

Document from Ron Taylor. REF. 20040824

Surface Traffic submission that was not covered in several journeys by the Inspectorate in previous submissions.

The visual images of the road maps on page 2 make it abundantly clear how the road networks can not cope with an expanded Airport and the subsequent growth in road traffic.

PLUS Modelling figures from LR's consultants do not stack up with reality shaping perceptions of the Inspectors with falsehoods and moulding the reality into a shape that suits LR, rather than the residents who will have to endure significant changes to their daily life.

SUPPORT EVIDENCE

The M1 between junction 9 for Rebourn and junction 8 for Hemel Hempstead is already one of the busiest motorway sections in the UK (outside the M25) (184k vehicles every day)

Quote from Motoring Research .com

Only the M1 between junction 9 for Rebourn and junction 8 for Hemel Hempstead manages to muscle in on the M25's dominance, with 184,000 vehicles using the stretch of motorway in Hertfordshire.

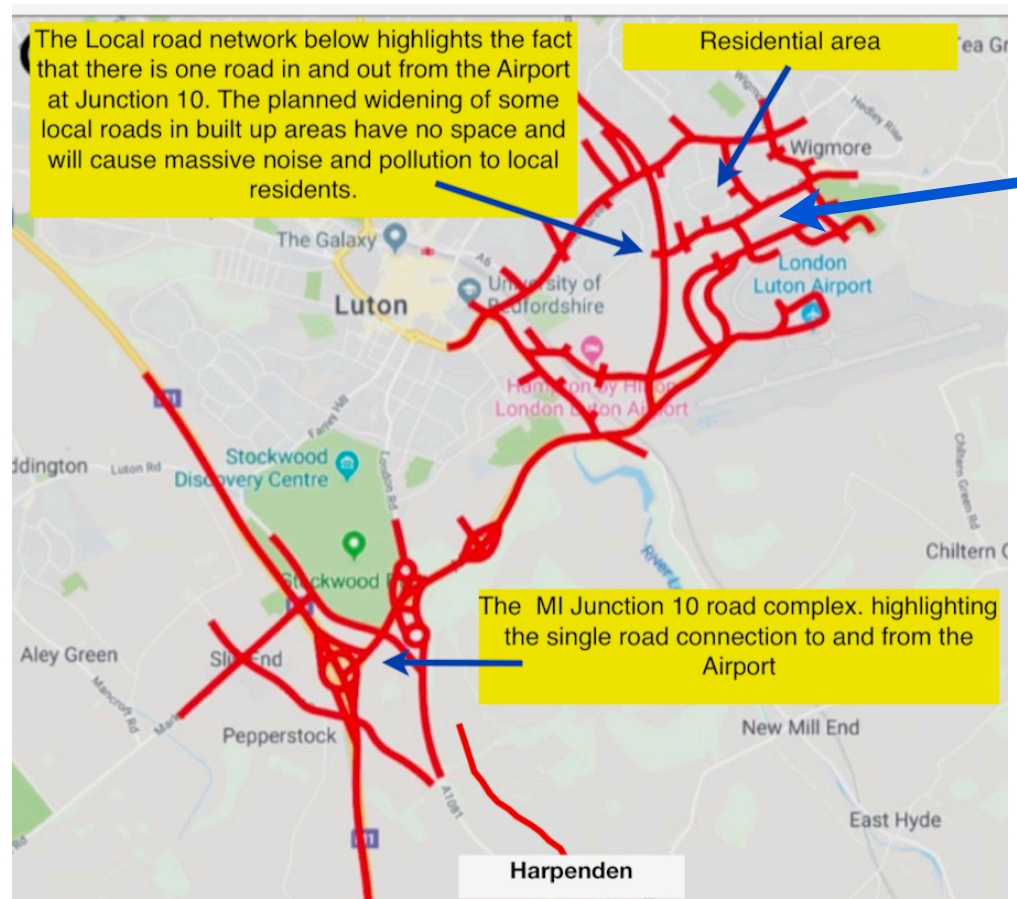
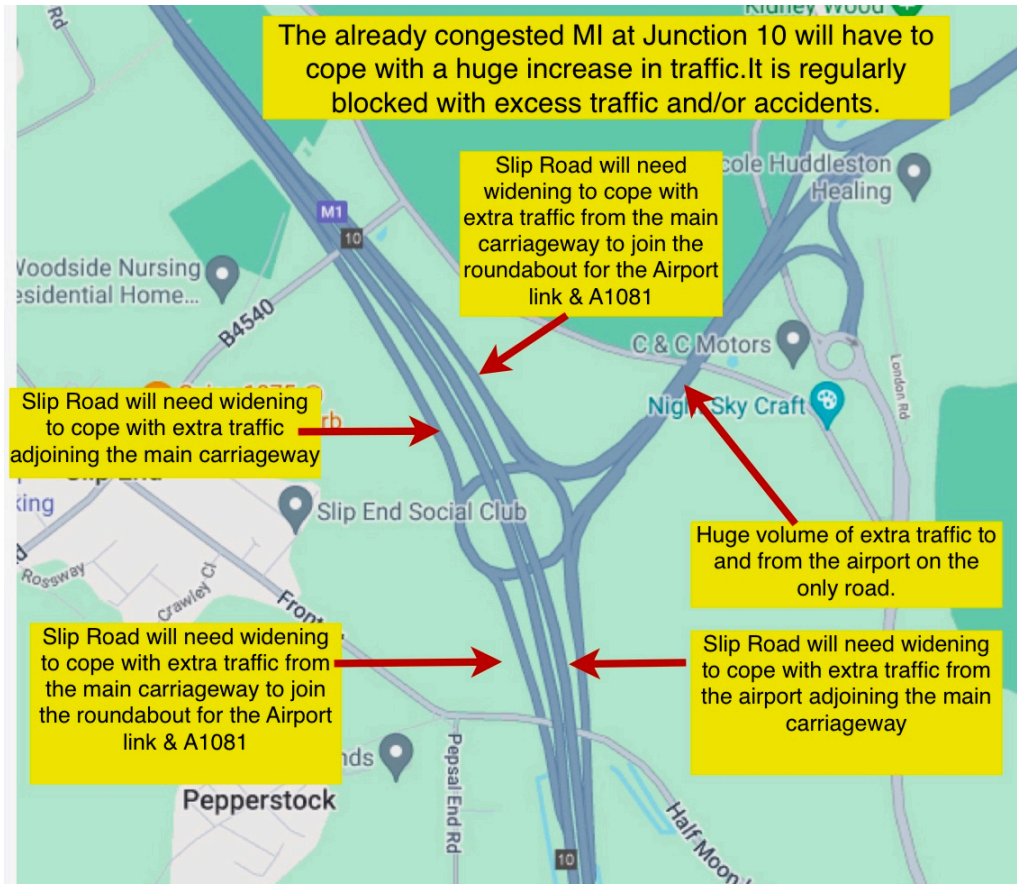
The figures were taken by an analysis of the Strategic Road Network (SRN), which is made up of motorways and major trunk roads managed by Highways England, or equivalent truck road networks in the devolved administrations.

M1 Junction 10.

The original hard shoulder lanes are now permanently used to facilitate traffic flow north and south approaching junction 10. Increased flow to the Airport will inevitably cause blockages and delays. The Highways Agency are aware of this situation.

Visualising the road networks adjacent to London Luton Airport to see the surface traffic problems that will occur if expansion is agreed. Assessing the risks from data and modelling does not convey the reality of the situation.

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Terminal 2 and additional car parking here is accessed via Eaton road and surrounding residential roads