

AUDIO_LUTON_ISH7_SESSION1_28112023

00:00

All

00:06

right. Good afternoon, everyone. Thanks for your patience. And before I begin, can I confirm that I can be seen and heard clearly

00:17

can also confirm with Mr. Burney that the live streaming of this event has now commenced. Great. Thank you.

00:25

The time is now 2pm. And this issue specific hearing in relation to the London Luton Airport Expansion Project is now open.

00:32

Today's issue specific hearing will be considering matters in relation to traffic and transport. My name is Dr. Richard Hunt. I'm a planning inspector and a chartered environmentalist. I've been appointed by the Secretary of State to be the member of the panel of inspectors to examine this application. Today I'll be going through the management of the events and introductions my colleague, Joe Dowling will be taking notice of any actions, and I asked my colleagues to introduce themselves.

01:01

Good afternoon. My name is Sarah Holmes. I'm a planning inspector and a charter civil engineer, and I'll be leading the discussion at today's event.

01:09

Good afternoon. My name is Joe Downing. I'm a planning inspector and charter town planner and I've been appointed by the Secretary of State to be the lead member of this panel.

01:19

Together with Beth Davies and Andrew Robinson, we formed the examining authority. I can confirm that all members of the examining authority have made a formal declaration of interests, and there are no known conflicts of interest with regards to us examining the application.

01:33

There are other colleagues from the planning Inspectorate with us today. Those of you online will have spoken to Jennifer Savage and the adjoining conference. And I'd also like to introduce Romeo Bernie

the case officer for this project, who's supported by Gina shoreland. Together with Sean Evans, they make up the case team for the project.

01:52

If you have any questions regarding the application process in general, I'd ask that you please speak, email the case team or speak to them and they'll be happy to help you.

02:01

Before we consider the items on the agenda today, we need to deal with a few housekeeping matters. And I'll try to get through these as quickly as possible. Can everyone attending please make sure that your phone is switched off or turned silent. No fire test is planned for the seat of this afternoon. Should an alarm sound it's an emergency and we'll need to evacuate the building. Three emergency exits are located to well

02:27

to the left and and at the far end of the room.

02:33

Please make your way through the carparks far assembly point which is at the front of the hotel. If anyone needs assistance. Can you please let the case Team No.

02:41

toilet facilities including disabled facilities can be found in the lobby. If you've driven here today and parked in the hotel carpark, you need to have registered your car on the portal system found at the main reception desk. Please note that any vehicle that's not registered with the hotel may be subject to a charge of 100 pounds. So I urge you to do that promptly. As far as I'm aware, no request will be made for any special measures or arrangements to enable participation in this preliminary in this meeting. If anyone needs any special measures or arrangements, please can you speak to the case team at the back for the purpose of identification and for the benefit of those who may listen to the digital recording later, I'll ask that every point of which you speak you please give your name and if you're representing an organisation or individual human says that you represent.

03:26

For those attending virtually Can I repeat the request made the arrangements conference that in order to minimise background noise. You also make sure that all audible notifications are turned off, and that you stay muted with your camera turned off unless you're speaking as this is a blended event. It's been structured in such a way that questions or points that you may wish to raise can be done so at the relevant point in the proceedings. When we get to those points, I'd ask that if you want speak, you switch your camera on and either use the raise a hand function ms teams are asked to speak at the appropriate time. Please be aware that there may sometimes be a delay before we can acknowledge this with your patience while waiting to be heard is appreciated. Can I also remind people that the chat function on teams will not work. So please don't try to use this to ask any questions or post any comments.

04:13

Do we have any members of the press in attendance today?

04:20

We will adjourn for a short break at a convenient point in the agenda ideally no more than every 90 minutes or so. If medical or other reasons anybody requires a break at a specific time. Please could you inform the case team and if possible, we'll adjust the programme to meet your needs.

04:36

Are there any questions or comments regarding the general management of today's event? Either in the room

04:43

now or online?

04:50

There is a digital recording being made of this hearing which will be available on the National Infrastructure website. If you speak in hearing, it's important you understand that your comments will be

05:00

be recorded, and the digital recording will be published and retained usually for a period of five years from the Secretary of State's decision was subject to the general data protection regulations. And it since it's extremely unlikely that we'd need to ask you to give us sensitive personal information to put into the public domain. In fact, we'd actively encourage you not to give us sensitive personal information, such as addresses economic, financial, cultural, or health related information about yourself.

05:29

If you feel that it's necessary for you to refer to sensitive personal information, we'd encourage you to speak to our case team in the first instance, we can then explore with you whether the information can be provided in a written format, which could then be redacted before being published.

05:44

Please note, the only official record of these proceedings is the digital recording on the project page of the website, tweets, blogs, and similar communications coming out of this meeting will not be accepted as evidence.

05:57

Moving on to the purpose of today's hearing,

06:00

today's issue specific hearing is being held at our request because we want to explore and discuss a number of matters relating to traffic and transport.

06:08

The agenda was placed on the inspectorate website on Monday 20th of November, and can be found in the examination library at reference, Evie 14 Dash 001. The agenda was revised at the request of the applicant and republished on Monday the 27th of November, with the same examination Library Reference.

06:28

I'd like to remind everyone that the examination is predominantly a written process. And you'll see in the examination timetable that there are opportunities for the NSA to ask written questions. The purpose of this examination is for the examining authority to examine the information submitted both by the applicant and also by interested parties, other persons and affected persons. I'd like to reassure you that while we may not ask a question on topic, it doesn't necessarily mean that we believe this matter hasn't been fully addressed. It could be that we'll be examining it at a later hearing or through written questions.

07:02

We're familiar with the documents that have been submitted. So when answering a question, you don't need to repeat at length, something you've already written them out. If you want to refer to information that you've already submitted, it would help us if you could use the examination library reference for that document.

07:17

could ask the first time use an abbreviation or an acronym that you give the full title, as there will be people here today or listening to the digital recording, who may not be as familiar with the application or the documents as you are.

07:30

We're expecting that most of today's contributions will be from parties that have already requested to speak. This is a public examination though, and if there's a point you want to make, please do raise your hand if you're in the room, or raise your virtual hand and switch on your camera. If you're attending virtually so that we can hear from you.

07:49

I'd like to remind everyone that this is not an inquiry, and unless we specifically requested there will be no formal presentation of cases or cross examination. This means that any questions that you have further parties need to be asked through the examining authority.

08:04

Turning to the agenda for the hearing, we consider main items for discussion to be transport modelling in the transport assessment, offsite highway works, parking, sustainable transport, transport related impacts, monitoring and mitigation approach or trimmer,

08:23

the framework travel plan,

08:25

or FTP, and construction.

08:28

Today's agenda is for guidance only and we may need to add other issues as we progress. Should this take longer than anticipated, it may be necessary to prioritise some matters and defer some matters to further written questions.

08:42

Finally, it's important that we get the right answers to the questions that Ms. Holmes is going to ask. Please remember that the examination is a predominantly written process. If you cannot answer the questions being asked right now or require some more time, we'd rather you tell us that you need to respond in writing rather than giving an incomplete or incorrect answer.

09:02

We can then defer the response either to an action point to be submitted at deadline six, which is Friday the eighth of December 2023. Auto our written questions.

09:13

Are there any questions at this stage about the procedural side of today's hearing?

09:20

And online.

09:27

The case team have provided me with a list of those interests and other parties who have expressed a wish to be heard today. I'm going to now ask those of you participating in today's hearing to introduce yourselves to the examining authority and the people who are watching the live stream with this event. When I say your name or organisation please introduce yourself including how you'd like to be referred to for example, Dr. Mrs. Smith, etc. And if you're representing someone who it is that you represent. If you're attending virtually then please switch on your camera and microphone when I call your name. So can we start with

10:00

The applicant

10:04

Good afternoon, sir. My name is Michael Humphries, and I'm a barrister at King's Council. And I'm representing Luton rising. And I should just say to all of you, I do apologise that I wasn't able to be here at your last series of issues, specific hearings, I was otherwise committed.

10:24

On my left, there are the other witnesses who were expecting to be the first who will have to say something so I'll ask if it's acceptable for you, each of them to introduce themselves. Yep.

10:37

You're not afternoon sir richard Ducane i Director at Arup, representing the applicant around transport and surface access.

10:47

Cloud posford, for the applicant from a comm on strategic modelling.

10:55

Afternoon, sir, it's jag reacts from Arup, representing the applicants on surface access.

11:04

Afternoon afternoon, Sir Matthew Rhodes from Arup, also representing the applicant on traffic and transport matters.

11:13

And so what we will do with the post hearing summary note is just give you a kind of one page

11:24

biography each person so you know who they are and how to spell their names and things like that.

11:30

Thank you

11:32

if we can move on to the local authorities

11:35

starting with the Lunenburg Council

11:41

Hello, my name is David Gertler. I'm a planner with Luton Borough Council and I'll introduce my two colleagues one is online. His name is Chris Christopher Gordon, and he is the Highway Development control planning manager. And on my left is Anthony Swift, and he is the manager for sustainable development and transport.

12:04

And the joint hosts authorities.

12:08

Good afternoon Fiona Ross. The law firm Pinsent Masons representing the Hartfordshire authorities. So Hartfordshire host authorities sorry, so that's Hartfordshire county council, North House Counsel

and decorum Borough Council. sitting to my right I have Stephanie Biggs from W. SP, who will be speaking to traffic and transport matters from a technical perspective. I also will also have Edward Lee at the end of the table there from North hearts Council. He will be picking up on certain aspects and we have Christine elphic online also of WSOP and speaking to transport modelling.

12:45

Thank you, and Buckinghamshire Council.

12:50

Good afternoon, Mark Westmoreland Smith. I'm a barrister at Francis Taylor building. And to my right so I have James Duncan, who's lead officer at Highway Development management at the Council. Thank you.

13:07

Thank you.

13:10

We can now move on to statue policies. We have national highways.

13:18

Good afternoon, sir. My name is Howard Basford. I'm a partner and a solicitor at the law firm DLA Piper. I represent national highways and I'm attending Mr. Jeremy Blum and Miss Fiona Arnade who may be called to speak later in the course of the proceedings

13:43

do apologise

13:47

Yep, good afternoon, sir. Jasper Panzer Highway Development management team leader at Central Bedfordshire council here to speak on matters of highways and transportation. I'm joined by my colleague, Caroline macrodilution With regard to matters associated with with planning, thank you.

14:07

Thank you,

14:09

and Network Rail.

14:22

Then we move on to interest persons we have Mr. North

14:29

Loveman Sir, my name is Tim north and I'm representing timbrels associates and my clients are holiday extras limited. We still talk on the car parking aspect of this is Eric.

14:44

Thank you. And then Mr. Smith.

14:49

John Smith, proud individual resident of Harpenden. You can call me Mr. Smith.

14:56

Thank you

15:00

Before we move on, can I confirm that we've heard from everyone who wishes to participate in today's meeting?

15:08

Thank you. I'll now pass over to Miss Holmes to lead us through the rest of the agenda items.

15:14

Thank you, Dr. Hunt. Good afternoon, I'll, firstly I need to make you aware that I've changed the order of the agenda from that which was published on Monday 20th of November. This was at the request of the applicant who proposed this alternative. And in order to ensure key experts can be available, nothing has been added or taken away from the original agenda, please could the agenda the revised won't be shown on the screen?

15:57

Okay, we'll carry on while we're waiting. It was just to get people who hadn't seen it maybe a chance to see the running order for today. There's a lot to go through this afternoon. And some of the topics are very technical. So what I would propose is that I'll ask my questions first, and then I'll come to the applicant, and then appropriate councils and other interested parties for their contributions. So if you could wait until I ask my questions before putting up your hands, unless you've got point that absolutely cannot wait. Also, you'd be aware there's a lot of overlap for each of these items. But it would really help me if we could try and stay on the topic as listed in the agenda. I'll do my best to get my way through all the agenda items this afternoon. But if we do run out of time, I'll make sure they're covered in my next set of written questions.

16:36

Looks like something's coming up on the screen.

16:44

The fence is killing?

16:50

Thank you.

16:58

Does I say nothing's been taken out or added in? It's just been rearranged?

17:14

Yeah,

17:16

thank you very much for showing that. Okay, so we'll start with agenda item two, which focuses on the transport modelling. Firstly, I'd like the applicant to provide a brief update regarding the transport modelling in line with the Department of Transport guidance. I do understand that there's still a number of areas of disagreement in relation to the model. So when this update, could you please include how any outstanding concerns raised by the relevant highway authorities have been progressed and resolved?

17:47

Madam, thank you for that. I'm going to ask Mr. Carney and and I suspect Mr. Password may need to add things as well.

17:57

And

18:00

I think they're happy to go ahead with that. So we will deal with that point now. Thank you,

18:08

Richard, again, I for the applicant. So just in terms of general progress on programme, work is progressing in accordance with the programme we shared earlier. And we are planning to submit our final report by the 15th of December. So that's ahead of deadline seven. And as part of the ongoing work, we've issued a number of technical notes and been engaging with the relevant authorities on the content of the work. I think just going straight to your question, Madam about outstanding concerns and how these are being resolved. resolved. We've had a series of comments from national highways, postal authorities and Buckinghamshire Council. And I think we can generally summarise those comments in terms of clarification questions around process and, and methodology, which were, of course dealing with as part of the engagement,

19:00

further information to support what we reported in technical notes one and two, which again, we're dealing with through the ongoing engagement. And I think, as we have

19:12

presented at the previous hearing, the emerging results from the revised forecasting, show that there is a possible case for adjusting forecasts downwards, in some instances to take account of the reductions in traffic volumes that we're seeing in response to COVID-19 on the local road network.

19:32

And we've been reviewing this and our recommendation is not to make adjustments.

19:38

And that's part of an ongoing dialogue with those relevant authorities around that particular issue. We have the meeting with the authorities next week. And we're hoping to kind of resolve that head of reform reporting by the 15th of December.

19:56

Madam, we've made it clear there that we will

20:00

Um, submit this by the 15th of December. That's obviously after deadline six. But I'm proposing you regard this as an early submission for deadline seven.

20:11

But it just seems sensible to get this out as early as possible to you and other and other parties. And and that gives you a chance then before

20:21

the next deadline to consider what if anything you or others need to do in response to that? Yes, no, thank you. I'm grateful for that.

20:30

Could I just go to the relevant highway authorities for comments on what you've just heard, and just get your side of how you feel things are progressing? So that was Luton?

20:40

We have no comment. Okay. Hertfordshire Hello, Fiona Ross for Hertfordshire host authorities, I'll ask Christine Alfa who is online to come in on this point, please.

20:55

Thanks, Fiona, Christina elphic. For the host authorities. I guess we have a number of concerns regarding which we have raised within our representations at the deadline the forum five regarding the applicants progress. One of the key concerns as in terms of the trip distribution plans that we've seen in rep 4048 and 5037, where we're continuing not to the the trip distribution plans and results presented in the these reps and the technical notes we have received and are providing figures which clearly show the volumes of traffic on all links, and it's impossible to see the traffic flow differences or the differences between the scenarios presented. So we'd like to ensure that that issue is resolved as soon as possible. But I guess, for our client, it's really important to understand where the trip dition versions of trips are like whether the distribution trip distribution passenger trips are likely to extend further east as a result of the airport expansion. Regarding rep 4086 and rep 4106. We've raised a number of queries relating to these top documents within rep 5068 submitted at deadline five.

22:10

We generally like to see more information about the trends of different vehicle types cars, right good vehicles and heavy goods vehicles between 2016 and 2020 freeware available.

22:21

We're concerned in route 406086 that the applicant has used observed counts from a smaller area around Luton Airport and not the whole modelled area.

22:34

We're also concerned that we need some commentary on the changes in bus use in the study area between 2016 and 2023. Because of public transport,

22:45

use of public transport post COVID will affect the most share of trips, which could result in greater highway traffic. And the evidence should prove the applicant should provide evidence to show no changes in the baseline on future year. mode choice. These are justifiable.

23:00

And I guess generally, we the rep 4864106 provide evidence of reduced traffic flows on the local road network between 2016 and 2023. However, the applicant hasn't taken undertaken any adjustments to the base year in line with

23:17

DFT tag M for therefore we there is a risk that the there is an overestimation of the baseline base of vehicles on the local road network, which is likely to impact the future routing of traffic from Luton Airport. So we've requested more information on overload local roads would require and yeah, we're just generally concerned that no adjustments have been made. And this has not been agreed with by our clients.

23:45

Thank you very much. There does seem to be quite a lot of items there that still need resolving Knapp can give me some confidence that that this will be resolved. Yes, it's important, madam to start from the position that obviously, this is something that has simply arisen.

24:05

From some DFT guidance, the transport assessment was a perfectly proper transport assessment, we've had your public proper request carried out an assessment to take on board that COVID-19 guidance, the work that is being done has been reported in a number of stages, there was rep 3071, I think, which was the one of the interim reports rep 4086 and rep. Four six, so 106.

24:37

And the final results are coming out slightly in advance. I wish we could reduce all this stuff instantly and we are trying to engage to make sure material is available but the overriding message is that the impacts on the highway network are actually reducing as a result of this. Mr. decani may

25:00

You want to respond to individual points, but at the moment, this is looking like a good news story. I'm pleased to say,

25:09

think before Mr. Tukana comes on at it. My concern is is not in relation to the work that you've been doing in terms of the COVID, the COVID work, and I can see that progress really well. It's more generally, there are general concerns and disagreements with how everything's been modelled. And as sort of way to wrap that up in this how, how are those agreements been how agreements been made with the local housing authorities? In relation to the model? Yes, again, I'll start with Mr. Carney it may be Mr. Pulse would as well needs to comment on that.

25:41

Originally, can I for the applicant mean, just to sort of clarify that we have received in writing a series of questions from the postal authorities that have just been sort of outlined. So we are in the process of looking at those through the process of the ongoing engagement I described. And many of those we'll be responding to in the technical report we're producing for the 15th of December.

26:06

I'll bring my colleague and Mr. Pulsifer, to talk about some of the some of the specifics. But I think we sort of need to draw a distinction as well, between any sort of questions or comments on the

26:18

rule nine request to look at this from a COVID-19 perspective. And any questions and comments generally on the modelling approach, because they're slightly different. So we are looking at both of those. But we are in this context, looking primarily at the request to revise and review forecasts in light of COVID-19, where some of the issues that have been raised are slightly broader than that which are also being addressed through the ongoing discussions. Yeah, forgive, forgive me, I sort of rolled it together as let's just talk about the modelling just to make it easier. I just need some confidence because we are now over halfway through the examination that the disagreements are going to be resolved before the end of the examination.

26:57

And so I can move on to the other local relevant highway authorities

27:03

Mark Westman and Smith or Buckinghamshire Council.

27:10

To be clear, the concerns we're about to express relate not to the COVID-19 update, but more generally, and they remain following the first set of hearings and broadly twofold. One is about validation in relation to the local road network in Buckinghamshire in the western approach, and two is in relation to the trip distribution plans and the extent of the information provided with them. And in that

regard, we can largely adopt what the host authorities just said but we have one additional comment. What I'd like to do please is just invite Mr. Duncan to expand on basis those points

27:59

at Jamestown comm for backing counsel.

28:03

To pick up the first point regarding the validation.

28:08

We have presented previously, our concerns with the validation of the the original modelling and its suitability for use within Buckinghamshire

28:18

we have offered survey data undertaken by the Council since the last hearings

28:26

for us to address that concern

28:30

we have met with the applicants and they have agreed to go away and discuss whether they can accept that data

28:38

and then carry out an exercise to demonstrate the suitability or, or otherwise, as yet

28:45

we await to hear back on that point.

28:50

When so when did you contact the applicants what's gonna be some timescales. So we

28:56

within our written representations

29:01

we have

29:03

made that offer and forgive me for not being able to remember exactly nothing outside what I've seen in the examination. And then the the offer was made again in a meeting on the 15th Regarding the statement of common ground between the applicants and ourselves.

29:21

The second point about the distribution diagrams is that they show distribution over a full day and our concern is within sort of

29:33

peak hours and the early morning traffic before the am peak as well as the the overall full day

29:42

Okay, thank you. I would absolutely like to respond on that point, please. Yes, this is very much a matter for Mr. Password.

29:51

Client posford for the applicant.

29:56

On the validation

29:59

there was a screen

30:00

On like to Dunstable, which includes the movements in and out of Buckinghamshire, which does validate very well. And that's just north of the before eight, nine, which is the road in question.

30:15

That's in our validation report. We've also had a look at the whole screen line and all the roads crossing it. And it compares Well, we haven't shared that information, though, because it's just the title that's in there. But the screen line is good. The distribution

30:32

we've commented on and a bit more detail in the reports we did on the B 489, which, which tracks the traffic on a daily basis, and then on the peak hour basis, all the way through to the ivinghoe junction, which is, I think, the junction in question. And I think, and we've been, and we've seen some of the comments, and we will be responding to the early hours, and the monitor traffic. And that's expected during those times.

31:04

Thank you. I did actually have a question a bit later about the Ivanhoe junction. But it might be helpful to just do that now. Would it be possible to show on the screen rep five dash Oh, three seven, which is the chip latest chip distribution plans, please?

31:29

Is there a particular page

31:32

that you want? Yeah, I mean, any of the passenger wants, it doesn't matter, maybe show year 2043.

31:39

Just to have a look at that section of the B 58589. Going through Ivanhoe.

31:53

While the while the plans coming up the questions I had when I was looking at the plans was I'm not quite sure why the model is showing the traffic coming in on the before a date to the Ivanhoe. Having driven that route, I would have expected that traffic would divert to the Ivanhoe junction down to the B 489. Because if I ate obviously you go through Ivanhoe and then you've got the traffic counting. And I just wondered why the model isn't, isn't showing that

32:25

sort of concern about what what the model is showing that respect?

32:31

That you'll have to go down to the later figures that show the wider the wider plans.

32:54

Yes, you can see from that image, that the traffic stays on the B,

33:01

or 488. If you zoom into our Ivanhoe is

33:11

not it's not very easy to see.

33:16

But it doesn't divert at that junction, the word expected to divert.

33:21

It's instead of sending all the traffic through the route with the traffic coming and the one way bridge.

33:28

And I just wondered why someone could explain why that's happening in the model.

33:34

Car posted for the applicant.

33:38

I think that's just the nature of remodels might some people might route one way some people might read the other way, this is daily distribution, though, and it's not the peak hour and then the peak hour, it could be quite different. This is should just showing the or illustrating the demands for people travelling to and from the airport. Whereas in the actual peak hour, when there delays on the network

and other traffic on the network, it could be slightly differently. So this is just that the desire line in some sense, rather than the actual routing. So we have to look at hour by hour from the model to see if it's the same pattern. Because I understand that Buckingham shed do have a concern with the Ivanhoe junction. The way it's prioritised at the moment and have asked to change that. If that work was done. Would it make a difference? The model was the model not that sensitive.

34:28

It's quite possible for the applicant in terms of the model we don't think it would make much difference. It's key it's coded as a priority T junction at the moment. It's the way it's modelled. It's within capacity even in the future years.

34:43

We doubt it would make much difference, but we'd have to test it to see if it would

34:48

okay but because she likes to make any comments on that.

34:53

Mark vestments with her Buckinghamshire account so

34:57

when you've hit upon

35:00

In our concern,

35:03

and identified the

35:08

route that we would like to see traffic take down the for a take for the reasons that you've identified in terms of suitability of the road and the environment through the villages.

35:22

And that is why we have asked for the works to that junction. It is also why we've asked in terms of the distribution plans to understand more than just the peak flow and average daily flows, in particular, because peak flight times are actually earlier than peak hour traffic. So you would expect development peak to be at an earlier hour, early hours of the morning. And so for all of those reasons, we'd like to see that further information. And both in traffic terms but also more general environmental term. We think there is a justification there for the proposed amendments to the junction to ensure that cars do route down the B 488. Is there anything else you want to

36:12

thank you?

36:15

Thank you. Yes, I'd appreciate if the applicant could just have another look at that junction and the chapters distribution plans, I think

36:23

Mr. Pulse has already made clear that that work is already being done to look at particular hours this is just simply a question of being able to produce the information as quickly as as possible but but Buckingham Buckinghamshire counsels point is understood.

36:48

Thank you very much.

36:52

Okay, if we can jump back to just generally talking about the model or central Bedfordshire, please.

36:59

Just recontour for central Bedfordshire Council. Thank you. With regard to the the updates to the modelling, I'd agree with the the applicants split of two queries raised between those which are points of clarification and those which are more strategic in nature.

37:14

We've raised concerns with regard to both those aspects, which I think were summarised in our deadline five submission.

37:20

That was rep 5066.

37:23

The two I believe are related in as much as adding numbers to the difference plots provided will give the authority a greater understanding of any changes and flows that might be taking place as a result in the change in the model assumptions that have been applied for the post COVID 19 modelling. But similarly, that also gives a greater understanding of whether or not there is a strategic reassignment of traffic taking place has results of the

37:49

maintained levels of flow on the strategic network compared to a drop in flow on the local network. It does appear visually, from the plots that there might be an increase on some local roads. But without the numbers to work with. It's difficult for the authority to fully determined, but based upon the Atkins comments, I assume that further information will be forthcoming.

38:10

Thank you, and then national highways please.

38:14

Thank you, Madam, Howard Basford for national highways,

38:19

we would echo very much of what has been said and it's really important this information is provided, I would address you to our

38:31

representation 50915092 and 5093. Those contain a number of matters on which it's not just for a for the applicant to to satisfy national highways, they also have to satisfy you. And it's critical that there are no lacuna between i in the

38:52

in the submission on the 15th of December because then we'll be about six weeks from the end of the examination and we shall need to be satisfied pretty quickly. Otherwise, we will need to look at mitigation to address the problems in the modelling potentially. The particular areas of concern relates to matters such as the

39:13

the

39:15

high flows, normal high flows, the congestion shown on the local road network, and whether that then results in an accurate representation of the impacts on the strategic road network. And generally, you will see a list of matters that the applicant has to address

39:33

in in the representations. There are meetings ongoing with the applicant, we can say and those are welcomed. But we would really like to see progress. And in particular, we would we would like to see the Vissim model as soon as we can to understand the impacts on national highways critical assets at junction 10.

39:57

Yes, thank you, I think

40:00

Because I am conscious that time is slipping away. And before you know it will be finished.

40:05

If I could have an action point when I get an update on progress for the deadline to Deadline seven, I think if you give me an update, then that would be really helpful in terms of what's what's left outstanding to get agreed on the progress on that from the applicant. Thank you.

40:23

And just to be clear, you want an update on where we have got to with the modelling or an update on where we've got to with other parties? Is it partly in the agreement? So what meetings have you had what's been discussed? What the outstanding issues? How are they going to progress? What future meetings do you need, just so that I can see that things are progressing and that these issues are going to get resolved? Please? Certainly.

40:59

The moving on to focus infrastructure assumptions.

41:04

I just had a question about the One A six links. Thank you very much for the information that you sent me as a requested action point for from issue specific hearing for regarding the written analysis in your response. So that's rep four dash 105 paragraph, one point 1.3. It states that airport traffic is not forecast to use the M one a six link road.

41:28

And that felt like quite a bold statement. So could you just clarify that? Because so is that link, furred in the model? If it's in the model has has the model been told not to send traffic down that link? Or is the model not showing? It's showing that traffic won't be using that link?

41:44

Car password for the applicant? No, we haven't told the model not to send traffic down that link is just the way it is and the shortest distance and time route towards them. One there's still via junction 10. And that's what we showed with the Select link analysis and also the distribution.

42:03

We didn't show it in the report this the distributions that we referred to in the strategic modelling forecasting report, which was issued previously. Okay, thank you. So has any sort of sensitivity tests been undertaken in relation to the situation? What happens when the M one becomes congested due to sort of general traffic flow incidents, which does seem to happen quite a lot? Where does the traffic goes? And it is anything we looked at in terms of that in terms of modelling chi posford for the applicant? No, we haven't done any sensitivity tests for accidents or incidents

42:38

anywhere which is usual practice.

42:47

The next I've got a question relating to the articles response to written question TT 1.4. So that's examination Library Reference, that four dash oh six nine, which asks the applicant to explain how alternative routes that traffic could take well determined to what these routes routes were. The response mainly focused on Luton,

43:06

whether in discussions with other highway authorities other than Luton Borough Council, and if so where's this documented in the application?

43:27

Yes, I think I was

43:30

just discussing with Mr. Economist pulse word, I think we may need to follow that one up in writing to know what discussions there have been around

43:43

that, so just so that we do that.

43:47

Could you just

43:49

just very briefly repeat so that we all got the correct note what exactly it is you want? What I can do is I'll put it as an action point for deadlines. So you'll you'll have it in writing Perfect.

44:01

Okay, my next question is, can you explain how you determine the locations of the rural traffic calming? Shown in examination library reference as Oh, two three. I'm just trying to get my head around why these works aren't included as proposed off site highway work. So they're obviously areas that have been identified, but aren't deemed significant enough to actually do any off site highway works.

44:27

Yes, this is Mr. React who drags Yeah, for the applicant? Yep. I mean, in terms of determining those locations, to particular aspects are taken account of one looked at how the model the strategic model would route traffic and where there were potential increases in traffic occurring. And secondly, it's the closest points working out from the airport where traffic potentially

44:56

arise out from the airport so trying to address the issue.

45:00

uses we worked out from it. So it was an iterative process of looking at the demand and the changes.

45:06

The demands on those roads generally aren't substantial. And changes aren't large. But it was just recognising that

45:17

in the event that increases were to arise, there was a method and an approach that would be able to deal with those.

45:24

Can you just assign Postmates were in the transport assessment that's described. Obviously, it's a massive document and it's, it's not something I've found. So I'd be grateful if you could do that for these and whether you want to do now or start with as an action point, we can check it out in action. Okay, provide over deadlines. 60 days. Thank you.

45:46

That's all the questions I had on this agenda items, so can ask if any other party would like to make a comment. Mr. Smith.

45:54

John Smith, private individual resident of Harpenden was interesting just now to the comment that there'd be no impact assessments on local roads. I urge you to look at the road through Harpenden, because when there is congestion on the M one, the traffic is diverted through St. Albans and Harpenden and the congestion now is terrible. And as even it breaches the central hub and breaches three World Health Organisation limits on pollution. A report was produced in September by Hartfordshire. University, and that's publicly available. So that needs to be done that road the A 1081 is really just an old coaching road that's just been upgraded. And that needs a lot of attention, the impact statements for there. And also, while speaking, I'll talk about the BS 653, which keeps getting ignored totally. And traffic does travel down that road to and from the airport. And it's getting worse. And that's just a country road, you're to go down there. And with all the housing developments that are coming as well, it's going to be impossible to get through happen. Just to let you know I did it on a complete site inspection on Monday morning, in the rush hour traffic and I queued all the way through happens. And so I have been all the way down the 1081 all the way to the top of St. Albans, three week Hampstead down to the A one and then back along the B flat and then 563 Thank you

47:23

baccala, which is very, very nervous. So I've driven around that area. And I can assure you I've had a look.

47:31

Does anybody else wants to make any comments? Yes.

47:37

Thank you, Madam Edward Lee from North Hartfordshire District Council.

47:43

We've only focused in this meeting on traffic modelling of motor traffic. And one of our requests set out in our pads response from deadline three was a request for the geographic distribution of all motor trips, in other words, the demand to travel to the airport.

48:00

And then we set out that the assumptions around the geographic distribution of London Airport trips, all modes are not adequately represented. In particular, it is not possible to fully appreciate the share that travel share that travels through Hartfordshire. And the impacts the forecast and the impacts.

48:17

The point being that the modelling of the motor traffic is of a number of stages down from that. So you start with the demand for travel to the airport for the passengers and the staff, you then

48:31

allocate those different modes. And then you have a residue of motor traffic that we then model using CG models like satin.

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But we haven't seen the distribution of the almost trips, and it was the desire to travel to the airport across one vote. And

48:49

with that, and we haven't we've already seen percentage mode shows we've not seen absolute numbers of both shows. So it's very difficult to actually picture how the sustainable transport objectives are being met.

49:01

Through actually travel and public transport, and particularly in the case of Hartfordshire because there's no rail link.

49:09

Therefore, public transport is a mixture of buses and coaches. And as we will come to later, the strategy around that

49:19

it needs to be credible and adequately funded in order to deliver the sustainable roadshow that we're looking at the applicants are looking for and that we in Hampshire and North Shore are looking forward to. So this is still an area where we lacked clarity and detail, and I hope that it will be provided in the next update.

49:38

That's due in December. But I would just like reassurance that that that particular information about the the all modes demand will be included in that. Thank you.

49:49

I'd appreciate if you could just respond on that point, please. Yeah, so actually two

49:56

points Mr. Smith raised the point about

50:00

The assessment in relation to rural or local

50:04

roads that I'll get Mr. Possible to comment on and then this more recent point about other transport modes I'll get Mr. McCarney to comment on if that's acceptable.

50:18

Client posford for the applicant, the roads between Luton and Hopkinton are in the model and they are represented, we think in a reasonable way. And the validation of the model showed that the representation was quite good. I think you mentioned incidents again, on the right away, which we we haven't modelled. That's usual practice not to model incidents happening elsewhere, which are the responsibility of other authorities.

50:53

quickly respond? Well, I've got some information for you. I've seen a Freedom of Information Act request from national highways, and the number of collisions sorry, accidents between junction nine and 10, and 10 and 11, over the last five years, and in 2022, there are 86. And to the half year, this year, there were 56. So these guys can provide that for you.

51:18

Because I think the

51:20

problem is when you're doing traffic, modelling, you don't model in that sense for extraordinary events like a motorway closing or something of of that sort. Of course, Mr. Smith is entirely correct. These things happen. We all experience them, you know, if you live in a city or indeed even in a rural area, but

51:43

your traffic modelling

51:46

models, typical or representative logos on the network. And I'll just get Mr. Carney to comment on that. Second point.

52:00

Richard, again, if the applicant, the comment made was relating really to the overall catchment of demand to the airport, and how we've looked at that and treated that in terms of the potential to attract trips onto public transport. And just to sort of give the reassurance that we have looked very carefully at the existing catchment in relation to the existing public transport network, but also looking at how that catchment might change over time, looking at the forecast growth of the airport, but also the potential to grow public transport market share through changes in the public transport network, for example,

improvements on the rail service, the Dart and connections to things like the Elizabeth Lyon in London. So we have considered the total catchment of the area and looked at the potential to influence how people travel to and from that catchment based on existing and future public transport provision.

52:55

Yes, thank you.

52:57

And we're going to move now on to Agenda Item three, which is sustainable transport, we can we can cover a bit more now.

53:04

written question TT 117 asked the applicant to provide a summary of discussions that had had with bus providers. And considering those discussions, does the applicant have confidence that the additional proposed spaces can and would be used by operators? The applicant's response which is found in examination Library Reference rep. 4069 didn't specifically include any details to the actual engagement it had with bus operators. For example, who were they in discussion with? And based on those discussions, how confident are they that the new space is proposed would be utilised? And could the applicant provide an update now, please?

53:41

Madam Yes, Mr. Kearney, will we'll deal with this.

53:46

Richard, you can i for the applicant, Madam just to sort of clarify that we're talking about bus and coach as separate kind of operators with a distinctive role and purpose as part of our wider strategy. Yes, and I've got a question about the coach strategy later. I'm just interested in bus operators, predominantly. So in relation to bus operators. This is part of an ongoing dialogue that takes place between the airport operator and existing bus operators in Luton to the airport transport forum, as evidenced through existing bus services that connect the airport with surrounding areas. There is an ongoing relationship and dialogue that looks at how those services can be maintained, strengthened and improved over time.

54:33

And as we look to the future in terms of how we can grow that as part of our service access strategy, particularly in relation to staff, where bus plays a real role in attracting people out of cars onto public transport. We are looking at opportunities for corridors where we can strengthen bus services in relation to catchment, but also how we can incentivize and work with bus operators to enhance that provision. So when we look at the mechanism

55:00

Was that we're establishing around the travel plan, and sustainable transport funding

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local bus connections with a focus on staff travel, our particular sort of focus of that overall approach.

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I suppose what I was getting that was, you could give me something, give me a bit of confidence. So who are you talking to? When did you last have a meeting? How often are the meetings? Are you getting positive feedback that in the future with these extra spaces, there'll be utilise it? It's that kind of confidence that I need. I think I think there's there's two points there. The first is to sort of just recognise that bus operators work to a slightly different timeframe in terms of their planning horizon,

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quite short term in nature, responding to sort of current plus kind of planned kind of changes in demand. And we are working within a private sector led bus operating model in Luton. So commercial viability is an important part of that discussion. So that does determine the kind of nature of the conversations and over what timeframe those conversations are taking place. I mean, a very specific example of how those kind of conversations kind of happen in real time is obviously the airport has been subjected to some disruption over recent weeks as a result of the carpark fire, which has impacted on vehicle access to the central terminal area that's impacted on bus operations. So those relationships and the dialogue around mitigation and how to deal with that, in the very short term is taking place between the airport operator and bus companies to respond to that. So it's a very sort of, you know, ongoing active dialogue around the present and the near term. What we're looking to do through the kind of travel planning process is to put something in place with the airport transport forum, that enables us to look a little bit longer term in that five year period, recognising that there is generally a short term horizon to their planning.

56:55

Okay, yeah, it's just based on my previous experience of sitting on your side of the desk. I know these conversations take a long time, and there's a lot of discussion. And I'd feel better if I had something that said, yes, on this date, we met these companies, and they gave us you know, this is what we're how we're working with them. Could You supply me with something that just gives me some indication of how often the operating mix with the bus companies? Suppose ma at the moment, just to give me a bit of confidence that discussions are going on? Richard again, if the Applicant Yes, of course by then we can do that provider some specific dates and

57:30

on the broad content that was discussed yet? Yeah, that'd be helpful. If you could have the deadlines six, please. I'd be grateful. Thank you.

57:43

And

57:48

Anthony swift on pollutant Council, just to make a quick point and, and for context, we have had dialogue with the applicant about the use of

58:00

local councils enhance Partnership, which governs our investment in bus services as through the bus service improvement plan. So that is a another sort of potential mechanism in which we would very much welcome

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more engagement with the applicant regarding potential kind of bus priority in bus bus improvement measures.

58:24

And thank you, could I just have an action point to give me a bit more information about that, that'd be really helpful in terms of the enhanced partnership and how that works. Thank you. For deadlines six please.

58:40

I just got some questions for the applicant in relation to the button coach study that was submitted deadline five, in paragraph one, point 3.2. It states that quote services are currently provided also examination Library Reference rep. 50581 point 3.2.

59:00

That states that coach services are currently provided their contractual arrangements with operators and following a tendering process for boots proposed by the operator ongoing as of November 2023. Can the applicant just explain the contractual arrangements? Do the coach operators have to pay a fee to use the AirPort Base? And if so, is there any consideration to waive this fee to ensure the base would be occupied in the future?

59:24

Richard can i for the applicant that there is an ongoing process which the airport engages with the coach operating market to look at how it can provide additional services and strengthen existing

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routes and services that serve the airport. The contractual relationship is focused on access to the coach facilities in the terminal area.

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And it is a tendering process to allow particular services to access the terminal area and there is a levy as part of

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that as a contribution to the cost of maintaining and operating that facility, the process that's live at the moment is informed by a view of market potential, but also sort of aspiration and ambition for where the airport would like to grow coach services. And that's informed by a dialogue through the airport transport forum. So there is an input to that process based on kind of, you know, a more strategic kind of view of where there are gaps and where we'd like to grow services in the future. So for example, or a

particular corridors, such as Cambridge and Aylesbury and Hitchin and others that have been identified with potential for Coach services. Now, clearly, we operate in a world where coach services are operated by the market. So this needs to be matched by a view of commercial viability. So what the tendering process does is engages operators to consider running new or enhanced services to the airport.

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It sets out some expectations around quality, particularly around kind of emissions with minimum emission standards for vehicle type, but also creates an opportunity to talk about ambition, and opportunity, particularly around some of these corridors, that processes live at the moment. So there are a number of operators i because it's live, it's difficult to provide too much specific detail. But there are somewhere between two and five operators in that conversation about providing additional services, and looking at a period somewhere between five and seven years based on kind of performance. And as we look to the future, and we look to the implementation of the service access strategy, where we want to kind of grow coach market share, and in particular, look at the opportunity for new coach services where we currently don't have them. We are looking at how we can then work within the travel plan process on the sustainable transport fund, to look at incentives and other mechanisms where we can encourage coach operators to perhaps try services where the overall viability might be more marginal in the early years.

1:02:02

So that dialogue is is part of that kind of future planning process that we're setting out through the trouble plan process.

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Thank you.

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In Table three of that examination Library Reference at 5058, the bus and coach study,

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it provides a list of proposed bus improvements. Our figure 3.1 provides the map form and demonstrates an improved service particularly to locations to the west of the airport.

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Having the applicant supply some indication of the costs associated with each of these improved improvement services, who services.

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Richard cannot be the applicant so as to add to what I've just said around the process of engaging with the market, which is about

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trying to secure improvements that the market is able to deliver from a commercial viability perspective but also aligned with the aspirations of the airport where we know there are gaps in our network. What we are looking at in the context of the sustainable transport fund, is what sort of funding may be required to help unlock what kind of services and over what kind of timeframe?

1:03:19

What isn't a sustainable model long term is to look at subsidising routes. What is a more sustainable model is to look at pump priming, and to look at what sort of investment might be required over what sort of timeframe to make that service viable. And obviously, there is a kind of funding component to that. But there's also a whole series of other measures about marketing and ticketing and branding, and how we sort of integrate those services into kind of the life of the airport. So it becomes easy to use. So that's all part of the overall kind of framework travel plan approach. But through the kind of mechanisms that we have sort of agreed, and we may get to on the sustainable transport fund, we have been looking at what the cost of those, you know, a pump priming a service might be, it's difficult to give a specific figure because it depends on so many factors about the length of the service, but also what the baseline demand might be. And therefore what any sort of gap might be in terms of kind of pump priming.

1:04:20

Yes, and we are going to talk about that later on this agenda item.

1:04:24

I have one query in respect of booking the shoe councils bus route 61 query from the last issue specific hearing. Can I confirm if this is the service described as Red Eagle x 61 and table 3.1.

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Mark questions for Buckingham co counsel. Yes, that's that's our understanding. And just while it's mentioned. We're pleased obviously to see the proposal to bring that to a three hourly service. But we think that stops short.

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What is likely to be required to create a viable ongoing service? We say it should be minimum, one hourly. And in particular, one of the justifications and reasons for that route relates to staff transport to the airport, and a three hourly service, we don't think will be of the requisite level of utility for staff to get to the airport, as it might otherwise be. And just while I have the floor, you pointed to figure 3.2, and the bus and coach study rep five, a five eight that depicts potential new coach services. And I think three point figure 3.1 3.1 is the bus of assessment. Yes, and then figure 3.2. Coach, you'll just note that one of our points was a high speed service to Aylesbury, there is no potential new coat service in that regard. And the applicant mentioned their

1:06:04

pump priming in order to start services and then get them going and viable and self sustaining. We don't disagree with anything that's been said there. But one of the points we made with regards to the sustainable transport fund is that it doesn't properly provide the opportunity for pump priming. And I'll

leave that for for later. Yes, we will cover that later. Before I move on to cycling and walking Does anyone else have anything they want to raise particularly in relation to bus and coach

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Fiona Ross VO The Hartfordshire hosts with RCS I'll invite Stephanie Biggs to my right to speak on this point.

1:06:41

It's definitely baked on behalf of the Hartfordshire host authorities.

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So the postal authorities have submitted details to the applicants consultant of the blessing coach enhancements that they'd like to be included in the airport expansion. Surface access strategy, obviously highlighted the need for pump priming as well, which we've already talked about just now.

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And we've also had a chance to have a look at the bus and coach study as well.

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It doesn't change the Hartfordshire postal authorities overall stance in relation to the base bus and coach travel, and the financial support and timing of the implementation of the new or improved bus or coach services upfront. The best and coach study identifies appraisers and priorities is prioritised as a series of potential routes. But the appendix B doesn't show how all the services have been assessed. So it's quite hard to understand the kind of waiting and how it's how it's all sort of work through to the conclusions that have been made. And some of the existing and route aspirations that were provided as well have been omitted from the strategy. Obviously, we can provide more details on those that deadline sticks in response to that document. So the 788 National express route, which is an important week for Hitchin, there was a aspiration for M one Express coach service between Luton and Hemel Hempstead which isn't picked up.

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And yeah, just lack of provision really between Luton and welling Garden City Hatfield and also Hemel Hempstead.

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Yeah, and then we've talked as well about the timescale and certainty or read through the STF providing funding, which we'll come on to later. But for Hartford cheer, it's particularly concerning because with the low level of forecast rail travel, so 3% has been quoted from St. Albans and Harpenden alongside the lack of concern provision for bus, new bus or coach services. from Hartford cheer raises concerns that the assumption for travel to the airport from the east and Hartford cheer is still mainly reliant on private car travel. And there's no substantial proposals upfront to try and change that or address it going forwards. So we'd just expect a bit more of a proactive approach really to prime the services just to provide more realistic opportunities for travel from Hartfordshire to the airport. Thank you. Thank you. And obviously I understand you'll put your submission deadlines six respond to the bus

and coach service. But if you if the applicant should just respond to some of those points now, I'd be grateful.

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Richard to Canada for the applicants. I think just on the first point about some suggestions of routes. I think there is a timing issue about when we receive those kind of suggestions in relation to the work that has been done.

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Which is why they're not explicitly kind of mentioned in the study. I mean, just to pick up on sort of two points the first round

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the purpose of the study, which is

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To identify kind of potential, but the mechanism here for taking this forward, and sort of locking in particular improvements will be through the preparation of the travel plan, and the use of the sustainable transport fund. And that will be overseen by the airport transport forum.

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And, of course, this is sort of going to inform the preparation of that kind of first travel plan and what those priorities are. And the criteria that we have used for this kind of initial assessment as part of this work is set out in Appendix B of the document. And we have looked at this against seven sort of criteria ranging from patronage to accessibility, ease of delivery cost, etc. So we have done a high level assessment to look at what options might be more deliverable, recognising that, you know two things, this is a market that needs to work commercially. And if we are to look at pump priming, there is a limit on how far the funding will go. So we need to look at priorities that can deliver the greatest impact in the shortest possible time. So those services can become viable as quickly as possible, which means we can then move on to the next one, and get another service off the ground.

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I think

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what I'd like to do is I'll just jump cycling a walk in and we'll just talk about sustainable transport for now. Because

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we'll get into that.

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I,

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I've seen your report that you submitted. And that's examination library rep five, dash O five, six.

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Can you just spend a few minutes give me an update as to the development of the proposals of how you've got this latest sustainable transport fund document.

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But Richard account for the applicant, Adam. So I think as as, as we've mentioned before, we've been looking at the practice of other airports as well to understand how they establish funding to support investment in sustainable transport. And what we've been seeking to identify as a sustainable funding source that can grow in line with airport growth that can be ring fenced to support investment in sustainable transport, aligned with the priorities set out in the framework travel plan. So this is funding to support the implementation and delivery of proposals in the travel plan.

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So what we've been looking to do is identify defined pots of money to fund these improvements,

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including services enhancements to existing services, new services, as we've been discussing, but also infrastructure related to public transport, walking and cycling. What we're proposing is to introduce a levy on on site car parking, which is in control of the airport operator and passenger drop off to generate a funding pot based on a charge per transaction on passenger vehicles. And the current levy has been set at 25 pence per passenger parking transaction, and 10 pence per passenger drop off, this will be collected and administered by the airport operator

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as the operator of parking and drop off areas, so they're in control of that.

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And the benefit of this approach is that as the airport grows in line with expansion plans, then the ability to fund and invest in sustainable transport also grows. So it's in line with our overall strategy. This will be secured through the section 106 agreement.

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And based on the initial assessment, this would generate in the first year just over half a million pounds.

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And that would grow in line with airport growth in excess of a million pounds a year. So creating a significant fund to invest in delivery of measures in the travel plan. And because it's related to implementation of the travel plan, it will be the airport transport forum. That is the governance mechanism to prioritise and agree on how that money is spent and allocated.

1:14:05

Thank you. So I understand from the report how the film would be generated and the amount available. But can you briefly explain how it's been determined that that amount of funding is sufficient?

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Richard account for the applicant. So I think what we've done is we've looked at the practice of other airports. And we've looked at what some of the

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emerging priorities are for sustainable transport, public transport, walking and cycling and identified what some indicative costs might be in the early years. We've also looked, you know, understandably, at affordability

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as this is a levy on an existing revenue stream

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and sort of balanced all of those criteria to identify

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the proposed amount. So we believe that those charges and that size of fun

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It enables a number of things to be delivered in any given year as part of the framework travel plan, including possibility of pump priming services, contributions to other works taking place in and around Luton. And we recognise that this might not be the only source of funding that's used for those improvements, nor should it be. So this is something that, you know, should be working in partnership with other authorities, the Highway Authority in particular, Luton Borough Council and looking at other funding sources. So we recognise it's not the only source of funding, but it's a contribution to actually make some things happen in a relatively short period of time. Yes, I was going to ask if there's any other if it's the sole source of funding, are there going to be other things other subsidies that can be applied for for bus bus routes and, and that it would help me as an action point, if you could supply in writing what you've just said, but with a bit more detail bit more background in terms of what what things have been looked at how you sort of costed it out? And how you balance that out? If you could supply that from a deadline, six costs? Yes. Great. Thank you.

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Can I just now ask the local authorities if you've any comments in relation to the size of the fund or the capping scenarios? Luton first place

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have just thought is

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Stephanie, Stephanie Biggs for the Hartfordshire host authorities. Yeah, like yourself, it was just around making sure that the fund is adequate. And being able to sort of see that evidence that the framework travel plan measures have been costed. Obviously, bus subsidies can be quite expenses over a year. So how many buses could be subsidised within that sort of number that you've got available on the annual basis.

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Appreciate that, you've said that the feasibility of the approach to

1:17:01

enable the investment in new bus routes through pump priming is still under consideration. And you know, Hartfordshire would really consider that essential in terms of that fund to kind of bring some of that forward in the early years to support the value there. Yeah, and it's just the competition as well across the six surface priority access areas and all across the region. It could end up being fairly thinly spread. It's just sort of seeing that evidence around, that would be helpful.

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Thank you. I assume we'll be able to include all that.

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Sorry, there wasn't one other thing. That's okay. Sorry.

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Yeah, so the parking levees proposed to stop when the airport reaches 32 million passengers per annum. But the monitoring has been extended by a further five years post completion. So the STF should obviously naturally follow at least the same timescale

1:18:03

with the fund capping or when the airport reaches maximum capacity, is the assumption then that there'll be no investment in sustainable transport needed after that point. And just a question, as it's a parking Levy, whether or not it could be a fund that's retained in perpetuity, rather than having an end date to it, because it is a relatively small value on the parking Levy. Thank you. If you could just respond to that last point. Now, please, Richard, can I for the for the applicant. So I think just to deal with this sort of capping point. First of all, what we've identified is a fund that would span the period of the expansion programme. We don't see that as the end of investment in sustainable transport. But we see that as a logical point, when the airport will then be in a, you know, a different kind of, sort of mode of operation or business as usual, to review how the fund is structured, and recognising other changes that are taking place around transport, given electrification of the vehicle fleet, and how that might impact on how parking is parking revenues and how that's kind of dealt with. So we felt it was a natural point in time to establish what a future mechanism would be based on the airport built out and in a world where we've got more certainty around, you know, what the world of parking and vehicle, you know, vehicle kind of operations is, but it's certainly not

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an intention not to have the fund in operation. It was just to sort of recognise that it's a it's a logical review point.

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That's helpful and go to book notion button which is on the the action point and the note, I think this is one we'll have to put down for deadline. Seven deadline six is quite soon.

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Were beginning to accumulate quite a lot of actions and are only so many people responding. So if there can be a deadline seven, I'd be great. That's fine. Thank you.

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I think this is the

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the point really about the the size of the fund. And then I think there were one or two supplementary things that in effect came out of that. Yeah, yes, that's correct.

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So booking

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Mark Westmoreland Smith, for Buckinghamshire Council, just in regards to that, in relation to that last point.

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Obviously, good to hear that the cap on the fund isn't intended to be

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an end to the fund. But one then has to ask the question, well, how is it secured in perpetuity, because at the moment, it looks to be capped at a particular point in time. So one needs to look to secure it in the terms that it's now offered.

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Second, asked Mr. Duncan to speak to the sustainable transport fund. But in broad terms, Buck's position remains is that the last hearings, and we've got a number of concerns that relate to the quantum of funds, the fact that it lags the parking and there's this funding, as we said, gap, in order to deliver

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changes to behaviour, which are better implemented at the earliest possible stages to embed them. But the broad concern with this mechanism as a whole is that really the questions that should be asked is what mitigation is required? How much will that cost? And then how do we fund it? The approach of the applicant appears to us to be rather the other way round, how much revenue can we generate from our

car parks, and that's the part we'll use to address mitigation. That gives us no certainty that they can address all the required mitigation appropriately. I just asked Mr. Duncan to address James Duncan for Buckinghamshire Council.

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Not too much to add, he'll be glad to hear.

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One concern is in the latest submissions, is piece of the unfortunate events with the car park and the loss of the revenue stream the uncertainty around when that will return.

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If the fund is set up the way it is with no pump priming, to return to our earlier conversation.

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The ability to deliver in any one year is subject to the ability to generate the revenue in that year. So that is a concern

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around that and

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equally, the bus services as other authorities have raised

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take a lot of forward investment. And we've heard today that the the first year would have potentially half a million in the fund and no certainty that that would deliver even a single bus service in that first year. So it raises questions as to the ability to deliver across the whole area.

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The The other area of concern is that in the suggested

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caps and regulations and guidance as to how the funds to be distributed, there are maximum spends per authority as well as maximum spends per year.

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It's not clear whether they will be taken forward. But if they are taken forward, how that will be determined. Would it be weighted in certain areas?

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If a bus route travels through to authorities, how would that be dealt with? Etc? There's an awful lot of uncertainty relating to the fund.

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Which we just don't have an answer.

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If I could just come to the applicant when you're producing your report in terms of how you've assessed how much how much funds would need to be available. And could you also address the point in terms of when the film would be available? Because I hear the concerns that will be a number of years before the funds available. And that's not the museum that yes, it is important, though, to understand the context of this, we're talking about the framework travel plan and the targets. That is not mitigation.

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Mitigation is in green controlled growth. And those are the limits set and that will be provided.

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paragraph four point 1.4 A

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of the framework travel plan. That's right. 4045 says this.

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Target targets that's the targets in the framework travel plan should strive to achieve higher levels of sustainable transport mode share than the limits which correspond with reasonable

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Worst case assumptions in the TA to reflect additional level of ambition of the applicant and the operator. So what we're talking about with this fund is not what is necessary to mitigate the impacts of the development. What we're talking about is how much we put in, above and beyond mitigation enhancement. And it's in that context, therefore, that Mr McCarney has explaining what our approach has been. So the suggestion that's been put by others that we start with the mitigation and then we work out how much it's cost is completely got it the wrong way round.

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So we're going to talk a bit more about the framework,

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transport plan later. And it also involves,

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if you could just explain that you're separating the green control growth from the phone, whichever, how I'll let, I'll let the witnesses talk about it. But if you look at the success, part of

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the green controlled growth strategy, which we come to on Thursday, I think

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maybe a bit before that is as well, that sets certain mode share targets that we need to achieve. And we will have to bring those about, and you know about the levels and the thresholds and so on.

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The framework travel plan has always been positioned as something that in effect goes beyond

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that. So those are the limits that we have to achieve this is this is the ambition beyond that to bring about greater

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words, it says an additional level of ambition.

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And the

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sustainable transport fund is the funding for that greater level of ambition. It's not the funding, obviously, for achieving green control growth.

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Where's the funding for the green child growth? We just have to bring about I mean, that's things that we have to do. And we we would have to fund that in order to achieve that level of ambition, as I say, maybe for

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others to discuss this in detail, but I just wanted to make sure that we're all clear about the distinction. I think I'm less clear now.

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Well, that's where the you know, that always happens when I speak. But

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that's the impression I get from my children anyway. So how is the house funding for green control growth? If it's not if the sustainable transport funds not being used for the mitigation for the green controlled growth? Where's the money coming from? Well, the green controlled growth, in a sense,

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is a requirement on us to do certain things. And that would be just funded by the airport operator or the

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the person exercising the powers under the scheme.

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So if I can just turn this question on his head, and it's maybe something either for the DCO hearing or the green control, growth hearing, but how do we then if this is an additionality? Yes, and it will travel fund? How do we ensure that it's not spent to use too much to create the mitigation that you need to be in Hong Kong growth? That's, I think, in relation to that, we would have to look at

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you know, the wording of the framework, travel plans and so on and what that was doing, but I think the my certainly my understanding is that this is a hypothecated Fund, which can be put to these things, it doesn't go into a general pot, and that's part of the reason why Mr. Delaney has identified and you can see it in I think, table 3.2 that we were we looked at table 3.1. And I think table 3.2

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earlier sets out what the fund would be and how it would change with

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the, you know, the number of people parking.

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I think

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we'll be picking up green control growth on Thursday. So we'll probably go back into that then.

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Just let the other local authorities have the chance to speak on the sustainable transport fund. harsher for her hatch. Can't speak today. And hear the comments from the hatch half as your host authorities are signed move on to knock out Hartfordshire

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there's nothing for me Thank you.

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Thank you, Edward Lee from North Hartfordshire.

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So in this discussion around the

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The effectively a sunset clause on the parking Levy, I think it's important that we understand that the parking lot serves two functions. One is to raise revenue for the sustainable transport fund. But it also is part of the incentive to not drive in other words, it is incentive to to use public transport. And therefore, I think it'd be more sensible for the for it not to be a sunset clause, but actually for the default for it to be continue in perpetuity. Very happy for there to be a formal review date at that point. But the default

should be that it continues rather than it at sunset. And two other very small points, which just to amplify what has already been said from those authorities, the 788 Coach service, which ones from Peterborough was actually omitted from the book, the bus and coach study completely. And it's just the only service the only book coach service that actually calls in hitch and and provides that, that connectivity for particularly for

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airport passengers who need to carry luggage, which is difficult on a bus. And the other point is that we've we've asked for

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design of a bus service that serves Hitchin station to provide links to the East Coast mainline and the Great Northern services that run on that on that line. Because at the moment, the only interchange point is at Stevenage. So if you're coming from the northeast, you know, it's considerably to joda time under the cost. And therefore, it will be a lot more attractive if you could change Hitchin station. I think that's an important part of the design for the bus and coach service. Thank you.

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Thank you, for the local authorities had a chance to speak on this item at national highways sorry.

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Thank you matter. So just referencing from Central Bedfordshire Council,

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to queries or comments, I think related to funding and I think it's largely been talked about and we'll cover in more detail when we put an ark deadline sixth submission. But just to cover briefly, the first being going back to the discussions with regard to the bus and coach study, and the understanding from the local authorities as to what the standard transport funds terms might actually deliver. appreciating the difficulties in fully costing bus subsidy, it would still be good to understand what the general level of subsidy would be particularly for those schemes that were treated as the priority schemes of delivery within the Boston coach study.

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The second rising common regard to funding is to understand and appreciate this might be something to be picked up later deadline, the point in which different funding streams will be triggered, particularly understanding if the sustainable transport fund would not be called upon, for example, if the airport wasn't already Achieving the Sustainable travel targets under green control growth.

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So there does appear to be a relationship between the points at which different funding streams could be called upon and to fully understand how that process will take place. Thank you.

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Yes, thank you for that. Do you want to spend a Richard you can ask the applicant? I think madam, the points that have been raised around sort of end dates, we can pick up in the notes that we have agreed to prepare. And the other point to make is that we are working through what the terms of reference might be for the airport transport forum steering group that would have a role in sort of overseeing kind of priorities around sustainable transport funding. So I think some of these questions about the use of that funding source relative to targets over and above compared to what's the necessary requirement to deliver the targets in green control growth might become clearer through the definition of those terms of reference.

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Thank you.

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As we've been going for a while now I propose we just take a short break. If you watch this on the live stream, you'll need to stop and refresh to carry on watching so we get clear recording files.

1:33:45

Will we need to get through quite a lot more this afternoon. So if we come back at quarter two Thank you