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London Luton Airport Expansion

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Volume 8 Additional Submissions (Examination)

8.110 Applicant's Response to Issue Specific Hearing

4 Action 3: Modelling Concerns from John Smith

Infrastructure Planning (Examination Procedure) Rules 2010 Application

Document Ref: TR020001/APP/8.110

The Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

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

**8.110 APPLICANT'S RESPONSE TO ISSUE SPECIFIC HEARING 4
ACTION 3: MODELLING CONCERNS FROM JOHN SMITH**

Deadline:	Deadline 4
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Contents

	Page
1 Introduction	1
1.1 Purpose of this document	1
2 Applicant's Response to Actions for Deadline 4	1
References	6

Tables

Table 2.1: Applicant's Responses to Examining Authority's Action Point 3 ISH 4 at Deadline 4

1 INTRODUCTION

1.1 Purpose of this document

1.1.1 This document has been prepared by Luton Rising (a trading name of London Luton Airport Limited) ('the Applicant') for submission to the Examining Authority (ExA). It provides the Applicant's response to Action Point 3 arising from Issue Specific Hearings (ISH) 4 requested by the ExA for Deadline 4.

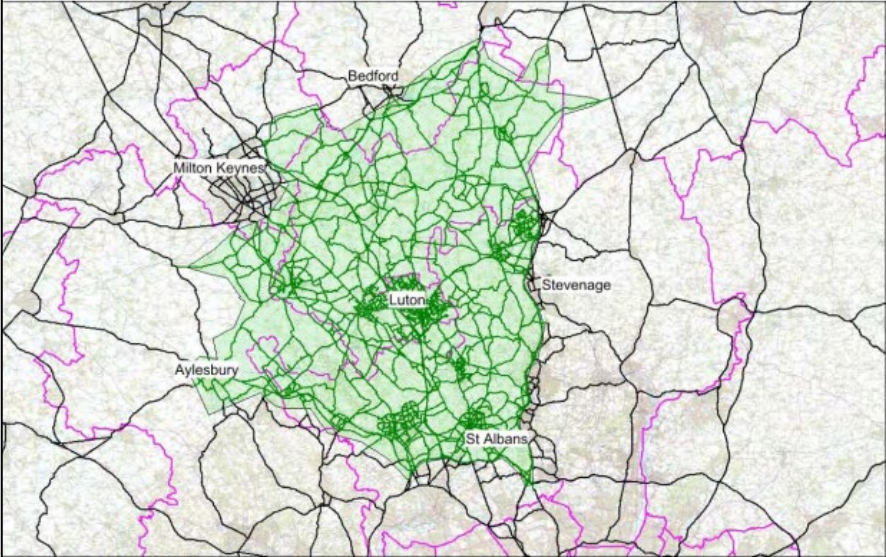
Where possible, the Applicant has responded to each action point within Table 2.1. For actions which require a more detailed response, a reference to the appropriate document is included.

2 APPLICANT'S RESPONSE TO ACTIONS FOR DEADLINE 4

2.1.1 The Applicant's response to the ExA's Action Points required at Deadline 4 are included in Table 2.1.

Table 2.1: Applicant's Responses to Examining Authority's Action Point 3 ISH 4 at Deadline 4

Ref No.	Description of Action Point	Applicant's response
ISH 4 Action Point 3		
1	Being just 6 miles from the airport, Harpenden is the closest town to the airport and, most probably, the town that would be most badly affected by the airport expansion. Harpenden is hardly featured in any of the documents, and it is critical that Harpenden is included in all areas of transport and traffic, including roads (A1081 and B653), rail, buses, cars, fly-parking, pollution, air quality, etc. The Airport Authority have dismissed the B653, Lower Luton Road, and ignored the traffic through Harpenden town centre (A1081). It is imperative that the Airport	<p>The Harpenden area is within the detailed study area of the strategic transport model as shown in Figure 4.1 CBLTM-LTN Fully Modelled Area of the Strategic Modelling: Highway Local Model Validation Report (Transport Assessment Appendices - Part 1 of 3 (Appendix E1) [APP-200]). The figure has been reproduced below.</p> <p>The traffic impact of the proposed airport expansion on roads within the Harpenden area has therefore been assessed.</p>

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	<p>Authority and the Inspectors fully investigate, analyse the potential damage, and produce mitigating factors.</p>	 <p>Map contains Ordnance Survey data © Crown copyright and database right 2020</p> <p>The strategic transport model has been developed using data on travel characteristics, patterns and volumes within this area. This takes account of existing and future planned land use development, and associated trip generation, as well as routing through the road network. Further information can be found in the Strategic Modelling Forecasting Report (Transport Assessment Appendices - Part 2 of 3 (Appendix F) [APP-201]).</p>
1a	<p>The quality of a scientific field depends on how well the mathematical models developed on the theoretical side agree with results of repeatable experiments. Lack of agreement between theoretical mathematical models and experimental</p>	<p>Please see the following reports:</p> <ul style="list-style-type: none"> • Strategic Modelling: Highway Local Model Validation Report (Transport Assessment Appendices - Part 1 of 3 (Appendix E1) [APP-200]); and

Ref No.	Description of Action Point	Applicant's response
	<p>measurements results in bad decision-making. Where is the evidence to demonstrate that this has been done and is accurate?</p>	<ul style="list-style-type: none"> • Strategic Modelling: Public Transport Local Model Validation Report (Transport Assessment Appendices - Part 1 of 3 (Appendix E2) [APP-200]).
1b	<p>A crucial part of the modelling process is the evaluation of whether or not a given mathematical model describes a system accurately. This question can be difficult to answer as it involves several different types of evaluation. What evidence is there that the traffic and passenger modelling is even appropriate for this project, never mind accurate? Who has independently analysed it and checked it?</p>	<p>Please see the following reports:</p> <ul style="list-style-type: none"> • Strategic Modelling: Model Specification Report (Transport Assessment Appendices - Part 1 of 3 (Appendix B) [APP-200]); • Strategic Modelling: Data Collection Report (Transport Assessment Appendices - Part 1 of 3 (Appendix C) [APP-200]); • VISSIM Model LMVR (Transport Assessment Appendices - Part 1 of 3 (Appendix D) [APP-200]); • Strategic Modelling: Highway Local Model Validation Report (Transport Assessment Appendices - Part 1 of 3 (Appendix E1) [APP-200]); and • Strategic Modelling: Public Transport Local Model Validation Report (Transport Assessment Appendices - Part 1 of 3 (Appendix E2) [APP-200]). <p>The approach to the modelling, and above-mentioned reports, has been discussed throughout with National Highways and the local highway authorities.</p>
1 (e)	<p>A mathematical model usually describes a system by a set of variables and a set of equations that establish relationships between the variables. The question of whether the model describes well the properties of the system between data points is</p>	<p>Please see the above responses. The base year strategic transport model has been developed, calibrated and validated according to the DfT's Transport Appraisal Guidance (TAG). The future year forecasting assumptions have also followed TAG guidance.</p>

Ref No.	Description of Action Point	Applicant's response
	called interpolation, and the same question for events or data points outside the observed data is called extrapolation. But the base year is 2016, which is 7 years' ago, and there are no more data points other than inaccurate assumptions.	
1 (g)	The new Junction 11A – Chalton Interchange, which links the A5 and A5505, brings more traffic onto the M1 from Dunstable, Leighton Buzzard, Houghton Regis, Milton Keynes, and Aylesbury. It was opened on the 10th May 2017, after the base-year for the model, 2016. This has resulted in more vehicles on the M1 and needs to be taken into account in the assumptions.	The new junction 11A and associated link roads, have been taken into account in the future year modelling. Please refer to Table 3.3: Forecast Infrastructure Assumptions of the Strategic Modelling Forecasting Report (Transport Assessment Appendices - Part 2 of 3 (Appendix F) [APP-201]).
1 (h)	In the documents, 18.3.18 states: "The zone of influence for the highway network is based on the change in traffic flows. In light of the catchment area there will be changes in traffic flows over many highway links; however as one moves away from the airport the traffic disperses and the effect on the highway network reduces quickly." This is such an arrogant statement as the problems will be dumped on the surrounding areas and highlights that this is a self-serving and downright selfish scheme that has no consideration for the surrounding areas and the environment. It is hard to see any real benefits other than within the Luton area, whereas the detriment to other communities is manifest. Approval of this	The zone of influence has been determined by data on the trip distribution of airport travel demands and the modelled changes in traffic volumes across the study area, following the DfT's TAG guidance on the approach to strategic transport modelling.

Ref No.	Description of Action Point	Applicant's response
	proposed expansion leaves those areas to suffer the consequences forever.	

REFERENCES