

SLAE response to TR020001-002183-8.30 Trip Distribution Plans

The maps shown in the revised Trip Distribution Plans application, do not reflect the points made by SLAE in our deadline 1 Written Representation, which was combined with others into (001600-SLAE ASI COMBINED). LR replied (001714-8.35 Applicant's Draft Itinerary for the Accompanied Site Inspection) and SLAE responded to in (001765-Stop Luton Airport Expansion - response to document).

A request by the ExA was raised for LR within the Actions Points document [EV9-007] following the Issue Specific Hearing (ISH) 4 on 28th September 2023. This Action is referred to as "Action 5" (001803-LUTN-Action-Points-for-ISH4.pdf).

In the subsequent Rule 9 & 17 letter (002288-LUTN-R9-and-R17-letter-6-November), the inspectors ask LR to submit a further base layer on the roads identifying the individual road names. SLAE make the assumption that although the maps may identify the road names, the Average Daily Traffic (ADT) content will not. Hence this submission.

SLAE comment – Ashcroft Road, Wigmore Lane short cut.

Motorists coming from the Easterly direction A505 (Hitchin), will most likely be using sat Nav's or other internet navigation tools to direct them to the airport. Even those motorists using manual road maps will be able to work out the short cuts. At the Stopsley roundabout in Luton they will be directed along the start of Ashcroft road, then left at the mini roundabout at the junction of Wigmore Lane and along the Wigmore lane towards the airport. This is a residential area with shops, schools and housing along the route. This route is poorly shown on each of the '2. Luton Area Plots' diagrams, and the red and navy blue lines do not accurately represent the traffic that will use this route.

The original SLAE WR submission clearly identifies the short cuts that will be made and a request was made to the ExA to undertake this route in the Accompanied Site Inspection.

The only suggestions that SLAE can think of for motorists to avoid the short cuts is for LR or LBC to contact the owners of the Sat Nav and manual map products and ask them to remove the short cut route. They could also use unwanted street furniture road signs asking motorists to turn off their navigation tools upon approaching Luton, or make the route one way only. Commercial traffic may also use Sat Nav's to take short cuts, especially if the cost of motoring keeps rising and lorries and HGV's would create havoc along these routes.

Comparing the figures 1 to 8 and figures 9 & 10, 13 & 14 it is obvious the trip distribution plans do not consider the residential short cut. SLAE have circled the short cut route ringed in blue.



Short cut trip distribution before Terminal 2



Shortcut trip distribution after Terminal 2

In document (TR020001-001714-8.35 Applicant's Draft Itinerary for the Accompanied Site Inspection), LR asked "However, the purpose for including Ashcroft Road has not been made clear by the Interested Party."

SLAE responded (in TR020001-001765-Stop Luton Airport Expansion - response to document 001714-8.35 Applicant's Draft Itinerary for the Accompanied Site Inspection), with the following explanation. When travelling from the Stopsley roundabout (LU2 7XH), you would turn onto Ashcroft Road, then left onto Wigmore Lane and follow the lane until the Tui roundabout and turn right onto Eaton Green road. It is obvious that unless familiar with the area, a desk bound exercise to find street names may not flag the start of Ashcroft Road. It is a long road and starts near the Stopsley roundabout. Reference (16 on LR's map) gives a false impression of where the road begins.

It is assumed that LR will wash their hands and push responsibility onto the local authorities, however there are many other references to traffic forecasts and Wigmore Valley Park, such as in 000818-7.02 Transport Assessment – Part 3 of 4 (Chapters 9-10), and 000819-7.02 Transport Assessment – Part 4 of 4 (Chapters 11-16), which LR do take responsibility for.

It is also noted that figures 13 & 14 (002183-8.30 Trip Distribution Plans) when expansion reaches 32 million passengers mppa, show an increase in traffic using Eaton Green road, and SLAE have found no reference to pedestrian crossings for pedestrians to reach Wigmore Valley Park from either Colwell Road / Eaton Green road or Eaton Green road to the east. SLAE see this as an oversight as documents (000817-7.02 Transport Assessment – Part 2 of 4 (Chapters 5-8), 000966-4.13-Off-site-Highway-Works, 000821-7.02 Transport Assessment Appendices - Part 2 of 3 (Appendix F) paragraphs 5.3.20 & 5.3.21 discuss extra additional traffic. Again, this indicates a lack of consideration for the residents of Wigmore and those who wish to access the Park.

SLAE can identify the crossing points required.

SLAE also cannot find the definitions of the start and end points of Eaton Green Road (east) and Eaton Green Road (west) as stated in the numerous transport assessment documents.

SLAE comment – Incidents on the M1.

SLAE submitted the Written Representation (001766-SLAE Written Representation - Traffic and Transportation) about incident impacts on the M1 northbound (Junction 9 to 10) and southbound from (11 to 10).

LR response to SLAE's question in their reply (to TR020001-002208-8.107 Applicant's Response to Deadline 3 Submissions - Appendix E Stop Luton Airport Expansion [REP3-136 AND REP3-137]) was,

The scope and modelling methodology as set out in the Transport Assessment was developed and agreed in conjunction with National Highways and the host authorities.

The purpose of the Transport Assessment is to assess the impact of the proposed airport expansion on the future baseline traffic and transport network. This is based on a reasonable worst-case scenario and taking account of incidents on the M1 are not a matter for the Transport Assessment or the Applicant to address.

National Highways operates and maintains the M1, which is part of the Strategic Road Network. It has incident management protocols to deal with issues and to keep traffic moving. This includes contingency planning and communications.

This suggests that whilst LR are encouraging additional traffic as a result of their expansion plans, they don't consider the traffic chaos and knock on impact to Luton residents when there is a motorway incident and particularly when the motorway is closed. They are also showing that they don't care about delays to the public transport network and passengers that may miss flights along with staff late for work. This is surprising when other Transport related documents cover topics unsuited as a matter for the Transport Assessment or the Applicant to address, such as Section 7 Personal Injury Collision Data 001115-7.02-Transport-Assessment_-_Part-2-of-4-Chapters-5_-_8-Revision-1.

SLAE asks LR for the evidence that the scope and modelling methodology as set out in the Transport Assessment was developed and agreed in conjunction with National Highways and the host authorities, and covers M1 incidents, practically where traffic diverts to find alternative routes?

SLAE also point out that if drivers coming from the East via the M25 motorway learn of a M1 incident impacting the junctions nearest to the airport on route, then Sat Nav's tend to work out alternative routes and may direct motorists up the A1 and then across country and along the Hertfordshire lanes to the airport. SLAE cannot see any modelling to reflect this scenario in the DCO application?

SLAE ask for the Trip Distribution Plans to also show the impact on the roads both for Luton Area Plots and Wider Area Plots using LR's forecasted road trip models when an incident occurs. SLAE show on this diagram an incident impact to the Luton traffic network.

