

January 2024

London Luton Airport Expansion

Planning Inspectorate Scheme Ref: TR020001

Volume 8 Additional Submissions (Examination)

**8.166 Applicant's Response to Issue Specific Hearing 7
Actions 13 and 14 - Needs of Non-Motorised Users**

Infrastructure Planning (Examination Procedure) Rules 2010

Application Document Ref: TR020001/APP/8.166

The Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

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

**8.166 Applicant's Response to Issue Specific Hearing 7 (ISH7)
Actions 13 and 14 - Needs of Non-Motorised Users**

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1 INTRODUCTION

1.1.1 This document has been prepared by Luton Rising (a trading name of London Luton Airport Limited) ('the Applicant') for submission to the Examining Authority ('ExA'). This document addresses two actions raised on the ExA's Action Points **[EV14-008]** following Issue Specific Hearing 7 (ISH7) held on 28 November 2023. These Actions are referred to as "Action 13 and Action 14" and are as follows:

- a. Action 13 is: *"Provide detail of the locations where the recommendations in Local Transport Note 1/20 could not be achieved and detail the reasons why."* Action 13 was in relation to discussion of the proposed works along Wigmore Lane between the junctions of Crawley Green Road and Eaton Green Road, and as such is the focus of this note.
- b. Action 14 is: *"Explain how the needs of non-motorised users has been considered. Include how those people who currently use the shared pedestrian/cycle route along Wigmore Lane will not be discouraged from walking and cycling as a result of the proposed highway changes in that area."*

2 BACKGROUND

- 2.1.1 The section of Wigmore Lane under consideration within this note runs between the junctions of Crawley Green Road to the north-west, and Eaton Green Road to the south-east. It is currently a two-lane carriageway with localised widening on the approaches to the junctions with Crawley Green Road and Eaton Green Road.
- 2.1.2 Junctions located along the length of Wigmore Lane include:
- a. Crawley Green Road;
 - b. Twyford Drive/Raynham Way;
 - c. Asda access; and
 - d. Eaton Green Road.
- 2.1.3 All of the above junctions are currently roundabouts, with limited pedestrian crossing facilities comprising uncontrolled crossing points with refuge islands. A single zebra crossing is provided across the eastern arm of the Eaton Green Road roundabout.
- 2.1.4 Shared use pedestrian/cycle footways are provided along both sides of Wigmore Lane between Crawley Green Road and Eaton Green Road. Typically, the existing shared use footways vary in width between 2.0m to 2.5m.

2.2 Pedestrian and Cycle Flows

- 2.2.1 As part of the wider traffic survey exercise undertaken in 2017, pedestrian and cycle surveys were recorded at the four junctions listed above. These surveys took place across an 8-hour period between the hours of 05:30 to 10:30 and 16:00 to 19:00 on Wednesday 18th October 2017, and measured two-way pedestrian and cycle crossing flows across the arms of the four surveyed junctions and provide an indication of the level of pedestrian and cycle demand in the area. The maximum demand irrespective of the location or period in which the flow occurred is summarised in Table 2.1 below.

Table 2.1: Pedestrian and Cycle Demand Summary

Period	Total Flow (maximum two-way)	
	Pedestrian	Cycle
8-hour period	569	16
Peak Hour	185	5

- 2.2.2 Table 2.1 shows that pedestrian and cycle flows in the area are generally very low with around one pedestrian a minute and one cyclist every 30-minutes (on average) recorded. Even in the busiest hour the flows only equate to around three pedestrians a minute and one cyclist every 12-minutes. The actual

movement of these demands were split across the two footways and as such the demand in any given location would have been even lower still.

2.2.3 In developing the mitigation strategy as part of the London Luton Airport Expansion Development Consent Order (DCO), consideration has been given to the needs of all users. This has included discussions with Luton Borough Council (LBC) as highway authority and consideration of the Department for Transport Local Transport Note (LTN)1/20 (Cycle infrastructure design) (Ref 1) which provides guidance to local authorities on designing cycle infrastructure.

2.2.4 LTN1/20 sets out various design guidance for cycle routes, junctions and facilities. Chapter 6.5, paragraph 6.5.6 of LTN1/20 provides guidance on shared pedestrian and cycle facilities, and suggests:

“Shared use may be appropriate in some situations, if well-designed and implemented. Some are listed below:

- a. *Alongside interurban and arterial roads where there are few pedestrians;*
- b. *At and around junctions where cyclists are generally moving at a slow speed... including in association with toucan facilities;*
- c. *In situations where a length of shared use may be acceptable to achieve continuity of a cycle route; and*
- d. *In situations where high cycle and high pedestrian flows occur at different times.”*

2.2.5 The Applicant’s view is that Wigmore Lane meets one or more of the circumstances set out in the above list, with shared routes helping to provide a largely continuous cycle route, where pedestrian flows are generally low and where toucan crossing facilities are shown at the signalised junctions forming part of the Proposed Development.

2.2.6 Table 6.3 of the LTN1/20 document provides details on preferred shared use path widths. These dimensions are reproduced below in Table 2.2.

Table 2.2: LTN1/20 - Shared Use Path Widths

Cycle Flows	Minimum Width
Up to 300 cyclists per hour	3.0m
Above 300 cyclists per hour	4.5m

2.2.7 Table 2.2 shows that a shared use path of up to 3.0m wide can cater for a demand of 300 cyclists per hour. Given the low levels of demand along Wigmore Lane (and even taking account of realistic growth), it is likely that the existing shared use facilities will continue to meet the needs of users along Wigmore Lane.

2.2.8 Paragraph 6.5.8 of LTN1/20 goes on to add:

“Designers should be realistic about cyclists wanting to make adequate progress. The preferred approach for shared use routes is therefore to provide sufficient space so that cyclists can comfortably overtake groups of pedestrians and slower cyclists.”

2.2.9 With regard to walking and cycling, and given the low levels of demand, the mitigation strategy as set out in the following section provides improved walking and cycling facilities along Wigmore Lane in accordance with the principles of LTN1/20 as follows:

- a. improved crossing facilities at junctions upgrading the existing uncontrolled facilities to signal controlled toucan crossings; and
- b. improved shared used widths of up to 3.0m, wherever reasonably practicable.

2.2.10 Given the low levels of demand, the approved approach is considered proportionate and in accordance with LTN1/20.

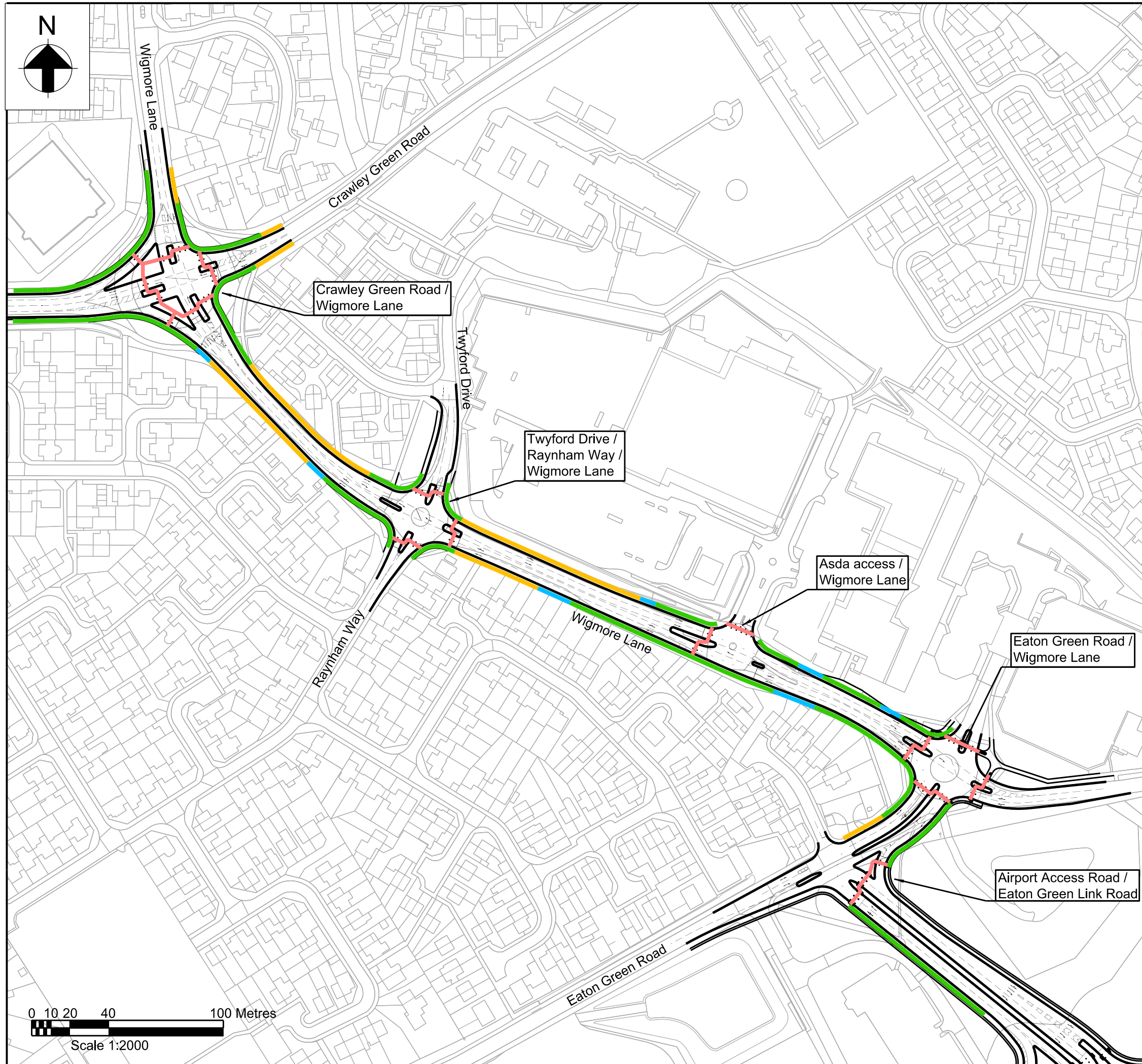
3 PROPOSED MITIGATION

- 3.1.1 The proposed mitigation measures along Wigmore Lane are set out within drawings **LLADCO-3C-ARP-SFA-HWM-DR-CE-0012** and **-0013** of 7.02 Transport Assessment Appendices - Part 1 of 3 (Appendices A-E) [**APP-200**]. The proposals consist of:
- a. Carriageway widening and realignment to provide additional capacity for the Proposed Development;
 - b. Replacement of the existing roundabout junctions with signalised junctions, to improve flow and facilitate improvements to pedestrian crossing facilities; and
 - c. Realignment and widening of the existing shared use footways, wherever reasonably practicable.
- 3.1.2 Drawing number **LLADCO-3C-ARP-SFA-HWM-DR-HY-1511**, appended to this note within Appendix A, shows in greater detail the proposed shared use provision for pedestrians and cyclists and details the locations where the existing footway widths are improved and widened. The drawing also identifies the improvements to pedestrian and cycling crossing facilities along Wigmore Lane and at its junctions.
- 3.1.3 Drawing **LLADCO-3C-ARP-SFA-HWM-DR-HY-1511** shows that in many locations along Wigmore Lane the shared use route is proposed to be widened to 3.0m and where this is not possible, improvements over and above the existing widths are proposed. Whilst there are sections where the shared use footway has not been widened to 3.0m, it is considered that given the low levels of demand and good visibility in these areas, pedestrians and cyclists are not expected to be adversely impacted and it would not be justified in acquiring further third party land in this case to provide further improvements.

4 SUMMARY AND CONCLUSIONS

- 4.1.1 This note has addressed Action 13 and Action 14 from ISH7. Action 13 and Action 14 are as follows:
- a. Action 13 is: *“Provide detail of the locations where the recommendations in Local Transport Note 1/20 could not be achieved and detail the reasons why.”*
 - b. Action 14 is: *“Explain how the needs of non-motorised users has been considered. Include how those people who currently use the shared pedestrian/cycle route along Wigmore Lane will not be discouraged from walking and cycling as a result of the proposed highway changes in that area.”*
- 4.1.2 Sections 2 and 3 of this report set out how the need for non-motorised users have been considered (Action 14) and drawing **LLADCO-3C-ARP-SFA-HWM-DR-HY-1511** shows how the guidance in LTN1/20 has been applied (Action 13).
- 4.1.3 The proposed mitigation has been developed in accordance with the principles of LTN1/20. The mitigation proposals provide improved crossing facilities at the junctions along Wigmore Lane and, wherever reasonably practicable, the width of the existing shared use facilities along Wigmore Lane has been improved. This will benefit both existing and any additional users in the future. It is recognised that there are sections of Wigmore Lane where it has not been possible to provide the recommended 3.0m width, however, given the very low levels of demand and good sight lines, pedestrians and cyclists should not be adversely impacted.
- 4.1.4 The proposed mitigations are considered to provide substantial improvements for non-motorised users and to be proportionate and in accordance with the principles of LTN /20.

APPENDIX A



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All structure positions are indicative. The proposed works will be subject to detailed design development. The changes will be within limits of deviation specified in the Development Consent Order.

KEY

- Proposed shared pedestrian / cycle footway meets LTN1/20 shared route guidance (minimum 3.0m width)
- Proposed shared pedestrian / cycle footway does not meet LTN1/20 shared route width guidance, but provides improvement to existing shared route width
- Proposed shared pedestrian / cycle footway retains existing shared route width
- Improved pedestrian / cycle crossings (toucan)

Additional Submissions (Deadline 7)	NS	JR	MR	01/24	P01
Revision History	Drawn	Checked	Approved	Date	Rev.

Luton Rising
 Our airport. Our community. Our planet.
 Luton Rising
 Hart House Business Centre
 Kimpton Road, Luton, LU2 0LA
 www.lutonrising.org.uk

London Luton Airport Expansion Development Consent Order

Drawing Title

WIGMORE LANE SHARED PEDESTRIAN / CYCLE FOOTWAY WIDTHS

Purpose of issue				Suitability	
ADDITIONAL SUBMISSIONS (DEADLINE 7)				S6	
Drawn	Checked	Approved	Date	Scale	Size
N.Scott	J.Riat	M.Rhodes	01/24	1:2000	A3
DCO Application Ref.		APFP Regulation		DCO Document Ref.	
TR020001		5(2)(o)		TR020001/APP/8.166	
Drawing Number					Revision
LLADCO-3C-ARP-SFA-HWM-DR-HY-1511					P01
Project - Phase - Originator - Asset/Zone - Sub Asset - Type - Discp. - Number					

REFERENCES

Ref 1 Local Transport Note 1/20, 2020, Department for Transport