

AUDIO_ISH4_SESSION2_28092023

Thu, Sep 28, 2023 3:18PM • 1:40:45

00:06

Okay, the time is now 1126. And we will continue with the hearing.

00:13

Next, we're going on to agenda item six, which is monitoring. I understand from the response to the relevant representations of national highways, that the transport related impact monitoring and mitigation pressure trimmer for short, is under consideration and will be reported on Ducasse that it will contain detail about how the junction is an airport related traffic will be monitored and reported on as well as the governance associated with the delivery of mitigation measures. Please could the applicant providers as an update as to the progress towards the development of the trimmer, including how airport related traffic on the local highway will be monitored, and also when this report will be submitted into the examination, Rebecca Clutton for the applicant. Madam, I'm just going to take the opportunity to introduce Mr. Rhodes properly now that he did answer a question or Liberty hadn't been properly introduced. Matthew Rhodes is an associate director with transport transport planning with Arup, and he's our surface access lead, and he's going to address you now on the trimmer.

01:12

Excuse me, ma'am. I was under the impression that we hadn't actually finished the last subject. You mentioned fly parking. But there was also a question of the second part of that particular. And I did cover all the questions that I had I covered them all under this and that topic that I'd finished, if you've got items that you information, you would like to submit to the examination, if you could do it in writing for deadline three, and then I'll take that into consideration, and the applicant will also respond to it. Thank you very much. Thanks.

01:44

Matthew rose on behalf of the applicant.

01:47

So the tremor approach, which is transport related impacts monitoring and mitigation approach is set out in as an outline in Appendix II of the transport assessment a pp 202.

02:01

Since the that was submitted, we have had a number of engagement sessions with all of the local highway authorities, and also national highways to take them through the evolution of that into the tremor itself. And that's principally been setting out how we will undertake first monitoring of airport related trips, and also updates to our understanding of the wider highway network. So that process has been ongoing. And we've had feedback from those highway authorities that we're seeking to build into the document. And we're planning to submit the trimmer to the examination that deadline for

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Thank you very much for that. That's a that's appreciated.

02:59

Just one more question on this. I understand that that Hertfordshire has authorities have concerns that aside from the hitching junctions, no other roads are junctions in Hertfordshire included, or can I just confirm with the applicant that they're in discussion on this, and discussions are ongoing and whether this will be resolved before closer examination.

03:17

Rafi roads on behalf of the applicant. So yeah, discussions are ongoing, the junctions that have been identified in the transport assessment today to those that require mitigation. According to the triggers that the transport assessment set out, however we have through the tremor, the opportunity to introduce other locations through that will be that will be part of the airport transport Forum and the steering group that will be set up to to effectively introduce and manage the tremor.

03:53

Okay, thank you for that. I just asked if the half shows thought is like to make a point on that.

03:59

If I could defer to Stephanie Beggs, who's online, please turn to that.

04:10

Hi, Stephanie Biggs, on behalf of the host authorities.

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So I think the

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I think that

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we have

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obviously had the presentation around the tremor from the applicant, the consultants, were still giving consideration to the content of that.

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And there was some initial feedback that was given during the meeting around that, but yet, we're still sort of considering what the implications of that might be and whether we will get what we need out of that for the local highway network.

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Thank you very much for that. It could the FM can respond on that point please in terms of disk

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questions that you're having and how they're progressing.

05:03

But you wrote on behalf of the applicant. So the first round of engagement that we had recently detailed the trimmer, but that feedback was received from the hearts authorities. We're currently considering that feedback and we will come back with a further round of engagement, obviously prior to submission of the trimmer, a deadline for

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that's great. So as far as you're concerned, it won't affect the submission for completing a deadline for correct.

05:33

Can I just ask if Luton has any comments to make on this

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matter microphone for leaving Borough Council and back to Mr. wift

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swept Luton Council is just to make the point that the council is is supportive of the tremor, the as a framework and principle for identifying the sequencing and type of intervention that needs to be brought forward. responds to feedback that predates this meeting up to a couple of years ago, in terms of what we felt was the most agile and proportionate way of of

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monitoring and planning for highway mitigation. I would just make the point further that we await the terms of reference that will govern the airport transport form as the airport transport forum as the vehicle to

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deliver the

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outputs and outcomes of the tremor.

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Would the applicant like to respond on that point?

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Matthew roads on behalf of the applicant? Yes, just to confirm that the terms of reference are still being developed. So that would be shared with the host authorities for their agreement prior to that being confirmed in the DCO.

06:53

Thanks. With booking I'm sure counsel like to make a comment. Yes, there's more questions Smith for Buckingham. So counsel, can I hand at Christie Nuri? Thank you, Christina on behalf of Buchan Nisha counsel. So we equally we have had a presentation last week on the tremor process, I think we have a number of initial concerns which I would like to draw your attention to the tremor processes to be managed through the quarterly airport transport Forum, which buckling check councils currently not part of. And therefore we will have no ability to implement that process unless we are formally allowed to join the airport transport program, which is one of our requests. The tremor is designed to deal with mitigation type one, which is that which is already contained into the DCO, as well as Michigan mitigation type two, which is other ATF members can present proposals for mitigation, which we're going to talk around on seeing consequences if you want to term it like that. And I think apply parking has been put into that mitigation type too. And then it goes to the airport transport forum for discussion. And proposals put forward in terms of monitoring and any mitigation that might arise to deal with that.

08:12

Obviously, I'm concerned about the funding that be made available for mitigation type two is called residual impact and on the presentation we've had, and it's very hard to define a residual impact bond when you don't actually understand what the impact is you're mitigating in the first place. And therefore, I am quite aware that no applicant is going to have an uncapped online liability against proposals such as this. So the devil is really going to be in the detail as to how that cap is going to be defined. And whether that's going to be sufficient to accommodate all the mitigation, which has even been discussed in this room today. So the answer today was fly by parking, it's going to be dealt with through trauma. So the more we add into trimmer, the higher the pot, the residual impact fund will need to be in order to mitigate any future impact, which hasn't yet been defined. So I suppose if you're not going to do the work up front, the residual impact pot has to be quite substantial in my view, or you're going to have to start actually identifying the mitigate, identify to identify where your impacts are, and coming up with the mitigation proposals and costing them output. You know, I think that's probably what I would like to draw your attention to. Thank you. And we'd like the applicant like to respond, please. Rebecca clutton for the applicant, Madam just in the first instance, to be clear that we have mitigated all of our known effects and those are part of the costs that have been identified for the project already. So to the extent that it's being suggested that there might be things that are known effects that haven't been mitigated, that is not the case. Beyond that, I'll pass over to Mr. Rhodes, just in relation to the unexpected unintended consequences aspect.

09:57

Matthew Rhodes on behalf of the applicant and

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Just to pick up on on the first point around ATF membership, we have requested the bucks right to the operator to request membership at the ATF. And that will be then considered by by the operator, but we

don't see any reason why that couldn't be accommodated. With regard to mitigation type to the residual impacts, yes, by its very nature, they are impacts that we have not identified through the assessment. And therefore, you know, the that it would be brought to the ATF steering group by members and studies would be undertaken to determine whether they are impacts that are indeed as a result of the airport growth. So highway authorities would be able to do that through the ATF and the ATF steering group with regard to the cost of that fund that's still being considered by the applicant.

10:54

Thank you very much. Does any other interested party like to make any comments in relation to monitoring?

11:03

Design when causing Lindsay COVID, heartland, some of the authorities that we representable so express concerns about how these funds, the funds that will be available for these unintended consequences, and also about the membership of the airport, transport forum.

11:21

Or group sorry. And, and we did also suggest that potentially as a neutral party that represents all authorities across the region, that potentially having us on that group, as a neutral party as a not as a mediator, but as someone who can take a very more neutral process could be beneficial for the applicant. Thank you. Can the applicant respond on that please?

11:47

Matthew rose on behalf of the outcome we'll consider that request.

11:52

Thank you. Because Mr. Smith first.

11:56

Thank you John Smith, local resident. The trim that must include the a 1081 that goes through the center of Harpenden and also St Albans and the B 653. They have to be included traffic levels in half shirt as a whole among the highest in Britain. So those two roads must be included and not just a quick and dirty and a skim, they're really properly analyzed.

12:22

Thank you Mr. Smith. And Mr. naff. Thank you, Madam Chairman. Yes, we would like also to be on the airport transport or as as a transport operate, and a local business of long standing, providing a service to the airport. Apart from that, Madam fact is that the female also seems to be related to the framework travel plan insofar as initiatives or incentives to disincentivize people from going to the airport by pub by private transport, and in particular kissin fly needs to be assessed in both documents, particularly brainwork. Travel plan as a as a mode of prevention. I can't see that being the case. Madam Chairman, given that the number of curbside parking spaces at the airport, throughout the duration of the DC application is going to increase significantly, as in my view will just have unintended consequences,

which will lead to increases in numbers of fly parking and also the sustainable modes of travel to the airport.

13:32

Okay, thank you for your comment with the national highways. Ross Costa national ours. National Harry's is yet to see the full tremor, which is essential given the concerns about the level of impacts on the M One Direction 10 We just like to mirror and build on the comments made by booking insurer. The outline treatment doesn't provide does not provide sufficient details of the proposed monitoring regime for our purposes. I just like to touch on a couple more points and that we're concerned with so the applicant proposes to stop monitoring it 31 point 5 million passengers per annum.

14:05

NASA doesn't agree to this principle. Because of the development of the scale monitoring should continue for several years. posts will occupation utilizations confirm that the impacts don't change over time.

14:18

The sustainable transport funds stops once the airport reaches the 2 billion passengers per annum and national highways consider that at this stage the mode shares likely to change resulting in a greater number of car trips. Monitoring will be required for longer than that, that threshold capacity point in order to confirm that the impacts on the SRN don't change once funding for sustainable transport interventions is reduced or amends.

14:43

Again, we haven't been included as an organization in the ATF and consider that it will be critical that we are included in that process otherwise, we just got no ability to influence or contribute to the process.

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details of how the applicant will distinguish between airport and no

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On airport related traffic is required for monitoring purposes. And as we've understood already, those details haven't been provided yet.

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details of how junction capacity will be monitored is also going to be required.

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As details of how the thresholds and triggers the mitigation should be confirmed,

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we also have an issue with the surveying period for monitoring, which has been stated by the applicant to be one week, which for development of this size is nowhere near sufficient.

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There can be significant fluctuations week by week, and several weeks should be undertaken as a minimum to ensure that the surveys represent a neutral average time period.

15:39

Thank you very much. If I could just mute to the applicant. Obviously, it's clear you've had discussions with some of the local councils about the Chima when, if and when are you going to have discussions with national highways?

15:51

Matthew roads on behalf of the applicant. So we have had discussions with national highways they were part of the meeting that we had in the last couple of weeks. The points that have been raised were raised in the meeting. And we're considering all of those in terms of how we respond with the with the tremor information. So with regards to the potential endpoint, considering whether we make a change to that that was an initial proposal, subject to stakeholder engagement.

16:19

Thank you for confirming that. Madam, Rebecca Clutton for the applicant. Can I just ask Mr. Ducane, I to address you on the membership of the ATF since that has been raised a number of times? Yes, that'd be useful. Thank you. Thank you, Richard, for Can I ask the applicant, just to sort of clarify that the ATF exists at the moment as an existing forum and has membership including airparks, which are a subsidiary of holiday extras, so they're already represented on the current ATF.

16:50

As part of the revised approach as set out in the framework travel plan, we are looking to refresh the governance of the ATF and open to the inclusion of other organizations that have a relevant role to play in delivery of the plan.

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So the reference two bucks being

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a possible member of that is part of that discussion. But clearly, the purpose of the transport forum is to deliver the travel plan and those organizations that are members have a role to play in its current delivery. So we welcome organizations that currently feel were excluded who have a role to play in implementation.

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Thank you for that this will be useful.

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Has anyone else got any comments they'd like to make in relation to Agenda Item six before we move on? I Fiona Ross for a central Bedfordshire Council. I would like to bring in death row punter to make some additional points.

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Chess references central Bedfordshire Council.

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Thank you, man.

17:51

We obviously been involved in the same discussions and we look forward to seeing what submitted to that deadline for when we'll be able to make further comment, but there are some

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initial areas, I think of further information that we did want to to raise or clarify.

18:07

Firstly, I think our understanding is that the schemes as currently modeled have been treated as a package it works in terms of the modeling. And what we don't understand is should the tremor bring those works forward individually to have the same effect as if delivered as a package of works?

18:22

Secondly,

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and as you'll be aware of a number of the works as detailed on the works plans, as of three, assume delivery of schemes associated with these sort of Luton project. What we need to understand is how the tremor process could account for either the delivery or the non delivery of those schemes within the timescales envisaged.

18:45

There also, I'm sorry to interrupt. Could I just ask Mr. punter to bring his microphone, but I'm just struggling to hear sorry. I've asked. Do you need me to repeat the previous point manner?

18:56

The second query is with regard to the assumed delivery of Easter balloon schemes within the works plans and how they'll be accommodated within the trimmer process should they be delivered or not delivered within the timescales as as envisioned within the modeling work?

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With regard to the current document, as considered as a certified document in schedule nine, to understand whether or not the updated trimmer document being considered replace that document,

with the current appendix i being a relatively brief and relatively open ended document in terms of its commitments.

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Specifically, that document appears to allow for the reconsideration of schemes so the submission of ultimate schemes through the trimming process, and so an understanding how that would tie into the currently assumed red lines as assumed for the offside. Hi works. Thank you, madam.

19:51

Thank you very much. Can the absolute respond on those points please.

19:57

Matthew Rhodes on behalf of the applicant and

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With regard to the issue of a package of works being required, that can be considered within the tremor. So, if there are schemes that are very close together and we consider that one of the junctions is triggered through the threshold, then we could consider that the two junctions or three junctions are brought forward together as a package of works and that would be agreed by the governance at the IETF steering group. So, that was the first point with regards to the Easter balloon schemes see that is considered to be a committed development by by the applicant what what we what the trimmer does obviously allow us to be as agile through that process. So, if there are changes, they will they will be discussed by the ATF and the ATF steering group see how the mitigation may need to change. And then with regard to the type of mitigation, we are committed to the mitigation is currently set out in the transport assessment. But what the term does allow us to be as considerate of changes that may occur on the highway network, but that would take place within the DCO red line.

21:15

Thank you. That's the yes useful as anyone else got any points they'd like to raise? Yes, Rebecca, and for the applicant, Madam just to confirm in relation to the certified document point it is our intention that the full tremor would replace the outline.

21:29

Thank you for confirming that.

21:31

Okay, we're going to move on to Agenda Item seven now sustainable transport. The aviation policy framework states that all proposals for airport development should demonstrate how the airport will increase the use of public transport by passengers to access the airport. So firstly, in relation to rail access to the airport, there were representations raised a concern over the capacity of the rail network. Can the applicant explain how the future rail capacity was determined and provide details on the discussions the applicant has had to date with rail operators in relation to this concern?

22:05

Richard, you can ask the applicant Thank you. I mean, first of all, just to

22:09

provide the assurance that the policy requirements around sustainable transport are reflected in the various documents we produced, including the service access strategy, the framework travel plan, and indeed the details of the scheme itself. And I think that's evidenced in the investments that have been made already by the airport in the dark, and the transformative effect that's going to have on how people access the airport by public transport, on the specifics of rail and rail capacity. Clearly, Luton is well served by rail through a number of services calling at Luton Parkway. And over recent years, that level of service has improved dramatically through service enhancements, train lengthening, and the introduction of new services like the East Midlands express service from some Pancras that's running at the moment, the connections from the airport terminal to the station have also been strengthened to the Dart as we've talked about, and then the quality of the whole passenger experience and the ease of interchange between national rail and Dart through the station itself is extremely high. So all of those measures, in combination give Luton, a high degree of rail accessibility on that north south corridor. The work we've done through the transport assessment, and the transport chapter of the environmental statement looks at the rail capacity of that line, based on the existing levels of service, and the capacity that's available. And it looks at the distribution of airport related demand. On top of that, for example, how many of those trips are traveling all the way to central London, how many are getting off before then, and the impact that might have on individual stations. And whilst we are forecasting an increase in rail demand overall, from Luton, through a growing mo chair, but also a growing demand base? You know, we are very clear that the scale capacity that exists now and in the future is such that that increase in demand poses no problems at all whatsoever for those services. And the detail contained within the transport chapter of the s in particular, provides a an assessment of the additional passengers per train, and identifies the relatively known low numbers of additional users per train that would take place. The other point to make is that the peak periods or background rail demand, which is typically dominated by commuting in this part of the world into London and out of London is quite different to the peak periods for people traveling to the airport and from the airport by rail. So we've looked at the potential for overlaps and where that might create problems. And because of the change in profile of trip demand, then we are able to take account of capacity that exists in the period. So when you add all of that together, and then you look at the investment that's been taking place, there is sufficient kappa

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City on the line and in the station to deal with the kind of future demand. But we are proposing through expansion of the airport in terms of engagement with the rail operators. Clearly the rail sort of community, including the operators, National Rail, great British Railways, this is a landscape that's changing all the time are part of the airport transport forum. In the short term, the rail network is served by existing operators who are operating under defined periods. Clearly, we have a long term strategy that looks beyond that. So important, we are aligned with the kind of long term vision for the railways in the UK. So we sort of engaged both at the operator level, but also looking at long term capacity improvements on the line and when they're taking place. But the overriding kind of message from the work that we've done is Luton is well connected by rail, it's got so much better over recent years, and

there is a significant amount of capacity that we can use without posing any negative impacts on the network at all.

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Thank you very much for that that was really useful. It would help me if you could supply that inviting, definitely just so I've got all the information to hand.

26:03

I understand that there are representatives from

26:07

Network Rail on the line, I was just wondering, in the relevant rep, this representation sort of rep one dash 113. They said that they were going to assess whether the nd increased passenger numbers or create any rail capacity issues. Can I ask if Network Rail if this assessment has been undertaken?

26:30

Leaning recurring for Network Rail, Mark EDI as well. Unfortunately, the clearance process that Nero normally do to assess the impact hasn't yet been completed at the moment, we still don't know the true extent of the impact. But Mark, Ed will be able to give sort of a general overview of the potential impact we think it may have. But this is obviously subject to our clearance process being completed. So So when would this clearance process occur? Will we get the information during this examination process? Over? I would hope so. Yes. So it should hopefully be probably in the next two months, I will probably say by deadline five.

27:08

Okay, thank you very much for that.

27:11

And does the Mr. Eddie want to come in and speak on this matter?

27:17

Yes, good morning, Mark at Network Rail.

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I think there's a number of pointers regarding the assumptions of the line capacity, I would point out Network Rail is not the operator of this station. And we are reliant on the contribution that the talks can bring

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to providing the assumed capacity.

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I'm not sure I necessarily agree that

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all of the forecast patronage increase for the airport is going to take place off peak.

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So we would be very interested in specific assessments of peak time impacts.

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And at the moment, it looks like from ticket sale data that 60% of the current sorry, 2019

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patronage in the station 60% of that appear, occurs during the am and pm peak hours. So there is a there is a focus.

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There's also a balance between boarding and alighting

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at the station, which was an indication of

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balanced bi directional flow.

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And that typically requires

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more stress on the existing capacity. We also would anticipate that there could be

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stress from the passenger demographic, large numbers of passengers with large luggage, passengers traveling in groups. These are all things that can have an impact.

29:01

And regarding I don't know, we touched upon this back in the modeling section, but I would ask the applicant regarding station specific modeling to be undertaken rather than high level strategic

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assumptions. So I think that's a necessity. We've also got the impact of the doubt recently opened. I think in the past assumptions were made in certain documents about its impact it is now operating. We would like to have knowledge of what the impacts are.

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As a consequence of that being opened. And also we would like to see sort of a refresh of the assumptions around

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the statements made in the getting to and from the airport. Because I believe now we're closer towards

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more being able to focus on reality rather than assumption about the operation of the talks. Thank you

30:00

Thank you very much would like to respond on those points, please. Thank you, Richard, again I for the applicant, just to provide the reassurance to Network Rail that we have undertaken a traditional am peak hour. So this is the rail peak as opposed to the airport peak hour assessment in terms of the additional rail passengers using Luton Airport Parkway, and that's contained within the transport assessment. So, we have looked at the traditional peaks as well as the airport peak through our work.

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On the station Capacity Assessment point, we have,

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obviously, Luton Airport Parkway Station has been upgraded relatively recently, to provide capacity for future growth. So through the work that we've done, in accordance with the transport assessment, we've looked at the additional rail demand in the context of the Airport station design, background flows, given that the majority of people using that station are airport related, and actually scoped out the need to do any further assessment on capacity because it's obvious to us in the work that we've done and based on our experience, that the station has abundant capacity to deal with kind of future demands, both in terms of concourses, gait lines, vertical circulation, and platforms. So we can provide a commentary on that if helpful, but we feel it's not necessary to do that level of assessment, because there is no issue that we will see.

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And thank you, yes, if you could provide that comment to that bit. That'd be useful to me.

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I was just going to move on to questions about the doubt now, a number of relevant representations raised a concern about the cost of the DAT. And that that costs were put staff and passengers off using it to access the airport and increase the use of taxis and or parking in local areas.

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You did provide a general responses concern and stated that they have to kind of set the loot and out fair based on independent assessment and some rationale, reflecting the value of time saved and convenience and quality of what was being provided compared to what went before. Okay, I can just provide some detail in relation to the comment, the cost is in comparison to what went before.

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Richard again, for the applicant,

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I'll come back to that point on the comparative cost on what was there before. But I think the what we have now is some data on the usage of the dot.

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And in comparison to previous usage of the bus connection service. So since the data opened, we've carried over 1.2 million passengers. And that's a significant increase, I think 14%, we can provide these figures in writing over the levels of usage of the previous bus network. So that's an indication of how popular the service is for passengers using it to access the airport. And as we mentioned earlier, airport staff are not required to pay to use the service.

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Yes, that's great. In terms of the usage,

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did you when you first open to run some sort of discounted scheme? So was it a sort of an increased use? Is it staffs scheme?

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I don't know the answer to that, madam. So we can confirm that with you separately.

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And in terms of usage, is it in line with what you would have expected because there's been money for a few months now, Richard, again, as the applicant,

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it is. But the caveat is over the last six months, we've had a number of rail strikes, which obviously impacts on the Dart, so it's been an unrepresentative six months. So given that context, and given where the demand source for the data is coming from, then we're really positively pleased about the level of demand that we're seeing. What we need is a period of time without rail strikes to build a more representative view of what that demand is. But so far, it's on track without forecast, and is ahead of where demand was with the previous connection. So it's all looking very good.

33:58

It's great. Thank you. And was somebody else going to talk about the comment about cost? The dat tickets? Yes. I think Mr. Aldridge sitting behind me, is just whispering in my ear that there weren't any discounts on the dark for the early life. So there's no sort of bounce in the demand figures based on a discounted level.

34:18

And your question, sorry, Adam was about comparative cost with the bus arm. Yes. And I can confirm that in writing all this afternoon, perhaps? Yes, that'd be great. I mean, if you could provide in writing

just a brief summary of what you said in terms of the usage and the cost, roll over to that that would be that would be good.

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And just want to move on to bus and coach. There were several relevant representations that raise the concern about the lack of bus and coach routes, particularly in these western elections.

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Development representations also raised regard concerns regarding the capacity of the existing bus services and Buckinghamshire Council has requested their local bus station bus service BB

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stored that will connect Luton to housebreak. Understand the applicant has had a discussion with the bus providers to aim to increase coverage and frequency of the service to the airport. So could you just provide me with a brief summary of the discussions? And following these discussions? Does the applicant have confidence that the new spaces provided at the airport and can and will be utilized by the operators

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which should account for the applicant. The role that bus and coach play in delivery of our service access strategy in the framework travel plan are really important, and they provide different functions, coaches primarily about passengers and buses, primarily about staff not limited to but kind of primarily, so we look at the service provision for bus and where the catchment of employees, you come to a different sort of concrete set of conclusions about routes and areas of demand than you would with Coach services. So important to make that distinction. From a coat service perspective, Luton is already served by a number of CO services that provide high levels of connectivity and frequency by coach to the airport. In particular a one of the A to services. The airport is currently out to market looking to procure a new set of coke services. So engaging with the market through a procurement process to set a number of concessions in place to deliver new coke services.

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And sort of actively engaged with bus operators about how bus services can be improved, particularly for kind of staff recognizing that there are particular corridors and catchments that are most important from a staff perspective. Looking forward, the framework travel plan has a particular focus on enhancing those connections, particularly east west, which are complementary to the strong north south connections by rail.

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And that provides the primary mechanism through the forum and the sustainable transport fund that supports implementation of the travel plan for putting those services in place.

37:02

Thank you. So you mentioned that you have looked at an assessment of where your staff are in terms of potential lawsuits. Do you know what the current number or percentage of staff that traveled to work by buses at the moment?

37:19

Richard, you can ask the applicant? Madam I do. But I'll need to get that figure to you shortly when my colleague digs it out from the transport assessment, but that's contained within the various service access surveys that have been carried out. Okay, that's great. And have you done work to sort of determine where your staff are? And in terms of the times they want to travel and compare that to the available bus services? And just want to understand how many people can realistically be persuaded to use the bus rather than drive to the airport based on shift patterns.

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Richard, can I ask the applicant, that's a really important point, Madam about making bus services effective. So they're well used. And,

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you know, popular for, for staff. So through the framework travel plan, there is greater emphasis on surveys, particularly staff surveys to establish that baseline data, and to use that information to prioritize areas of focus and to work with operators, and to support that through the sustainable transport fund to get those measures in place. So we do have an understanding now of where employees live. And also their time of arrival to the airport, recognizing many of those trips are through the night to accommodate the operating hours of the airport. And looking at how we can serve those reasonably with public transport services. It's worth noting that the rail network operates 24 hours, as does the dark. So that does provide a connection for employees to get to work if you are on the rail corridor. But recognizing that, you know, looking at the opportunity to enhance that with bus services, and looking at the nature of those 24 hour, and how we can deliver those is a key part of the travel plan and the work of the airport transport forum.

39:05

So the work that you're doing now will that the additional information that you'll be able to submit during the examination, because that's obviously taking the next step on that what's in terms of what's currently provided in the application documents

39:19

are routed to Canada for the applicant. I think maybe that's part of the finalization of the travel plan, as we sort of merged from a framework travel plan into the travel plan that will be prepared and submitted to the relevant planning authority for approval. So that will sort of contain more specific objectives and targets for public transport improvements that can be delivered during that travel plan period. So that's where I see the level of granularity and detail coming forward for those additional services. Okay, thank you for that. It would help me if you could put in writing for deadline today a summary of what you've talked about in terms of staff usage and machine usage and capacity and the work you've done.

40:00

Then,

40:01

in terms of passengers, as we discussed, there's not really East West Rail connection for passengers. So they are going to have to rely on coach if they don't want to drive to the airport, does the applicant know what proportion of his passengers currently Charles the airport from locations to the southwest of the airport, and now they're suitable co surfaces that could supply these areas

40:23

rigidly can ask the applicant in terms of the data and the source of the data, the CIA provides that data source in terms of the survey of passengers by mode. So we have access to that data to look at origins and destinations and how we can align that with existing and future provision.

40:42

And you've done that. And what has that determined in terms of capacity? Do you need more coach routes to cover the proposed additional inclusive questions, I think one of our areas which we can offer the applicant, and one of our areas of focus as sort of set out in the travel plan is to strengthen east west routes by coach for passengers. And that's supported by the evidence and the data that exists in the CAA survey.

41:07

It's fair to say that there are less concentrated sources of demand on that corridor, then there would be our north south links towards London. So the viability of those services and the level of service we can see needs to be kind of thought about, but looking at East West services, and how we can encourage coach operators to come forward with proposals for that for the current procurement that the operator is out to market with is one of the priorities.

41:31

Okay, thank you. Can I just send to local authorities if they'd like me to make any comments in relation to this item?

41:38

You're asked for the for host authorities. And just on this sort of broad agenda point and authorities, We'd like some greater clarity around the sustainable transport fund, and how that will be used to deliver sustainable transport improvements. And there have been meetings with the applicant on that, and we're reviewing the information that it provided. But there are some concerns around the need for more proactive approach to implementing those measures and influencing travel behaviors from the outset. For example,

42:11

can the applicant respond on that place,

42:15

rigid account for the applicant. So there are ongoing discussions with the relevant authorities about the form and the size of their sustainable transport fund and how that will work alongside the travel plan. The principles of that have been discussed and shared, including

42:34

securing a levy on parking income and drop off charges. And we're currently working through what that might be in terms of quantum and how that grows over time. The objective here is to put in place a reliable and robust mechanism that generates a source of funding that can invest in proposals that are outlined in the travel plan but also consistent with the service access strategy. So there's precedent here with other airports like Stansted do this that we're looking at, but those discussions are on going moments at live and we can update the examination on that at a later date.

43:08

And just want to push on when

43:14

Richard can offer the applicant? It's

43:19

probably more like deadline five, I think until we give a more sort of conclusive view of what the sustainable transport fund it will be as part of the updated proposal on the framework travel plan. Okay, thank you. There's Luton have a thing to cover on this microphone for Luton Borough Council not really matter and we've noted the response to the local impact report. The only outstanding issue which is a matter for further discussion, which is being discussed is working with the enhanced partnership board which deals with local bus operators but those discussions are ongoing so we'll update the examination due course.

43:54

Thank you and backcountry counsel Mark Westmoreland Smith for Buckinghamshire Council pleased to hear that the applicant is looking at East West services. To complicate complement the more established north south axis.

44:12

Buckinghamshire of course is on that East West region that underlines the importance of Buchinger being involved in the airport transport forum. Good I just invite firstly, James Duncan to speak to the east west, public access rude and then Christie Nuri to address you on the sustainable transport fund.

44:42

James Duncan banks counsel

44:47

repeat the wildness of hearing that the US

44:51

Embassy and coach link is being looked into.

44:56

Back into this position is that we as we have it

45:00

population of 120,000 residents, for whom at the moment there is no link to the airport, and there are route locations on that route as well.

45:16

Without having a link and I hesitate to say Coach, because my colleagues behind will remind me that the Azeri busstation can't currently accommodate coaches, and therefore we're referring to high quality high speed buses as well as alternatives.

45:35

Those residents have no option. No practical option, but to use a private car, and therefore we're concerned about mode share.

45:44

The other element of buses is the local bus service, which we have raised with the applicant in the past

45:52

the route 61, which is no longer able to access the airport.

45:58

This is a concern for Batum shared not just for employment issues, but I believe yesterday you were discussing the employment and training strategy.

46:08

We have

46:11

a large population who without public transport provision would be unable to access the objectives of the employment training strategy that you discussed yesterday.

46:25

Hey, thank you,

46:27

Christine ARIA button share counsel. So I think actually, it's important we look at the stainable transport fund because this is underpinning the delivery of the transit travel plan. So linking back to the east west corridor and the bus users there, this is supposed to come out of a stable transport transport fund, so it may never come forward. And the lack of certainty is a concern for me,

46:54

as James has so clearly articulated, the East West think is absolutely essential to deliver mode share, and but also to deliver other objectives that have been put forward in the planning balance as part of this DCO process. I would also like to just touch on the fund source and the fund size of the sustainable transport fund. So the source of the STF is to be levied based on on site car parking, and passenger drop off and they're looking at a levy which is based on Stansted. Now Stansted Airport location really is very different, and has very different requirements to Luton. So I have questions over actually is that an appropriate,

47:40

appropriate methodology to calculate what the actual fund is going to be? So I think further information is definitely needed from the applicant for us to be able to confirm that that is enough is going to be sufficient to address all of the sustainable transport measure that may need come forward to actually deliver upon the travel plan framework that is actually before us, which I would note is rather non committal in terms of what is actually providing in terms of infrastructure. I would also like to draw attention to the how the fund is going to be derived. So obviously, we're sustainable transport, one of the the most important things is getting the infrastructure upfront to change travel behaviors, and to establish new ways of traveling to and from Luton Airport, the sustainable transport fund is based on the car parking Levy. And therefore there's going to be an all time lag and less than upfront sum of money is put forward by the applicant as well. So I am concerned about what I'm going to be calling funding lag between funding actually being made being coming through the car parking Levy and made available and to then actually being able to deliver implementation of measures necessary on the ground. And all this comes down to Pamirs. Door lack of certainty, lack of certainty about what is being provided and when it's being provided. And I do not think at this stage, I have that in front of me, following my wall recent discussions, so that they're probably my high level concerns about stable transport band, and how that interrelates with other

49:18

benefits that have been put forward as part of the DCO application.

49:22

Thank you very much. If I could just turn to the applicant. We'll take those points in reverse order. So if you could just there's obviously a concern about the sustainable transport fund. And I know you are in discussion with the council's and looking at the size of the fund and the mechanisms of securing the fund. But could you just spend a few minutes just given an update to how these proposals have been developed? I would be really useful.

49:46

Richard you can offer the applicant So yes, we are in live discussions at the moment with the authorities about the

49:56

sustainable transport fund how that will work size and how it will be

50:00
used.

50:03

So it's difficult to give a sort of conclusive kind of position on what that will be, because that's still subject to ongoing discussions. However, what is clear from other airports and how this works is connecting investment in sustainable transport to a reliable source of funding, like parking and drop off revenue is a way of making the fund kind of like secure and deliverable. But also it aligns with a broader policy objective, which is to encourage that push towards more use of public transport. So I think the principle that we're outlining is a very sound one, and there is precedent with other airports for having the same approach. But the actual level and how that sort of works in practice is still subject to live discussions.

50:47

Okay, thank you just give me one minute.

51:03

I just want to raise a point with regards to the fund that we've just been talking about. One of the discussions that we had at the compulsory acquisition hearing on Tuesday was, we do need to know the condoms that need or around about figure of the condoms that are in these funds, in order that when we assess the funding statement, we can be assured that the funds are there to fund this mitigation that's necessary. So just need to highlight that sort of linkage in terms of providing the information so that we have a clearer picture as to whether or not a the fund is going to fund the work that's needed and be whether there's the money to actually cover that funding.

51:44

Rebecca planned for the applicant. Thank you, Madam that's noted.

51:50

And if now, we could just go back to the other concerns that booking shirt raised, if you can respond to those please. Richard account it the applicant, the point about East West, public transport services bus and coach and the importance of those

52:07

a couple of points to raise there. Absolutely. As mentioned previously, we recognize the importance of developing those services.

52:16

There have been services in the past to Aylesbury that haven't proved viable in terms of their commercial viability, so they have ceased.

52:24

One of the things that we are looking at is working with operators to put forward commercially viable routes that are more sustainable and have longevity. So people can rely on them. And they can

become more embedded as part of the overall surface transport mix. So from a bus and coach perspective, commercial viability is important. Because that's the way that the network operates in the UK, and the use of the sustainable transport fund to help sort of encourage those kinds of improvements is something that will be considered through the airport transport forum. But it's important to acknowledge that commercial viability of these routes, which relies on an operator cost and a certain demand is an important part of their success.

53:08

Thank you very much for that. There was also a query about the 61 and then it can't currently access the airport. And as you can give me some detail on that, please. I think that's one is ready to count off the applicant. Madam, if you're happy we can follow up in writing with details on that. Okay, thank you. Does anybody have anything else they want to raise on this before I move on to cycle and walk in? Mr. Smith?

53:31

Thank you, John Smith, local resident. We've heard the hope. Let's introduce some reality. Let's start with buses.

53:41

According to a BBC survey, Hertfordshire saw the biggest cut in vehicle mileage on bus services in England from 2016 17 to 2122. I'm surprised the applicant can't give you figures. But the number of passenger journeys from the particularly the SES from Hatfield, welling Garden City Redbone through Harpenden on the B 653. Because answer is nil. Because center bus recently withdrew the 366 route, from South Hatfield to Luton, so there isn't one. So again, there'll be more cars on the B 653. And coming through Luton from the other direction through the A 1081. Apart from the three to one bus, there are no evening services and limited Sunday services. So that's the birth of bus routes coming our way. Turning to the trains. I completely disagree with the comments about limited about capacity on Thameslink, I'm a commuter I've commuted for over 30 years on Thameslink from Harpenden into London, London.

54:46

And the volume of traffic now is as bad as it's always hasn't been on a morning you can't get a seat. Go you need to do a proper study like the guy from Network Rail said look at the individual stations particularly happened and I know well because I've lived there

55:00

for over 30 years, and it's round on a morning between, say six and nine, coming home. Yes, from St. Pancras, just the same as you'd imagine commuters coming back, add to the problem, all the new housing developments that are coming to the area that come to the area for schools and the access to London, so there'll be more passengers on there. Also, what is never taken into account, there is no facility for luggage. You go on those trains Thameslink, sir Tangut, Larry for luggage. And a lot of the statistics that have been quoted is about standing standing passengers, the other one is standing now, but you put a lot of cases on there, it's just doesn't work that needs to be thoroughly, thoroughly reviewed. And another point I need to make is that nothing in all the papers I've read, I'm not I've read

through as many as I can, I see nothing about contingency plans when Thameslink or the East Midlands railway goes down, believe me, when it goes down, it goes down, nothing moves. And it can go down anytime, night or day. And usually, it's day when people are commuting. There's no contingency plans, when that goes down. Add to that engineering works frequently done on a Sunday, or of the Christmas holiday period or Easter when people are traveling on the planes when people are taking holidays. They often do engineering work, and then they put buses on and the buses crawl along station to station. So what are the contingency plans that they are putting on for when that system goes down as it does, and also for the engineering works that have to happen? There's no There's no getting around it, they have to be completed.

56:36

And thank you for that and would like to respond to Mr. Smith.

56:42

Richard, again, I for the applicant, just on the point of rail capacity to provide assurance that that assessment has been done is contained within the transport assessment and the transport chapter of the act. And it looks at the additional demand, it looks at the service on the Thameslink line into London, and looks at the origins and destinations of where rail passengers are going. So from that sort of analysis, it's easy to identify what the potential changes at certain stations.

57:16

And just to reiterate what I said before that we have looked at the rail network in detail and come to the conclusion that there is sufficient capacity to accommodate future growth.

57:29

I also just wanted Madam, if helpful to come back on the earlier point about staff mode share by bus, your question. The latest comprehensive data we have is 2018 pre pandemic and it was 16% of staff were using the bus to travel to the airport, one six, the number fell considerably during the pandemic, for obvious reasons. And it's still in the process of recovery. But that's the latest sort of consistent data set that we have.

58:00

So you say so what is the current percentage now? So we'll need to come back and provide further detail on that because the most comprehensive dataset we have is pre pandemic and during the pandemic. So where we are now, in terms of recovery. I need to confirm that with you based on the data that's available.

58:22

Thank you.

58:26

Um, Have we got any other comments that people would like to make? Sorry, this link has to wait any longer.

58:34

Hello, Suzanne, when causing and setting Robert Cartland. We've done a number of studies that connectivity studies that include Luton, and one of the key messages is that it highlights the lack of East West connectivity. So I really welcome the fact that you are looking at East West connectivity I wanted to show just highlight what can happen when you have really good passenger transport. So the Luton and Dunstable bus way has about 20% of all journeys, is actually undertaken by passenger transport. And I think they use this as an opportunity to be ambitious, and to actually provide really good passenger transport to the airport. I was concerned about the idea that all buses needed to be commercial. A lot of us this is new pump prime funding until they're actually able to operate commercially. And we also have concerns about the sustainable transport Fund and the ability of this and availability of this to actually be able to pump prime those services. We also noticed the emphasis on coaches for passengers. We have some very good hybrid services and the Indian economic Heartland region. We currently have a service that used to go from Cambridge but it now goes Bedford, Milton Keynes to Oxford, and new opportunity to extend this service to serve Luton. This is a hybrid coach bus service limited stops and there is no reason why you couldn't have limited stop services that use more traditional buses that could also serve areas in the east west corridor.

1:00:00

We'd also like to see better connectivity of the existing coaches actually using the heartland region. A lot of connectivity between Luton and Stansted actually uses the N 25, where we actually think it would be a great opportunity to actually link east west, across the existing highway network through the heartland, and potentially serving some of those areas.

1:00:19

And we also welcome some of the more local connectivity as well between some of the bus services east west as well as some of our other people have spoken about. Thank you. Thank you very much. Mr. North.

1:00:34

Thank you, ma'am. My question is really relate to East West connectivity, and also to questions relating to how individual passenger or business persons who gets from his home or business to the main rail station at the right time to connect it to connect into a flight which may arrive may leave early in the morning or arrive late at night.

1:00:57

In this regard, madam, I don't see. And I'll be mistaken, any study has been undertaken, or anticipated changes in customer behavior, where emphasis has been placed on customer profiling, based on the popularity of certain destinations, flying frequencies, trip durations, and trip frequencies as part of a greater understanding what will be the cyclical cyclicity of passenger parking demand throughout the year, a lot of passengers who actually go to the off airport car parking signs that slip and come from certain areas, as I'm sure you're aware from the representations have been made. And it's quite possible to carry out that sort of customer profiling, that doesn't seem to have been undertaken with respect to DCO application capacities on rail links, and links into the Elizabeth line all very good. But if you're leaving at four o'clock in the morning, you might not be able to get to the station at some hangers

to get your train. So I think that that issue of whole customer behavior based on customer profiling is extremely important. Thank you, thank you would like to respond on that.

1:02:13

Brigitta can ask the applicant, I think, obviously, we've taken into account. So our work the

1:02:20

demand forecasts and growth projections for the airport. And

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that is developed in conjunction with the work that misconduct has been leading around future destinations, airlines. And that goes to the point about who are the future users of the airport from a passenger perspective. So I accept that's an important consideration. The way that we would propose to deal with that is through the work of the airport transport forum, and the travel plan, which enables us to look in a more granular way at the data that's available in front of us, and to determine whether that has any impact or changes on what sort of service access transport provision we need. So for example, if the profile of people using Luton Airport was changing considerably, we would pick that up to the data before and would be the mechanism to discuss that and to discuss the implications, and then identify what changes are necessary to respond to that.

1:03:18

So that, for me is one of the primary benefits and purposes of having a five yearly framework travel plan, because it enables you to understand how the airport is changing and what surface access responds to that. It's.

1:03:31

Thank you for that. And I'm going to move on now to cycling and walk in unless I've missed anybody who wants to make a comment on the

1:03:40

right.

1:03:41

The National Planning Policy Framework states that transport issues should be considered from the earliest stages of plan making and development proposals. So the opportunities to promote walking and cycling and public transport use are identified and pursued. Can the applicant talk me through the physical measures that are included within the proposed development that promote cycling and walking?

1:04:04

Richard, again, if the applicant, perhaps have I have sort of one response to that, and I'm gonna call on my colleague Mr. React to talk about the specific physical measures in particular locations,

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where we're improving conditions for cycling and walking. The first point to make is that Luton is quite unique as an airport and so far as its proximity to existing residential areas. So there is the ability for people to walk and cycle to work relatively short distances, and that's evidenced in the data. So in the 2018 staff survey, around 8% of trips to work were on foot or by bike, which is extremely high for an airport. So there is an opportunity to build on that, particularly for staff

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and to look at how we can exceed that. Interestingly, that number grew from eight to 9% during the pandemic as people move to more active modes

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So I think as an objective, this is one of the key priorities of the surface access strategy. And through the travel plan process will be to look at how we can grow that, clearly, there will be a limit on that based on catchment of employees where they live, the length of journey and perhaps the time of their staff to work, and how comfortable they feel about walking in cycling. But the opportunity to kind of build on what's already a very solid foundation of walking and cycling mode share

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exists at Luton, and that's something that's reflected in the strategy but also the physical measures that Mr. React will talk about that

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Jack react for the applicant. So in terms of the scheme proposals, they these are detailed within the proposed mitigation measures are set out within Chapter Eight, paragraphs a to 360 to 844 of the transport assessment as 123. In terms of walking in cycling, the interventions include measures along the airport access road, which and the eating green link road, which have been designed to include provision of either a shared or psycho segregated cycle facilities along the entire route.

1:06:13

Within the proposed signal junctions along Wigmore lane, as we touched on earlier, there is the opportunity to include advanced cycle lanes at those locations as well. To improve connectivity.

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We've also included new or improved public rights away within the area and replacement as part of the replacement Parkland are just that the improvements are out of assumptions around AR and airport way offers opportunities to interface with other improvements at LBC are looking at as part of their ALC whip proposals.

1:06:50

Thank you, you talk about providing pedestrian cycle facilities on the southern side of the airport access road and eating green road. I can't see from the design drawings, how you how you fit this into your design at the moment and in the current boundary that you've got.

1:07:09

We can provide that clarification but the design has been designed to include the width required for a segregated or shared facility. Yes, if you could provide detail that would be that would be appreciated. Do you know how many staff currently work or cycle because obviously, I know you but you surveys from before the pandemic and during the pandemic? Do you know what that number that figure is now for in terms of number and percentage?

1:07:34

So was it as an exact the exact number the the airport sustainability report 2022 showed staff cycling at 2%

1:07:46

Okay, so that's that's a significant drop then from pandemic. So, pre pandemic level would have been around 2% as well and the walking is 3% which has dropped

1:07:59

and have you done assessment in terms of the locations that the airport staff travel from and compare this to whether our existing cycle or walking routes.

1:08:13

I would have to come back to you and confirm I suppose what I what I'd like to try and determine is how many more people could feasibly walk or cycle to work and are there going to be the facility there for them to do that.

1:08:26

Richard account off the applicant, we can provide some details on that, Madam in terms of the catchment of existing kind of employees.

1:08:36

Just to clarify because I was quoting a figure earlier from the 2018 survey 8% cycle and walking mode sharing combination

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the biggest Mr. React quoted with a more recent year, but from a different data set of a different sample size. So that goes some way to explain the difference.

1:08:56

Okay, thank you.

1:08:59

So, just in relation to cycling in 2020, the Department of Transport produced published the cycle infrastructure design guide, the local transport note one slash 20. This is national guidance which local authorities should apply to all changes associated with highway improvement works on new highway construction. Just want to know how the applicants taking account of this guidance in the design of the proposed offsite highway works.

1:09:25

A jaggery out for the applicant. Again, in number of locations. Obviously we're working in constrained environments but where possible, we look to include advanced cycle line lanes to provide a priority where we can, as I mentioned on AAR, we're providing a shared facility which is segregated as well. So we are taken on board to sort of golden opportunities were where they were practically possible.

1:09:53

So you've mentioned before about it being constrained locations, but obviously this is the opportunity to compulsory

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acquire land if you need to. So I don't see that's a that's a main factor in this. I think what we're trying to do is obviously avoid impact on anyone's buildings. In particular, what we're trying to do is work within

1:10:13

the land in terms of power boundary that maybe the tissue etc, and not impact on buildings. So Rebecca clap for the applicant, madam, of course, the test for compulsory purchase is a stringent on and it would need to be necessary. And I think our position is that those adjustments are not necessary to mitigate the effects of our scheme and that the test will be unlikely to be satisfied in those circumstances.

1:10:34

Yes, no, I appreciate that.

1:10:37

And just pass a two letter word Council The only comments on this

1:10:44

microphone for Luton Borough Council, we've got nothing further to add, man.

1:10:48

Okay, and they have she has status.

1:10:52

Nothing further on this point.

1:10:55

Anybody else like to raise anything on cycling and walking, or anything on sustainable transport before we move on? And Mr. Smith,

1:11:05

John Smith, local resident, it's really just a question. We've heard percentages. But we haven't had any absolute figures of how many people are involved how many people work. In fact, I searched on

Google last night asked how many are employed at Luton Airport. And it said 477 Seems a bit low to me. But that's what came up. So I don't know what the numbers are.

1:11:33

And another sort of comment I saw is whether they're having problems attracting staff to the airport, because, again, I looked at the airport last night, and I found an awful lot of jobs available at the airport in all different areas, lots of vacancies that currently aren't filled. And I thought that was interesting when Luton's unemployment rate is 5.6%, which is higher than anywhere else. Well, on average, above average across England.

1:12:04

Thank you, Mr. Smith. We do cover employment issues in an earlier hearing this week. And I understand from my piece discussions that the applicant is going to provide detail on them both people staff who cycle and walk, walk in the moment, so we will get information.

1:12:20

I'm gonna move on to Agenda Item eight. Now the framework have a plan.

1:12:26

We have sort of touched on this earlier, but there were a number of representations that raised concerns that there were no actual confirmed interventions or measures in the toolbox, and they don't have any confidence that the items will be implemented. Central Bedfordshire Council written representation which is rep one a data blow to raise the concern that there was no mechanism for the privatization of investment between geographical areas, modes of transport or moons means of intervention. They're also concerned that the use of terms such as explore and consider will carry little planning weight, as they provide no measurable commitment to implement or fund. In relation to these confirm concerns. Can the applicant give me a brief overview as to how the toolbox approach will work in practice?

1:13:08

Richard Tucker and I for the applicants, just referring to the framework travel plan, document.

1:13:16

It's clear in this document that the progression of the framework travel plan into the actual travel plan, the first travel plan that will be produced,

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will be submitted and approved in writing by the relevant planning authority as set out in the draft DCO. So the travel plan is secure through that mechanism. What this document provides is a framework of what the what the travel plan will consider not the final travel plan. So it provides an outline of the kind of issues that will be contained within the travel plan. It talks about the relationship between the travel plan and the overarching surface access strategy through the kind of five objectives. It links the travel plan to policy, in particular, the link with the aviation policy framework, and the requirements, or the recommendation that airport transport forums produce airport surface access strategies. So this would

be the, you know the detailed surface access strategy or filling that role. It describes surface access today, but then has underneath those overarching objectives. A comprehensive set of measures that will be considered in the preparation of the first travel plan for approval by LBC, but also to be developed in conjunction with the airport transport forum. So recognizing that the measures in the toolbox can't be all delivered in isolation by the airport they require a partnership approach with highway authorities transport operators transport providers, the airport transport forum provides the mechanism to do that. So there is absolute clarity

1:15:00

on how the tribal plan will be prepared and secured through the DCO and subsequent approval by LBC. And ahead of that the preparation of the travel plan will involve all of those parties that form part of the airport transport forum, including those organizations represented today that how requested to be part of that conversation. And that will identify for that five year period, which of those measures in the toolbox the most appropriate for that period, where the priorities lie, it will be informed by data. So there is a whole kind of monitoring regime that sits around this. And that will allow the prioritization to take place. And obviously, that all has to take place in the context of the sustainable transport Fund, which is one of the funding mechanisms to deliver what's contained, I would say it's not the only funding mechanism, because this is a partnership approach. So this is much about influencing other people's programs as to what the airport is going to do directly itself. So this performs quite a number of functions. So it may be that the airport transport forum plays a role in working with organizations like an economic Heartland to influence funding from elsewhere in the transport pot to invest in other services.

1:16:15

But clearly, the sustainable transport Fund is a sort of core part of that. So I think there is absolute clarity about how the travel plan will be prepared, who's involved in its preparation, and how that will be approved, and then how that will be used and kind of monitored, including the preparation and the assessment against targets set out within the document.

1:16:35

Thank you for that, just in relation to the the travel plan and the items of mitigation within it.

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It acknowledges that some might have significant infrastructure requirements associated with them, and may have to be intense a particular time or any cons for the wider program,

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it would be useful to me to have that information, sort of shown with the in the toolbox. So to indicate which of the measures that are and mitigations that are listed, would have a category where they've got restrictions in terms of when they can be implemented and time delays, because at the moment, it's a long list of things, obviously, you know, some of them are going to be take quite a considerable period of time to implement, some of them are quite quick and straightforward. And when there's no indication at the moment in terms of that list, in the travel plan, where these different items fall,

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rigid, again, off the Applicant Island, just to sort of clarify that the the toolbox contains a whole series of interventions and measures that help deliver the surface access strategy, as opposed to the sort of essential mitigation that's embedded in the DCO that we've talked about kind of separately. So we accept that there are certain measures in here that require, you know, joint working with other parties that require other things to be in place. But we're not relying on these, these are parts of the toolbox that we have to deliver the overall strategy. Yes, no, I appreciate that. And I appreciate you know, that the items in our list and all guaranteed to go ahead that ends it you can use in the future if you need to.

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But when you look at the list of things, some are quite simple, like we're going to, you know, put up more signs and others are quite consistent with traffic calming and location. So but there's no indication on that list is to, for the reader to determine, which are the ones that are actually going to take a long time to implement if we need to, and which are the ones that are actually quick and easy. And we can do short term and I just feel that's missing at the moment from the the toolbox.

1:18:33

Richard can offer the applicant, I understand the point you're making, I think the way that we presented the toolkit, which has a series of columns coming down, and one of those is delivery in partnership with other parties. I think there's probably another column we could add to this, which talks about the sort of perhaps that recognizes the complexity and timescale associated with it that we could add to this to give that clarity. Yes, yes, that will be that will be really useful. And also looking at those tables 5.1 to 5.5. And the framework travel plan.

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Obviously, as we've we've talked about these are things you're proposing that could be done in the future if you decide the necessary, bearing in mind the discussion that we've had so far the evidence that's been submitted to the examination, and then now any of these interventions or measurements in this list that will actually be brought into the proposed development.

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But originally come out of the Applicant I think some of the measures looking at the list now have already happened. So you know, for example, discounted free season ticket loot and our tickets for staff we've talked about that's one of the measures. That's that's happened already.

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I think it's really the role of the airport transport forum in the preparation of the first plan, which will then be put forward for approval to identify what those early priorities are. And obviously we've had representations for attendance at the airport transport forum. So that's likely to influence that prioritization process. So I think I would suggest that is the mechanism by which we identify those early priorities that would come forward

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Thank you, it would be when you are doing the updated plan to add information on sort of implementation restrictions, it would be useful for me to know how many of those items have actually

come out now and are being included in the proposed development. So I can take accounts of them. And I just got one other question on this. I see in the airport has a current travel plan. And I assume that this plan is being used as the base for the phone, whichever plan or how does that how does that work? Or Richard gamma for the applicant? Yes, it does. It has an existing surface access strategy, which has been used as a base for this and sort of building on that experience to develop this plan.

1:20:37

Okay, thank you. Can I ask if the local authorities have anything to comment on this? And feel harassed for the for authorities? I am, I think we do have concerns regarding the sort of roles and responsibilities in relation to the toolbox, the responsible parties for undertaking the implement the measures and potential funding sources. And also, we would know that in the framework travel plan, for example, the targets are not achieved. And then further interventions and revised targets need to be considered in the next round of travel plans. But that doesn't appear to us to be a particularly strong incentive for the applicant to achieve the targets in the travel plan. There's limits to the sanctions if they're not met.

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Thank you. Can you comment on that, please? I urge you to come after the applicant. I think it's important to draw the distinction between the limits in green control growth that have already been talked about, including those relating to mode share, and the targets contained within the travel plan that will be more ambitious, in terms of that push and the relative role that the to play in a sort of complimentary but different way to achieve the outcomes that we're seeking. Yes, and we are going to move on to next on to green control growth and some questions on service access.

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But any of the other councils like to make any comments.

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James Duncan backpressure. Counsel,

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just wanted to make a quick comment on the review of targets.

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Pretty much our plan sets out that

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basically, all the measures will be surveyed annually, however, the review is, is every five years. And that it is

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it might be too long a period for things to have gone awry, before being corrective measures being taken place. If the data is available on an annual basis, the review should also follow the annual basis.

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Thank you. Can you respond on that, please?

1:22:38

I think this originally came after the applicant, I think there's sort of two things here that are sort of important one is the sort of alignment between the travel plan and the surface access strategy in the five yearly period is identified as a sort of reasonable period of time to set targets, to implement measures in the toolbox. And to identify and track the changes that are taking place. Recognizing that, you know, transport change doesn't happen immediately. It takes place over a period of years. The fact that we're doing annual surveys enables us to refine the approach that we're taking. So it gives us access to data and understanding of how responsive the measures are being. And that doesn't preclude us in any way, changing the approach that we're taking. But I don't believe that requires us to produce a new travel plan. Because those changes that may or may not be required as a result of the data we're getting can be incorporated within the existing travel plan that's been prepared in that five year period.

1:23:36

Okay, thank you. Um, does anyone else have any items that they want to raise before we move on to Agenda Item nine.

1:23:44

Okay, so finally, last agenda item which covers the surface access mode chair. Therefore, relevant representations raised concern that the surface access mode shares were too low. Can the applicant provide a brief summary of the work they did to determine the proposed mode shares for surface access?

1:24:00

Rebecca clutton for the applicant at this point, I'm going to introduce Mr. Mark de who you've heard from previously during the hearings.

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Richard, you can ask the applicant, if I perhaps answer that, that question might and then we can, we can bring Mark in. I think obviously, in setting the mode share, we're very aware of the existing baseline conditions and the changes that we have experienced through the pandemic. So the overall story around passenger mode share by public transport

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has been a an improving one, and then radically adjusted in response to the pandemic when people moved away from public transport, and then travel more by private car. So we've seen that in reverse, but we're still not back to where we were at the moment to pre pandemic levels around public transport mode share. So we recognize that we've still got some way to go to kind of build back what we had, but then to build on top

1:25:00

Have that and improve on that in terms of improving public transport modes? Yeah. So that is reflected in the mode share kind of targets that we have identified. And obviously, the interventions that we set out in the travel plan, the investment has taken place already through the dark rail improvements, enable us in the longer term to look at how we can build on that even further. So the approach that we're taking has been informed by the data and the analysis of where we've come from, to set that sort of baseline on target for public transport, Moshe kept telling me to Mr. Davey, so you mentioned the data. Do you know what impact the DAT has had in terms of sort of positively affecting affecting dementia? Is it is it as expected?

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Richard to come off the Applicant it's, it's too early to say madam. So we know that the data has been successful at, you know, increasing

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mode share on that connection over the bus. But overall, based on recent data, we're still behind on overall public transport passenger mode share than where we were in the full year before the pandemic. What we haven't got is a full year of good data, no strikes with dark recovery, to be able to be more sort of conclusive about what the sort of longer term trend is emerging to be. And it's just too soon to kind of get that.

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Okay, thank you.

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Just one more question related to that, at the moment, the only sort of physical measures that you've got in the application are, you've got the extension of the DAT, and you've got more bus and coach bays,

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is that going to be enough to encourage people to use public public transport?

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To increase them because obviously, you've already got this, this lag from when we've gone through the COVID pandemic?

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Richard, you can ask the applicant, clearly in the way that we've undertaken the assessment. You know, from a passenger perspective, we've looked at what the potential kind of drivers of mode choice are for airport passengers, you know, what determines what mode of transport you take to go to the airport. And there are a complex range of factors, including where you live, what time of day you're traveling, how much luggage you've got, whether you're on your own with a family, all of those things come into consideration. So that's reflected in the work that we've done, and the modeling work that we have undertaken. So the assessment that we've carried out with those improvements, and we believe that capacity enhancements included in the order, are sufficient to deal with the mode share that we are

forecasting. Clearly, we've got the opportunity to improve on mode share, you know where we can, and that's the objective of the travel plan, looking at how we can strengthen east west routes, looking at how we can build on things like East West Rail, when that's delivered, because that opens up a whole new rail corridor into Bedford that's attractive for us, and how we can optimize the use of that. But from a kind of where we stand today with the proposals that are committed and have been delivered, and the MO chairs that we're forecasting, you No, we're satisfied that the the demands that we're placing on those public transport, bits of infrastructure can be accommodated by the capacity that's available.

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Thank you for that clarification of Mr. Davey.

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Thank you, Mark day on behalf of the applicant and apologies upfront, I'm repeating myself slightly from previous hearings. But I think it is important just to clarify what the purpose of green controlled growth is, as opposed to some of the other things that we've been discussing today.

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Green controlled growth is intended to be a proactive approach to managing the environmental effects of expansion. And it's intended to do that by not just fixing mitigation based on an assessment that was carried out at the point that the DCR application was submitted. But by actually monitoring the ongoing use of service access to and from the airport and responding to that.

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We believe that was a really ambitious approach. We don't think it's been taken by any other airport or any other nationally significant infrastructure project. But what it does mean is that by explicitly linking achieving the green controlled growth limits to ongoing growth of the airport. Clearly, the implications for the applicant of not being able to meet those limits are extremely significant.

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Because the intention is to try and ensure that the airport is operating within the envelope of environmental effects that underpins the environmental statement. We believe it's appropriate to align those limits with the most shares that were used for the various assessments. So the transport assessment, air quality assessment greenhouse gas assessment, by contrast framework travel plan, which we've just been talking about, we believe is the mechanism for being more ambitious around moja. and Mrs. Kane has outlined some of the things that we're trying to do through that to try and stretch what the airport is doing and to encourage a greater level of Mo share over time.

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Thank you. Just have one more question.

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Can you can advocate splain why the percentage of airport staff traveling by non sustainable means

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is higher than that for passengers? Surely you have more control over how staff choose to travel and more levers to encourage them to move away from using the cash to travel to work.

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So marked a on behalf of the applicant.

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If I could answer first of all, and then possibly pass on to one of my colleagues, as I mentioned, the green control growth limits are aligned with the most shares that have been used to underpin the assessment in the transport assessment and the associated assessments in the environmental statements. So those most shares are taken directly from that. If I could ask Mr. Rosell Mr. To canine to talk a little bit more about how those have been derived.

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Richard accounted for the applicant.

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What we are showing as the limit values for airport staff are a reducing proportion of airport staff coming by private car in non sustainable modes. So there is the same level of ambition to push staff where we can to use public transport and active modes. One of the challenges we have in how far we can encourage that shift is to do with the journey and time of day and shift work. So trying to align where staff live with 24 hour public transport services that is reliable and attractive for people to use to get to work on time. That's one of the kind of key challenges that we have around staff is the time at which they travel to work. So we've been quite realistic about how far we think we can push staff, public transport and active travel mode share based on the distribution of where staff live, but also their profile of when they get to work and the availability of public transport during the night.

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Okay, thank you.

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During the local authorities want to make a comments in relation to the mode share

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your OS for the poor hosts authorities if I could invite Stephanie Beck's who's online to make some representations on this point?

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Hi, I don't think we had anything else that we wanted to raise in terms of the Hartfordshire host authorities I had.

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We had put forward some comments on the green controlled growth framework in our paths are EP 2058,

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page 44 and 45.

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Is that something that you want me to go through now?

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If it's something you've already submitted, then then that's fine. I've read that document and I have information. So thank you. Okay, thank you.

1:32:50

Do any of the other local authorities want to make any comments on this?

1:32:57

And do any of the interested parties want to make a comment specifically in relation to this agenda item? Mr. Smith?

1:33:04

Thank you, John Smith, local resident, when you're doing your green assessments and checks on pollution and the effects on the environment, please, please include Harpenden, because this transport report, which I mentioned earlier, which came out only a couple of weeks ago, has reviewed it. And some of the air quality in some streets breaches World Health Organization limits already. So Mr. Smith, if I could just stop you there. Air quality will be covered this afternoon, in the next issue specific hearing, but it is part of green development, and

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that you can't ignore it. We're not going to ignore it. But this hearing is just the surface access mode share. Well, this is the same it's road is transport this causing pollution in Harpenden, and it literally changes three World Health Organization. Explain Mr. Smith, there are four elements to green control growth. One of them is what we're talking about today in relation to traffic. One is related into an in relation to air quality. And there is an overlap between the two of them for air quality is something we are discussing this afternoon when we have our experts in the room to discuss those matters. It's linked to traffic, though, yes, you agree that there will be some overlap between each of the elements. And it's how those are worked out. But as I'm stretched one trying to explain to you premium health has four different elements to it's not just traffic, there are other elements to it within within the UI, but traffic is one of them. And I was just covering traffic. That's why I was talking about one of the elements. I think

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pollution in relation to traffic. Yeah, it's pollution. It's an environment that is green. It's also non green, please all ask is you include Harpenden when they review it that's all I'm asking if I can ask the applicant just to take that note of that.

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Yes, madam Thank you.

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Like national highways Roscoe

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So national highways,

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we just wanted to explore in a little bit more detail, if possible, the extent of the controls in respect of the surface access and through the the, the GCG. In particular, whether there'll be a system of sort of robust intermediate system of controls on that or three ports, for example, in the usual way might be managed through a restriction on the number of passengers or the admission of a certain number of vehicles.

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We would want to see

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a control mechanism in place which may be enforceable by national highways, for example.

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Those issues work covered in the earlier hearing earlier here in this week, when we talk generally about being controlled growth.

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If you can remember which hearing within the DCO

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issue specific hearing one did cover the cover those matters earlier this week, we raised the point of I don't think we explored in any detail the actual control mechanisms in this in this point.

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So you can just rephrase your question again. So this is a form of adaptive environmental management. But what we're not clear on is exactly how these throughputs will be controlled. So the extent of

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passenger movements and this vehicle movements, how is it being controlled through the DCO.

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I can move past the applicant on this Rebecca clamp to the applicant, I think Mr. Day will be able to address that. But we are not proposing to control vehicle movements expressly through grenchen

controlled growth. And obviously, it will be managed by the by the steering group for that for that framework. But Mr. Day, if there's anything you'd like to add,

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thank you, Mark day on behalf of the applicant. as been mentioned, I think we have touched on this in a couple of the previous issue specific hearings. And I think we've committed to providing a note by deadline, or which sets out some of the timings and some of the constraints around timings in terms of mitigation. So we can provide that. I mean, what I would say is you'll appreciate that there's existing legislation around how growth at airports and airport movements happen and green controlled growth has to operate within that existing legislative framework. We've designed that to be the case. And we can set that out in more detail in the notes. But if there's any specific points you'd like to pick up now, or I can call on some of my colleagues, I'd be happy to do that.

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rusticles traditional always that'd be really helpful if we can see that note and consider it. Thank you.

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Thank you very much. Mr. naff.

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Thank you, Madam Chair, Mr. Timnath on behalf of holiday exes limited. I just wondered, Madam Chairman, in terms of the

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CD, TCG limits, whether it's any sort of mechanism, you put in perspective, the significance to be attached to those particular minutes here, I'm talking particularly in terms of total passenger throughput, in terms of passengers who otherwise may use the sustainable mode. So we can understand the significance of say the 55% limit, modal share full operating capacity, with laser surface excess.

1:38:09

Thank you, can the applicant respond on that please? Mark day on behalf of the applicant. I think the significance goes back to what I was discussing earlier, in terms of those are the assumptions that underpin the various assessments that are included within the environmental impact assessment. So in terms of transport, assessment, air quality greenhouse gases, and so through green controlled growth, that's what we're trying to commit to to ensure that we live within the envelope of those facts that have been assessed.

1:38:35

Thank you for that. And that brings me to the end of my agenda items. I'd like to thank you all for your participation, I found this session extremely useful. I'll now move on to any other business. We've not been notified that anyone wishes to raise any other business that's relevant to this hearing. But before we close, can I ask if there's any other matters that any party wishes to raise?

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The K, in which case I will now hand over to Mr. Allen to deal with the action points and then Dr. Hunt close the hearing.

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Given a number of action points rather than easy views in detail now, what we're going to do is we'll publish them on the project page of the National Endowment of infrastructure websites in the next few days or two.

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If there,

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there are no other items that are relevant to this hearing. May I remind you that the timetable for this examination requires that party provide any post hearing submissions on or before deadline three, which is Thursday, the fifth of October 2023 may also remind you that the recording of this hearing will be placed on the inspectors website as soon as practicable after this hearing.

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The next event for this application will be issue specific hearing five which will examine air quality and related effects and will be held this afternoon. The agenda is available on the project page of the national infrastructure website. Can I remind you that you'll need to log out of the current virtual me

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Seeing if you're attending online log back in using the IRS h five specific link that you will have received by email.

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Before we close, we'd like to thank all of you for your participation today and for your time and assistance during the course of this hearing. We shall consider all of your responses carefully, and they will inform the examining authorities to suit decision

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whether further written questions and or a further round of hearings will be necessary.

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The time is now five past one. And this issue specific hearing on traffic and transport for the proposed London Luton Airport Expansion Project is now closed