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# London Luton Airport Expansion

Planning Inspectorate Scheme Ref: TR020001

Volume 8 Additional Submissions (Examination)

**8.96 Applicant's Response to Issue Specific Hearing 4**  
**Action 29: Catchment area for staff walking and cycling**

Infrastructure Planning (Examination Procedure) Rules 2010

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**The Planning Act 2008**

**The Infrastructure Planning (Examination Procedure) Rules 2010**

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

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**8.96 Applicant's Response to Issue Specific Hearing 4 Action 29 -  
Catchment area for staff walking and cycling**

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# 1 INTRODUCTION

1.1.1 Luton Rising (the Applicant) (a trading name of London Luton Airport Limited (LLAL)) is promoting an application for a development consent order (DCO) for the expansion of Luton Airport (the airport).

1.1.2 This paper has been produced to summarise staff travel patterns.

## 1.2 Surface Access Background

1.2.1 Surface access refers to the trips made by passengers and staff to and from the airport that are made by different types of transport. This includes travelling to or from the airport by public transport, taxis, cars, walking and cycling. It does not include trips by aircraft (e.g. transfer passengers).

1.2.2 As the airport grows, there will be an increase in travel demand to and from the airport which needs to be carefully managed to reduce the impact on surrounding communities and the environment. This will require investment in new transport connections, particularly public and active transport, changes in travel behaviour and investment in sustainable transport solutions.

1.2.3 In the context of the expansion there are several mechanisms to control and monitor the surface access mode share:

- a. The **Green Controlled Growth Framework [APP-218]** focuses on the surface access Limits i.e. the trips made by passengers and staff travelling to and from the airport. Surface access, and road traffic in particular, also plays a central role in the environmental impact of expansion; most notably, with regard to air quality and Green House Gas emissions.
- b. The **Framework Travel Plan (FTP) [AS-131]** sets out the structure and approach for Travel Plans (TPs) that will be produced in accordance with the requirements of the Draft Development Consent Order (DCO) [TR020001/APP/2.01] and was prepared by the Applicant to set out how the Airport will deliver upon the vision and objectives for surface access as the airport expands.
- c. The **Surface Access Strategy (SAS) [APP-228]** covers a 20-year period and guides the long-term growth of the airport, the TPs are the implementation plans for this strategy. TPs will be produced every five years, with specific time-bound Targets for surface access during that shorter time period, supported by a package of interventions and measures to achieve them.

## 1.3 Paper Purpose

1.3.1 This paper focuses on staff travel only and summarises the analysis conducted on staff postcodes collected from the 2022 Staff Travel Survey undertaken by London Luton Airport Operations Limited (LLAOL). It identifies the walking and cycling catchments from the airport and analyses the collected post code data to identify the number of staff that live within those catchments and could feasibly make the choice to travel actively and sustainably by walking or cycling if their circumstances allow. It also analyses the existing mode share of staff

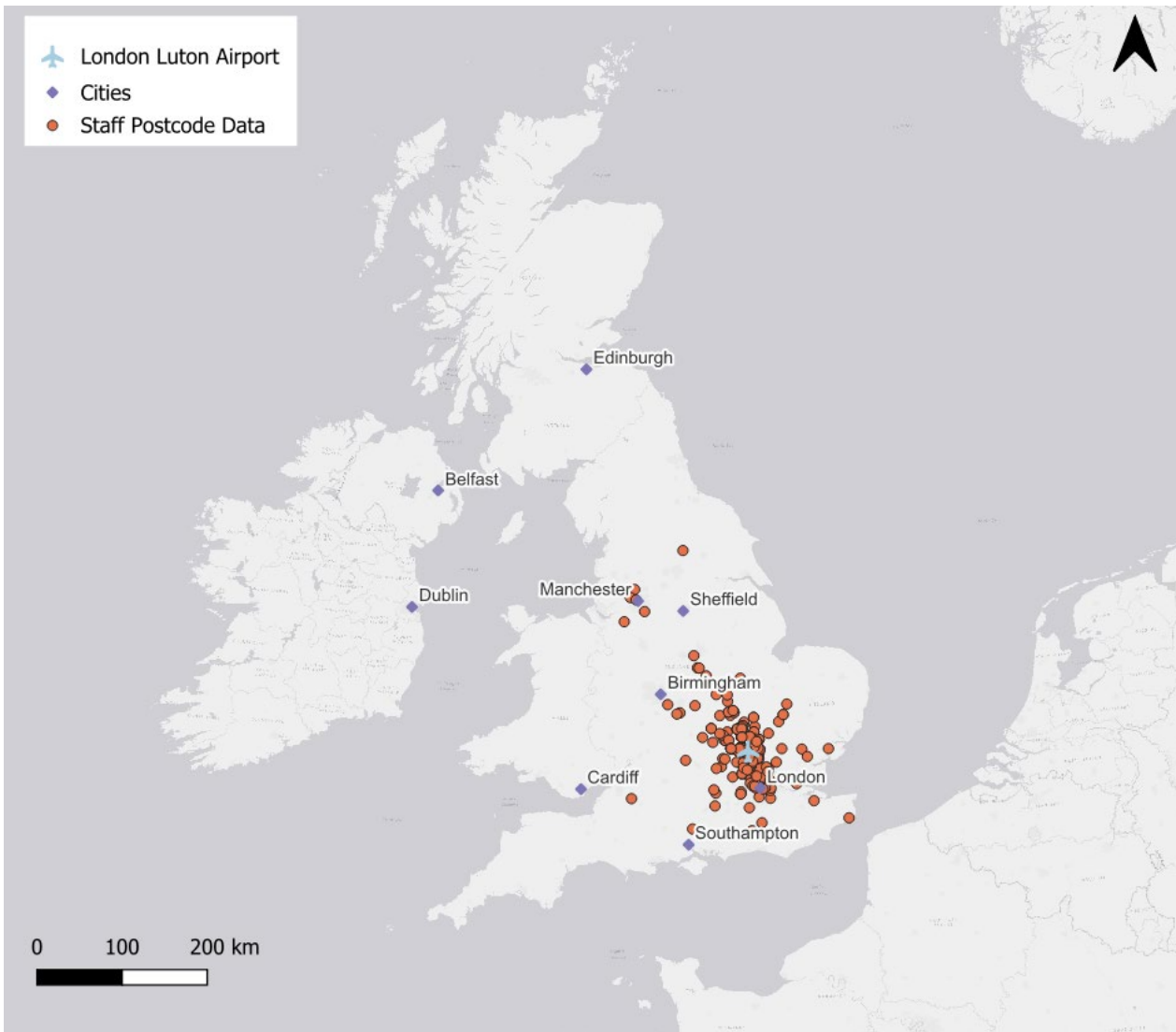
within the defined catchments, and, based on the distance from their residence to the airport, their propensity to shift to more active modes of travel. It should be noted that this does not account for accessibility requirements of staff for example blue badge holders.

- 1.3.2 All postcode data has been anonymised with only the outward section of the postcode utilised in the analysis i.e. LU2 compared to LU2 ~~9NW~~ .

## 2 STAFF TRAVEL SURVEY

- 2.1.1 Staff postcodes were provided by LLAOL following its 2022 Staff Travel Survey. The postcodes provided were anonymised and no personal or distinguishing details such as first and last name, email address, full address etc was included.
- 2.1.2 Raw postcode data was provided as inputted by staff and as such required cleaning prior to the analysis. A total of 485 staff responded to the survey of which 475 provided usable postcode data. The location of these has been mapped in Figure .
- 2.1.3 To further anonymise the data and ensure the most complete data set, only the outward postcode (the part of the postcode before the single space in the middle) was utilised.

Figure 2-1 Total Staff Postcodes

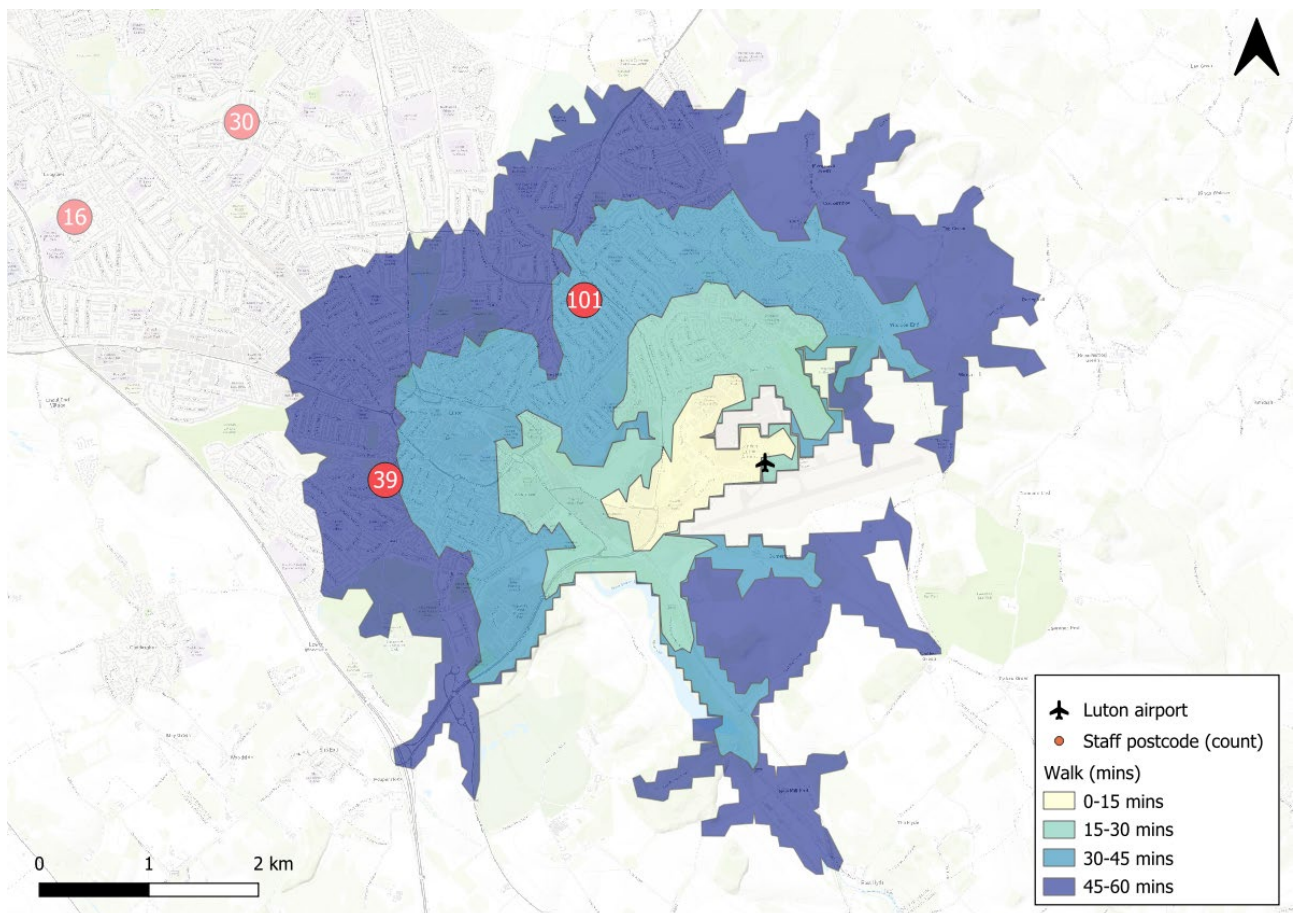


### 3 WALKING CATCHMENT

3.1.1 The walking catchment from the airport can be seen in Figure below, with four isochrone increments of 15 minutes each up to 60 minutes. This shows that the walking network extends to the north, west and south of the airport. The Airport itself is a barrier to access from the east and south east, with the runway severing direct walking access to these areas.

3.1.2 The map also highlights the outward postcodes where staff live and a count of how many staff live in that postcode i.e. LU2. This shows that staff live to the north and west of the airport with none recorded as living to the south, though it is noted that this accuracy is limited based on only using outward postcode data.

Figure 3-1 Walk catchment



3.1.3 A count of the number of staff within each of the isochrone increments can also be seen in Table . The table shows that 21% of the total staff live within 30-45 minutes' walk of the airport and 8% live within 45-60 minutes. In total 29% of staff live within a 60-minute walk of the airport.

Table 3-1 Staff living within each walking isochrone increment (%)

Journey time from Airport (mins)	Number of staff within catchment (% of total)
0-15 mins	0%
15-30 mins	0%
30-45 mins	21%
45-60 mins	8%

### 3.2 Staff Mode Share per Walking Isochrone Increment

3.2.1 Table below shows the existing staff mode share by walking distance to the airport.

3.2.2 Of those staff who live within a 30-to-45-minute walk, driving is the most popular travel choice with 59% driving, 21% using public transport, 14% walking and 2% cycling.

3.2.3 Those who live within a 45-to-60-minute walk, public transport is most popular travel choice with 47% using bus / coach, 37% driving and 3% cycling – no one reports that they walk to work. This shows that those who live further away are more likely to use public transport to get to the airport and that the walking catchment for the airport is around 45 minutes, with those surveyed not willing to walk beyond this journey time.

Table 3-2 Staff mode share per walking isochrone increment (%)

Mode	Walk time (mins)			
	0-15 mins	15-30 mins	30-45 mins	45-60 mins
Bus / coach *	0%	0%	21%	47%
Car driver	0%	0%	59%	37%
Walk	0%	0%	14%	0%
Taxi	0%	0%	1%	5%



Mode	Walk time (mins)			
	0-15 mins	15-30 mins	30-45 mins	45-60 mins
Car passenger	0%	0%	3%	5%
Motorcycle	0%	0%	0%	3%
Cycle	0%	0%	2%	3%
Total	0%	0%	100%	100%

\* no one within this catchment used rail to get to work, bus / coach travel only

### 3.3 Behaviour Change

3.3.1 The Staff Travel Surveys asked a number of questions relating to behaviour change and what would encourage participants to switch to more sustainable modes. This is summarised below.

3.3.2 The first question ‘If you use a car what would encourage you to switch modes’ can be seen by time segment in Table below. This shows a range of interventions that could encourage people to switch modes that staff were given the option of selection – the most popular modes were (1) better public transport information (2) Good quality shower and locker facilities (3) discounted travel and (4) a cycle to work scheme. Joint majority was also ‘nothing’, though this represents 17%, 82% of people noted an intervention that would encourage them to switch modes.

Table 3-3 If you use a car what would encourage you to switch modes?

Incentive	0-15 mins	15-30 mins	30-45 mins	45-60 min
Better public transport information	0%	0%	17%	17%
Discounted travel	0%	0%	17%	30%
Cycle to work scheme	0%	0%	14%	9%
Bike User	0%	0%	1%	0%
Breakdown of cost savings by not using my car	0%	0%	5%	7%
Good quality shower and locker facilities	0%	0%	17%	19%
Nothing	0%	0%	17%	7%
Other	0%	0%	12%	11%

3.3.3 The second question attempted to understand why people were not travelling sustainably being ‘If you currently use a car what are the main reasons for

this?'. Table overleaf highlights the results per time segment. It shows that those who currently drive generally do so for convenience – at 30% and 24% respectively. Safety is the second most cited concern alongside a lack of public transport services and alternative. If alternative infrastructure was provided this shows that, of car users, 68% of those within a 30-45 minute walk have the potential to switch to more sustainable modes and 72% within a 45-60 minute walk (those highlighted bold in the table), those with health reasons, who need a car for their job or who complete linked trips i.e. school are not included).

Table 3-4 If you currently use a car what are the main reasons for this?

Incentive	0-15 mins	15-30 mins	30-45 mins	45-60 min
Convenience	0%	0%	30%	24%
I don't feel safe walking or cycling	0%	0%	14%	18%
Lack of an alternative	0%	0%	9%	12%
Health reasons	0%	0%	4%	3%
Dropping/collecting children	0%	0%	9%	0%
No adequate public transport near me	0%	0%	11%	18%
Get a lift	0%	0%	4%	3%
Car required to perform job	0%	0%	3%	6%
Other (please specify)	0%	0%	15%	18%

3.3.4 The third question related specifically to cycling – ‘If you are open to cycling, which of the following would encourage you to cycle?’. The results can be seen in . This shows that approximately 60% of those surveyed, who live within the journey catchment, would be open to cycling. Improved cycle paths is the majority initiative that would encourage cycling, alongside improved changing facilities, and discounts. Short term cycle hire is noted by the least amount of people.

Table 3-5 If you are open to cycling, which of the following would encourage you to cycle?

Incentive	0-15 mins	15-30 mins	30-45 mins	45-60 min
Short-term cycle hire	0%	0%	2%	3%
Improved cycle paths on the journey to work	0%	0%	26%	16%
Improved cycle changing facilities & lockers at work	0%	0%	14%	18%
Arrangements to buy a bicycle at a discount	0%	0%	11%	13%
I am not interested in cycling to work	0%	0%	40%	42%

Improved cycle parking at workplace	0%	0%	7%	8%
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3.3.5 The fourth question related specifically to public transport – ‘If you are open to public transport, what would encourage you to use this service?’. The results can be seen in Table 3-6. It shows that, for those that live with a 30-45 minute walk of the airport, more direct bus routes and discounted tickets through work would encourage take-up, though 19% state that they are not interested in using public transport. This drops to 4% for those within a 45-60 minute walk, with discounted travel the top chosen incentive to encourage public transport use.

Table 3-6 If you are open to public transport, what would encourage you to use this service?

Incentive	0-15 mins	15-30 mins	30-45 mins	45-60 min
Discount tickets/passes available at work	0%	0%	15%	15%
More direct bus routes	0%	0%	20%	4%
I am not interested in using public transport	0%	0%	36%	4%
More frequent bus service	0%	0%	19%	4%
More convenient bus drop off points	0%	0%	4%	3%
Better connection from home to the station	0%	0%	2%	4%
Better connection to work from the station	0%	0%	1%	2%
Improved public transport information	0%	0%	3%	1%
Better lighting at bus shelters and on workplace footpaths	0%	0%	0%	1%

3.3.6 In summary, interventions that staff members who drove to work, and live within a 45 minute walk, noted that would encourage them to switch to public transport, walking and cycling include:

- a. Better public transport information
- b. More frequent and direct bus routes
- c. Discounted travel
- d. Cycle to work scheme
- e. Breakdown of cost savings for not using a car
- f. Good quality shower and locker facilities
- g. Better footpaths

- h. Safer cycle routes
- i. Reserved parking for car sharers and help in finding car sharers

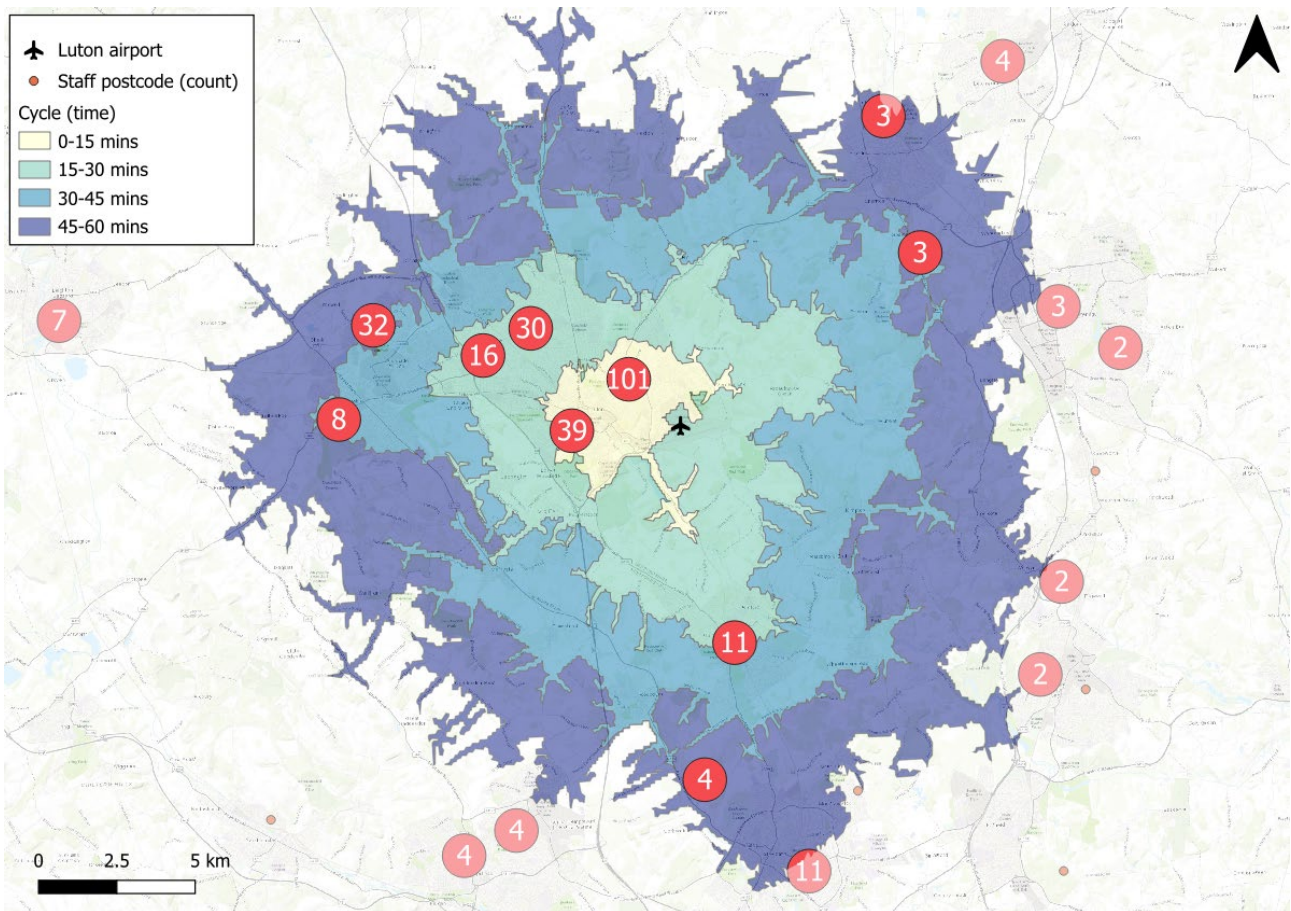
### **3.4 Summary**

- 3.4.1 Of the total staff surveyed 29% live within a 60-minute walking catchment from the airport. Of that number, 21% of staff live within a 45-minute walk. Of those living within 45 minutes' walk, only 14% currently walk to work with the majority still driving. This shows that there is a potential for a greater number of staff to walk, or travel more sustainably, to the airport for work.

## 4 CYCLING CATCHMENT

- 4.1.1 The cycling catchment from the airport can be seen in Figure below, with 4 isochrone increments of 15 minutes each. This shows that the airport itself is a barrier to those who live within a 15-minute cycle, with a lack of existing connections to the east and south of the airport. The catchment is more geographically circular when looking at the cycle routes beyond 15 minutes.
- 4.1.2 The map also highlights the outward postcodes where staff currently live and a count of those who live within that postcode. The majority of staff live in postcode areas to the northwest of the airport. Few staff members live immediately east or north of the airport.

Figure 4-1 Cycling catchment



4.1.3 A count of the number of staff within each of the isochrone increments can also be seen in Table below. Table shows that 51% of staff live within a 60 minute cycle of the airport whilst 39% live within half an hour and 29% live within 15 minutes.

Table 4-1 Staff living within each cycling isochrone increment (%)

Journey time from Airport (mins)	% of staff within catchment
0-15 mins	28%
15-30 mins	9%
30-45 mins	4%
45-60 mins	8%

## 4.2 Staff Mode Share per Cycling Isochrone Increment

4.2.1 Table below shows the existing staff mode share by cycling distance to the airport. This shows that the majority of people drive across each isochrone increment – 53%, 73%, 89% and 84% respectively.

4.2.2 The second most popular mode is public transport within those living within a 15- or 30-minute cycle more likely to use bus / coach / rail compared to those who live more than 45 minutes away. In particular, a public transport gap can be seen in those that live a 30-45 minute cycle distance away from the airport, with 89% driving to work. However, 5% cycle, the highest of any of the journey distances, meaning there could be an opportunity to investigate improvements to the cycle network and shift people to more active modes from these specific areas

Table 4-2 Staff mode share per cycling isochrone increment (%)

Mode	Walk time (mins)			
	0-15 mins	15-30 mins	30-45 mins	45-60 mins
Bus / coach / rail	29%	25%	0%	11%
Car driver	53%	73%	89%	84%
Walk	10%	0%	0%	0%
Taxi	2%	0%	5%	0%

Mode	Walk time (mins)			
	0-15 mins	15-30 mins	30-45 mins	45-60 mins
Car passenger	4%	0%	0%	3%
Motorcycle	1%	0%	0%	0%
Cycle	2%	2%	5%	3%
Total	100%	100%	100%	100%

### 4.3 Behaviour Change

4.3.1 The Staff Travel Surveys asked a number of questions relating to behaviour change and what would encourage participants to switch to more sustainable modes. This is summarised below.

4.3.2 The first question ‘If you use a car what would encourage you to switch modes’ can be seen by time segment in Table below. This shows a range of interventions that could encourage people to switch modes that staff were given the option of selection – the most popular modes were: better public transport information; good quality shower and locker facilities and discounted travel.

4.3.3 Of those reporting that ‘nothing’ would convince them to switch modes, the majority were located within a 30-45 minute cycle from the airport. Those who live 45-60 minutes were the most likely to switch modes if the incentives were provided.

Table 4-3 If you use a car what would encourage you to switch modes?

Incentive	0-15 mins	15-30 mins	30-45 mins	45-60 min
Better public transport information	17%	16%	23%	25%
Discounted travel	20%	29%	27%	23%
Cycle to work scheme	13%	14%	0%	9%
Bike User	0%	0%	0%	0%
Breakdown of cost savings by not using my car	6%	13%	8%	7%
Good quality shower and locker facilities	17%	10%	4%	19%
Nothing	15%	16%	31%	9%
Other	12%	1%	8%	9%

4.3.4 The second question attempted to understand why people were not travelling sustainably being 'If you currently use a car what are the main reasons for this?'. overleaf highlights the results per time segment. It shows that those who currently drive generally do so for convenience – at 29%, 26%, 22% and 30% respectively. Safety is the second most cited concern (aside from 30-45 minutes) alongside a lack of public transport services and alternative travel mode. If alternative infrastructure was provided this shows that, of car users, respectively 60%, 86%, 50% and 65% have the potential to switch to more sustainable modes (those highlighted bold in the table, those with health reasons, who need a car for their job, other, or who complete linked trips i.e. school are not included).

Table 4-4 If you currently use a car what are the main reasons for this?

Incentive	0-15 mins	15-30 mins	30-45 mins	45-60 min
Convenience	29%	26%	22%	30%
I don't feel safe walking or cycling	15%	14%	0%	8%
Lack of an alternative	10%	16%	17%	8%
Health reasons	4%	2%	0%	3%
Dropping/collecting children	6%	2%	11%	8%
No adequate public transport near me	13%	21%	11%	19%
Get a lift	4%	9%	0%	0%
Car required to perform job	4%	0%	17%	3%
Other (please specify)	16%	9%	22%	22%

4.3.5 The third question related specifically to cycling – 'If you are open to cycling, which of the following would encourage you to cycle?'. The results can be seen in Table . This shows that approximately 40-60% of those surveyed, who live within the journey catchment, would be open to cycling. Improved cycle paths is the majority initiative that would encourage cycling, alongside improved changing facilities, and discounts. Short term cycle hire is noted by the least amount of people.

Table 4-5 If you are open to cycling, which of the following would encourage you to cycle?

Incentive	0-15 mins	15-30 mins	30-45 mins	45-60 min
Short-term cycle hire	2%	2%	0%	0%
Improved cycle paths on the journey to work	23%	12%	32%	32%
Improved cycle changing facilities & lockers at work	15%	10%	11%	11%



Arrangements to buy a bicycle at a discount	11%	12%	5%	11%
I am not interested in cycling to work	41%	57%	47%	46%
Improved cycle parking at workplace	8%	7%	5%	0%

4.3.6 The fourth question related specifically to public transport – ‘If you are open to public transport, what would encourage you to use this service?’. The results can be seen in . It shows that more direct bus routes, more frequent bus services and discounted tickets through work would encourage take-up, though 14-27% state that they are not interested in using public transport.

Table 4-6 If you are open to public transport, what would encourage you to use this service?

Incentive	0-15 mins	15-30 mins	30-45 mins	45-60 min
Discount tickets/passes available at work	21%	21%	11%	38%
More direct bus routes	17%	23%	16%	27%
I am not interested in using public transport	29%	14%	32%	16%
More frequent bus service	17%	19%	11%	8%
More convenient bus drop off points	5%	7%	11%	3%
Better connection from home to the station	5%	7%	11%	5%
Better connection to work from the station	2%	5%	5%	0%
Improved public transport information	3%	2%	0%	0%
Better lighting at bus shelters and on workplace footpaths	1%	2%	5%	3%

4.3.7 A summary of interventions staff members noted, who drive to work and live within any of the selected cycling isochrone increments, that would encourage them to switch to public transport, walking, or cycling:

- a. Better public transport information
- b. Discounted travel
- c. Cycle to work scheme
- d. Bike user groups
- e. Good quality shower and locker facilities
- f. Improved cycle paths
- g. Better quality bus shelters
- h. More direct bus routes

- i. Better first mile, last mile connections
- j. Help finding car sharers
- k. Reserved parking for car sharers
- l. EV facilities

## 4.4 Summary

- 4.4.1 Of the staff surveyed 51% live within a 60-minute cycle of the airport. Of those 29% live within a 15-minute cycle, 10% within a 30-minute cycle, 4% within a 45 minute cycle and 8% within a 60 minute cycle.
- 4.4.2 The dominant mode share across every cycling isochrone increment is driving, even those living within a 15-minute cycle report a 51% driving mode share. However, 29% do travel by public transport. This shows that there is potential for staff to switch to more active modes if high-quality infrastructure or other incentives were provided e.g. cycle lanes and direct public transport services were in operation.
- 4.4.3 Public transport usage significantly decreases for those who live 30 minutes cycle or more from the airport, with a mode share of 89% and 84% respectively.

## GLOSSARY AND ABBREVIATIONS

<b>Term</b>	<b>Definition</b>
Isochrone	The area accessible from a point within a certain time threshold