

**From:** [John Smith](#)  
**To:** [Luton Airport](#)  
**Subject:** Re: The Proposed Expansion of Luton Airport - Examination Process  
**Date:** 04 February 2024 20:44:25

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Good evening Sian and Rammiel,

If I may, I would like to send in a response to the recent Luton Rising comments regarding rail transport, for the Examining Authority to consider.

**Reference: [Deadline 9 Submission - 8.177 Applicant's Response to Deadline 8 Submissions \(PDF, 1MB\)](#)**

From London Luton Airport Limited

36. [REP8-074] I.D. 11.3 page. 1 Luton Rising Statement: "The background demand forecast takes into account growth with 3.1% annual growth based on 2018/19 levels of rail demand. This was based on average demand growth prior to 2018."

**My Comments:** Luton Rising Statement: "The background demand forecast takes into account growth with 3.1% annual growth based on 2018/19 levels of rail demand. This was based on average demand growth prior to 2018." Comments and Questions: This is out-of-date, over 6 years' old and does not take into account the housing growth since then and also planned along the Thameslink and Midland Main Line routes and the additional passengers that will result. They have also completely ignored the additional passengers which will use the trains as a result of the new station which has opened, Brent Cross West (between Cricklewood and Hendon), nor the new stations planned at: Wixams (between Flitwick and Bedford), Ampthill (between Flitwick and Bedford), Clay Cross (between Chesterfield and Ambergate/Alferton), Irchester (Rushden Parkway, between Wellingborough and Bedford).

**Luton Rising response:** No further comment required – please see the response provided at ID 20.1 of Applicant's Response to Deadline 6 Submissions [REP7-063]. Please also see the updated Rail Impacts Summary [REP8-030] submitted at Deadline 8.

**MY NEW COMMENTS:**

Luton Rising are still living in the past. They just seem to ignore the facts and stick to some modelling dogma and do not take into account reality. They comment that more people are working from home but do not consider that the working population is rising in the City, where many Thameslink commuters work, which will result in more rail travellers. I urge the Examining Authority to read this recent article (4<sup>th</sup> January 2024) in The Evening Standard:

[All rise! Ten new towers planned for City of London skyline | Evening Standard](#)

Here are some extracts from the article:

Asked about the scale of demand for new office space, he said Bloomberg's "Pret

index”, which uses the sandwich shop’s sales figures to compare global cities, showed London’s economy had “come back harder and stronger” than rivals such as New York and Tokyo.

Peter Murray, co-founder of New London Architecture, said the new developments were “good news” and countered perceptions that “everything had stopped dead” due to the pandemic and economic downturn.

“The City of London is very different to most European ‘old town’ areas, such as Madrid, Rome and Paris, which are kept in aspic and hardly touched,” Mr Murray said. “The City of London has always been responsive to the needs of business.”

Best wishes.

Mr. John A. Smith  
Harpenden

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