

9 reasons why Luton Airport demand has been over estimated and why further expansion is not appropriate

1 Not only has the NHDC declared a climate emergency but Luton council is expected to declare a climate emergency in January 2020. New councillors and MPs are increasingly aware of the climate change effect on voters. Luton town councillors could vote to close Luton airport! Extinction Rebellion and the like are increasingly managing to get their message across. The local population are increasingly against the pollution, noise and lack of surrounding infrastructure.

2 Flying is the second most polluting activity mankind undertakes (after population expansion). This is becoming recognised, particularly by the younger generation. Also, a number of local residents have publicly declared they will never fly again and this could become a trend. . I note that the AEF (Aviation Environment Federation at www.aef.org.uk) to signed up 100,000 non fliers in 2020.

3 Some Airports are more 'sustainable' than others. The public may be receptive to the idea of avoiding airports like Luton ie one so close to a large town.

4 There is growing demand for flying to be more fairly taxed. This could more than double the cost of flying and have a significant effect on numbers. This could be readily achieved by imposing a significantly higher APD (Air Passenger Duty).

5 The Liberal Democrats (who may hold the balance of power in the future) have proposed a significant increase in APD and also to make it proportional to your number of air miles.

6 Not Flying, perhaps made popular by TV celebrities and by the UK's own tourist industry, may succeed in discouraging flying.(this is already happening)

7 Internal flights between the major UK airports may be banned or obliged not to undercut the rail alternatives. Could also apply to continental flights.

8 1200 new homes are in the 2031 Local Plan for the area just east of the airport. This will place increased pressure on the poor road infrastructure east of Luton and will effectively place the airport more in the centre of Luton. These new homes, being around 1 to 2 miles from the town centre, will all require cars creating problems for commuting past the airport with 32 million passengers per year, which is 88,000 per day! As a result, commuters will look eastwards towards Hitchin with its bypass problem and both Hitchin and Stevenage stations with their parking problems (and also the A1M Welwyn bottleneck problem).

9 Consideration of the area between the Luton airport, Hitchin and Stevenage is being neglected because it is on the outer boundaries of the 3 councils, Luton, Stevenage and North Herts councils. When all 3 wake up to the problems of coping with 88,000 passengers per day, policies may change!

Given the above, any risk analysis must take these factors into account making any expansion a high risk enterprise. The Inspector should take note of all these factors.

Roger Lovegrove – Letchworth Resident