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London Luton Airport Expansion

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Volume 8 Additional Submissions (Examination)

**8.97 Outline Transport Related Impacts Monitoring and
Mitigation Approach (TRIMMA) (Tracked Change Version)**

Infrastructure Planning (Examination Procedure) Rules 2010

Application Document Ref: TR020001/APP/8.97

The Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

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

**8.97 OUTLINE TRANSPORT RELATED IMPACTS MONITORING AND
MITIGATION APPROACH (TRIMMA) (TRACKED CHANGE VERSION)**

| | |
|--|-------------------|
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1 INTRODUCTION

1.1 The Proposed Development

- 1.1.1 This document has been prepared to support the application for development consent for the proposed expansion of London Luton Airport ('the Proposed Development'), submitted by Luton Rising (the Applicant). The Applicant is a business and social enterprise owned by a sole shareholder, Luton Borough Council, for community benefit.
- 1.1.2 The Proposed Development builds on the current operational airport with the construction of a new passenger terminal and additional aircraft stands. This will take the overall passenger capacity to 32 million passengers per annum (mppa).
- 1.1.3 The existing infrastructure and supporting facilities at the airport, including transport infrastructure, will be improved to support the increase in demand.

1.2 Overview

- 1.2.1 This document is ~~a revision~~**Revision 4** of the Outline Transport Related Impacts Monitoring and Mitigation Approach (OTRIMMA), originally included as Appendix I of the **Transport Assessment [TR020001/APP/7.02APP-2021]** and ~~subsequently updated~~. ~~It represents an update to the version submitted as part of the application for Deadline 5 [REP5-041]. The updates~~**development consent** ~~to~~ reflect the ongoing development of the approach to mitigation.
- 1.2.2 The OTRIMMA will be the basis for the ~~final~~**future** Transport Related Impacts Monitoring and Mitigation Approach (TRIMMA), which is secured by requirement 29 of the **Draft Development Consent Order (DCO) [TR020001/APP/2.01REP3-033]**. The final TRIMMA must be substantially in accordance with this OTRIMMA and be approved in writing by the relevant planning authority, following consultation with the relevant highway ~~authorities~~**authority** on matters related to ~~its~~**their** function. The airport cannot operate above its extant passenger cap until the TRIMMA has been approved.
- 1.2.3 The TRIMMA will set out the Applicant's approach to monitoring and mitigating impacts on the highway network as a result of the Proposed Development. It is proposed as an agile mechanism for responsibly addressing traffic-related uncertainty, enabling the Applicant and ~~relevant highway authorities~~**the airport operator** to proactively detect and introduce mitigation on the highway network at the appropriate time.
- 1.2.4 The ~~previous~~**initial** -OTRIMMA (~~contained in Appendix I of the Transport Assessment [TR020001/APP/7.02APP-2021]~~) set out the indicative proposals

to be followed and considered when developing the full TRIMMA. This updated OTRIMMA documents the proposed strategy for:

- a. ~~Monitoring~~monitoring the impact of traffic growth related to the Proposed Development on parts of public highway;
- b. ~~Agreeing~~agreeing the need for and form of mitigation required because of traffic growth related to the Proposed Development (~~as initially~~ identified in Schedule 1 of the **Draft DCO [TR020001/APP/2.01REP3-003]**); and
- c. ~~Agreeing~~agreeing mitigation for residual traffic-related impacts to be funded by the Residual Impact Fund (RIF).

1.2.5 This document ~~updates the OTRIMMA, including responding~~aims to respond positively to stakeholder representations ~~on previous versions of the OTRIMMA,~~ which identified concerns about issues such as proactive monitoring of the public highway, highway impacts in addition to those documented in the **Transport Assessment [TR020001/APP/7.02APP-200 to APP-203, AS-123, and APP-205 to APP-206]** and stakeholders' desires to be represented in these matters.

~~1.2.6 The RIF for Type 2 Mitigations, as described in Section 4, will be secured in the section 106 agreement (please refer to Section 5.8 of the **Planning Statement [AS-122]** for further information).~~

1.3 Purpose of this document

1.3.1 This document has been prepared to provide additional information to support the application for development consent and the Examination process. It represents both an outline of the final TRIMMA and a report on matters which will support the development of the final TRIMMA.

1.3.2 It is being submitted as part of the Applicant's Deadline 74 response ~~and~~. This is a working document and may be subject to further review and update during the Examination process.

1.3.3 The document contains sections on the following topics:

- a. ~~Governance~~governance of the TRIMMA;
- b. ~~Processes~~processes associated with mitigation proposed in the application for development consent (Mitigation Type 1); and
- c. ~~Processes~~processes associated with mitigation of other potential impacts (Mitigation Type 2).

2 GOVERNANCE OVERVIEW OF THE TRIMMA PROCESSES AND GOVERNANCE

2.1.1 ~~Table 2-1~~ **Table 2-1** defines the two types of mitigation ~~(MT)~~ which may be delivered through the TRIMMA. These, and other individual components of this process, are explained further in this document.

Table 2-1: Mitigation types

| | <u>Mitigation Type 1 (MT1)</u> | <u>Mitigation Type (MT2)</u> |
|---|---|---|
| <u>Type</u> | <u>Proposed works</u> | <u>Residual impact works</u> |
| <u>Description</u> | <u>'Off-site Highway Works' contained in Schedule 1 of the DCO</u> | <u>Mitigation for 'residual' traffic-related impacts that may arise from the Proposed Development</u> |
| <u>Basis for securing of mitigation</u> | <u>Identified works at Schedule 1 of the DCO, delivered when agreed with relevant highway authorities</u> | <u>Agreement of the Airport Transport Forum (ATF) Steering Group and funded via the RIF</u> |

~~**Mitigation Type 1**~~ ~~The TRIMMA will be governed by a sub-group of the ATF: the ATF Steering Group (hereinafter referred to as the 'Steering Group'),~~ which will be chaired by the airport operator.

2.1.2 ~~Figure 2.1~~ **Figure 2.1** provides an overview of the overall monitoring and delivery process for MT1. ~~Section 3~~ **Section 3** contains a full description of the proposals.

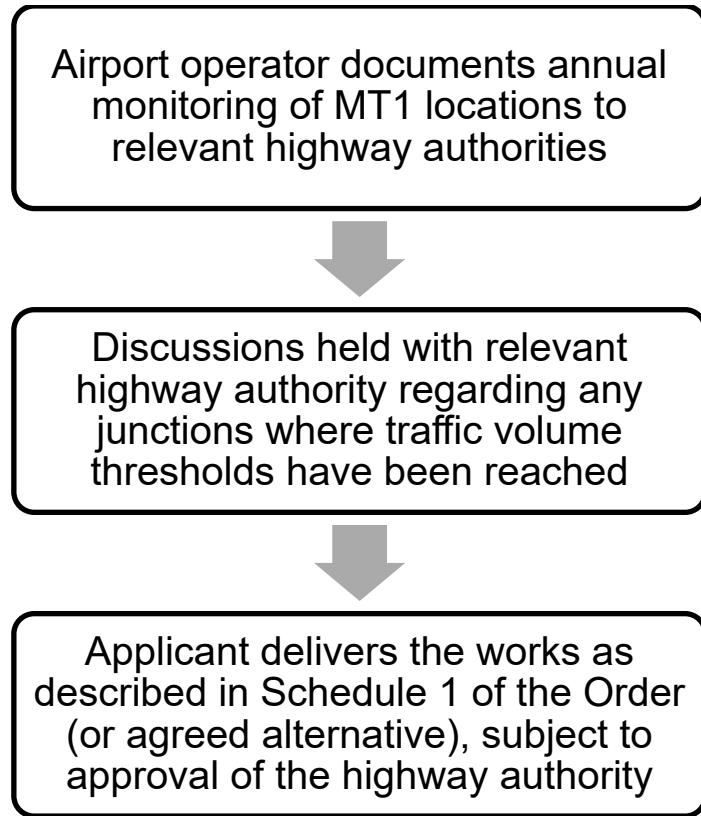


Figure 2.1: Overview of TRIMMA governance process for MT1

Mitigation Type 2

2.1.3 provides an overview of the overall monitoring and delivery process for MT2. Section 4 contains a full description of the proposals.

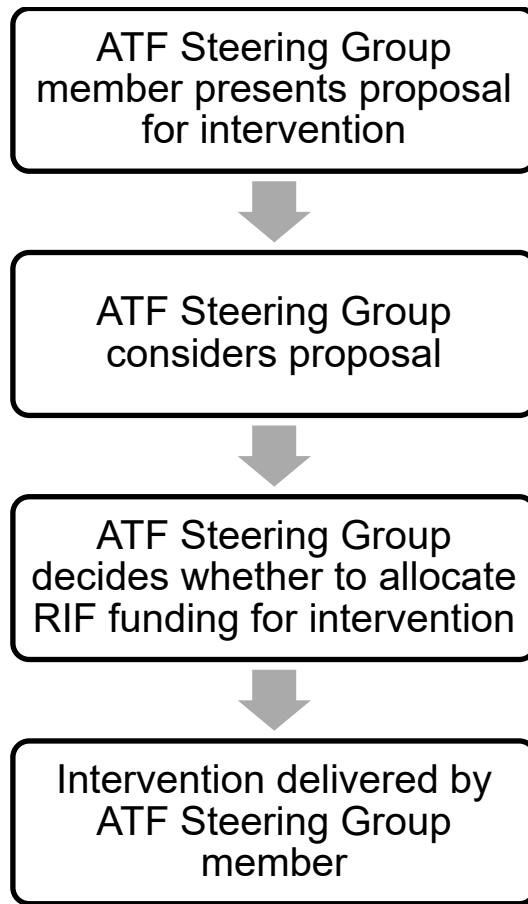


Figure 2.2: Overview of TRIMMA governance process for MT2

2.1.2 — Membership of the ATF Steering Group will comprise a single representative from each of the relevant highway authorities (~~Buckinghamshire Luton Borough Council, Hertfordshire County Council, Central Bedfordshire Council, Hertfordshire County Buckinghamshire Council, Luton Borough Council and National Highways~~), the Applicant and from the airport operator.

2.1.3 — Under the Steering Group, multiple activities will occur, dependent on the type of mitigation:

~~MT1: The airport operator will annually present a monitoring report, documenting the results and conclusions of their traffic monitoring of MT1 locations (see Table 3-1), in relation to whether thresholds for mitigation at specific MT1 locations have been met. This will inform whether to bring forward works in Schedule 1 of the DCO, or whether no action is required to be taken at that stage. Once the threshold for a location is triggered, discussions take place directly with the relevant highway authority (outside of the Steering Group) regarding the implementation of MT1 works at the relevant location.~~

~~MT2: A highway authority may present to the Steering Group an opportunity for a location where there are concerns that mitigation may be required. It would be the responsibility of the highway authority to fund and undertake monitoring, or present a study on that location for consideration.~~

The Terms of Reference for the ATF ATF-Steering Group will be contained in the final TRIMMA. Overviews of the proposed governance processes for each mitigation type MT1 and MT2 are shown in as follows:

Figure 2.1 (MT1) illustrates an overview of the proposed TRIMMA MT1 governance process.

Figure 2.2 (MT2) illustrates an overview of the proposed TRIMMA MT2 governance process.

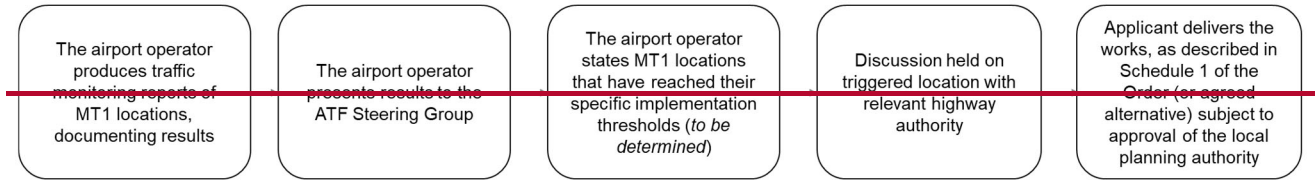


Figure 2.1: Overview of proposed TRIMMA governance process for MT1

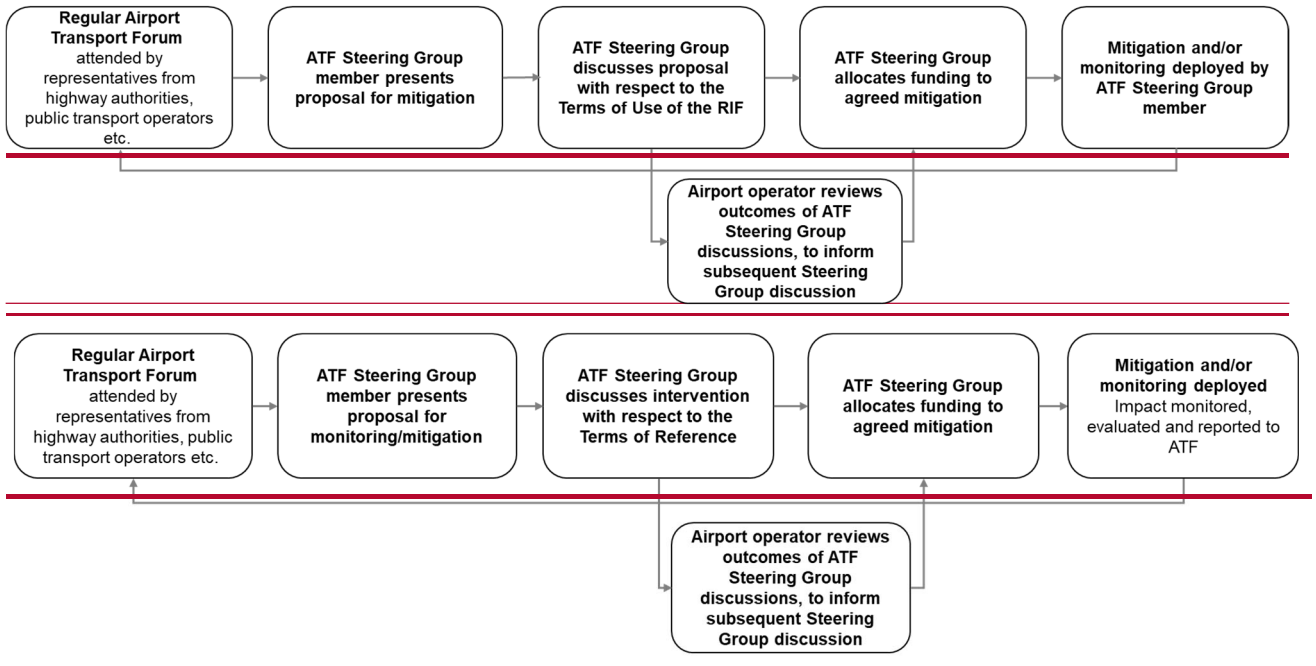


Figure 2.2: Overview of proposed TRIMMA governance process for MT2

3 MITIGATION TYPE 1 (MT1)

3.1 Scope

3.1.1 As stated above, MT1 comprises the 'Off-site Highway Works' contained in Schedule 1 of the DCO.

3.1.2 ~~Table 3-1~~ **Table 3-1¹** below describes the locations of such mitigation (referred hereinafter as 'MT1 locations'). There are eighteen works proposed (including three phases of works at Junction 10 of the M1, ~~but excluding Airport Access Road~~) included in the DCO, to be delivered ~~when before the impacts they are designed to mitigate are realised necessary during each assessment phase as identified throughout the TRIMMA (see Table 8.1 of the Transport Assessment [AS-123] for further details of the proposed mitigation at each location).~~

Table 3-1: Locations where mitigation (Type 1) is proposed, ~~identified through the Transport Assessment [AS-123]~~

| Work No. 6e | Name/Location |
|-------------|--|
| 6e(a) | Windmill Road / Kimpton Road |
| 6e(b) | A1081 New Airport Way / B653 / Gipsy Lane |
| 6e(c) | A1081 New Airport Way / A505 Kimpton Road / Vauxhall Way |
| 6e(d) | Eaton Green Road / Lalleford Road |
| 6e(e) | Wigmore Lane / Crawley Green Road |
| 6e(f) | Eaton Green Road / Wigmore Lane |
| 6e(g) | A1081 / London Road (North) |
| 6e(h) | A1081 / London Road (South) |
| 6e(i) | Windmill Road / St. Mary's Road / Crawley Green Road |
| 6e(j) | Crawley Green Road / Lalleford Road |
| 6e(k) | A602 Park Way / A505 Upper Tilehouse Street |
| 6e(l) | A505 Moormead Hill / B655 Pirton Rd / Upper Tilehouse Street |
| 6e(m) | A602 Park Way / Stevenage Road |
| 6e(n) | M1 J10 (Phase 1) |
| 6e(o) | M1 J10 (Phase 2a) |
| 6e(p) | M1 J10 (Phase 2b) |
| 6e(q) | Eaton Green Road / Frank Lester Way |
| 6e(r) | A505 Vauxhall Way / Eaton Green Road |

¹ See Table 8.1 of the **Transport Assessment [TR020001/APP/7.02AS-123]** for further details of the proposed mitigation at each location

|

3.2 Applicable timeframe of monitoring

3.2.1 Monitoring will commence following the approval of the TRIMMA after the issuance of the 'notice to grow', pursuant to article 44(1) of the DCO. TRIMMA-related monitoring will occur until the scenarios ~~defined~~outlined in **Figure 3.1** are met.

~~Figure 3.1~~

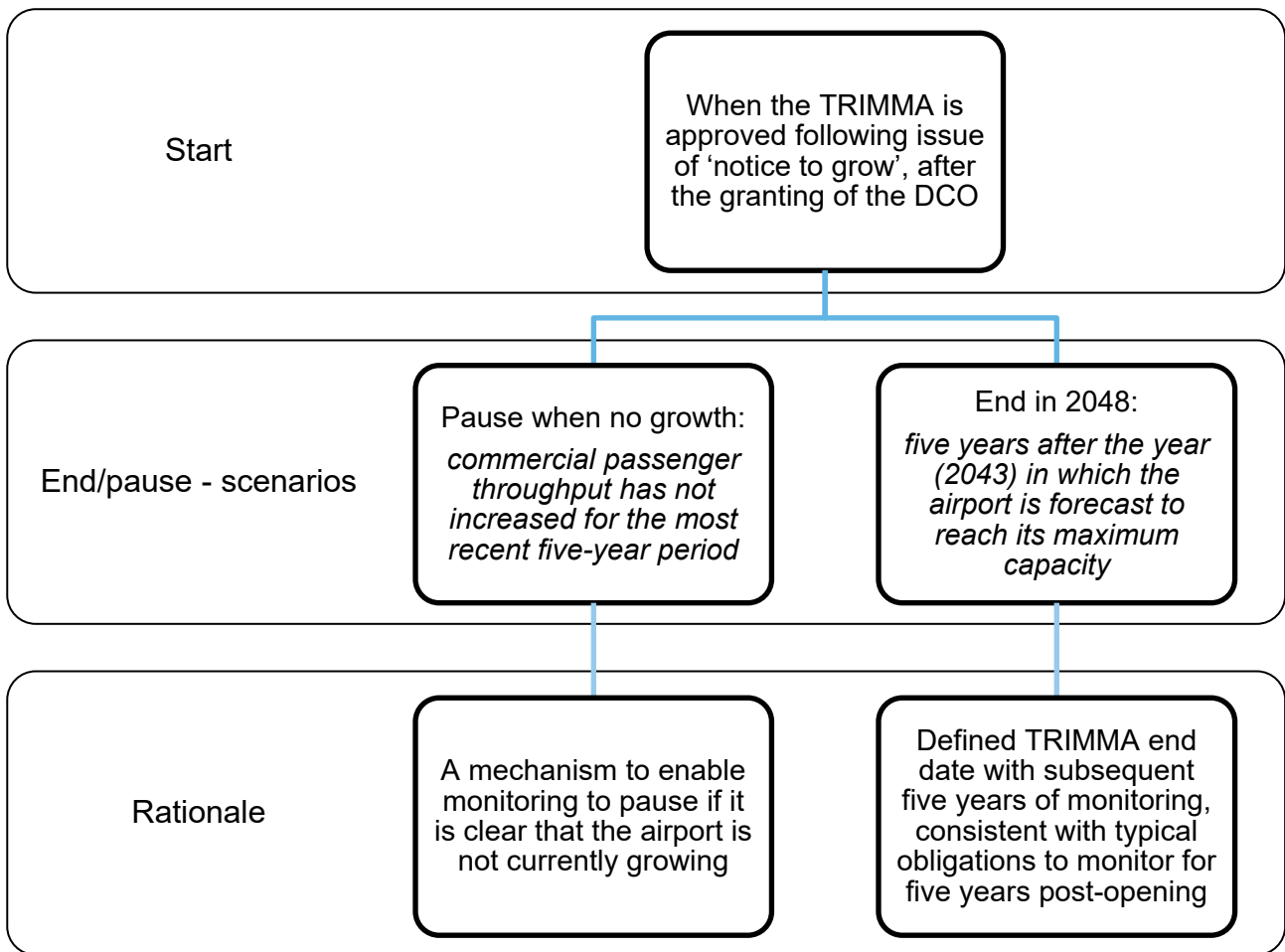


Figure 3.1: Monitoring timeframe scenarios for MT1

3.3 Monitoring process

Overview

~~3.3.1~~ Monitoring associated with this mitigation will be undertaken by the airport operator to identify when mitigation is required ~~due to a result of~~ traffic growth related to the Proposed Development. After the establishment of an updated baseline (~~soon after following~~ the issuance of the 'notice to grow' pursuant to article 44(1) of the DCO), monitoring will occur annually and will follow the ~~outline~~-process outlined in **Figure 3.2**.

3.3.1

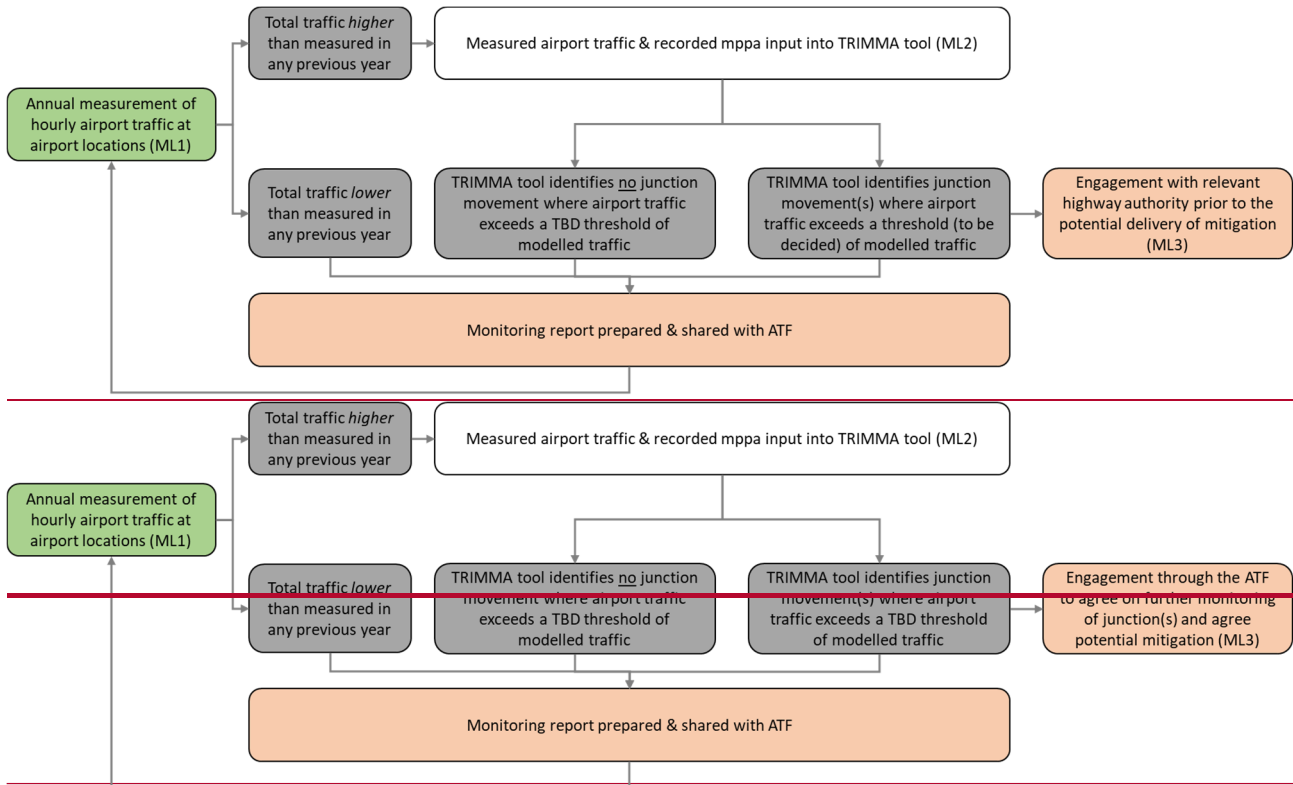


Figure 3.2: MT1 annual monitoring process

3.3.2 **Figure 3.3** shows an overview of the monitoring process over a five-year cycle; ~~the Applicant and airport operator will aim to align the five-yearly traffic surveys with the Travel Plan cycle and Green Controlled Growth monitoring.~~ The four ‘monitoring levels’ (ML) are detailed in this section and may be briefly described as follows:

- a. ML0: One-off monitoring to establish ~~the approximate~~ baseline information of pre-growth airport trips and to inform the definition of monitoring thresholds compare pre-growth non-airport traffic with traffic from 2016.
- b. ML1: Annual monitoring of airport traffic at airport sites (such as car parks operated by the airport).
- c. ML2: Annual monitoring of airport traffic at MT1 locations (if triggered due if ML1 traffic volumes exceed ML0 traffic volumes, or traffic volumes measured in ML1 in any year after the issuance of the notice to ML1) grow.
- d. ML3: Monitoring of certain MT1 locations (if triggered due to if ML2) ~~traffic volumes exceed a pre-defined threshold of airport traffic.~~

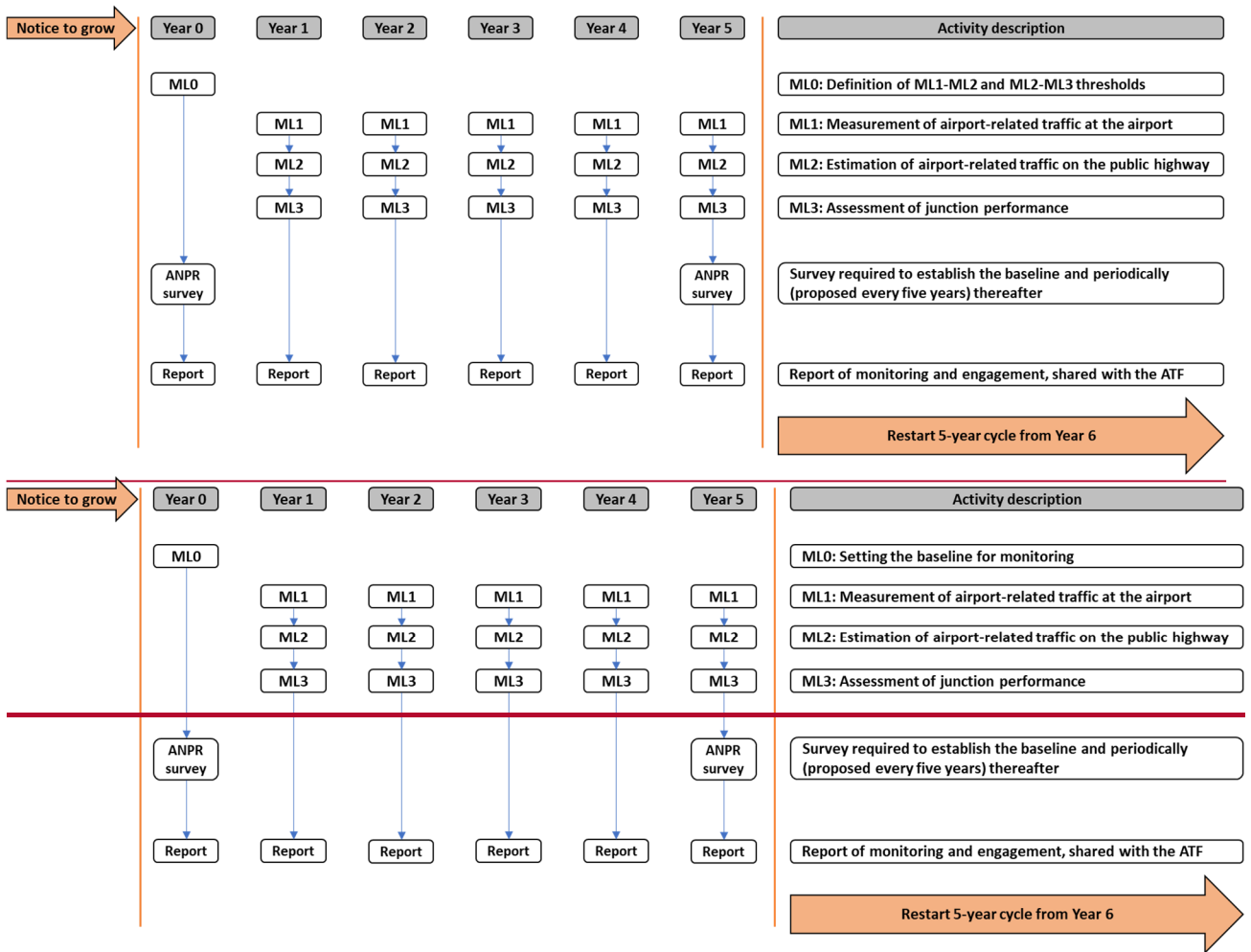


Figure 3.3 MT1 monitoring process overview

Monitoring Level 0 (ML0) – baseline to inform definition of thresholds

3.3.3 ML0 will ~~establish the updated baseline against which traffic volumes will be undertaken compared. This will be established~~ following the issuance of the notice to grow pursuant to article 44(1) of the DCO and in advance of Year 1; the measured traffic flows, and will thus closely represent traffic flows when the extant planning capacity is reached. ~~Table 3-2~~ Table 3-2 contains an overview of the ~~The baseline data collection at this stage to be collected is listed in Table 3.2.~~

Table 3-2: Overview of ~~baseline data requirements for ML0 data collection~~¹

| Traffic type | Data collected | Purpose | Method |
|--------------|---|--|--|
| Airport | Total trips starting and/or ending at airport sites | Establish a baseline of pre-growth airport trips – to define the initial level of traffic at which ML2 will initially be triggered Define the baseline to trigger ML2 | Data accessible to the airport operator (see Table 3-3) |
| Airport | Movements <u>between:</u> <ul style="list-style-type: none"> Between airport sites and MT1 locations At MT1 locations | Establish Update the geographic distribution of trips <u>to estimate the routes used by airport traffic to/from airport sites</u> | Appropriate traffic collection methodology (e.g. <u>Automatic Number Plate Recognition</u> and <u>Automatic Traffic Count</u> ² <u>ANPR surveys</u> or best available technology) |
| Non-airport | Movements at <u>through</u> MT1 locations | To compare baseline non-airport traffic volumes modelled in support of the DCO application (2016) and equivalent volumes around the time of the notice to grow (earliest 20245) – to inform the definition of thresholds at which ML3 will be triggered A re-base of trips previously modelled, to be reviewed to assess implications on ML3 thresholds | <u>ANPR surveys</u> ² or best available technology) |

3.3.4 Current airport sites and the likely source of traffic volume data at these locations are listed in ~~Table 3-3~~^{Table 3-3}. ~~The potential sources of this data (for yearly monitoring) are also listed.~~

Table 3-3: List of airport sites and potential data sources

| Location | Potential source |
|----------------------------------|---------------------|
| Staff car parking facilities | TBC |
| Passenger car parking facilities | Entry/exit barriers |
| Drop-off and pick-up facilities | Entry/exit barriers |

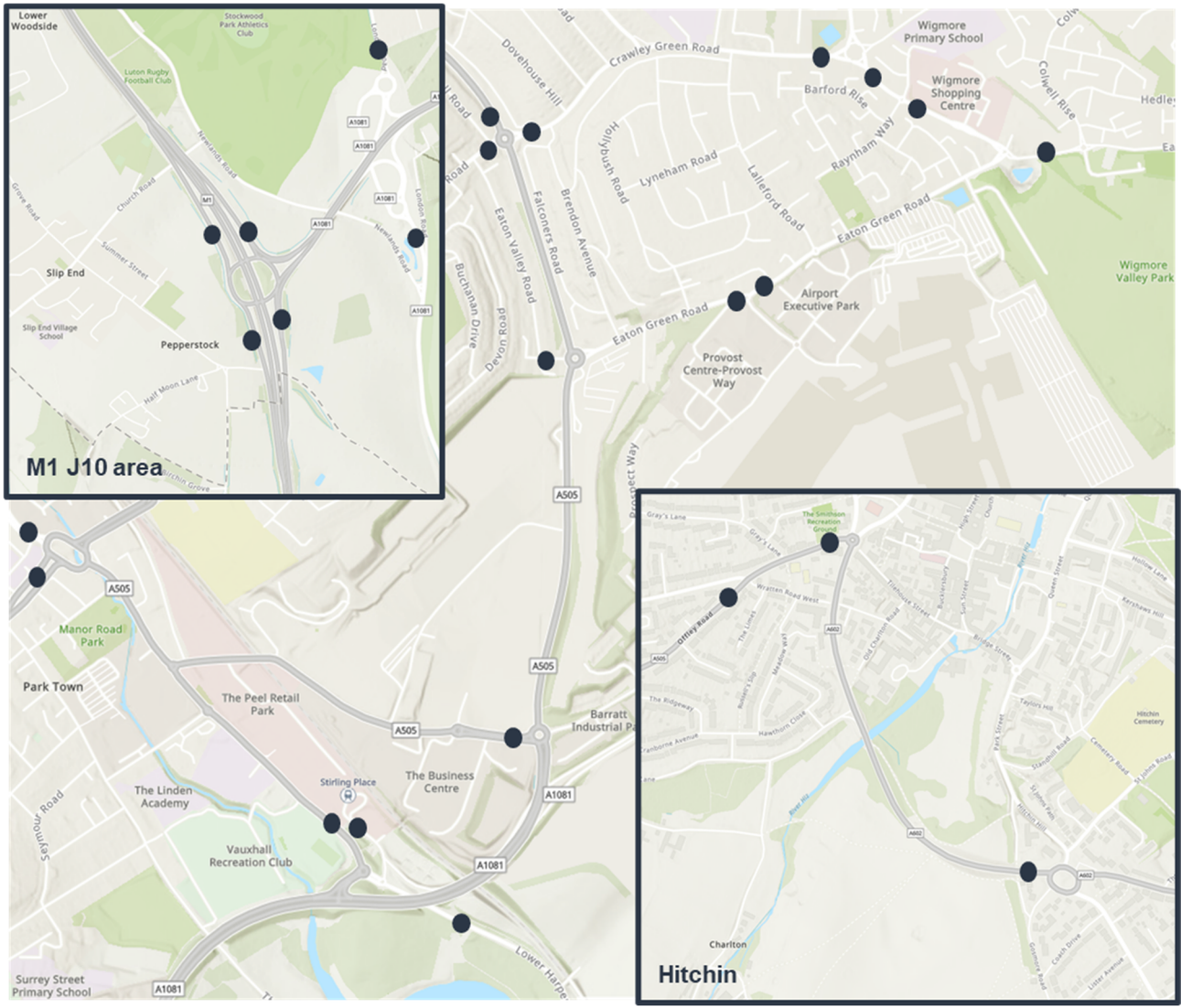
² A two-week survey conducted at a time likely representative of the time modelled in the traffic modelling to support the DCO application (the traffic modelling was based on a typical busy day in October) is proposed, the scope of which will be agreed with relevant highway authorities. Best practice will be ensured and periods of school/bank holidays, relevant industrial action or major road closures in the area will be avoided.

| Location | Potential source |
|--------------------------|--|
| Car hire centre | TBC |
| Delivery/servicing areas | Delivery/waste reporting |
| Bus/coach stations | Bus <u>and coach</u> operators Bus station controller |

~~An appropriate traffic collection survey (e.g. ANPR surveys or best available technology) will be conducted during MLO, which will be designed to ensure that the movement of traffic at all MT1 locations is surveyed and to gain an updated understanding the of distribution of airport trips. A two-week survey conducted during a neutral month³ is currently proposed. The survey is proposed to be repeated every five years, so that the distribution of airport-related trips can be updated.~~

3.3.5 **Figure 3.4** ~~Figure 3.4~~ illustrates the locations on the public highway at which survey cameras ~~(one per direction of travel)~~ are considered likely to be required for this survey; these will be supplemented by cameras at airport sites, to complete the dataset.

³~~September to November or February to May, not coinciding with school/bank holidays, relevant industrial action or major road closures in the area.~~



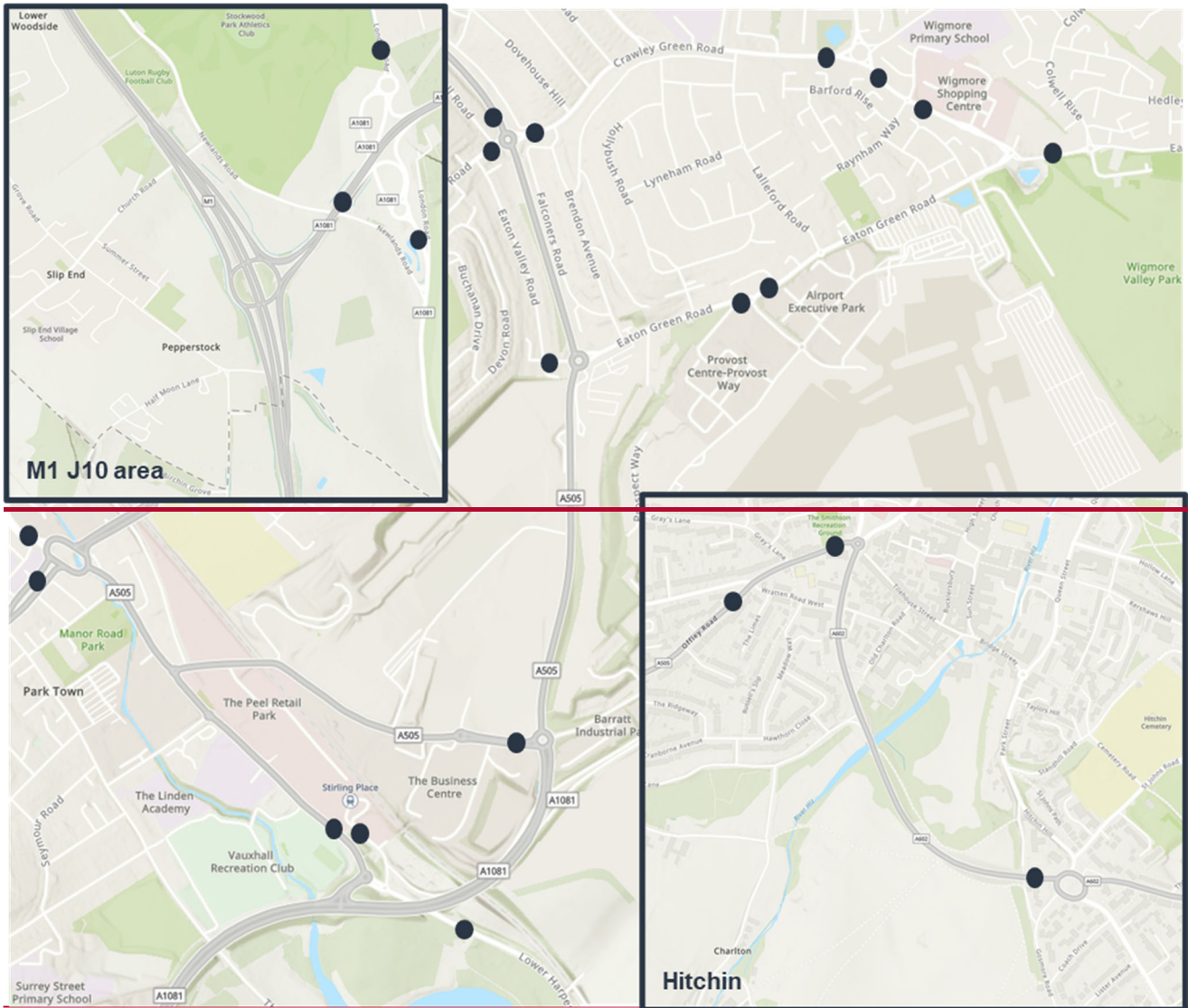


Figure 3.4: Indicative locations of survey cameras for traffic distribution survey associated with MT1

3.3.6 A similar survey will be repeated every five years for the sole purpose of updating the distribution of trips to and from airport sites (see section 3.3.11); these quinquennial surveys will not be defined as ML0.

Third party off-site car parking

3.3.7 An off-site car park is any car park which is not under the ownership or operation of the airport. Such facilities are not considered ‘airport sites’, hence their exclusion from Table 3-3.

3.3.8 Private passenger vehicles entering/exiting off-site car parks will therefore not directly be monitored as part of the TRIMMA. These trips have, however, been forecast for each assessment year and included in the modelling as background traffic; the design of the proposed mitigation works at MT1 locations has therefore accounted for these trips.

3.3.9 Trips between such facilities and the airport (such as by shuttle buses) will be monitored as part of the TRIMMA data collected at the airport, as described in Table 3-3.

Monitoring Level 1 (ML1) and Monitoring Level 2 (ML2)

3.3.73.3.10 Total trips starting and/or ending at airport sites will be counted yearly, using data collected from ~~existing data~~ sources listed in ~~Table 3-3~~ **Table 3-3** within the airport. **Figure 3.5** ~~describes a visualisation of~~ how this data will be used.

ML1

Ongoing monitoring of traffic entering and exiting airport sites will enable all airport traffic to be measured.

If cumulative airport traffic exceeds the maximum equivalent value from a previous year since the approval of the final TRIMMA, ML2 will be triggered.

ML2

A spreadsheet tool will assign the airport traffic to the public highway network, based on the most recent information derived from a quinquennial traffic distribution survey.

If airport traffic reaches a pre-determined threshold of the modelled airport traffic for a particular movement/approach, ML3 will be triggered.

~~OR/ORI~~

Figure 3.5: MT1 annual monitoring process overview (ML1-ML2)

3.3.8 — The spreadsheet tool will be developed after the completion of ML0 and in advance of Year 1. It (which will be updated following each quinquennial after every ANPR, or similar, survey, to reflect update the updated distribution of airport traffic. The tool) will be developed in advance of Year 1 to effectively automate ML1 and ML2, and will require the following only traffic flows associated with trips starting and/or ending at airport sites to be e. The necessary yearly inputs; to the tool are:

3.3.93.3.11 Cumulative airport traffic volumes → with which to undertake ML1 to determine if the volume of airport traffic has increased.

e. Airport passenger volumes → to identify the applicable modelled traffic flows (, which vary by assessment phase) to undertake ML2.

3.3.103.3.12 The ~~threshold~~ threshold of the modelled airport traffic at which ML3 will be triggered for the applicable assessment phase⁴ will depend on the level of background traffic surveyed at ML0 (see Table 3-2) and the complexity of the proposed mitigation. The thresholds ~~for each~~

⁴Phase 1, Phase 2a or Phase 2b, as defined in the **Transport Assessment [APP-203]**, each of which contains modelled AM and PM peak hour traffic flows for all movements through the junction associated with the MT1 locations listed in Schedule 1 of the DCO.

~~movement/junction~~ will be ~~proposed~~agreed by the Applicant after ML0 and agreed by applicable the relevant highway authorities (each highway authority will approve the thresholds associated with junctions in their jurisdiction) in advance of Year 1. The process for doing so will be documented in the final TRIMMA and will have considered:

- a. ~~Implications on modelled future baseline flows due to differences between baseline non-airport traffic volumes modelled in support of the DCO application (2016) and equivalent volumes around the time of the notice to grow (earliest 2024) – larger differences would likely lead to lower thresholds due to junctions' ability to cater to less of an increase in airport traffic. Any difference between the current (2016) baseline data and the non-airport traffic surveyed in ML0.~~
- b. The complexity of the proposed mitigation – more complex (such as in terms of the extent of the works required and the consenting regime) works would likely lead to a lower threshold due to the longer delivery~~increased amount of design and approval~~ time.

3.3.13 The definition of thresholds shall enable the mitigation to be delivered in advance of the realisation of adverse impacts due to the Proposed Development.

~~c. At any junction at which The assessment phases⁵ of the development.~~

~~3.3.14 When these its associated thresholds are is met, ML3 will be triggered. for applicable junctions.~~

Monitoring Level 3 (ML3)

~~3.3.15 If ML3 is triggered for any junction at an MT1 location, the Applicant and applicable highway authorities will agree on:~~

- a. The scope of any further junction-specific monitoring/assessment to be undertaken by the Applicant shall be approved by the relevant highway authority; the scope of this work shall not exceed the requirements set by the relevant highway authority for typical developments within their jurisdiction. Further junction-specific monitoring to assess junction performance.
- b. The form of mitigation to be delivered (should it be required) shall be agreed~~decided,~~ per **Table 3-4** ~~and section 3.3.16.~~
- c. The relevant highway authority will approve an~~An~~ 'implementation threshold' (higher than the ML2-ML3 threshold previously described) at which the activities described in section 3.3.17 will occur before the impacts the mitigation is designed to mitigate are realised~~any necessary mitigation measures will be implemented.~~

⁵ Phase 1, Phase 2a or Phase 2b, as defined in the **Transport Assessment [APP-203]**, each of which contains modelled AM and PM peak hour traffic flows for all movements through the junction associated with the MT1 locations listed in Schedule 1 of the DCO.

Table 3.4: Potential forms of MT1

| Form of mitigation | Responsibility for delivery ⁶ | Responsibility for cost |
|--|--|---|
| The proposed works (within Schedule 1 of the Order DCO) | Applicant | Applicant |
| An alternative solution proposed by the highway authority in the same location | Highway authority | Applicant (subject to principles in 3.3.16) |

~~3.3.133.3.16 The default form of mitigation is the As set out in Table 3.4, where requested by a local highway authority the Applicant may agree to an alternative solution to the proposed works set out in Schedule 1 of the DCO, but an alternative solution may be implemented if one is proposed by a relevant highway authority and accepted by the Applicant. The. If this approach is agreed, the Applicant's contribution to the cost of such alternative works would be limited to the Applicant's estimated costs of implementing the Schedule 1 proposals, and the Applicant would need to be satisfied that any alternative proposal would be delivered in a timely fashion by the local highway authority concerned. In either case, all cases the final proposal must be approved in writing by the relevant highway planning authority and would be subject to any consents which may be required.~~

~~3.3.143.3.17 Therefore, if~~ airport-related traffic reaches the implementation threshold at a particular location:

- a. The proposed works will be implemented by the Applicant ~~(unless otherwise agreed between the Applicant and the relevant highway authority)~~, subject to approval of the ~~local relevant highway planning~~ authority, at a suitable time to be agreed between the parties based on their overall programme of works; or
- b. The agreed contribution to the alternative solution will be made by the Applicant to the relevant highway authority.

~~3.3.153.3.18~~ The mitigation associated with the proposed works will then be considered complete for the associated MT1 location, unless there are proposed works at a subsequent assessment phase.

~~**Third party off-site car parking**~~

~~3.3.16 — Airport sites do not include third party off-site car parking facilities because the traffic associated with these (aside from any vehicles travelling between these facilities and the airport terminal, such as shuttle buses) are outside the airport's control. This traffic — and its forecast growth due to the Proposed Development — is, however, incorporated in the background traffic. It is therefore incorporated into designs associated with MT1.~~

~~3.3.17 — The Applicant is not pursuing off-site third party parking options as part of the DCO but anticipates that third party off-site parking providers will seize the opportunity created by airport growth to provide proportionately greater capacity~~

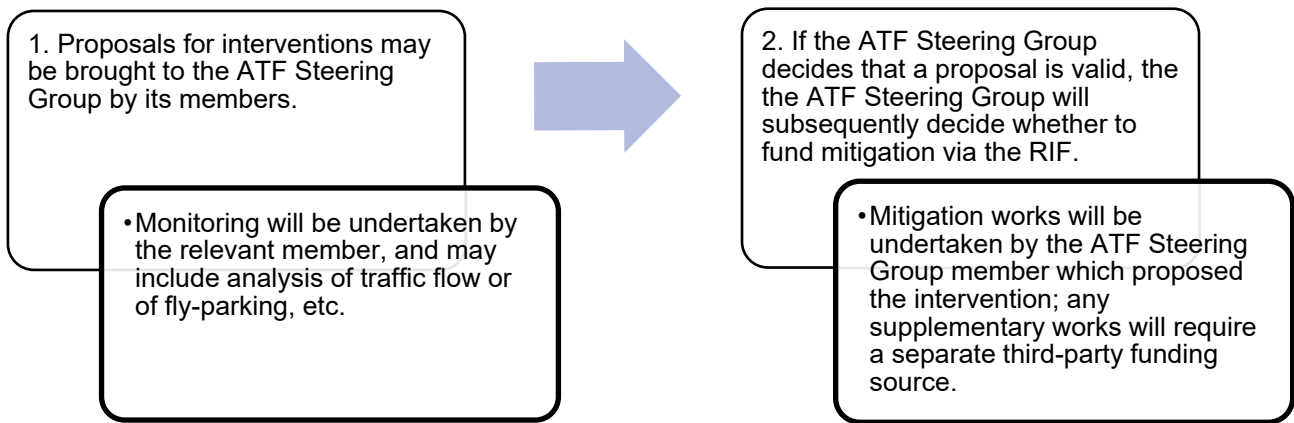
⁶ 'Delivery' refers to overall responsibility for planning, design and construction. These responsibilities may be delegated e.g. the Applicant may delegate delivery responsibility to a highway authority, if agreed.

~~of their own operation, subject to separate planning applications. The Applicant will engage with any off-site parking operator if a positive initial response is received from the relevant local planning authority, with regard to additional or extended off-site parking facilities.~~

4 MITIGATION TYPE 2 (MT2)

4.1 Overview

4.1.1 **Figure 4.1** Figure 4.1 is a visualisation of the process whereby ATF Steering Group members may make proposals relating to MT2 mitigation and of how decisions on such proposals would be made. **Examples of MT2 measures are listed in Table 4.1.**



~~OR/OR~~

Figure 4.1: MT2 proposal process

Table 4.1: MT2 examples

| MT2 example | MT2 example rationale |
|--------------------------------|---|
| Junction capacity enhancements | Growth in airport traffic requires enhancements to junction to increase capacity |
| Traffic calming | Growth in airport traffic requires measures such as chicanes and carriageway narrowing to control the effect of the speed/volume of traffic |
| Parking controls | Vehicles owned by airport staff/passengers are parked on the public highway and causing a nuisance to users of adjacent properties, requiring the implementation of restrictions on parking |

4.1.2 The Residual Impacts Fund (RIF) will be a finite fund for the mitigation of residual airport-related traffic impacts and. This fund will be secured in the section 106 agreement (please refer to Section 5.8 of the Planning Statement [TR020001/APP/7.01AS-122] for further information), submitted at Deadline 7 as the Draft Section 106 Agreement [TR020001/APP/8.167].

~~4.2 Outline. Further details will be provided in the Steering Group Terms of Use of the RIF Reference to be contained in the final TRIMMA.~~

~~4.34.2 Indicative Principles of MT2 Governance~~

~~Scope and procedures~~

~~4.2.1 The RIF may be used to fund mitigation described as ‘Mitigation Type 2’ (MT2) in the Outline Transport Related Impacts Monitoring and Mitigation Approach (OTRIMMA), examples of which are listed in **Table 4-1**.~~

~~Table 4-1: MT2 example measures~~

~~4.3.1 The indicative principles of management of the RIF, as overseen by the Steering Group, include the following:~~

- ~~— Process for ensuring overall budget control of RIF spending.~~
- ~~a. Process for prioritising and agreeing funding allocations (including voting arrangements, where necessary) in the light of investment appraisals.~~
- ~~b. Process for decision-making including voting and role of Chair.~~
- ~~c. Process for monitoring the effectiveness of measures taken.~~

~~4.3.2 The full Terms of Reference for the Steering Group will be provided in final TRIMMA. The final TRIMMA must be substantially in accordance with this OTRIMMA and be approved in writing by the relevant planning authority, following consultation with the relevant highway authority on matters related to its function. The airport cannot be operated above its extant passenger cap until the TRIMMA has been approved.~~

~~4.3.3 **Table 4.2** contains examples of the types of considerations associated with the RIF.~~

~~Table 4.2: Example Indicative Principles for the RIF~~

| Measure Example RIF Indicative Principle | Example rationale Rationale |
|---|--|
| A maximum allocation per year Junction capacity enhancements | Growth in airport traffic requires enhancements to junction (other than those identified in Schedule 1 of the Order) to increase capacity To ensure a minimum lifespan of the fund |
| Traffic calming A maximum allocation per authority | Growth in airport traffic requires measures such as chicanes and carriageway narrowing to control the effect of the speed/volume of traffic To ensure that all mitigation is not confined to one authority area |
| Parking controls Requirement | Vehicles owned by airport staff/passengers are parked on the public highway (‘fly-parking’) and causing a nuisance to users of adjacent |

| Measure e-RIF Indicative Principle | Example rationale Rationale |
|---|--|
| ent to consider that all works include a commitment to enhance conditions for active travel | properties, requiring the implementation of restrictions on parking. Seek that any mitigation benefits people walking and cycling too, in addition to mitigating the effect of traffic increases on highway capacity, where possible |

- 4.2.2 Any intervention proposed by ATF Steering Group members, including the airport operator LLAOL, to be considered for funding must be:
- a. Evidenced: Incidence of an identified impact must be greater than the incidence around the time of the issuance of notice in accordance with article 44(1) of the DCO (an exception exists for fly-parking; see section 4.2.6).
 - b. Necessary: Incidence of an identified impact must be having a demonstrable negative impact on the public.
 - c. Fairly and reasonably related to the Proposed Development: Evidence must relate to the impact of the Proposed Development and intervention proposals must represent mitigation of this impact.
- 4.2.3 Upon request, the Applicant shall provide data collected during MT1 monitoring activities to ATF Steering Group members to support their intervention proposals.
- 4.2.4 Costs associated with activities which ATF Steering Group members have undertaken to support the evidencing of MT2 intervention proposals may be reimbursed from the RIF if the ATF Steering Group agrees to fund subsequent the delivery of the mitigation proposals.
- 4.2.5 Funds drawn from the RIF for the purpose of delivery of mitigation will be made available to the relevant ATF Steering Group member, which shall:
- a. Be responsible for delivery of the agreed mitigation.
 - b. Provide evidence to the ATF Steering Group of the delivery of the mitigation and of the associated delivery costs within a timeframe agreed with the chair of the ATF Steering Group.
 - c. Reimburse any unspent costs, (minus transaction/administrative costs) to the RIF.
- Fly parking and controlled parking zones**
- 4.2.6 In recognition of the challenging data requirements to establish a baseline to evidence the impact of the Proposed Development on the prevalence of fly-parking, however, baseline information need not be included in proposals by ATF Steering Group members to mitigate this activity.

4.2.7 If the ATF Steering Group agree to the introduction of a Controlled Parking Zone, the RIF would be used to fund the full process of implementation, (including the consultation process with residents). This would be the case if the residents reject the scheme following the consultation.

|

GLOSSARY AND ABBREVIATIONS

| Term | Definition |
|---------------------------------|---|
| Undertaker | London Luton Airport Limited, as defined in the Draft Development Consent Order [REP3-003]DCO |
| Notice to grow | A notice served by the undertaker on the relevant local planning authority under article 44(1) of the DCO |
| Terms of Reference | The terms by which the TRIMMA will operate, including member organisations and how processes will be undertaken |
| DCO | Development Consent Order |
| Proposed Development | The expansion of the airport to 32 mppa |
| <u>ML0</u> | <u>Monitoring Level 0: One-off monitoring to establish baseline information and to inform the definition of monitoring thresholds</u> |
| <u>ML1</u> | <u>Monitoring Level 1: Annual monitoring of airport traffic at airport sites (such as car parks operated by the airport)</u> |
| <u>ML2</u> | <u>Monitoring Level 2: Annual monitoring of airport traffic at MT1 locations (if triggered due to ML1)</u> |
| <u>ML3</u> | <u>Monitoring Level 3: Monitoring of certain MT1 locations (if triggered due to ML2)</u> |
| MT1 | Mitigation Type 1, which includes proposed off-site highway works contained in Schedule 1 of the DCO |
| MT2 | Mitigation Type 2, which includes residual traffic-related impacts that may arise from the Proposed Development |
| <u>Notice to grow</u> | <u>A notice served by the undertaker on the relevant local planning authority under article 44(1) of the DCO</u> |
| <u>Proposed Development-ML0</u> | <u>The expansion of the airport to 32 mppaMonitoring Level 0, the baseline from which monitored traffic volumes will be compared</u> |
| <u>RIF</u> | <u>Residual Impacts Fund: a fund (capped at the value stated in the Section 106 agreement) to be provided to fund mitigation for 'residual' traffic related impacts that may arise from the Development in accordance with the TRIMMA</u> |
| ML1 | Monitoring Level 1 |
| ML2 | Monitoring Level 2 |
| ML3 | Monitoring Level 3 |
| TP | Travel Plan, to be written after the 'notice to grow' is served and five-yearly according to the Framework Travel Plan [TR020001/APP/7.13AS-131APP-229] |
| <u>GGG</u> | <u>Green Controlled Growth [TR020001/APP/7.08]. Sets out processes for monitoring and mitigating environmental effects in four environmental topics, including Surface Access, based on defined Limits and Thresholds</u> |

| Term | Definition |
|---------------------------|--|
| Section 106 agreement | Section 106 agreement – please refer to S section 5.8 of the Planning Statement [TR020001/APP/7.03AS-122] and the <u>Draft Section 106 Agreement [TR020001/APP/8.167]</u> for further information |
| <u>Terms of Reference</u> | <u>The terms by which the ATF Steering Group will operate, including member organisations and how processes will be undertaken</u> |
| <u>RIF Terms of Use</u> | <u>The terms in accordance to which the RIF will be used</u> |
| <u>Undertaker</u> | <u>London Luton Airport Limited, as defined in the DCO</u> |