occur for several years and the lead contractor and origin of workers cannot be fully understood at this stage. It is however assumed that 60% of workers will arrive to site by car and allowance has been made for on-site car parking in construction compounds, as described in **Appendix 4.1** of the ES [TR020001/APP/5.02]. Parking demand would vary throughout the construction of the Proposed Development and parking area would be set aside within the Application Site to accommodate parking for construction workers.

3 AIMS & OBJECTIVES

- 3.1.1 The construction of the Proposed Development would be incremental in response to the forecast passenger demand over a 16 year period, although activities associated with individual works will be shorter in duration and there would be notable periods when there is no construction activity.
- 3.1.2 This Outline CWTP will sit alongside the Outline CTMP and CoCP (**Appendix 18.3** and **4.2** to the ES respectively [**TR020001/APP/5.02**]), and provide guidance on the aims of the CWTP to reduce the impact of construction workers travel to construction sites including any temporary car parking arrangements to minimise the impact on local residents and businesses. The CWTP would seek to reduce the number of trips made to and from the site particularly by single occupancy private cars during the construction of the Proposed Development by promoting sustainable modes including car sharing.
- 3.1.3 Objectives to support these aims include:
- a. effective management of construction worker traffic to minimise impact on the surrounding road network and environment, danger to road users, and disturbance to neighbouring properties; and
 - b. the introduction of measures to reduce single occupancy car journeys by staff working on construction site(s) through the encouragement of car-sharing, use of public transport, cycling and walking to work wherever reasonably practicable.
- 3.1.4 The lead contractor will provide a CTWP to cover the relevant parts of Proposed Development being delivered and any associated compound worksites.

4 ROLES AND RESPONSIBILITIES

4.1 The Applicant

4.1.1 The Applicant will work with the operator of the airport (the current concessionaire is London Luton Airport Operating Limited (LLAOL)).

4.2 The lead contractor

4.2.1 The lead contractor's responsibilities will be:

- a. developing the CWTP for the relevant part of the Proposed Development;
- b. seeking and gaining appropriate approvals from the Applicant and relevant planning authority, in consultation with the relevant highway authority;
- c. owning and implementing the CWTP;
- d. managing worker travel to and from the site including implementing measures such as those described in this Outline CWTP;
- e. providing a Travel Plan Co-ordinator (TPC) to manage and delivery of the CWTP; and
- f. managing and minimising single vehicle occupancy trips through encouraging and promoting the use of sustainable transport measures included within the CWTP.

4.3 Travel plan co-ordinator (TPC)

4.3.1 The lead contractor will appoint a TPC to manage and implement the CWTP. The TPC will act as a single point of contact for all parties with an interest in the site, from construction companies through to local planning and transport authority staff, so that concerns can be raised and quickly acted upon.

The responsibilities of the TPC would include ensuring the lead and sub-contractors adhere to any contractual obligations related to the CWTP; raising awareness of the CWTP to the workforce through promotion of the CWTP; acting as the key point of contact for issues related to construction worker travel; undertaking relevant monitoring and working with the appointed lead contractor to adjust measures where appropriate; and engaging with relevant stakeholders.

5 EXISTING SURFACE ACCESS AT THE AIRPORT

5.1 Introduction

5.1.1 This section of any CWTP will summarise the current surface access at the time of preparing the CWTP for any construction phase and identify the transport context in relation to:

- a. Luton DART (a new cable-hauled fast passenger transit connecting Luton Airport Parkway station to the airport) (the announcement of an official opening date will be made in early 2023) and Rail infrastructure and services;
- b. vehicle access, parking, Private Hire Vehicles (PHV)² and Taxis;
- c. bus and coach; and
- d. walking and cycling.

5.2 Luton DART and rail infrastructure and services

5.2.1 This section will set out the existing provision of:

- a. existing Luton DART and Rail infrastructure relative to any proposed worksite(s); and
- b. existing Luton DART and Rail service provision.

5.3 Vehicle access, parking, private Hire vehicles and taxis

5.3.1 This section will set out the existing provision of:

- a. vehicular access to the vicinity of any proposed worksite(s);
- b. drop-off and pick-up locations;
- c. car park locations and quanta;
- d. car hire arrangements (where relevant);
- e. electric vehicle charging;
- f. car sharing arrangement; and
- g. PHV and taxi arrangements.

5.4 Bus and coach

5.4.1 This section will set out the existing provision of:

- a. existing infrastructure for buses and coaches relative to any proposed worksite(s);

² The term 'private hire vehicles' (PHVs) refers to a wide range of licensed vehicles including minicabs, chauffeur and executive cars and limousines that requires a person to use a smartphone app, website or telephone booking to book a ride in advance, usually in a privately owned vehicle. Addison Lee, Uber and Bolt are examples of PHV providers. Taxis, also known as black cabs or hackney carriages, do not require bookings and can be hailed on-street.

- b. existing bus services; and
- c. existing coach services.

5.5 Walking and cycling

5.5.1 This section will set out the existing provision of:

- a. existing infrastructure for walking and cycling relative to any proposed worksite(s); and
- b. any available information on existing utilisation.

6 TRAVEL PLAN MEASURES

- 6.1.1 To encourage sustainable travel behaviour by construction staff throughout the period of construction, it is important that an appropriate package of measures is introduced. This section provides an overview of typical measures that can be beneficial in managing and minimising the impacts of worker travel. The appointed lead contractor will develop the CWTP measures which must be substantially in accordance with the measures described in this Outline CWTP or any other measure the lead contractor deems to be beneficial to their workforce to achieve the aims and objectives of this Outline CWTP.
- 6.1.2 The package of measures would aim to minimise the level of construction worker traffic, and wherever possible, minimise the impact and disruption of the remaining traffic on the local road network. CWTP measures could include:
- a. **Measure to reduce the need to travel** – consideration could be given to the use of local hotels and B&B by workers. A construction project of this scale is likely to draw construction workers from across the UK some of whom will stay locally during the working week. This measure would reduce the total number of trips made to and from the site as well as reducing overall vehicle kilometrage on the wider network.
 - b. **Provision of shared transport/minibus** – contractors will be encouraged to provide shared transport/minibuses for transporting workers from the key points which could include local hotels and B&B, local contractor sites, transport nodes, central locations etc. This would have the benefit of reducing single vehicle occupancy trips as well as providing cost savings for workers.
 - c. **Car sharing** – encouragement of car-sharing by awareness raising measures and help with finding partners with similar journeys (this may include running a bespoke car-share scheme or signing up to car-share schemes operated by the local authority and its partners to enable access to a wider local pool of people travelling within an area). In construction projects, car sharing is already popular amongst workers due to the financial and social benefits it provides. To further encourage car sharing, provision should be made for a guaranteed lift home for car sharers in emergencies, e.g. by use of taxi.
 - d. **Align working hours with public transport provision** – the airport is well connected by both bus and rail services. Ensuring that construction worker core working hours coincide with availability of local public transport services will be beneficial in reducing the reliance on private vehicle trips.
 - e. **Public transport information** – provision of good quality and accurate information on local public transport services, raising awareness of local services.
 - f. **Subsidised public transport** – offering discounted season tickets or loans for season ticket purchase can all help to promote the use of public transport.

- g. **Cycling** – whilst cycling to the site is likely to have limited appeal due to distance and the need to carry personal protective equipment (PPE), the provision of secure parking should be provided as well as facilities for cyclists to access shower and changing facilities and lockers to store clothing, cycle helmets for example.
- h. **Provision of on-site services** – provision of on-site services, such as catering, to reduce the requirement to travel off site during the working day.
- i. **On-site storage** – on-site storage facilities are usually provided by contractors to reduce the need for workers to carry their tools/PPE each day and would support those workers who are considering cycling/using public transport.
- j. **Managing car parking** – ensuring that only necessary car parking is provided with priority for car sharers in terms of location of car parking spaces. An over-provision of car parking can adversely impact on the use of alternative modes.

7 TARGETS AND MONITORING

- 7.1.1 The TPC will engage with the relevant local planning authority on appropriate targets and monitoring arrangements. Targets and monitoring will be set out in the CWTP and would be agreed for each construction period which are relevant to the appointed lead contractor, the works and prevailing transport conditions at that time. It is anticipated that 60% of workers will arrive by car. The TPC will work with the relevant local planning authority to measure and monitor this and implement measures to meet or adjust this as required. There is a significant variance in the number of workers across the construction programme and therefore measures and targets should be appropriately set out in the CWTP for the relevant construction activities taking account of the specific needs and transport conditions and infrastructure at the time.
- 7.1.2 Targets might include for example, a target for the reduction of single vehicle occupancy trips once the phase specific worker characteristics are fully appreciated or alternatively any uptake of public transport incentives.
- 7.1.3 Monitoring could be undertaken in a number of different ways including:
- a. Construction workers are likely to need to sign in and out of construction sites and this could be used as an opportunity to capture mode of travel data.
 - b. Staff travel surveys to enable the actual mode share information for each site to be better determined and provide a sound basis on which to develop and set bespoke targets as appropriate.
 - c. Monitoring of other supporting activity such as membership of car share schemes, take up of employee cycling.
- 7.1.4 The TPC will remain responsive to changing circumstances during the construction of parts of the Proposed Development. The TPC will continue to liaise with the relevant local authority to ensure that employees can take advantage of any improvements to local services or local funding opportunities for sustainable transport. If the monitoring finds that targets are not being met, this will result in the implementation of additional measures to help to facilitate the CWTP staying on course to meet its overall objectives.
- 7.1.5 A review of the success of measures for preceding construction periods should also be undertaken to identify lessons learned which can inform the CWTP arrangements for subsequent construction activities.

GLOSSARY AND ABBREVIATIONS

Term	Definition
Applicant	Luton Rising (a trading name of London Luton Airport Limited) the owner of London Luton Airport and the organisation applying for planning consent.
B&B	Bed and Breakfast
CoCP	Code of Construction Practice
CTMP	Construction Traffic Management Plan
CWTP	Construction Workers Travel Plan
DCO	Development Consent Order
ES	Environmental Statement
LBC	Luton Borough Council
Luton DART	Luton Direct Air to Rail Transit
LLAOL	London Luton Airport Operating Limited the current operator of the airport under concession
mppa	Million passenger per annum
NCR	National Cycle Route
Nationally Significant Infrastructure Project	An infrastructure project described in the Planning Act 2008
PPE	Personal Protective Equipment
Proposed Development	The infrastructure work for which planning consent is being sought
TPC	Travel Plan Co-ordinator