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London Luton Airport Expansion

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8.122 Bus and Coach Study

Infrastructure Planning (Examination Procedure) Rules 2010

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The Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

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

8.122 Bus and Coach Study

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1 INTRODUCTION AND PURPOSE

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 Topic Paper provides more detail and analysis on the potential bus and coach service interventions identified in the toolbox of measures in the **Framework Travel Plan (FTP) [REP4-044]**.
- 1.2.2 The **Framework Travel Plan [REP4-044]** sets out the proposed structure and approach to developing five-year Travel Plans (TPs) in accordance with the **Draft Development Consent Order (DCO) [TR020001/APP/2.01]** and to deliver upon the vision and objectives for surface access as the airport expands.
- 1.2.3 The FTP includes a longlist of interventions and measures that the operator could draw upon when the appointed Travel Plan Coordinator is developing a new TP, in order to achieve the sustainable mode share Targets set out in that TP. The interventions and measures are grouped within one of the FTP's five priority areas, explicitly 'bus and coach'. Interventions and measures for the bus and coach priority area include an improved and expanded network of routes, which would be developed by working with partners on a combination of new bus and coach routes, which could include new express bus routes, and the strengthening of existing services.
- 1.2.4 The list of routes identified in this Topic Paper is not necessarily exhaustive, and other interventions could be considered where required. It instead sets out those considered most appropriate by the Applicant based on analysis of currently available travel data.

1.3 Purpose of this Paper

- 1.3.1 This Topic Paper assesses how changes to bus and coach services could improve accessibility to London Luton Airport and how staff and passenger journey choice could be impacted. Improvements in bus and coach services would contribute to achieving the mode share Limits outlined in the **Green**

Controlled Growth Framework [REP7-020] and the mode share Targets to be set in future TPs.

- 1.3.2 The provision of bus and coach services is not within the airport operator's direct control, but the operator has committed to engaging with relevant parties that could deliver or improve services through the Airport Transport Forum (ATF). New or improved routes need to be commercially viable for the transport operator of those services. Coach services are currently provided through contractual arrangements with operators and following a tendering process for routes proposed by the airport operator (ongoing as of November 2023). At the next round of contract renewals, changes that are recommended in this Topic Paper and identified in future analysis could be implemented.
- 1.3.3 Collaboration around the provision of both bus and coach services would take place through the ATF and the ATF Steering Group. Whilst commercial negotiations with service providers and related tendering procedures led by the airport operator must remain independent, the ATF and ATF Steering Group will work collaboratively to achieve the level of service provision identified in the TP as needed to achieve the mode share Targets.
- 1.3.4 Any contributions required for improvements or new services could request funding through the Sustainable Transport Fund (STF). The value of the fund is to be raised via a levy on on-site car passenger parking and drop-off facilities at the airport. More information is contained in the **Sustainable Transport Fund [REP7-042]**.

1.4 Previous studies

- 1.4.1 In August 2023, the airport operator undertook analysis of coach accessibility to the airport and identified opportunities for enhanced services (the Coach Accessibility Study). The Coach Accessibility Study was undertaken to support the operator in its procurement of a new five-year concession for scheduled coach services at the airport. The Coach Accessibility Study does not include information on the outcome of this procurement process. The analysis included:
- a. An assessment of current demand for travel to the airport based on where passengers are travelling from and the modes they are using.
 - b. An analysis of existing coach and other long-distance public transport services to identify which locations can be reached directly and current service frequencies.
 - c. An analysis of existing coach passengers to understand key characteristics and identify likely target customer segments to increase demand.
 - d. A review of areas with existing direct coach connections to help identify those where enhancing services may help increase demand.
 - e. A review of the key areas without direct coach or rail access to help identify opportunities for new coach connections.

- 1.4.2 The Coach Accessibility Study has informed which coach services and service improvements are included in this Topic Paper, to provide a more robust assessment of future accessibility and accessibility needs.

1.5 Assumptions

- 1.5.1 A significant portion of bus travellers accessing the airport are employees working at the airport and related businesses on site. Many of them are likely to use local buses and the Luton DART airport transfer from Luton Airport Parkway Station. Therefore, all analysis in relation to bus services has also included the DART services.
- 1.5.2 For the purpose of this study, when assessing bus and coach services, it is assumed that all bus users travelling to the airport are staff members, and all coach users travelling to the airport are passengers. These travel patterns are currently observed in patronage data from a combination of CAA data, trip generation forecasts used within the **Transport Assessment [APP200-203, APP205-206, and AS-123]** and Census (2011) commuting statistics¹.
- 1.5.3 The baseline bus and coach network are based on Autumn 2023 timetables.

1.6 Structure of this Paper

- 1.6.1 This Topic Paper begins by introducing the current bus and coach services that serve the airport, including those which terminate at Luton Airport Parkway station and Luton town centre, in Section 2. It then introduces potential new bus and coach services and service improvements in Section 3.
- 1.6.2 Section 4 then presents the rationale for these new services, including their source, their benefits for public transport accessibility to the airport, and how potential future bus services have been identified through initial prioritisation process.

¹ Census data for 2011 was used instead of 2021 data due to the significant impacts of Covid-19 on air and ground travel patterns.

2 EXISTING SERVICES

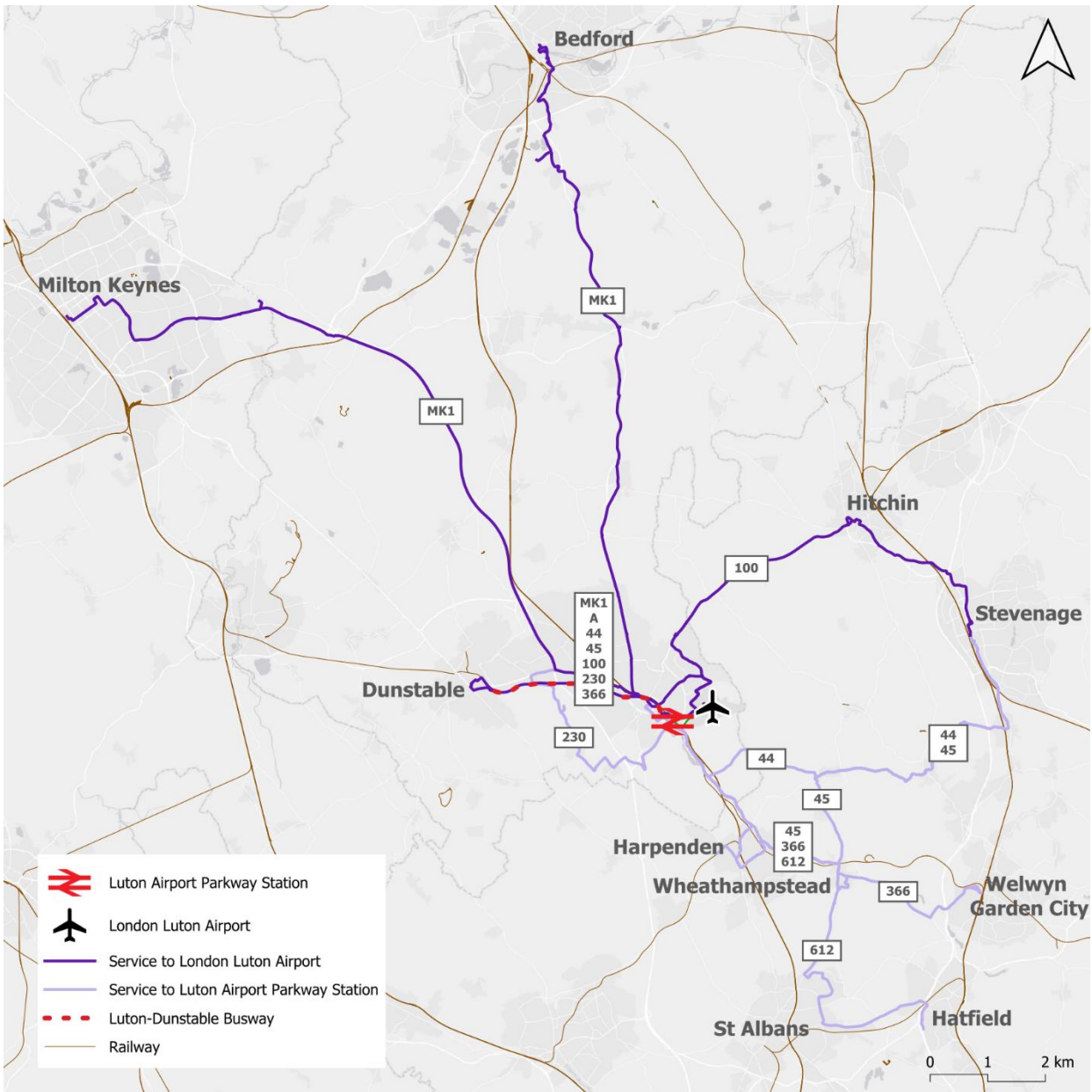
- 2.1.1 This section outlines the existing bus and coach services that serve the airport. More detailed information on the services, including frequencies and volumes of services across a weekly timetable, is presented in Appendix A: details on existing services.
- 2.1.2 The local bus network includes services run by all operators from the airport to Luton town centre and neighbouring local authority areas. There are currently three services operating directly to the airport, five services to Luton Airport Parkway station, and 12 services to Luton town centre. Key information for these routes are presented in Table 2.1 below.

Table 2.1: Existing bus services

Operator	Route No.	Route
Direct from London Luton Airport		
Arriva Beds and Bucks	A	London Luton Airport to Dunstable town centre, via Luton Airport Parkway station, Luton Station Interchange, Clifton Road, Chaul End Lane, Station Road, Jeans Way
Stagecoach	MK1	Bedford bus station to Milton Keynes rail station, via Elstow, Wixams, Wilstead, Clophill, Silsoe, Barton-le-Clay, Luton Station Interchange, Wigmore, Luton Airport, Challney, Magna Park Amazon, Kingston Lasborough Road
Arriva Herts and Essex	100	Luton station interchange to Stevenage bus station, via London Luton Airport bus station, Wigmore, Stopsley, Hitchin, Coreys Mill Lister Hospital, and Stevenage Old Town
From Luton Airport Parkway Station		
Centrebus	230	Caddington, Slip End and Luton Circular, via Luton Airport Parkway station and Luton Station bus interchange
Centrebus	366	Luton station interchange to Welwyn Garden City via Luton Church Street, Luton Airport Parkway, East Hyde, Harpenden, Roundwood Park School, Bafford, Marshalls Heath, Wheathampstead, and Lemsford
Centrebus	44	Luton station interchange to Stevenage bus station via Luton Church Street, Luton Airport Parkway station, Newmill End, Chiltern Green, Peter's Green, Kimpton, Codicote, Nup End, and Knebworth
Centrebus	45	Luton station interchange to Stevenage bus station via Luton Church Street, Luton Airport Parkway station, Newmill End, Harpenden, Bafford, Marshalls Heath, Blackmore End, Kimpton, Codicote, Nup End, and Knebworth
Universitybus Ltd	612	Luton station interchange to Hatfield via Luton Church Street, Luton Airport Parkway station, Newmill End, East Hyde, Bafford, Marshalls Heath, Wheathampstead, Sandridge, Marshalswick, and Oaklands
From Luton Town Centre		
Arriva Beds and Bucks	31	Luton Station Interchange to Dunstable, via Chillney, Lewsey

Operator	Route No.	Route
Arriva Beds and Bucks	32	Luton station interchange to Hockwell Ring, via Maidenhall, Leagrave
Grant Palmer	78	Luton station interchange to Lower Sundon, via Bushmead, Warden Hill, Streatley, Upper Sundon
Grant Palmer	79	Luton station interchange to Shefford, via Warden Hill, Streatley, Barton-le-Clay, Higham Gobion, Shillington, Meppershall
Arriva Beds and Bucks	F70	Luton station interchange to Milton Keynes, via Dunstable, Leighton Buzzard, New Leys, Bletchley, Mount Farm Stadium
Arriva Beds and Bucks	F77	Luton station interchange to Milton Keynes, via Dunstable, Tilsworth, Stanbridge, Leighton Buzzard, Stoke Hammond, Bletchley, Mount Farm Stadium, Walton Hall
Centrebus	10	Luton to Marsh Farm via Biscot and Limbury Mead
Centrebus	10A	Luton to Marsh Farm via Biscot and Runfold Laburnum Grove
Arriva Herts and Essex	101	Luton station interchange to Stevenage bus station, via Stopsley, Lilley, Great Offley, Hitchin, Little Wymondley, Coreys Mill Lister Hospital, and Stevenage Old Town
Arriva Beds and Bucks	12	Luton Church Street to Stopsley via Luton station interchange
Arriva Beds and Bucks	13	Luton Church Street to St Annes circular
Arriva Beds and Bucks	14	Luton Church Street to Round Green circular
Arriva Beds and Bucks	321	Luton station interchange to Watford, via St Albans

Figure 2.1: Existing bus services



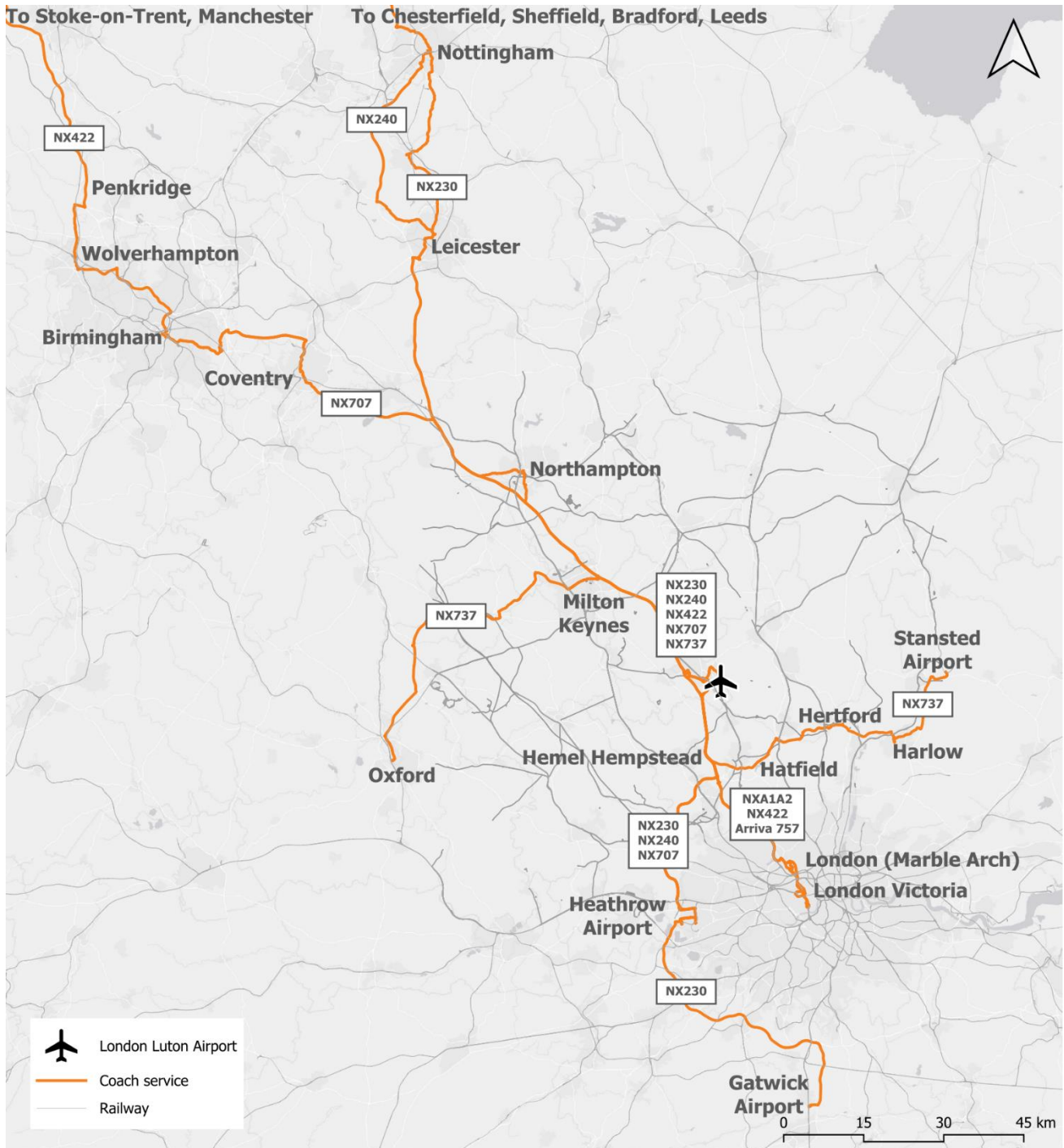
2.1.3 Figure 2.1 shows existing bus routes that serve the airport, including Luton Airport Parkway station and Luton town centre. It shows strong connectivity to the south and north of Luton, with gaps in coverage particularly to the west and north-east.

2.1.4 Coach services to the airport are currently operated by National Express and Arriva Greenline. National Express operates countrywide services, while Megabus and Arriva Greenline operate frequent express services to various parts of North and Central London. These routes are outlined in Table 2.2 and shown in Figure 2.2.

Table 2.2: Existing coach services

Operator	Route No.	Route
National Express	A1	London Luton Airport to London Victoria Coach Station, via London (Marble Arch)
National Express	A2	London Luton Airport to London Victoria Coach Station, via London stops (Golders Green, Finchley Road and Frognal, Finchley Road, St John's Wood, Baker Street, Paddington Station, Marble Arch, and Victoria Rail Station)
National Express	A31	London Luton Airport to Fareham, via Southsea, Portsmouth, Guildford, (London) Wandsworth, London
National Express	230	Derby to Gatwick Airport via Nottingham, Leicester, Milton Keynes, Luton Airport, and Heathrow Airport
National Express	240	Heathrow Airport to Bradford via London Luton Airport, Milton Keynes Coachway, Leicester (Fosse Park), Leicester, Nottingham, Chesterfield, Sheffield (City Centre), Sheffield (Meadowhall), and Leeds
National Express	422	London Victoria Coach Station to Manchester via London (Golders Green), London Luton Airport, Milton Keynes Coachway, Coventry, Birmingham Airport, Birmingham, Dudley, Wolverhampton, Penkridge, and Manchester Airport
National Express	707	Heathrow Airport to Birmingham via Hemel Hempstead, London Luton Airport, Luton, Luton (Challney), Milton Keynes Coachway, Northampton (Queen Eleanor Interchange), Northampton (Far Cotton), Northampton (North Gate Bus Station), Northampton (Victoria Street), Coventry, and Birmingham Airport
National Express	737	Oxford to Stansted Airport, via Milton Keynes Coachway, Luton (Challney), Luton, London Luton Airport, Hatfield, Hertford, and Harlow
Megabus (Operated by Arriva Greenline)	A757	London Luton Airport to London (Victoria Coach Station) via Bricket Wood, Brent Cross Centre, Childs Hill, Finchley Road Station, Lisson Grove, Baker Street Station, Marylebone George Street, and Marble Arch

Figure 2.2: Existing coach routes



2.1.5 Figure 2.2 shows current coach services that call at the airport. Similarly to the existing bus services, there is strong connection south of Luton towards London, and north towards Birmingham and Leeds, with a gap in coverage to the north-east.

3 POTENTIAL NEW SERVICES

3.1.1 This section outlines the potential bus and coach service additions or improvements that may be implemented as part of the proposals to support the Proposed Development in adhering to the GCG Limits and achieving the future TP mode share targets. A wide range of high-level interventions have been identified in order to improve accessibility to certain areas and increasing service frequency during particular hours of the day are shown in Table 3.1 and Figure 3.1. The rationale and source for these proposals are outlined in Section 4.

Table 3.1: Potential bus improvements

Route	Area	Intervention / Measure
New A100	East - Hitchin, Stevenage	New bus service: A100 with limited stops between the airport, Hitchin and Stevenage. Routeing will be based on the existing Arriva bus 100, with new stops at key urban areas and transport hubs. Expecting significant journey time improvements, reducing from currently 1 hour end-to-end to 40-45 minutes
Arriva 100	East - Hitchin, Stevenage	Additional stops: to increase access to key urban areas and transport hubs.
Arriva F70	West - Leighton Buzzard	Route extension and increased services: Additional route from the airport bus station to Leighton Buzzard. This would mean increasing current F70 frequency from hourly to half-hourly during the peak time.
Centrebus 230	West - Slip End, Caddington	Increased services: Increase early morning, late evening, Saturday and Sunday frequency, to improve employees and community access to the airport
Stagecoach MK1	North - Milton Keynes, Warden Hill	Increased services: Increase early morning, late evening, Saturday and Sunday frequency to improve access to north Luton employee hotspots like Barton-le-Clay, Warden Hill and Barnfield.
Grant Palmer 78	North - Upper Sundon	Route extension and increased services: Extend route to DART station (additional 3 minutes journey from Luton station bus interchange along the busway). Increase frequency during the day, early morning and late evenings, weekends
Grant Palmer 79	North - Shefford	Route extension and increased services: Extend route to DART station (additional 3 minutes journey from Luton station bus interchange along the busway). Increase frequency during the day, early morning and late evenings, weekends
Red Eagle X61	West - Aylesbury	Route extension and increased services: Currently terminates at Luton station bus interchange (town centre). Extend route (Aylesbury, Dunstable to Luton) to terminate at the airport bus station. Increase frequency from 1 bus per day to every three hours
Centrebus B	West - Downside	Route extension: Currently terminates at Luton station bus interchange (town centre). Extend route to terminate at the airport bus station.

Route	Area	Intervention / Measure
Centrebus E	West Toddington	Route extension and increased services: Currently terminates at Luton Interchange (town centre). Extend route to terminate at the airport bus station. Increase frequency from hourly to half hourly.

Figure 3.1: Potential new bus services

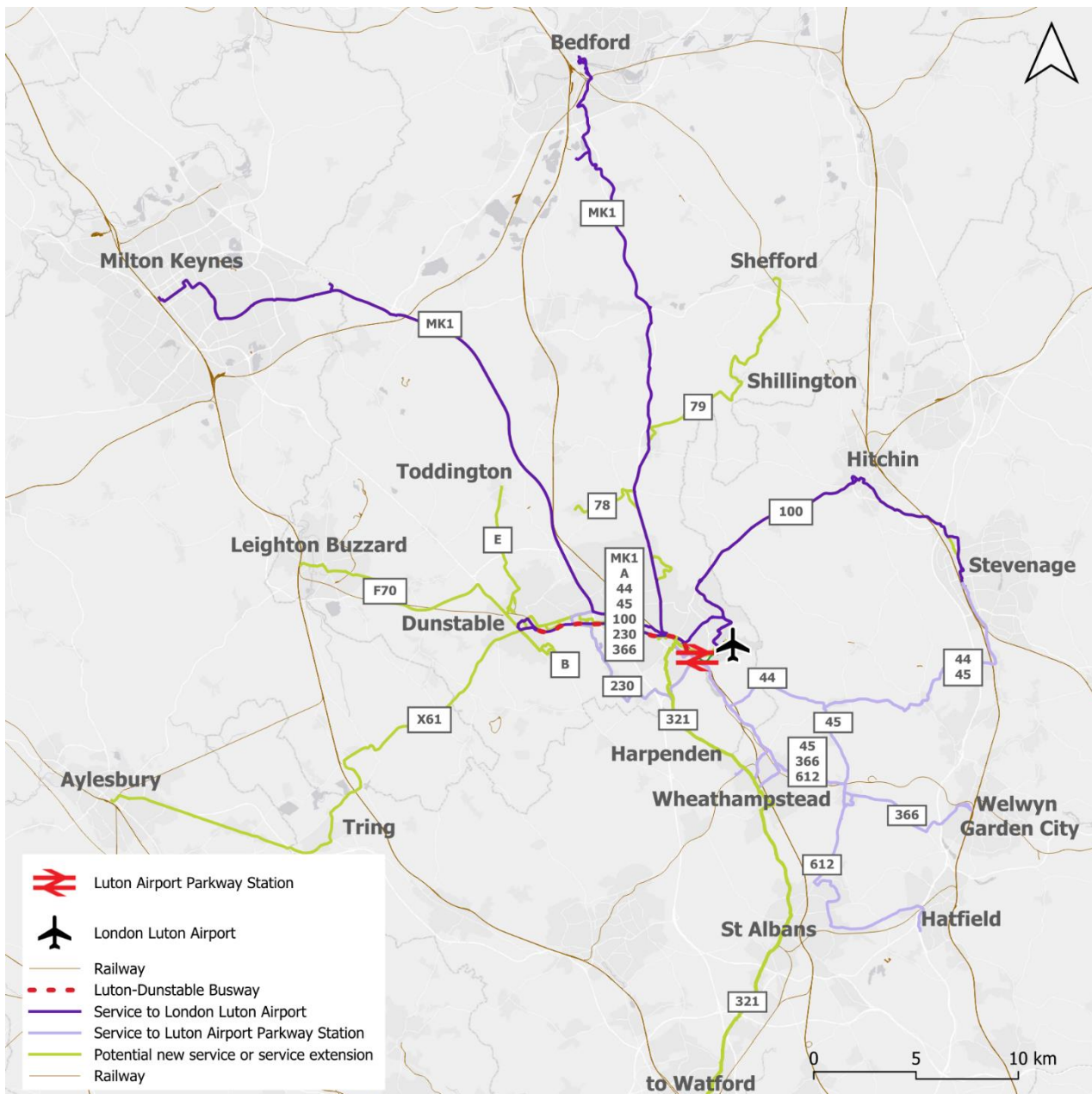
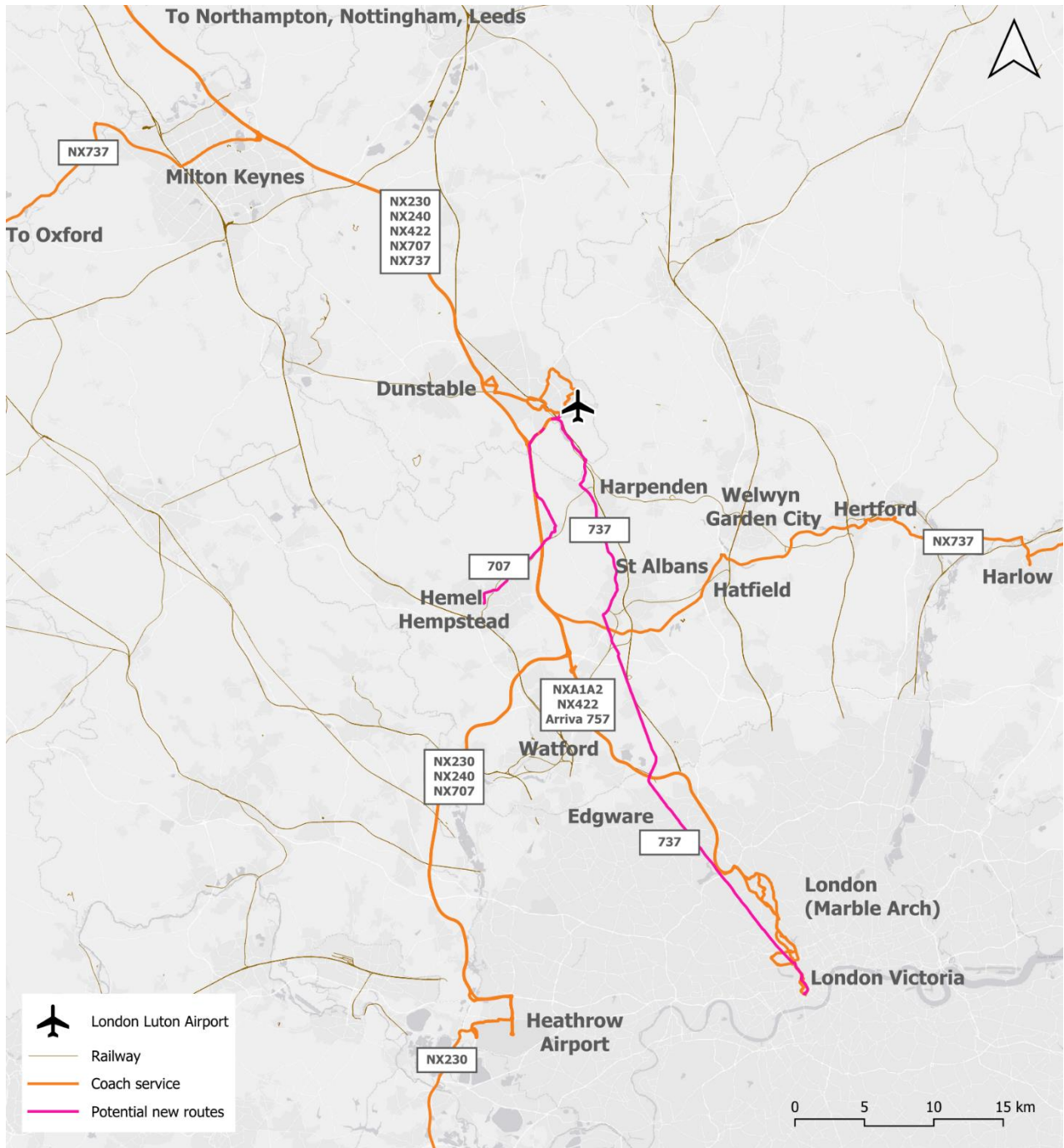


Table 3.2: Potential new coach services

Route	Target Area	Intervention / Measure
NX 737	Oxford and Cambridge	Increase frequency from 8 buses a day to hourly service. Extending service route to terminate at Cambridge
NX240	Leicester	Increase frequency from 11 buses a day to half hourly service
NX707	Birmingham	Increase frequency from 10 buses a day to hourly service
NX A31	Wandsworth	Increase frequency from 12 buses a day to half hourly service
NX240	Reading	Extend service route to call at Reading
Arriva 321	Watford	Extending service route to terminate at London Luton Airport

Figure 3.2: Potential new coach services



4 RATIONALE FOR NEW SERVICES

4.1 Source

- 4.1.1 Bus services and service improvements are derived from the toolbox of interventions and measures for bus, presented in Table 5.2 of the **Framework Travel Plan [REP4-044]**. The toolbox provides a wide range of high-level interventions, such as increasing accessibility to certain areas and increasing service frequency during particular hours of the day. A desktop review has been undertaken to examine their feasibility and identify suitable service routes and corridors for the potential improvements.
- 4.1.2 Coach service improvements were informed by the operator Coach Market Analysis Report produced in 2023 based on origins of airport passengers. The report identified notable gaps in existing coverage, particularly to the south-west and east of the airport. This report was developed by the airport operator to support the tendering process for new coach services to the airport.
- 4.1.3 Two of the three coach opportunities were taken forward to this study:
- a. Increasing frequency of existing coach services to Oxford, Leicester, Birmingham and Wandsworth.
 - b. Providing new direct connections to Aylesbury Vale, Cambridge, Reading, Stevenage and Watford by extending existing services.
- 4.1.4 The third opportunity, to improve frequencies for coach travel from Manchester, Sheffield, Wolverhampton and Dudley, was not taken forward to this study, as it was considered that significant passenger numbers from locations at such a distance from London Luton Airport are unlikely.

4.2 Accessibility analysis and benefits

- 4.2.1 A travel time accessibility model was developed to assess the potential new public transport services and how they would improve accessibility to the airport.
- 4.2.2 The model was first used to identify existing catchments by bus, coach, and rail to the airport, by calculating the shortest time taken by travellers to travel to or from the airport by the fastest public transport mode. These catchments are shown in Figure 4.1, where purple hexagons are areas most quickly accessed from the airport by bus, yellow hexagons by coach, and green hexagons by rail.
- 4.2.3 The analysis found that the potential bus and coach improvements could increase geographic coverage of services as illustrated in Figure 4.2 and Figure 4.3, and reduce journey times as illustrated in Figure 4.4. The key benefits would be:
- a. Increased number of bus services arriving directly at the airport terminal
 - b. Increased service frequency during the day, particularly along longer distance routes
 - c. Extended service times to cover early morning and late evening.

4.2.4 Areas with the greatest potential improvements, as shown in Figure 4.4, include:

- a. Aylesbury – a new service with a journey time of around 1 hour
- b. Hitchin – 5-10 minutes journey time saving
- c. Stevenage, Letchworth and Welwyn – 10-15 minutes journey time saving
- d. Dunstable and Leighton Buzzard – 15-20 minutes journey time saving
- e. Shefford – 20-30 minutes journey time saving.

Figure 4.1: Existing catchment areas for bus, coach, and rail

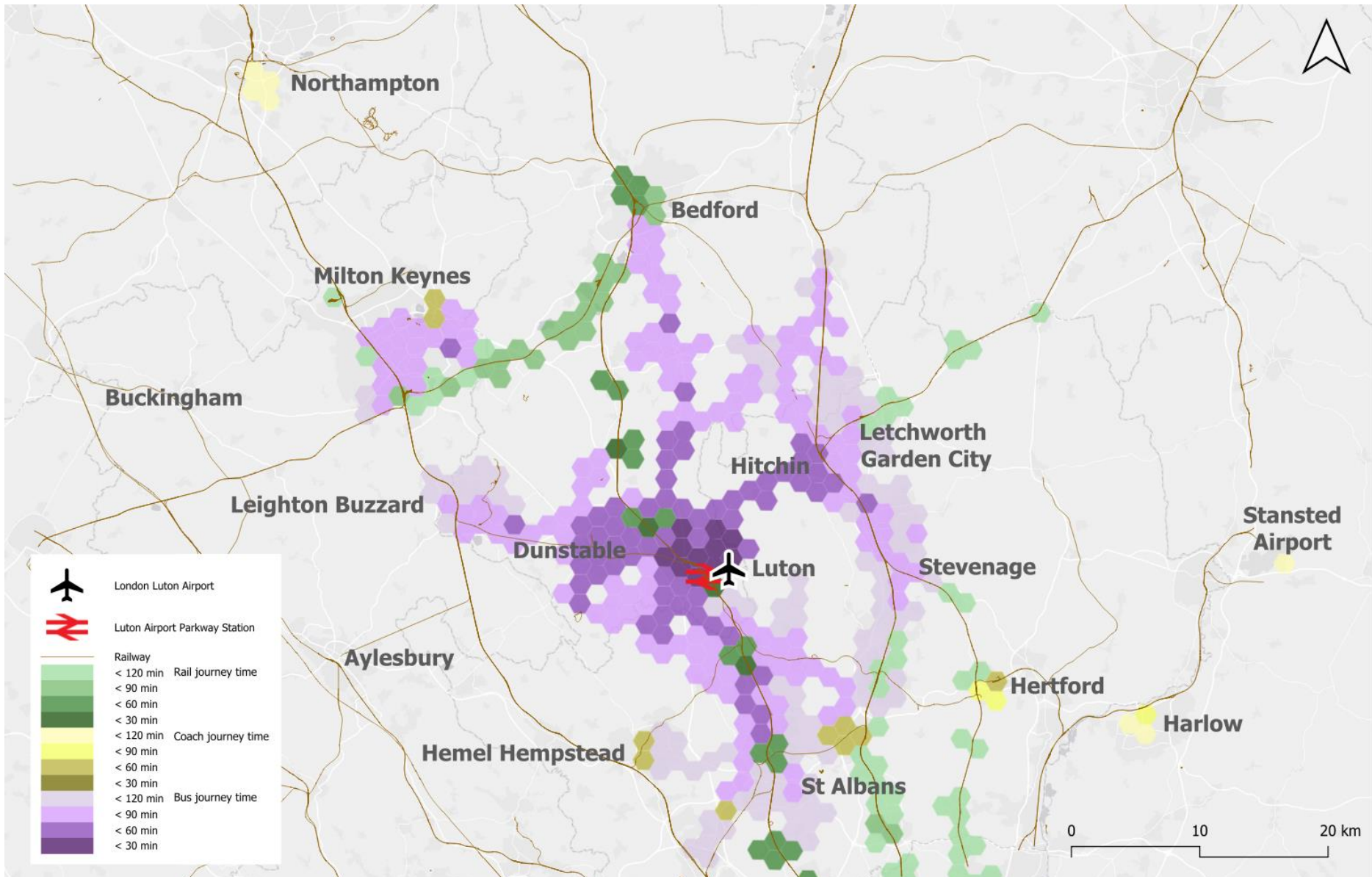


Figure 4.2: Existing bus catchment areas

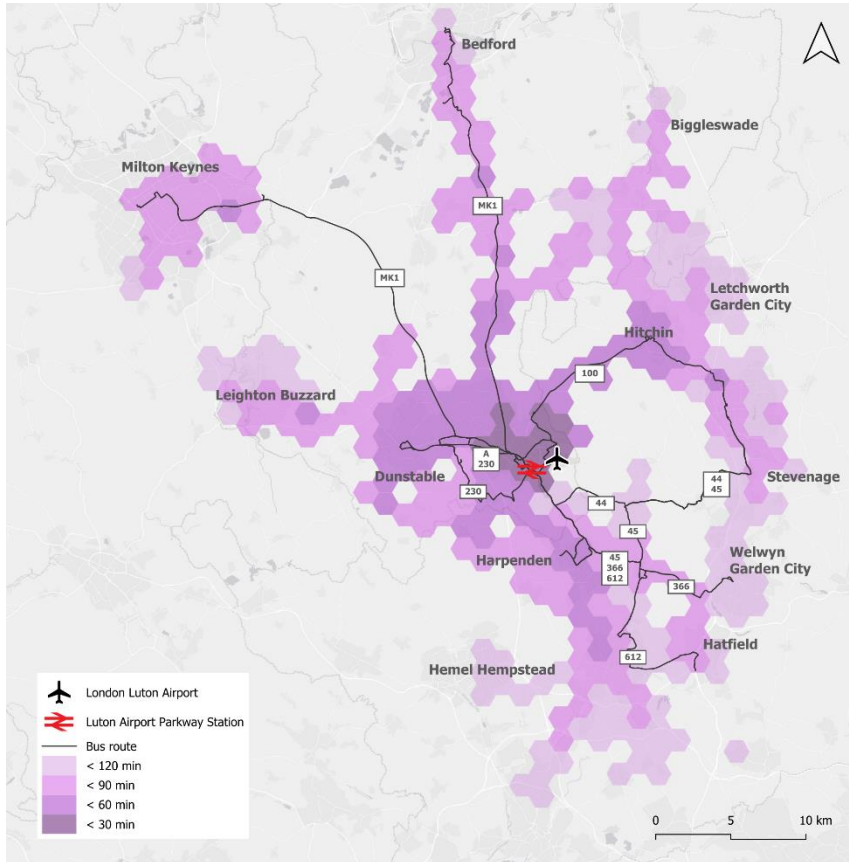


Figure 4.3: Potential future bus catchment areas

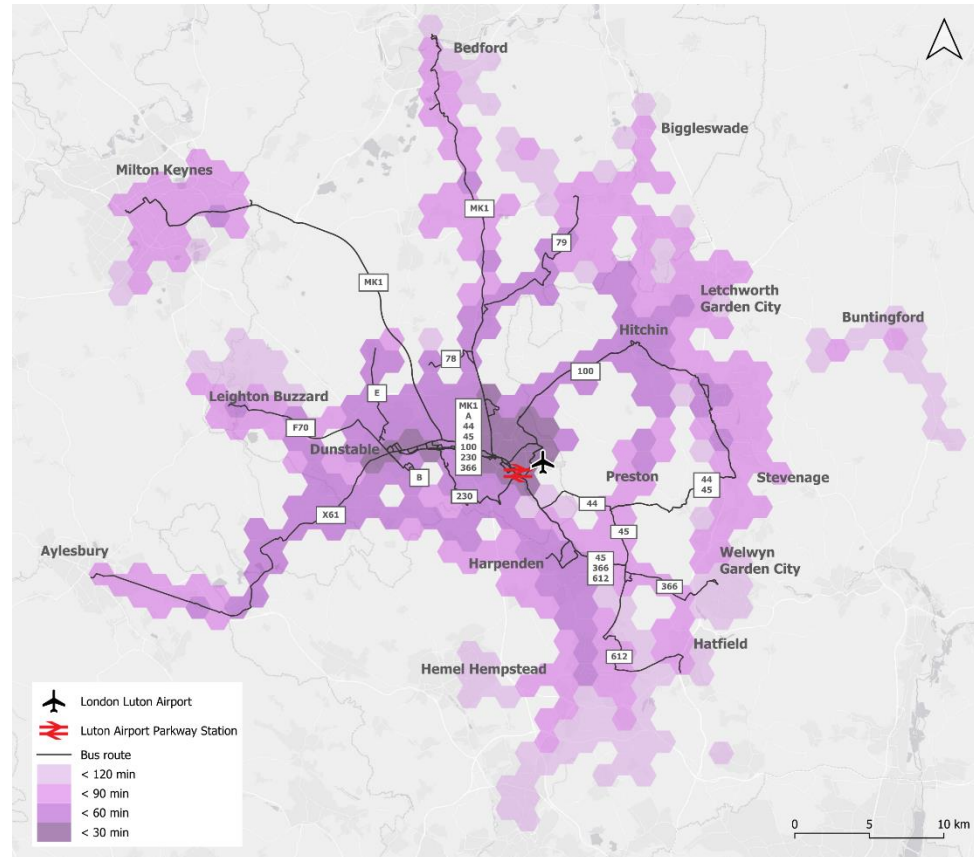
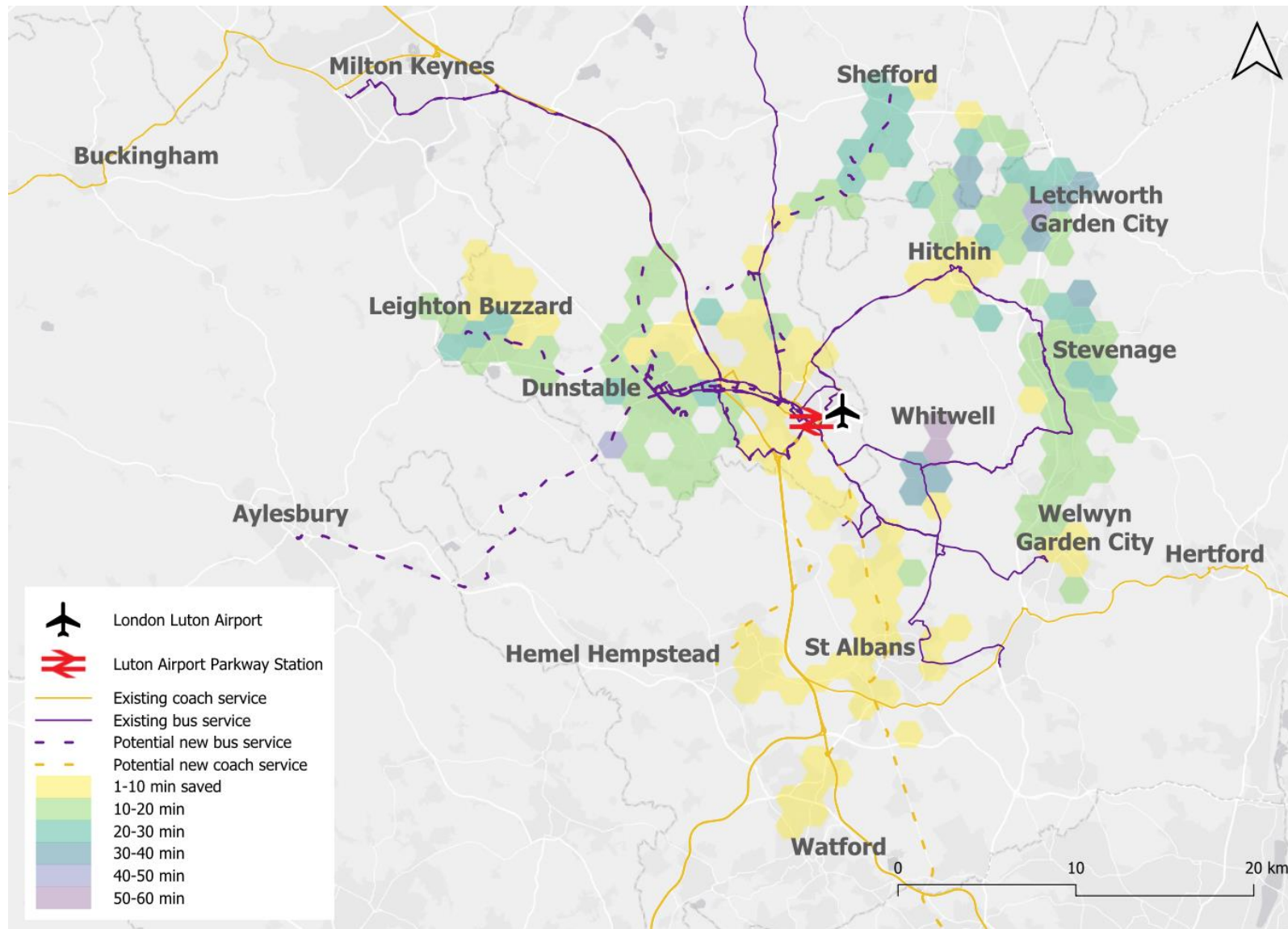


Figure 4.4: Journey time improvements with potential new bus and coach services



4.3 Prioritisation of potential new services

- 4.3.1 The potential new bus and coach services have been assessed on seven metrics, to inform which services or service improvements are the most desirable and hence should be prioritised for implementation relative to one another.
- 4.3.2 This process has been informed by a spreadsheet logit model, which was developed following WebTAG guidance to model the impact of the potential bus and coach interventions on potential demand.
- 4.3.3 For bus journeys, journey times have been calculated based on results from the travel time accessibility model. Ticket fares are usually assessed as part of the journey cost. However, they were not included in this model as England is currently operating a £2 bus fare cap until 31 December 2024. It is likely to be extended in the future.
- 4.3.4 These metrics include:
- a. Potential passenger public transport patronage
 - b. Potential staff public transport patronage
 - c. Increased access to the airport, in terms of increased coverage or improved journey time
 - d. Alignment with existing plans, policies, and Local Transport Authority aspirations
 - e. Ease of delivery, in terms of possibility for Enhanced Partnerships (an agreement between operators and LTAs for the delivery of bus services (Ref. 1) and appetite for delivery by operators
 - f. Journey cost for passengers, in terms of likely operation cost per passenger using the service
 - g. Journey cost for staff, in terms of likely operation cost per staff using the service.
- 4.3.5 The results of this assessment are presented in Appendix B: Potential new service prioritisation assessment in the form of a red-amber-green assessment. From this, it was determined that the following service and service improvements should be prioritised for funding and delivery:
- a. Bus Route 100, serving Hitchin and Stevenage
 - b. Bus Route B, serving Downside
 - c. Bus Route E, serving Toddington
 - d. Bus Route F70, serving Leighton Buzzard
 - e. Bus Route X61, serving Aylesbury
 - f. Bus Route 737, serving Buckingham.

5 NEXT STEPS

- 5.1.1 Future bus and coach market studies will consider the proposed services, and any other services that may be identified as appropriate for achieving sustainable mode shift and accessibility to the airport, in the future Travel Plans.
- 5.1.2 These may include:
- a. Bus Route X61 at a frequency of at least hourly, which is considered by Buckinghamshire Council to be the minimum frequency to be a viable service.
 - b. A high-speed bus or coach service between Aylesbury and London Luton Airport.
 - c. Any other services identified by members of the ATF Steering Group.

6 CONCLUSION

- 6.1.1 This study demonstrates that there are gaps in the current bus and coach network, particularly around east-west connectivity, which present significant opportunities for improving public transport accessibility and mode share.
- 6.1.2 There are a number of proposed improvements to existing services and new bus and coach routes that may be implemented to support with maximising sustainable mode share in relation to the Proposed Development, and provide accessibility for areas identified as having gaps. A long list of potential new and improved bus services is outlined in Table 5.2 of the **Framework Travel Plan [REP4-044]**, and coach service improvements are derived from the Coach Market Analysis Report undertaken by the airport operator in August 2023 (Ref. 2).
- 6.1.3 Potential bus service improvements identified for prioritisation in Appendix B: Potential new service prioritisation assessment include a new bus route linking the airport to Hitchin and Stevenage; extensions of existing routes to Leighton Buzzard and from Upper Sundon, Shefford, Downside and Toddington; and increased frequency on a number of routes.
- 6.1.4 Potential coach service improvements include enhancing existing services to Oxford, Leicester, Birmingham, and Wandsworth; and introducing new connections to Aylesbury Vale, Cambridge, Reading, Stevenage, and Watford.
- 6.1.5 New and improved bus and coach services identified and selected through the ATF Steering Group would be funded through the **Sustainable Transport Fund [REP7-042]**.
- 6.1.6 These improvements would increase the geographic coverage of bus and coach accessibility within the airport's catchment areas, as shown in Figure 4.2 and Figure 4.3, particularly to Aylesbury, Buntingford, and Preston; and improve bus and coach journey time as shown in Figure 4.1, particularly to Hitchin, Stevenage, Letchworth, Welwyn, Dunstable, Leighton Buzzard, and Shefford.
- 6.1.7 This study will be used to inform the first Travel Plan issued post-consent alongside more granular monitoring of surface access for passengers and staff.

- 6.1.8 It is proposed that every five years post-consent, in alignment with the Travel Plan timescales, the Applicant will commission a market study of bus and coaches accessing the airport to ensure that opportunities for new and improved bus and coach services are identified and reported to the ATF and ATF Steering Group. This will gauge the interest and planned services for bus and coach operators, as well as the propensity of travel behaviour change for conurbations within the airport's catchment areas to drive mode shift in travel to and from the airport, as the Proposed Development progresses. Relevant authorities can bring proposals for new or improved routes to the ATF Steering Group for consideration of funding through the STF.

GLOSSARY AND ABBREVIATIONS

Term	Definition
Proposed Development	The expansion of London Luton Airport to 32 mppa
mppa	Million passengers per annum
the Applicant	Luton Rising, a business and social enterprise owned by a sole shareholder, Luton Borough Council, for community benefit
LTA	Local Transport Authority
FTP	Framework Travel Plan
DCO	Development Consent Order
ATF	Airport Transport Forum
ATF Steering Group	A select group of members of the ATF to play a greater role in decision making regarding surface access to the airport
STF	Sustainable Transport Fund, which outlines how funding will be provided for sustainable transport improvements
DART	Direct Air-Rail Transit, a rail service linking Luton Airport Parkway Station with London Luton Airport
CAA	Civil Aviation Authority
LLAOL	London Luton Airport Operations Ltd, the airport operator
MSOA	Middle layer Super Output Areas are the mid level of geographical area for census statistics. Each MSOA comprise between 2,000 and 6,000 households and have a population between 5,000 and 15,000 people. They fit within local authority boundaries.
Enhanced Partnership	A statutory agreement between a bus operator and LTA to deliver bus services, under the Transport Act 2000

APPENDIX A: DETAILS ON EXISTING SERVICES

Table A.1: Local buses (direct from airport bus station)

Operator	Route no	Route	Peak frequency	Daytime frequency	Mon- Fri (bus per day)	Sat (bus per day)	Sun (bus per day)
Arriva Beds and Bucks	A	Luton Airport to Dunstable town centre, via Luton Airport Parkway station, Luton Station Interchange, Clifton Road, Chaul End Lane, Station Road, Jeans Way,	10 minutes	10 minutes	90	78	58
Stagecoach	MK1	Bedford bus station to Milton Keynes rail station, via Elstow, Wixams, Wilstead, Clophill, Silsoe, Barton-le-Clay, Luton Station Interchange, Wigmore, Luton Airport, Challney, Magna Park Amazon, Kingston Lasborough Road	Hourly	Hourly	15	15	13
Arriva Herts and Essex	100	Luton Station Interchange to Stevenage Bus Station, via Luton Airport bus station, Wigmore, Stopsley, Hitchin, Coreys Mill Lister Hospital, and Stevenage Old Town.	Half-hourly	Hourly to half-hourly	23	17	6

Table A.2: Local buses (from Luton Airport Parkway station)

Operator	Route no	Route	Peak frequency	Daytime frequency	Mon- Fri (bus per day)	Sat (bus per day)	Sun (bus per day)
Centrebus	230	Caddington, Slip End and Luton Circular, via Luton Airport Parkway station and Luton Bus Interchange	Hourly	Hourly	15	9	n/a
Centrebus	366	Luton Station Interchange to Welwyn Garden City via Luton Church Street, Luton Airport Parkway station, East Hyde, Harpenden, Roundwood Park School, Batford, Marshalls Heath, Wheathampstead, and Lemsford	N/A	N/A	1	0	0

Operator	Route no	Route	Peak frequency	Daytime frequency	Mon- Fri (bus per day)	Sat (bus per day)	Sun (bus per day)
Centrebus	44	Luton Station Interchange to Stevenage Bus Station via Luton Church Street, Luton Airport Parkway station, Newmill End, Chiltern Green, Peter's Green, Kimpton, Codicote, Nup End, and Knebworth	Every 2 hours	Every 2 hours	3	4	0
Centrebus	45	Luton Station Interchange to Stevenage Bus Station via Luton Church Street, Luton Airport Parkway station, Newmill End, Harpenden, Batford, Marshalls Heath, Blackmore End, Kimpton, Codicote, Nup End, and Knebworth	N/A	N/A	2	0	0
Universitybus Ltd	612	Luton Station Interchange to Hatfield via Luton Church Street, Luton Airport Parkway station, Newmill End, East Hyde, Batford, Marshalls Heath, Wheathampstead, Sandridge, Marshalswick, and Oaklands	N/A	N/A	1 (during University term-time only)	0	0

Table A.3: Other local buses (from Luton town centre)

Operator	Route no	Route	Peak frequency	Daytime frequency	Mon- Fri (bus per day)	Sat (bus per day)	Sun (bus per day)
Arriva Beds and Bucks	31	Luton Station Interchange to Dunstable, via Chillney, Lewsey	Every 20 mins	Every 20 mins	52	23	18
Arriva Beds and Bucks	32	Luton Station Interchange to Hockwell Ring, via Maidenhall, Leagrave	Every 30 mins	Every 30 mins	28	28	9
Grant Palmer	78	Luton Station Interchange to Lower Sundon, via Bushmead, Warden Hill, Streatley, Upper Sundon	Irregular	Irregular	2	2	0

Operator	Route no	Route	Peak frequency	Daytime frequency	Mon- Fri (bus per day)	Sat (bus per day)	Sun (bus per day)
Grant Palmer	79	Luton Station Interchange to Shefford, via Warden Hill, Streatley, Barton-LI-Clay, Higham Gobion, Shillington, Meppershall	Every 2-3 hours	Every 2-3 hours	4	4	0
Arriva Beds and Bucks	F70	Luton Station Interchange to Milton Keynes, via Dunstable, Leighton Buzzard, New Leys, Bletchley, Mount Farm Stadium	Hourly	Hourly	18 (only 13 to MK)	18 (only 13 to MK)	Sun – 7 (only 5 to MK)
Arriva Beds and Bucks	F77	Luton Station Interchange to Milton Keynes, via Dunstable, Tilsworth, Stanbridge, Leighton Buzzard, Stoke Hammond, Bletchley, Mount Farm Stadium, Walton Hall	Hourly	Hourly	12 (only 11 to MK)	12 (only 11 to MK)	No Sun
Centrebus	10	Luton to Marsh Farm via Biscot and Limbury Mead	Every 10 minutes	Every 10 minutes	62 (only 2 to Luton Station Interchange, the rest to Luton town centre)	22 (only to Luton town centre)	No Sun
Centrebus	10A	Luton to Marsh Farm via Biscot and Runfold Laburnum Grove	N/A	N/A	1	0	0
Arriva Herts and Essex	101	Luton Station Interchange to Stevenage Bus Station, via Stopsley, Lilley, Great Offley, Hitchin, Little Wymondley, Coreys Mill Lister Hospital, and Stevenage Old Town.	20 minutes	40 minutes	24	22	8
Arriva Beds and Bucks	12	Luton Church Street to Stopsley via Luton Station Interchange	10 minutes	12 minutes	75	64	31
Arriva Beds and Bucks	13	Luton Church Street to St Annes circular	Hourly	Hourly	6	8	0
Arriva Beds and Bucks	14	Luton Church Street to Round Green circular	Hourly	Hourly	15	9	0

Operator	Route no	Route	Peak frequency	Daytime frequency	Mon- Fri (bus per day)	Sat (bus per day)	Sun (bus per day)
Arriva Beds and Bucks	321	Luton Station Interchange to Watford, via St Albans	20 minutes	20 minutes	50	43	16

Table A.4: Coach services to London Luton Airport

Operator	Route no	Route	Mon- Fri (bus per day)	Sat (bus per day)	Sun (bus per day)	Typical fare
National Express	A1	Luton Airport to London Victoria Coach Station, via London (Marble Arch).	23	23	23	£10.00
National Express	A2	Luton Airport to London Victoria Coach Station, via London stops (Golders Green, Finchley Road and Frognal, Finchley Road, St John's Wood, Baker Street, Paddington Station, Marble Arch, and Victoria Rail Station)	48	48	48	£10.00
National Express	A31	Luton Airport to Fareham, via Southsea, Portsmouth, Guildford, (London) Wandsworth, London	12	12	12	£15.00
National Express	230	Derby to Gatwick Airport via Nottingham, Leicester, Milton Keynes, Luton Airport, and Heathrow Airport.	9	9	9	£20.00
National Express	240	Heathrow Airport to Bradford via Luton Airport, Milton Keynes Coachway, Leicester (Fosse Park), Leicester, Nottingham, Chesterfield, Sheffield (City Centre), Sheffield (Meadowhall), and Leeds.	2	2	2	£28.50
National Express	422	London Victoria Coach Station to Manchester via London (Golders Green), Luton Airport, Milton Keynes Coachway, Coventry, Birmingham Airport, Birmingham, Dudley, Wolverhampton, Penkridge, and Manchester Airport.	1	1	1	£43.00
National Express	707	Heathrow Airport to Birmingham via Hemel Hempstead, Luton Airport, Luton, Luton (Challney), Milton Keynes Coachway, Northampton (Queen Eleanor Interchange),	10	10	10	£23.00

Operator	Route no	Route	Mon- Fri (bus per day)	Sat (bus per day)	Sun (bus per day)	Typical fare
		Northampton (Far Cotton), Northampton (North Gate Bus Station), Northampton (Victoria Street), Coventry, and Birmingham Airport.				
National Express	737	Oxford to Stansted Airport, via Milton Keynes Coachway, Luton (Challney), Luton, Luton Airport, Hatfield, Hertford, and Harlow.	8	8	8	£15.10
Megabus (Operated by Arriva Greenline)	A757	Luton Airport to London (Victoria Coach Station) via Bricket Wood, Brent Cross Centre, Childs Hill, Finchley Road Station, Lisson Grove, Baker Street Station, Marylebone George Street, and Marble Arch.	31	31	31	£11.61

APPENDIX B: POTENTIAL NEW SERVICE PRIORITISATION ASSESSMENT

Type	Route	Major conurbations served	Increase passenger patronage	Increase staff patronage	Increase access to the airport	Alignment with existing aspirations	Ease of delivery	Cost per journey (pax)	Cost per journey (staff)
Bus	100*	East - Hitchin, Stevenage	Green	Green	Orange	Green	Orange	Green	Green
Bus	B*	West - Downside	Orange	Orange	Orange	Green	Green	Green	Green
Bus	E*	West - Toddington	Orange	Orange	Orange	Green	Green	Orange	Green
Bus	F70*	West - Leighton Buzzard	Green	Orange	Green	Green	Orange	Orange	Green
Bus	X61*	West - Aylesbury	Orange	Orange	Green	Green	Orange	Orange	Orange
Coach	737*	North - Buckingham	Green	Orange	Green	Red	Green	Green	Green
Bus	78	North - Upper Sundon	Orange	Green	Green	Red	Orange	Orange	Green
Bus	79	North - Shefford	Orange	Green	Green	Red	Orange	Orange	Green
Bus	230	West – Slip End, Caddington	Orange	Orange	Orange	Orange	Green	Orange	Green
Bus	MK1	North - Milton Keynes, Warden Hill	Orange	Orange	Red	Green	Orange	Orange	Orange
Coach	707	South - Hemel Hempstead	Red	Red	Red	Red	Orange	Orange	Orange
Coach	A1	South - London Victoria	Orange	Red	Red	Red	Orange	Orange	Red

*Note services in **bold** are identified as priorities for implementation

REFERENCES

- Ref 1 The Bus Services Act 2017: Enhanced Partnerships
(https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1002507/national-bus-strategy.pdf)
- Ref 2 Coach Market Analysis Report, LLAOL, August 2023