

# AUDIO\_ISH4\_SESSION1\_28092023

Thu, Sep 28, 2023 2:22PM • 42:44

00:00

Good

00:08

morning everyone.

00:11

Before I begin Can I confirm that I can be seen and heard clearly by everyone

00:21

can I also confirm with Miss Evans that the live streaming of this event has commenced.

00:29

And no fire test is planned for today. Should alarm sound it's an emergency event and we'll need to evacuate the building. Emergency exits are located in each corner of the room and you can also exit through the main doors that you enter through. The fire assembly point is in the main carpark. If anyone would need assistance in the event of needing to evacuate the building, can you please let the case team now?

00:55

The time is now 930. And this issue specific hearing in relation to the London Luton Airport Expansion Project is now open

01:02

it today's issue specific hearing will be considering matters in relation to traffic and transport.

01:09

My name is Dr. Richard Hunt. I'm a planning inspector and a chartered environmentalist. I've been appointed by the Secretary of State to be the a member of the panel of inspectors to examine this application. Today I'll be going through the management of the events and introductions my colleague, Joe Dowling will be taking notes of any actions. I now ask my colleagues to introduce themselves.

01:32

Good morning. My name is Sarah Holmes and I am a planning inspector and Atlanta civil engineer. And I believe in discussion at today's event.

01:41

Good morning. My name is Joe Downing. I'm a planning inspector and a charter town planner and I have been appointed by the Secretary of State to be the lead member of this panel.

01:50

Together with Beth Davies and Andrew Robinson, we form the examining authority. I can confirm that all members of the examining authority have made a formal declaration of interests, and that there are no known conflicts of interest with regard to us examining this application.

02:06

There are two more colleagues from the planning spectrum with us today. For those of you presence in the room you may have already spoken to or heard from Sean Evans, who's the case manager for this project is Evans is accompanied by Romeo Burnie our case officer, who you will have spoken to if you've joined us virtually.

02:24

Together they have a case team for this project. If you have any questions regarding the application process in general, I'd ask that you please email these to the case team who will be happy to help.

02:35

Before we consider the items on the agenda today, we need to deal with a few housekeeping matters. And I'll try to get through these as quickly as possible. Can everyone attending please make sure that your phone is switched off or turned silent. toilet facilities, including disabled facilities can be found in the lobby. As far as I'm aware, no request will be made for any special measures or arrangements to enable participation in this preliminary meeting. In this meeting, if anyone needs any special measures or arrangements, please can you speak to case team at the back?

03:05

For the purpose of identification and for the benefit of those who may listen to the digital recording later, I'll ask that at every point at which you speak. You please give your name. And if you're representing an organization or individual who misses that you represent. For those attending virtually Can I repeat the requests made in the arrangements conference, that in order to minimize background noise, you also make sure that all audible notifications are turned off, and that you stay muted. With your camera turned off unless you're speaking as this blended event has been structured in such a way the questions or points that you may wish to raise can be done so at the relevant point in the proceedings. When we get to those points that ask that if you want to speak, you switch your camera on and either use the raise a hand function in MS teams, or asked to speak at the appropriate time.

03:52

Please be aware that there may sometimes be a delay before we can acknowledge this. But the patience while waiting to be heard is appreciated can also remind people that the chat function on teams will not work so please do not try to use this. To ask any questions or post any comments. Mr. Burney will have explained what to do if you lose your connection. And were able to adjourn for a short period if there are more significant connection problems.

04:16

Do we have any members of the press in attendance?

04:22

Okay

04:24

we'll adjourn for a short break at a convenient points in the agenda. Ideally after no more than every 90 minutes or so, if for medical or other reasons anybody requires a break at a specific time. Could you please let the case team know and if we can, we will adjust the program to meet your needs.

04:42

Are there any comments or questions regarding the general management of today's events either in the room

04:49

or online

04:56

there is a digital recording being made of this hearing which will be available on the National

05:00

infrastructure website. If you speak in hearing, it's important that you understand that your comments will be recorded and that digital recording will be published and retained, usually for a period of five years. From the Secretary of State's decision was subject to the general data protection regulations, it's extremely unlikely that we'd need to ask you to give us sensitive personal information to put into the public domain. In fact, we'd actively encourage you not to give us sensitive information,

05:26

such as addresses, economic, financial, cultural or health related personal matters.

05:34

If you feel it's necessary for you to refer to sensitive personal information, we'd encourage you to speak to our case team in the first instance, we can then explore with you whether the information can be provided in a written format that can then be redacted before being published.

05:49

Please note, the only official record of these proceedings is there's digital recording. On the project page, the website, tweets, blogs, and similar communications coming out of this meeting will not be accepted as evidence.

06:04

Moving on to the purpose of today's hearing, today's issue specific hearing is being held at our request, because we want to explore and discuss a number of matters relating to traffic and transport. This is to ensure that we have all the information we need to make our reports to the Secretary of State.

06:20

The agenda was placed on the inspectorates website on Tuesday the 19th of September 2023 and can be found in the examination library. Reference Evie Dash 001 89 Dash series here on today's hearing will be a structured discussion which Ms. Holmes will lead based on the published agenda. I'd like to remind everyone that the examination is a predominantly written process. You'll see in the examination times table that there are opportunities for the XA to ask written questions, and we can also hold more hearings if they're needed.

06:52

I'd like to reassure you that while we may not ask a question on the topic, it doesn't necessarily mean that we believe this matter has been fully addressed. It could be that we'll be examining it at a later hearing, or through written questions. We're familiar with all of the documents that have been submitted. So an answering question you don't need to repeat at length, something you've already written about. If you want to refer to information that you've already submitted, it would help us if you could use the examination Library Reference Plan document,

07:19

we're expecting that most of today's contributions will be from parties that have already requested to speak. This is a public examination though. And if there's a point that you want to make, please do raise your hand if you're in the room, or raise your virtual hand and switch on your camera if you're attending virtually so that we can hear you.

07:36

I'd like to remind everyone this is not an inquiry. Unless we specifically requested there'll be no formal presentation of cases or cross examination. This means that any questions that you have for other parties needs to be asked through the examining authority.

07:50

Turning so the agenda for the hearing. We consider the main items for discussion are transport modeling and the transport assessment, offsite highway works parking, monitoring, sustainable transport framework travel plan, and green controlled growth surface access mode share.

08:10

Today's agenda is for guidance only. And we may add other issues as we progress. Should this take longer than anticipated it may be necessary to prioritize masses and diverse matters to further written questions. Finally, it's important that we get the right answers to the questions that Miss Holmes is going to ask. Please remember that the examination is predominantly reading process. If you cannot answer the question being asked right now, or require some more time, we'd rather you tell us that you need to respond in writing, rather than giving incomplete or incorrect answers. We can then defer the

response either to an action point to be submitted to Deadline three on Fifth of October 2023, or two later written questions or another hearing.

08:51

Are there any questions at this stage about the procedural side of today's hearing?

08:57

In the room,

08:59

and not online.

09:02

The case team have provided me with this a list of those interested in other parties who expressed a wish to be heard today. I'm going to now ask those of you participating in the hearing to introduce Introduce yourself so that examining authority and the people who are watching the live stream at this event, when I say your name or organization, please introduce yourself including how you'd like to be referred to, for example, Dr. Mrs. Mays, Minister, etc. And if you're representing someone who it is that you represent. If you're attending virtually then please switch on your camera and microphone when I call your name.

09:34

So if we could start with the applicant? Yes, I'm Good morning, sir. My name is Miss Rebecca clutton. I'm off counsel. To the my right is my instructing solicitor Mr. Tom Henderson, who's a Partner at BDB Pitmans legal advisors to the applicant. On my immediate left, I've got Mr. Richard D. Kainai. Mr. De Kainai is head of use of planning for UK, India, Middle East and Applicant for Arup, and he's our planning

10:00

An expert. To his left is Mr. Jagjit react. Mr. React is an Associate Director of transport planning at Arup, and he's our modeling lead. And then to Mr. Reacts left is Mr. Clive posford, who's a technical director with a common he's our strategic modeling, support witness. And I'm also going to have Mr. Matthew Rhodes, probably speaking later today, but I'll introduce him properly at the time. Okay. Thank you, sir. Just before we go on, and as with yesterday, there are one or two housekeeping matters to pick up. But I'm happy to do that whenever is convenient for you.

10:38

We've taken those now. Yes. Okay. It was two points relating to things that we said we'd come back to you from issue specific hearing three yesterday, the first of those related to modeling of nighttime road traffic noise. And we indicated that we might be able to have somebody to deal with that point today. Having liaison with the team, we think actually, the response will be more appropriately given in writing on that. So we'd intend to do that that deadline for Okay, thank you. And then finally, there was a further query arising from issue specific hearing three about the were in the noise chapter of the environmental statement, it was confirmed that changes to upgrades to the road network had been

taken into account in the assessment. And I can confirm that that is set out at paragraph 9.2. Point two of appendix 16.1 to the environmental statement, which is document a s 096.

11:39

Thank you. Can I just double check with the first item around the modeling point? Yes.

11:48

Waiting to deadline or for that seems quite a long time, given that it's relatively small points in the sense of confirming why their modeling approach has been taken. Does it? Does it require delay to deadline for or Could something be provided earlier than that? I think Rebecca Dutton to the applicant? I think, sir, it's because of the we've got quite a lot of actions for deadline three, and it might be tied up with that, but we'll certainly we'll look to see if we can provide it a deadline three for you. I said don't be accommodated. Thank you.

12:28

If we could move on then in the introductions to the local authorities. Good start with Lichtenberg counsel.

12:36

Good morning, Sir Michael fry of counsel for Luton Borough Council. To my left is Mr. Anthony Swift, a team manager in the sustainable development and transport team. And I imagine he'll be answering most of your questions on our behalf. So just to make clear to the examining authority today, there's no real divergence between the host authorities but given Luton's position, it will be acting by itself. These hearings today. Thank you.

13:02

Thank you.

13:04

And the joint house authorities I Fiona Ross Pinsent Masons. I'm representing for host authorities today so Hartfordshire county council, North Arts Council, decorum Borough Council and central Bedfordshire Council on some agenda items, I have additional representations to make for central Bedfordshire Council and I'll make clear when I'm doing that, and to my right, I have Jethro ponto, who I will be calling upon for some more detailed evidence and likewise online we have Christine I fucka. And Stephanie banks, then the column and style.

13:41

Thank you.

13:43

Next, we move on to Buckinghamshire Council.

13:47

Good morning Mark Westmoreland Smith, I'm a barrister and I appear on behalf of Buckinghamshire Council. To my left Syd Smith, Christine Ori who is head of planning and development. And to her left again, James Duncan, who's lead officer highways development Management.

14:09

Thank you.

14:13

We now move on to the statutory parties.

14:16

We have national highways.

14:20

Good morning, sir. My name is Ross courser. I'm a solicitor at DLA Piper and obstructed by national highways joined by my colleague Jeremy Blum, who's Senior transport consultant as content national highways. I'm also joined by my colleagues Kelly Milburn and Fiona Ahmed, Fiona and Kenny aren't expected to need to speak today, but if the need arises, we can introduce them at that time. Thank you.

14:46

Thank you. Sorry, I didn't quite catch the name of the first person you mentioned. Ross courser and no sorry.

14:55

Ms. Byrne. Oh, Kelly Melbourne, Kelley Melbourne. Thank you.

15:06

Next we have Network Rail

15:11

I'm sorry, my camera's disabled. I can't turn on my camera but Rohingya require from Dentons planning associate and I have Mark Ed from Network Rail, who is a passive shooter and a steak on the passenger and station analysis team who will be answering questions in respect of gluten Parkway station today.

15:34

Thank you,

15:36

Rebecca.

15:41

Thank you. And now we have move on to the interest of persons. We have Mr. North.

15:51

Morning sir. My name is Tim north, chartered town planner Tim north and Associates limited and I'm acting on behalf of holiday extras limited.

16:01

Thank you Welcome. And how it

16:07

is to drive is not here.

16:10

He's here thank you. Sorry, I wouldn't do it. It wasn't it wasn't good where I was. I'm Howard Duff. I'm the managing director of airparks part of the holiday extras group.

16:21

Good morning.

16:24

We have England's economic heartland.

16:32

Hello, I'm Suzanne winkles. I'm the representing economic England's economic heartland. We are a sub national transport body that represents all the authorities from Swindon across to Cambridge, which includes Luton Hartfordshire of Bedfordshire, central Bedfordshire. And I'm pence, and several of the others that are here today. And sorry, it's Mrs. Edwin cause.

16:56

Just say you're quite quiet as you may need to move closer to a microphone to be heard when it comes to your time to speak.

17:05

Also have Mr. Smith.

17:10

Good morning. My name is John Smith. I don't represent anybody other than myself. I'm a resident of Harpenden, and I'm quite happy to be called Mr. Smith.

17:24

And finally, Mr. Neal

17:30

sorry, Mr. O'Neill.

17:40



If I can just ask case team to check whether Mr. O'Neill is actually with us. He's not okay. Thank you.

17:59

And before we move on, can I confirm that we've heard from everyone who wishes to participate in today's meeting?

18:07

Additional people in the room and no additional people online?

18:21

Mr. Williams, I noticed you've turned your speaker on. Do you wish to introduce yourself?

18:29

Yes, as a

18:32

head of cohort.

18:37

Thank you.

18:40

I kind of just want to check that there was no one else who wish to speak say, and Mr. Williams, can you make sure you turn your you mute yourself again?

18:57

Okay, thank you. I'll now pass over to Miss Holmes to lead us through the rest of the agenda items.

19:04

Thank you, Dr. Hunt. So good morning, all. As you will see, we've got a lot to get through this morning. And some of the topics are very technical. So what I propose is that I'll ask my questions first, and then I'll come to the applicants and then if appropriate the council other than just the parties for their contributions. So if you could please wait for questions before putting your hands up unless you've got a point that absolutely can't wait. Also, as you'll be aware, quite there's quite a lot of overlap in these items. But it would really help me if we could stay on topic order. I'll do my best to get through all the agenda items this morning. But if we do run out of time, I will roll them on to first written questions.

19:42

So moving on to agenda item two.

19:45

The ESA highlighted a number of questions which we considered required relatively straightforward responses, clarifications, and other submission of additional information or evidence, rather than user time at this hearing to get information and we published a supplemental agenda

20:00

That was e v nine double O two, detailing these queries and requests and asking that we be provided with a written response that deadline three. I'm however asked to tighten the agenda. I just want to take the opportunity now to ask whether anyone considers that any of these questions or requests need to be explored orally at today's hearing.

20:19

Rebecca Clinton per the applicant, Madam no work and we're on track to deal with them at the relevant deadline. That's great, thanks. Okay, then I'll move on to Agenda Item three, which focuses on transport modeling. Firstly, I'd like to cover the work being undertaken by the applicant in relation to updating the transport modeling in line with the Department for Transport guidance. If you could use the tasks that's listed within Annex A of a PP. Eight s o six, four, please Can the applicant take a few minutes now to briefly explain how they've approached this review, including what work has been done to date. And please also include a summary of what discussions have been held so far with the relevant stakeholders, and finally cover what future work will be done. And whether this is also in concert with the program. It might be helpful if the program can be shown on screen while you're talking about this. Thanks. Yes, Rebecca Clanton for the applicant, thank you, we'll arrange to have that program put up on screen. And I'm going to hand over now to Mr. Ducane it to deal with this topic.

21:19

And good morning, Madam rich to Kainai for the applicants. As sets out in a written response of 27th of June, we provided the detailed proposals and how we're responding to the new advice issued by the DFT. And this included 22 tasks and a program for completion of that work through to December. And there are basically three parts to this work. The first is analyzing the trends, sorry, sorry to interrupt you, the program is very, very small. So anyway, you can

21:47

zoom in, they tend to have to

21:56

wait to see that zooms out.

22:23

Is that okay? I think that might be the best that we can do.

22:30

I think you're gonna get a much better No. For anybody else looking who's got their own electronic access to it, it's in a s 064.

22:44

final page of that document.

22:48

Thank you. So if I sort of just give a brief outline to the scope of work that we are progressing, there are three broad tasks to this. The first is analyzing trends over the COVID-19 period and the subsequent years since then, to look at the emerging patterns of behavior and how that's changed. The second is based on those that's analysis to update future models take into account latest EFT traffic growth assumptions. And then the third is assessing any risks changes to forecasts that might be necessary as a result of that.

23:22

And in doing so, we're following the guidance issued by DFT. And as you can see, I set out in the program, this is a sort of consultative task with engagement from all of the relevant highway authorities kind of throughout.

23:37

Whilst there are elements of the program that are sequential I one task has to follow the other. There are a number of elements that are also happening in parallel to in terms of where we are at the moment we're on track as to where we need to be. We've completed the analysis of the trends, reviewing data that's been released this year by Department of Transport, National Tribal surveys, etc. And we're in the process of

24:05

looking at the impact of that on future year models and how we deal with that in the forecasting. We've engaged with all of the relevant authorities to date, some of those who are in the room. And that process of engagement will continue over the coming weeks. So we're still on track to deliver the updated findings before December. At this point, I think it's worth highlighting that whilst there is still further work to do. There are some initial findings from that that are becoming quite clear. Obviously, the focus of this work is looking at what's changed since the pandemic and that's what the modeling is. That's what the advice is there to set out how applicants should consider changes in travel behavior. And whilst we're seeing some recovery in trip rates and travel behavior, since the pandemic, there are still some changes that are evolving. So in

25:00

broad terms, we're seeing some recovery on the strategic road network, more or less back to pre pandemic levels. But on the local road network, we're still seeing levels that are below where we were pre pandemic, when you look at the rail network as well, the overall Rail Journeys in the UK, and across all lines are still behind where they were kind of pre pandemic. So whilst there's still further work to do to translate all of that into the modeling, and to do the assessment of the impact of that on particular links and junctions, I think it's fair to say at this stage, that there is a possibility of slightly reduced traffic flows, when compared with flows in the transport assessment. Obviously, the detail will depend on the results from the modeling work, that's still to be done. And that will be reflected in submission later in the year. But I think it's an emerging findings from this is overall traffic levels are behind where they were, and therefore future traffic levels may be lower than what we assessed, which means the assessment that we have undertaken is a reasonable worst case.

26:11

And that's, that's good news.

26:14

So in terms of what you're going to do with the muzzle, and if there are any adjustments and tweaks, have you had that discussion with the stakeholders in terms of what is going to be changed? Yes. So there's been a process of engagement and planned engagement through the different stages to bring sort of partners with us. So the first phase of work looking at the data, and the trends has been shared with the relevant highway authorities. And

26:39

the next stage will be sort of making decisions about how we reflect that in the modeling work that's going to take place. So the next meetings, we'll talk about those proposed approaches and how we intend to deal with them.

26:52

Okay, I note from the program that there were technical notes, one, and I think two is about to be produced. Are they something that could be submitted to the examination?

27:03

Yeah, absolutely. If that's helpful information, we can provide that. I think I'm just conscious that obviously, in the program, it's not until the fourth of December when we actually get to see anything. So anything you can give us in advance would be much appreciated, just

27:21

so from what I understand, from what you're saying, in terms of the sort of the assessment that you put in appendix A in terms of how this would affect the s, at the moment, you're still saying that you're on track to basically, it's not going to affect the s in great detail. But based on our initial findings or trends that we're seeing, it's not likely to affect it.

27:46

So at the moment, I see that task 19. So that's the traffic data for the environmental assessment is going to be complete by week commencing the 30th of November, and then test 20 reporting will be three weeks to a four week program. Obviously, we've got our next round of issues specific hearings on the 27th of November. So I'm assuming that you will know about any significant issues in sufficient detail so that they can be discussed at those those next hearings? Yes, that's my understanding. Yes. All right. Can I just move over to the council's local authorities Has anyone got any comments they'd like to raise on this?

28:23

Like revolution Borough Council? No, madam and meeting

28:28

you and Ross for their for hosted RC stuff, not in this point?

28:32

Buckinghamshire Council.

28:35

Can I just introduce Christine.

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Thank you.

28:41

Whilst we note the ongoing work in relation to the update to the transport modelling, we do have some significant concerns around the validation and the model and buckling shear. And we have asked for additional information, I will draw attention to the principal areas of disagreement, rep 2045, in particular paragraphs 2.21 and 2.22. In that regard, and I will hope that the applicant engages with us on those matters as well.

29:11

If the applicant could respond to that, please. I think I'm gonna respond. The engagement on the revised modeling response to the DFT guidance is ongoing and your participation involvement in that is absolutely necessary and welcome on. On your second point about validation. I'm going to ask my colleague Mr. posford, to comment on that who is leading the detailed modeling work, if that's okay. Yes, thank you.

29:40

Client posford for the applicant. I think we responded to the various questions on the adequacy of the modeling within Buckinghamshire. But then in summary, the trip I think we're coming on to trip distribution to the distribution. We'll be covering that in the next it was relatively small volumes at

30:00

Coming to and from the Buckinghamshire area. And the overall approach to the modeling was agreed with various authorities are unfortunately not Buchinger. We acknowledged that

30:11

many years ago when we started this project.

30:16

Thank you very much.

30:18

If possible, could you submit what you've just stated in writing for just so I've got a summary, that would be really helpful. Thank you.

30:28

Anyone else got anything they'd like to raise on this issue?

30:35

Yes, John Smith had a few points to raise here.

30:41

As you know, the quality of a scientific field depends on how well the mathematical models developed on the theoretical side, who agree with the results of repeatable experiments. Lack of agreement between theoretical mathematical models, and experimental measurements results in bad decision making. A crucial part of any modeling process is the evaluation of whether or not a given mathematical model describes a system accurately. In general, model complexity involves a trade off between simplicity and accuracy of the model. As you will appreciate, Occam's Razor is a principle particularly relevant to modeling. It's essential idea being among models with roughly equal predictive power. The simplest one is the most desirable. I read through all your formula, you need a PhD to understand that. I'd like to know I'm sorry, Mr. Smith. Oh, sorry. I have to direct your questions to me. All right, sorry. Sorry. But these are the guys who are gonna continue. Yeah, it does sound like a lot of what you're covering. You've already maybe covered in your listing. Some of this is new. The mathematical modeling piece is new snort was in my applications. It's further research I've done. I'd like to also add that I think the baseline they've taken is 2016. They may have done some added surveys. I want to know what surveys have been done, not just the M one I want to see the local roads through Harpenden and the B 653. Since 2016, we have the junction 11 A open and up with a lot more traffic coming from Dunstable Houghton, Regis, Milton Keynes made a big impact there. We've had massive housing developments in Luton Politik, Holly Harlington, leagrave Bedford

32:22

dand. You've you've got concerns. I think, rather than getting into the detail now, it would be really useful if you could put that in as a

32:31

there's a traffic survey came out last week by the University of Hartfordshire Smart Mobility Unit about the transport effects in Hartfordshire. And I don't think that will have been added into there. Also, in July. They have the St Albans district plan released 15,000 new houses to be developed and sent St Albans district 15,000 There's a place in Harpenden, Legal and General are trying to get planning permission for 550 houses with 1100 car parking spaces in Northeast Thailand and six miles from the airport. Um, so I appreciate you've got concerns. If you submit them in writing for deadline fee, then the applicant will be able to see the full comments and be able to respond to you. That would be really helpful. Thanks. I'm not convinced the model is applicable. Now. I don't even know if it's a generalized model. Has it been tested on them one locally? Who knows? Okay, thank you very much for your comments. Just national highways wants to comment.

33:34

Thank you, Madam Jeremy Blum representing national highways.

33:38

Firstly, looks like to say that we're fully supportive of the approach that the applicants taking on the pre pandemic or post pandemic modeling. We have been engaged. But I just wanted to mention one substantive change in the call scenario. So in the current course, Ariane watch what I believe the answer is based includes an all lane running scheme, which would increase capacity between junction 1011 by 25%. That's not happening. And I understand the applicant is taking the opportunity to remove that from the course scenario. We'll be interested to see what impact that has on the ES when it's completed. Thank you, Mr. Bloom. And that was literally my next question whether the applicant could confirm that all lane running has been removed from the model.

34:30

Richard accounted for the applicant, Madam Yes, I can confirm that we are testing a scenario with that removed.

34:36

Great, thank you very much for that.

34:39

And so I just want to move on to item 3.2, which is the forecast infrastructure assumptions.

34:47

East West rail has been included as near certain however, the DCF the scheme is not due for examination until 2024. In part one of the transport assessment it states the East West Rail

35:00

scheme has been assumed in order to ensure a conservative assessment not to make a significant contribution to the public transport mode share at the airport. Although a frequency of four trains per hour per direction instead of two may offer benefits. Can the applicant explain why this scheme is included in the modeling as near certain or being not being used to make a significant contribution and surely to be conservative, it should not be making a contribution to these West's transport corridor.

35:30

Richard accounted for the applicant. As you'll be aware, the phasing of East West rail and the delivery of the different components has been changing over recent years. And we've reflected sort of best case understanding of where the project is in terms of its status and delivery, when we undertook the initial modeling then that phase of East West Rail from VISTA to Bedford was programmed to be delivered earlier things have changed. So we are looking at whether that is a significant impact on the forecasting results. And as you mentioned, the forecast number of people using east west rail on that section is really quite small. So irrespective of changes to the program for East West Rail, we don't think that has a material impact on any of the results that we have presented.

36:29

Okay, thank you very much to that.

36:33

So moving on now to the M one ASICs link. So this proposal link road from M one junction 11, a to the Asics running through central Bedfordshire will act as a northern bypass for Luton. So this scheme has got planning consent and is included in application certain. I note that in the simulation model plans impact VFR the transport assessments are a PP two or five that was included. However, in the maintenance submitted trip distribution plans, rep one dash O 19. This strategic routes not shown can the applicant explain why.

37:09

Richard again, I should be Applicant. Madam, I just wanted to make one point is that I might sort of call on my colleague Mr. React to deal with that specific point about the trip plans in our assessment of projects to include in our assessment in our assessment, near certain is not, you know, DCO consented, we've made a judgment based on, you know how we believe that project will progress in our modeling timescale.

37:37

So, as that scheme has consent, we have assumed it will be delivered in that timeframe. In terms of your point about the trip distribution plans, and is that included? I'll hand it over to Mr. React to respond to that, Mr. posford, sorry, apologies

37:56

are quite possible for the applicant.

38:00

The trip distribution plans purely show the distribution of airport trips to and from the airport over the network. Most of the traffic we're showing via junction 10 onto the M one rather than the northern route, the traffic would have to travel through the middle of Luton to get there.

38:17

The trip distribution plans are mainly showing

38:22

the origin and destination of the trips rather than the assignment. So the traffic assignment in the model might be slightly different. So we're not like comparing like with like, but there's plenty of information on the use of all the various rows within the appendices of appendix f of the transport assessment.

38:44

It's just I was assuming with the CIF distribution plans that it would show sort of in the future when this link is is constructed, it would show that there is traffic using it. But there's not even a line on the tip distribution plan for that link.

38:59

Cloud password for the applicant, but the traditional distribution

39:03



plans are only showing airport traffic, not not general traffic.

39:10

I mean, I understand from relevant recommendations, there's a concern that at times when the M ones congested, that traffic will take alternative routes to the airport. And I would assume the while these routes for traffic coming down to the North would be to come off at 11 A go along the new link road and come into Luton versus on the trip distribution plans. There's nothing there at all quite possible for the applicant. Yes, that's definitely possible. Again, the distribution plan purely shows the origin destination on across the network. The assignments in the peak hours might be different due to the reasons you just said once all the other traffic's taken into account, so yes, you're correct. And the model might show that, but always showing in the plans is the daily traffic, which could have been done on the table, for example, in percentage numbers or that it's

40:00

is purely

40:02

a representation of the possible distribution rather than the detailed routes at different times of the day. So what the chip distribution plans for, you know, because we've been sent the ones with the proposed scheme, and you know, all the way up to 25 fe, with the, they'd never show any of the new routes then or any other routes, that traffic will be taken to the airport called posford. For the applicant with we'd have to produce plans and assignments for every peak hour to do that, because the plan is purely showed daily traffic. So it's a simplistic view of

40:42

the airport trip distribution. Okay, so it's not, it's not really giving me what I needed to see, which was, as we move forward in the airport expands, where could traffic go? And where would traffic be routed to and what roads would be getting busy. It's not giving me that information, then client boss with the applicant.

41:02

Appendix f of a transporter assessment contains all the strategic modeling within the appendices of that there's actually a huge amount of information, whether that's why ask for centralized planning, because there's a lot of information, it's quite hard to simplify in terms of daily traffic, we'd have to look year by year and all the peak hours and provide the information. Yeah, because what I was looking at was some sort of simple

41:30

map, basically, that would show over the development years, the amount of traffic that was using those routes to the airport and get an idea of how much traffic. And that's clear. That's what those things are given me.

41:43

mentioned, the Canaanites, the Applicant and I understand the question, and I think we can help by sort of distilling some of the information that contained within the transport assessment to give you what you need. Just to explain these diagrams, there are kind of visual representation of the average all day flows. So the point Mr. Botsford is making is that during certain times of the day, you will get a slightly different distribution as traffic conditions change. And that isn't reflected in here, but we can extract that from the transport system and summarize that in a note.

42:15

In the panel, yeah, that'd be basically make it as simple as possible so that I can explain it to the Secretary of State, simply anything you give me would be much appreciated. Thank you.

42:26

And just in relation to the trip distribution plans, the clarity of the background map is really poor and you can't zoom in and actually see what roads are being affected. I was gonna say, could there be an issue but I'm not sure actually. It's given me the information I need anyway, so