

November 2023

London Luton Airport Expansion

Planning Inspectorate Scheme Ref: TR020001

Volume 8 Additional Submissions (Examination)

8.108 Applicant's Response to Issue Specific Hearing 4
Action 4: M1 A6 Routing Analysis

Infrastructure Planning (Examination Procedure) Rules 2010

Application Document Ref: TR020001/APP/8.108

The Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

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

**8.108 APPLICANT'S RESPONSE TO ISSUE SPECIFIC HEARING 4
ACTION 4 - M1 - A6 ROUTEING ANALYSIS**

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Author:	Luton Rising

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1 INTRODUCTION

- 1.1.1 This report provides the response to Action 4, as stipulated by the Examining Authority (“ExA”) at Issue Specific Hearing 4 (ISH4), held on 28th September 2023. Action 4, written in the **Action Points document [EV9-007]**, is: *“Provide a simplified version of the information in the Transport Assessment (potentially by revising the trip distribution plans) which shows the traffic flows for each of the assessment phases (with the proposed development and without) in a simplified way. This should also include the M1-A6 link.”*
- 1.1.2 The traffic impact of the airport expansion by assessment phase has been presented in the Strategic Modelling Forecasting Report (**Transport Assessment Appendices - Part 2 of 3 (Appendix F) [APP-201]**). The forecast change in traffic, as a result of the expansion versus no expansion, has been summarised within the report as follows:
- Forecast change in traffic volumes (vehicles) from 2016 – please see Figures 4.13 and 4.14 of the Strategic Modelling Forecasting Report (**Transport Assessment Appendices - Part 2 of 3 (Appendix F) [APP-201]**);
 - Forecast change in traffic volumes (vehicles) between TAG-based “Without” and “With” expansion – please see Figures 5.3 and 5.4 of the Strategic Modelling Forecasting Report (**Transport Assessment Appendices - Part 2 of 3 (Appendix F) [APP-201]**);
 - Forecast vehicle flows at selected locations – please see Appendix B of the Strategic Modelling Forecasting Report (**Transport Assessment Appendices - Part 2 of 3 (Appendix F) [APP-201]**); and
 - Link based volume to capacity (V/C) showing the forecast volume to capacity ratio on road links – please see Appendix E of the Strategic Modelling Forecasting Report (**Transport Assessment Appendices - Part 2 of 3 (Appendix F) [APP-201]**).
- 1.1.3 The proposed M1-A6 link road has been assumed in the strategic transport modelling and classified as ‘Near Certain’ for inclusion in the 2027 models onwards. Airport traffic is not forecast to use the M1-A6 link road. Figure 5.5 (of the Strategic Modelling Forecasting Report **[APP-201]**) shows the forecast routeing to / from Luton Airport for 2027, 2039 and 2043 in the AM, inter and PM peak hours for Terminal 1 and 2 separately. The figure shows airport traffic travelling to/from the M1 via the A1081 and M1/Junction 10, as this is the shortest route (in terms of time and distance), and does not show use of the M1-A6 link road by airport traffic for travelling to/from the M1.
- 1.1.4 Forecast trip routeing analysis (select link analysis) has now been undertaken for the M1-A6 link road for all future years and scenarios. The analysis has been undertaken to understand which traffic movements are forecast to use the proposed new link road. The following figures, in this report, show the forecasted routeing analysis for 2027, 2039 and 2043 both ‘without’ and ‘with’ airport expansion for:
- AM peak hour (08:00-09:00)
 - Inter peak hour (average 10:00-16:00)
 - PM peak hour (17:00-18:00)
- 1.1.5 The 2043 plots have no additional lane on the M1 between Junctions 9 and 10.

- 1.1.6 The analysis shows a similar pattern of trips (by peak hour, year and without/with airport expansion scenario), with the M1-A6 link road forecasted to be used primarily for east-west movements and not by airport traffic.
- 1.1.7 The overall trip distribution plans for the airport (showing all the forecast routes taken) have been re-submitted separately at Deadline 4 in response to ISH4 Action 5 (**Trip Distribution Plans [TR020001/APP/8.30]**) so that individual roads can be clearly seen. The re-submitted plans show the airport passengers and staff distribution for each of the assessment phases (with the proposed development and without) in a simplified way.

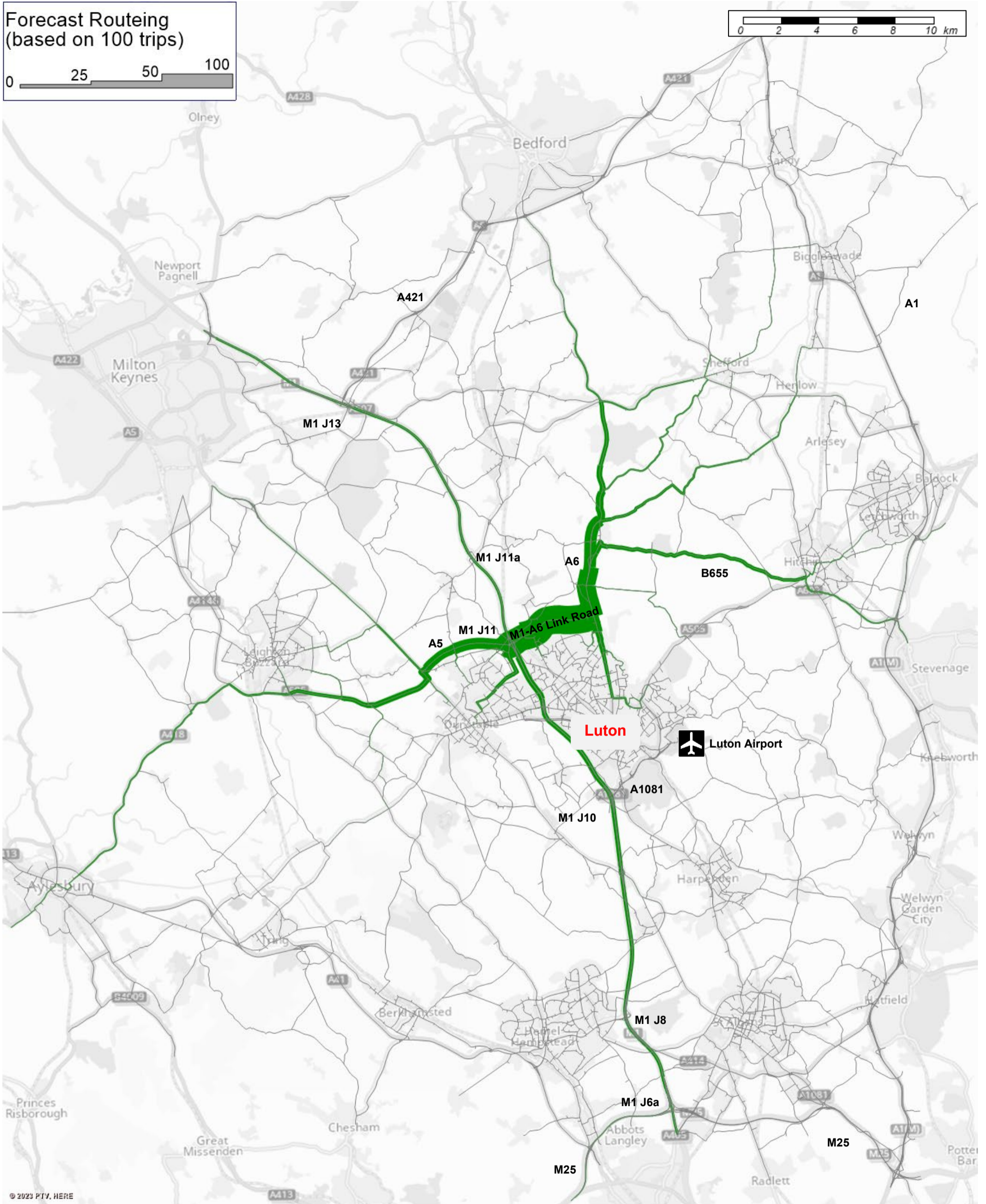


Figure 2 - 2027 Without Expansion Inter Peak

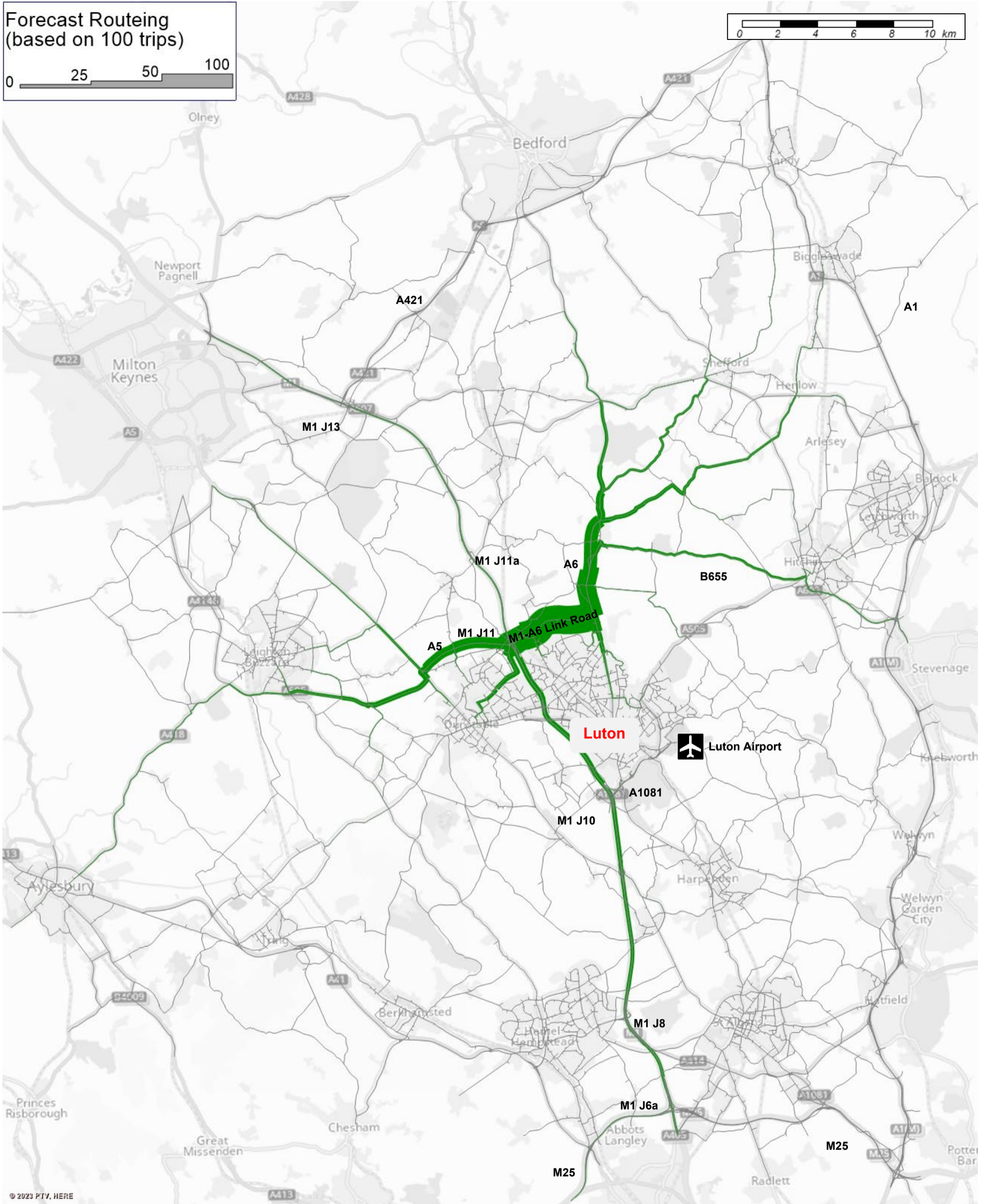


Figure 4 – 2027 With Expansion AM

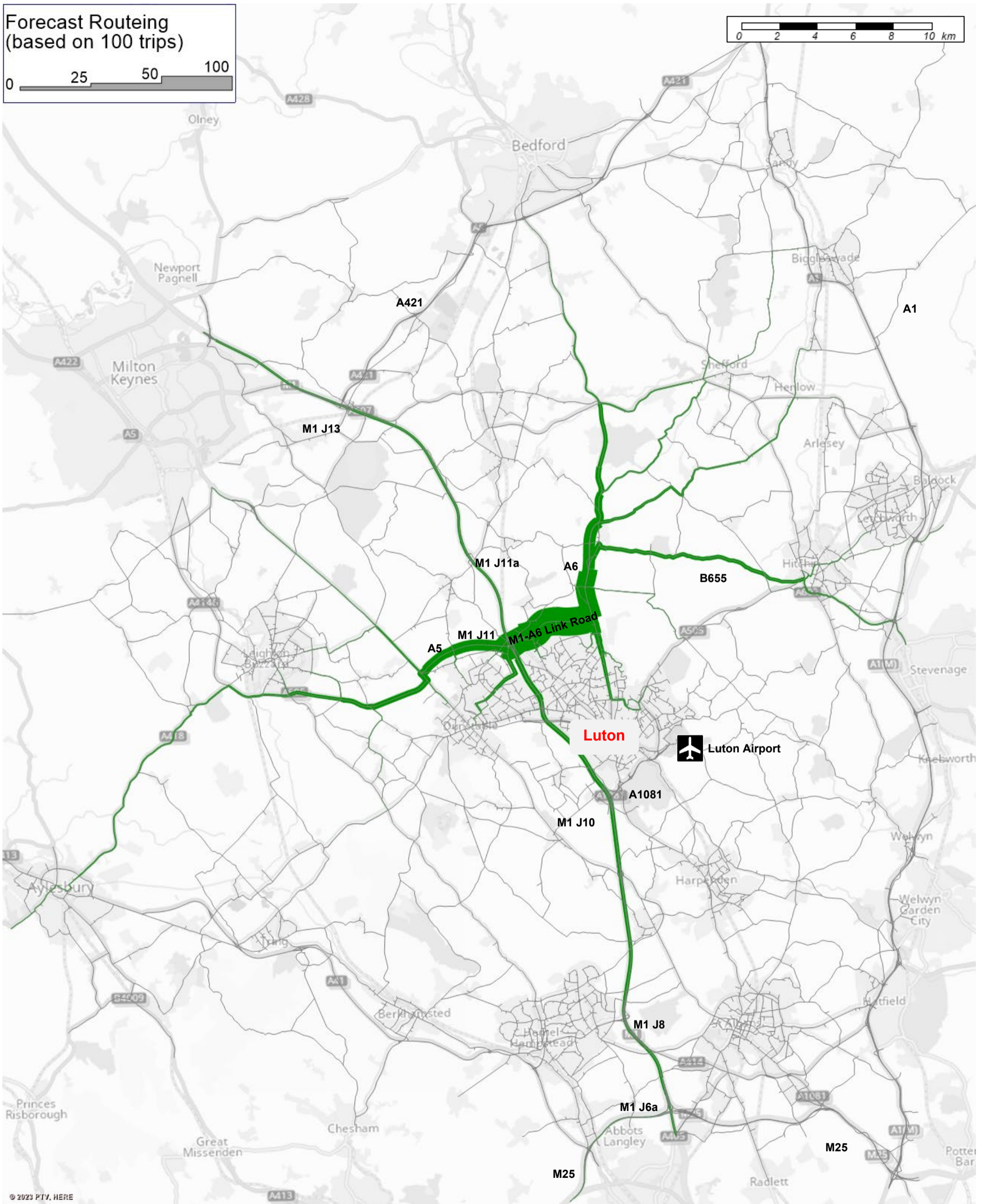


Figure 5 - 2027 With Expansion Inter Peak



Figure 6 - 2027 With Expansion PM



Figure 9 – 2039 Without Expansion PM

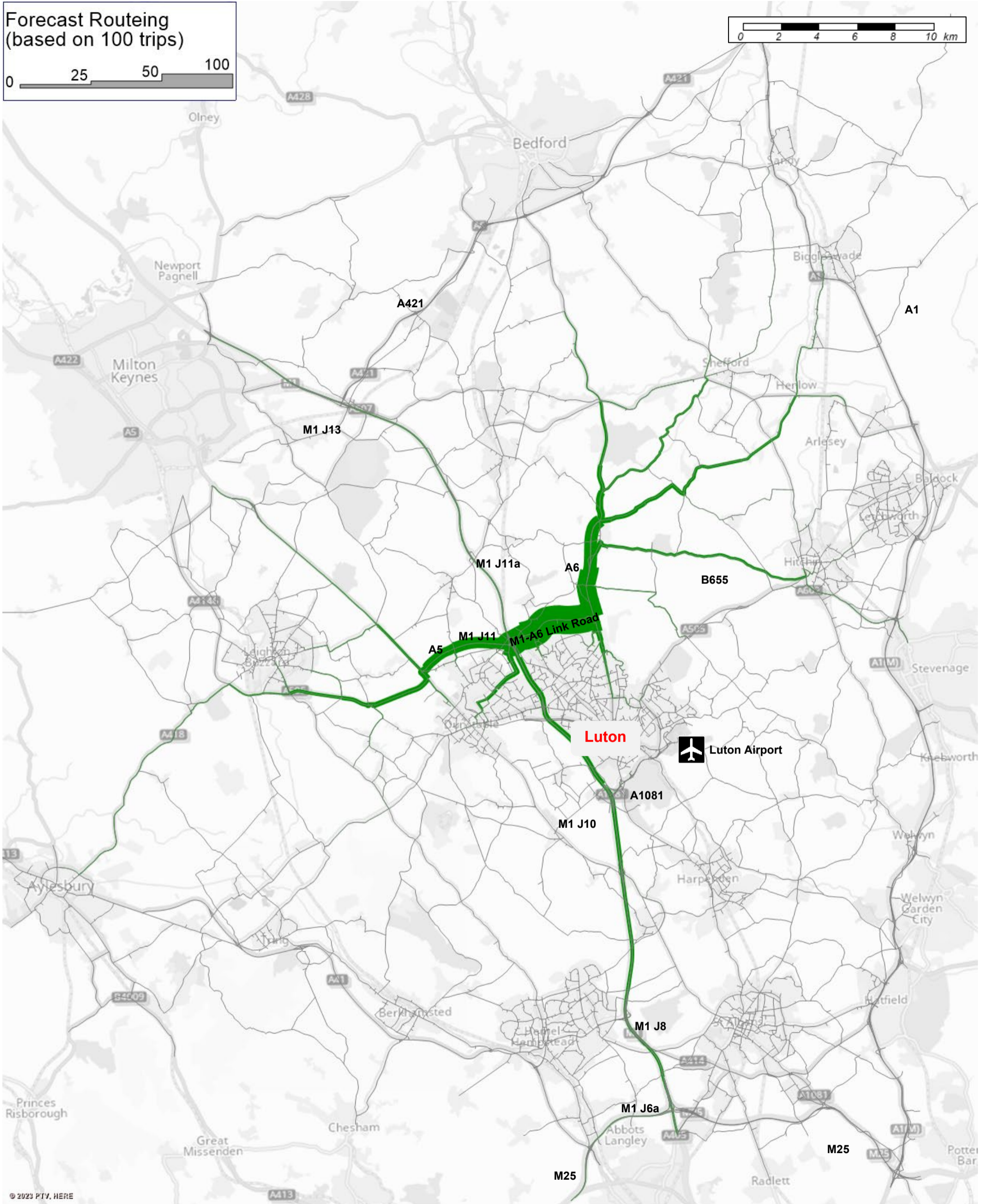


Figure 10 – 2039 With Expansion AM

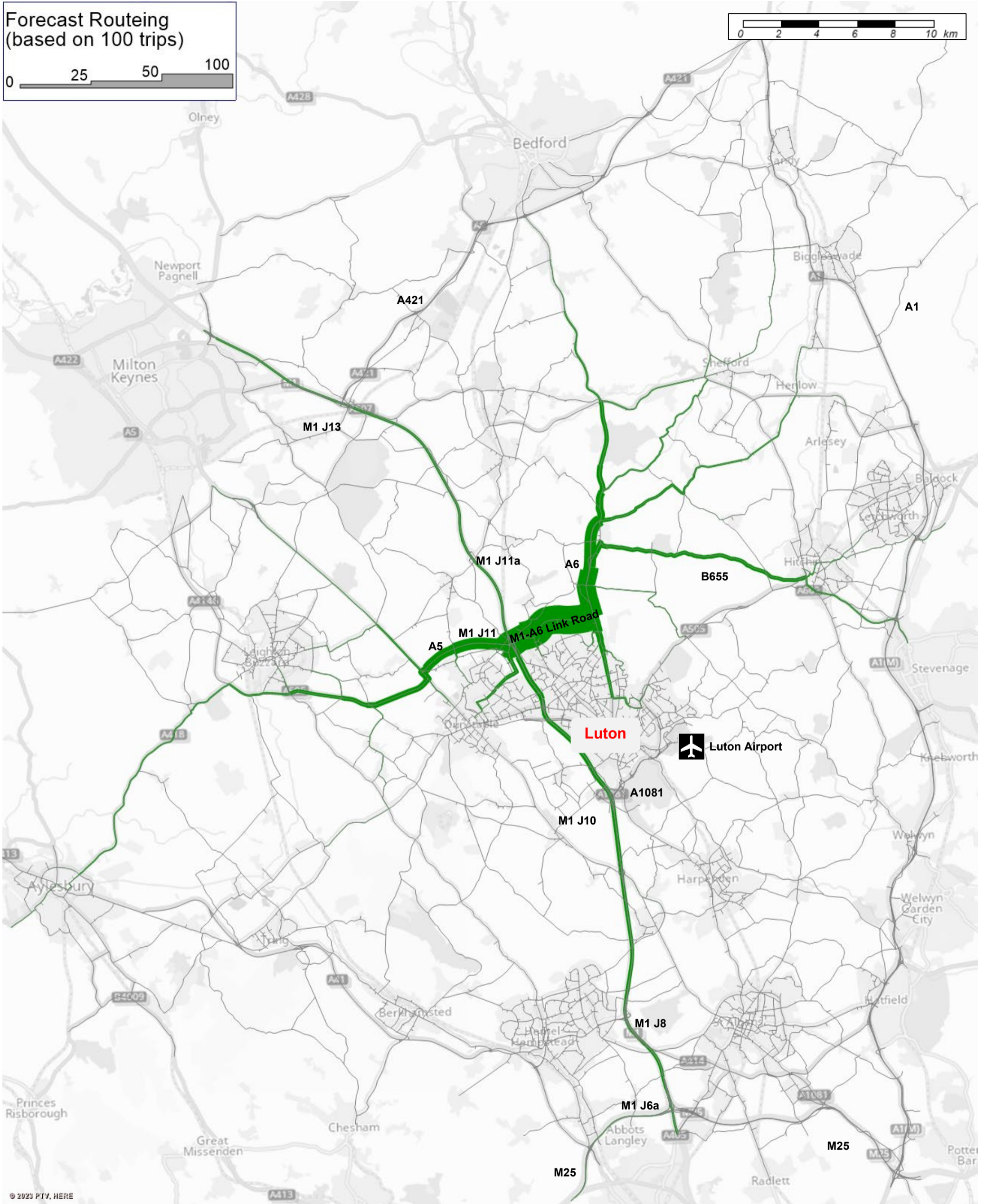


Figure 11 - 2039 With Expansion Inter Peak



Figure 12 - 2039 With Expansion PM

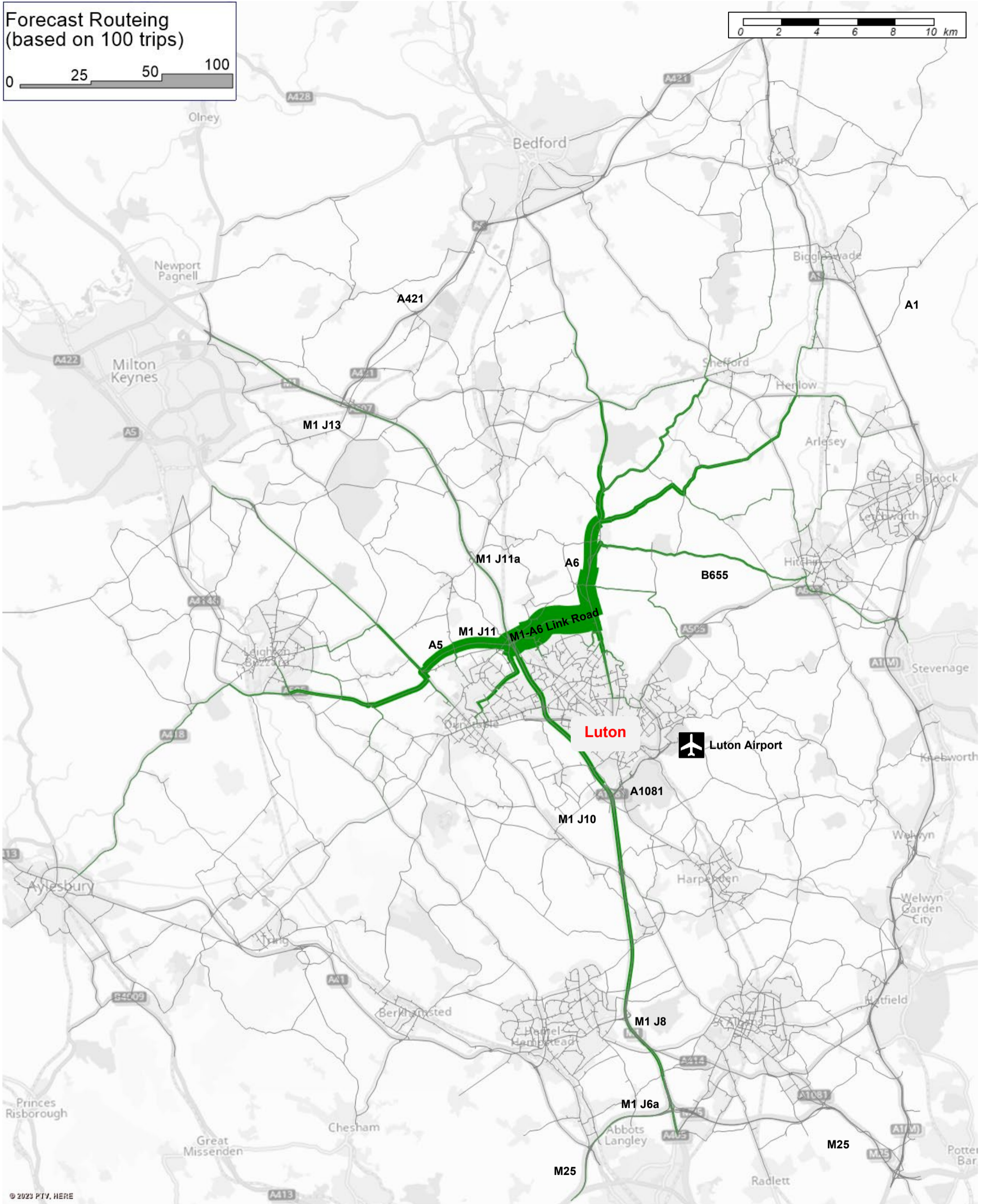


Figure 13 – 2043 Without Expansion AM



Figure 14 - 2043 Without Expansion Inter Peak

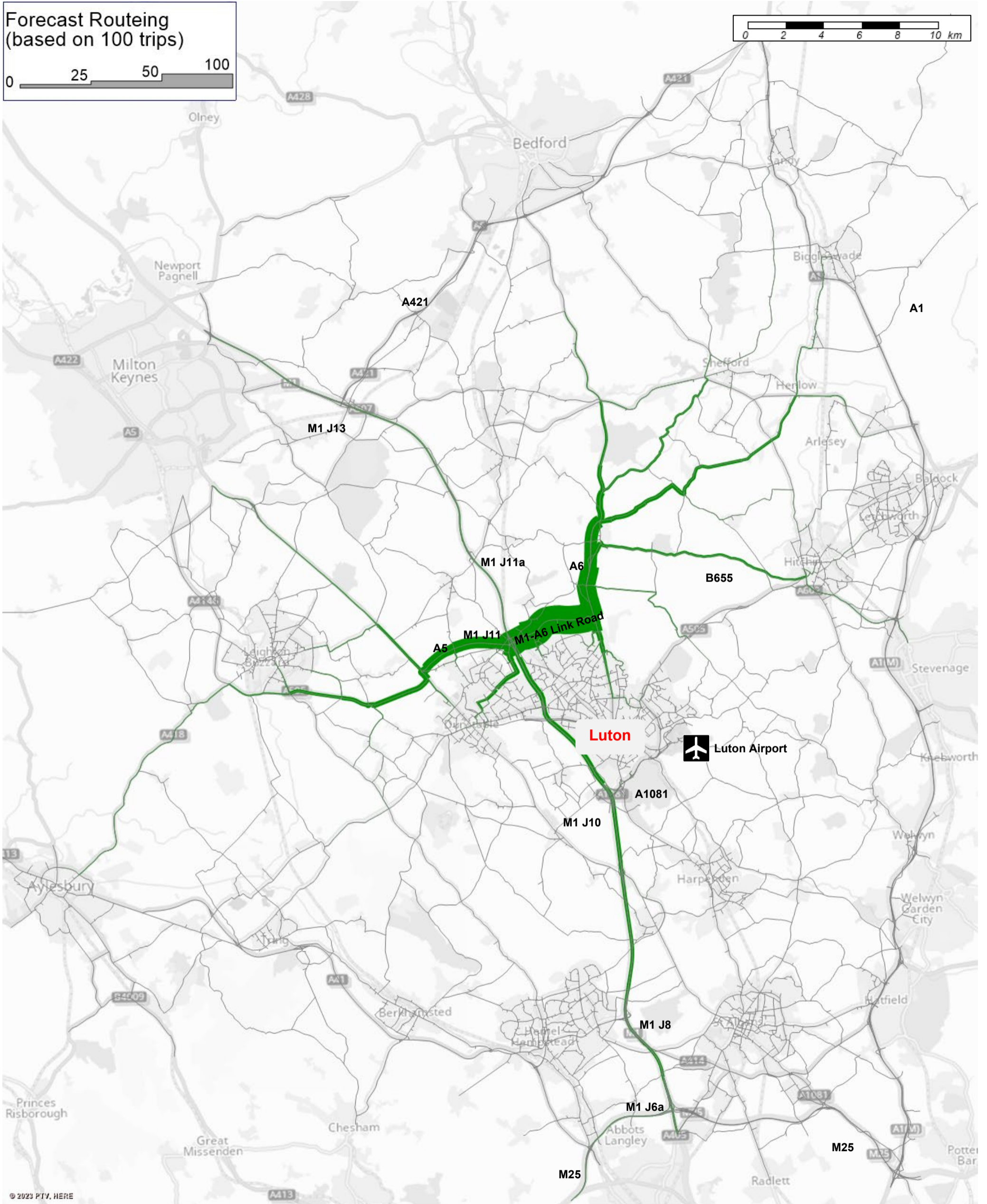


Figure 16 – 2043 With Expansion AM

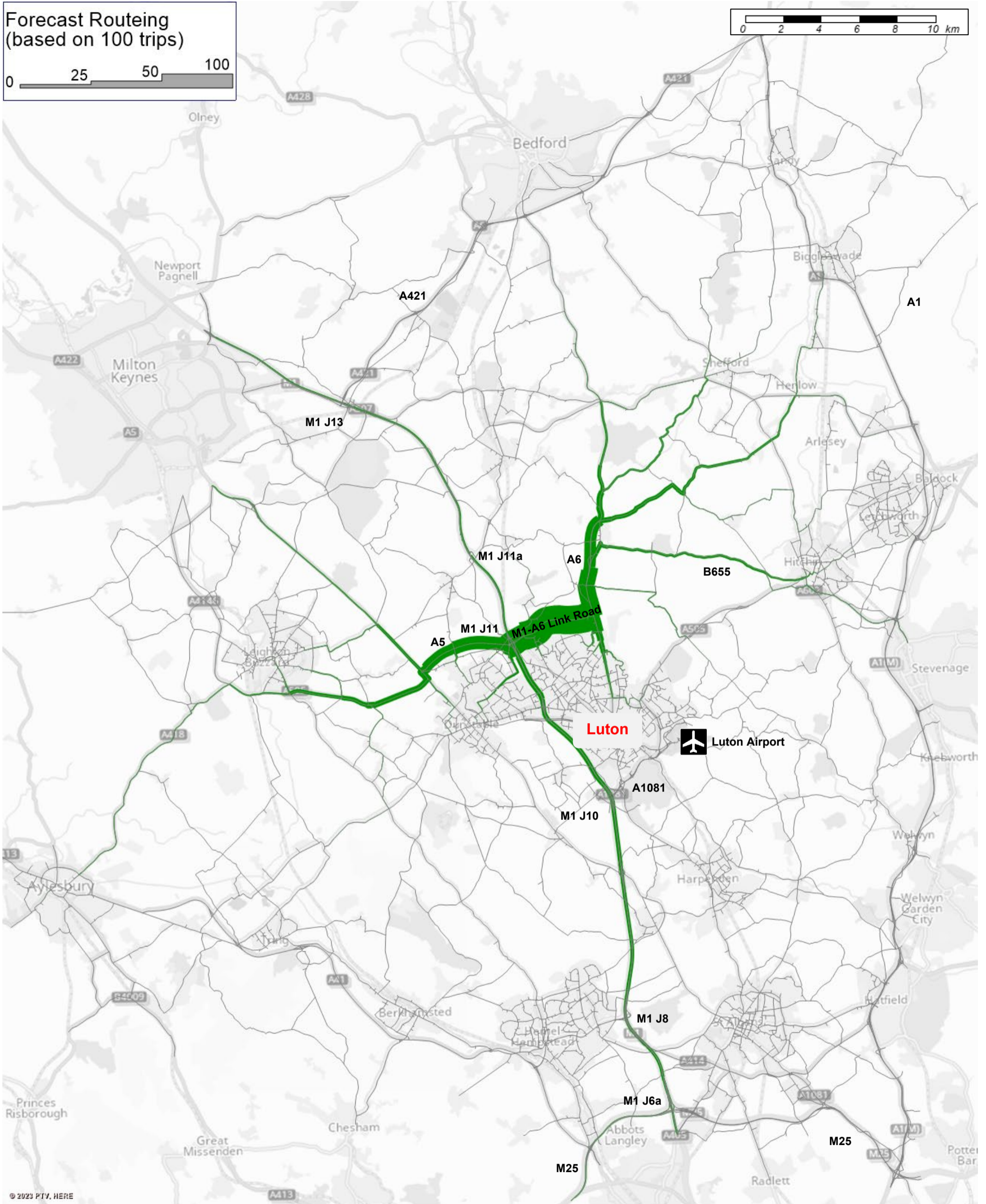


Figure 18 – 2043 With Expansion PM