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London Luton Airport Expansion

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**5.02 Appendix 18.3 Outline Construction Traffic
Management Plan**

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The Planning Act 2008

**The Infrastructure Planning (Applications: Prescribed Forms and Procedure)
Regulations 2009**

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

**5.02 APPENDIX 18.3 OUTLINE CONSTRUCTION
TRAFFIC MANAGEMENT PLAN**

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1 INTRODUCTION

1.1 Background

- 1.1.1 Luton Rising (a trading name of London Luton Airport Limited) (the Applicant) proposes to increase the capacity of London Luton Airport (the airport) to 32 million passengers per annum (mppa) (the Proposed Development).
- 1.1.2 This document is the Outline Construction Traffic Management Plan (CTMP) for the works to construct the Proposed Development and is provided as part of a suite of documents which make up the Environmental Statement (ES).
- 1.1.3 The Proposed Development builds on the current operational airport with the construction of a new passenger terminal and additional aircraft stands to the north east of the runway.
- 1.1.4 This will take the overall passenger capacity from 19 mppa to 32 mppa.
- 1.1.5 In addition to the above and to support the initial increase in demand, the existing infrastructure and supporting facilities will be improved in line with the incremental growth in capacity of the airport.
- 1.1.6 Key elements of the Proposed Development include:
- a. extension and remodelling of the existing passenger terminal (Terminal 1) to increase the capacity;
 - b. new passenger terminal building and boarding piers (Terminal 2);
 - c. earthworks to create an extension to the current airfield platform, the vast majority of material for these earthworks would be generated on site;
 - d. airside facilities including new taxiways and aprons, together with relocated engine run-up bay and fire training facility;
 - e. landside facilities, including buildings which support the operational, energy and servicing needs of the airport;
 - f. enhancement of the existing surface access network, including a new dual carriageway road accessed via a new junction on the existing New Airport Way (A1081) to the new passenger terminal along with the provision of forecourt and car parking facilities;
 - g. extension of the Luton Direct Air-Rail Transit (Luton DART) with a station serving the new passenger terminal;
 - h. landscape and ecological improvements, including the replacement of existing open space; and
 - i. Further infrastructure enhancements and initiatives to support the target of achieving zero emission ground operations by 2040¹, with interventions to support carbon neutrality being delivered sooner including facilities for greater public transport usage, improved thermal

¹ This is a Government target, for which the precise definition will be subject to further consultation following the Jet Zero Strategy, and which will require further mitigations beyond those secured under the Development Consent Order.

efficiency, electric vehicle charging, on-site energy generation and storage, new aircraft fuel pipeline connection and storage facilities and sustainable surface and foul water management installations.

- 1.1.7 A separate Outline Construction Workers Travel Plan (CWTP) has been prepared and forms **Appendix 18.4** of this ES [TR020001/APP/5.02]. The purpose of the CWTP is to minimise the transportation impacts of the Proposed Development during construction by seeking to restrain car usage, whilst simultaneously seeking to maximise the number of journeys made by walking, cycling, and public transport.

1.2 Purpose and Development of the Outline Construction Traffic Management Plan

- 1.2.1 This Outline CTMP has been prepared to identify the key matters that will need to be considered by the lead contractor during the logistical planning and execution of the construction works. The approved CTMP will be a 'live' document that will be prepared by the lead contractor, which substantially reflects the Outline CTMP, that will be regularly reviewed and updated to allow full and up-to-date consideration of any necessary changes to the planned works' programme and any comments and/or issues raised by interested parties and directed to the Applicant or the Traffic Management Working Group (see **Section 3**).

- 1.2.2 It is inevitable that with a development of this scale there will be an increase in the number of vehicle movements in and around the construction site. An important element in the control of any potential adverse environmental effects, during construction, caused through increased traffic movements will be the preparation and implementation of an approved CTMP. This will set out the arrangements and management practices that will be adopted to minimise the impact of increased traffic on the local road network and must be approved in writing by the relevant planning authority following consultation with the relevant highway authority on matters related to its functions prior to the commencement of the Proposed Development.

- 1.2.3 The approved CTMP will set out measures that will need to be adopted to manage construction traffic that will be operating into and out of a number of individual sites. The approved CTMP will have to recognise the need for the airport to continue operating without any disturbance from the construction activity. In this document there are references to both 'Site' and 'sites'. The former is used when referring to something that is not specific to an individual site.

1.3 Structure of document

- 1.3.1 This document comprises the following sections:
- a. Local highway network (**Section 2**);
 - b. Traffic Management Working Group (**Section 3**);
 - c. Traffic Management Measures (**Section 4**);

- d. Highway Safety (**Section 5**); and
- e. Monitoring of Construction Traffic (**Section 6**).

2 LOCAL HIGHWAY NETWORK

2.1 Introduction

2.1.1 This section provides a description of the highway network in the vicinity of the Site. The local transport network is shown in **Figure 18.1** of this ES [TR020001/APP/5.03].

2.2 Highway Network

- 2.2.1 The airport is located on the eastern side of Luton, 4km from the town centre. Landside access to the terminal is along Airport Way, which passes the mid-term car park and beneath a taxiway to feed a public transport hub (PTH), drop-off zone, taxi rank, Short Term Car Park, and some staff car parking near the terminal building. Access to other parts of the airport that includes the Long-Stay Car Park and the two general aviation terminals is along Percival Way/President Way. In addition to the connection with New Airport Way, Frank Lester Way provides a connection with Eaton Green Road to the north of the airport.
- 2.2.2 The airport is well located with respect to the strategic highway network. The current terminal is 4.6km from the Junction 10 of the M1 to which it is connected by the A1081 a dual carriageway road. The section of the M1 between Junction 10 and the crossing of the M25 at Junction 6A to the south has four lanes in each direction. South of Junction 6A the M1 is formed as a dual three lane carriageway. To the north of Junction 10 the M1 has three lanes in each direction with SMART motorway incorporating hard shoulder running when additional capacity is needed.
- 2.2.3 In March 2019, Luton Borough Council resolved that the planning application for Green Horizons Park (formerly New Century Park) and the Century Park Access Road (CPAR) be granted subject to referral to the Secretary of State for Transport and the satisfactory completion of a Section 106 Agreement. This access road would result in substantial changes to the internal airport highway network and links between the internal network and the external highway network.
- 2.2.4 At the time the 2019 Statutory Consultation was undertaken it had been the intention that the western section of CPAR between New Airport Way and Frank Lester Way would be constructed as part of the Green Horizons Park (formerly New Century Park) development but that powers to deliver the eastern section would be incorporated into the DCO in order to accommodate design changes to facilitate access to Terminal 2. However, the application for development consent now includes the full length of this new road that will provide access to the east of the airport and for the purposes of the application for development consent, this road is known as the Airport Access Road (AAR).
- 2.2.5 It is envisaged that AAR will start at a new junction on New Airport Way which will be controlled by traffic signals. It will pass over Airport Way, with no direct connection, and provide an alternative route to Percival Way, the eastern end of which will be closed, and a new link provided for traffic to transfer to AAR.

Percival Way will continue to provide access to the existing buildings that front onto it. The junction of AAR with the link to Percival Way will have a fourth arm that serves land that lies to the north of the road between this junction and Frank Lester Way.

- 2.2.6 AAR will meet Frank Lester Way at a new traffic-controlled junction that replaces the existing roundabout junction. AAR will continue eastwards along the line of President Way for approximately 250m before taking a more northerly route to a new roundabout that will have connections to the western part of the business park and also a new link to Eaton Green Road. Between this roundabout and the junction with New Airport Way, AAR will be constructed as a dual two-lane carriageway.
- 2.2.7 As part of the introduction of AAR, there will be changes to Percival Way and Frank Lester Way. The roundabout at the junction of Airport Way, New Airport Way, and Percival Way will be replaced by a new arrangement that will be controlled by traffic signals. Percival Way will no longer feed into this junction and will be diverted onto the line of Spittlesea Road which presently provides access to the Ibis Hotel and operates one-way (southbound). Frank Lester Way will become one-way northbound.

3 TRAFFIC MANAGEMENT WORKING GROUP

3.1 Composition

3.1.1 A traffic management working group (TMWG) will be formed as a forum for stakeholder engagement prior to commencement of the Proposed Development. Representatives from the Applicant, the airport operator, the lead contractor, Luton Borough Council (LBC), Central Bedfordshire Council (CBC), and Hertfordshire County Council who are the local highway authorities, and National Highways would be invited.

3.2 Responsibilities

- a. The TMWG will be responsible for monitoring the execution of the approved CTMP.
- b. The Applicant and the lead contractor will have overall responsibility for implementing, monitoring and the enforcement of the approved CTMP.
- c. The lead contractor will appoint a senior member of staff who will be the designated liaison officer responsible for the implementation, day-to-day management, and monitoring of the approved CTMP. That person's responsibilities would include being the principal point of contact on the site for all local groups, residents, and businesses regarding matters relating to transport. This liaison should also extend to contractors working on nearby sites with which there is the potential for there to be a cumulative impact from construction traffic.

4 TRAFFIC MANAGEMENT MEASURES

4.1 General

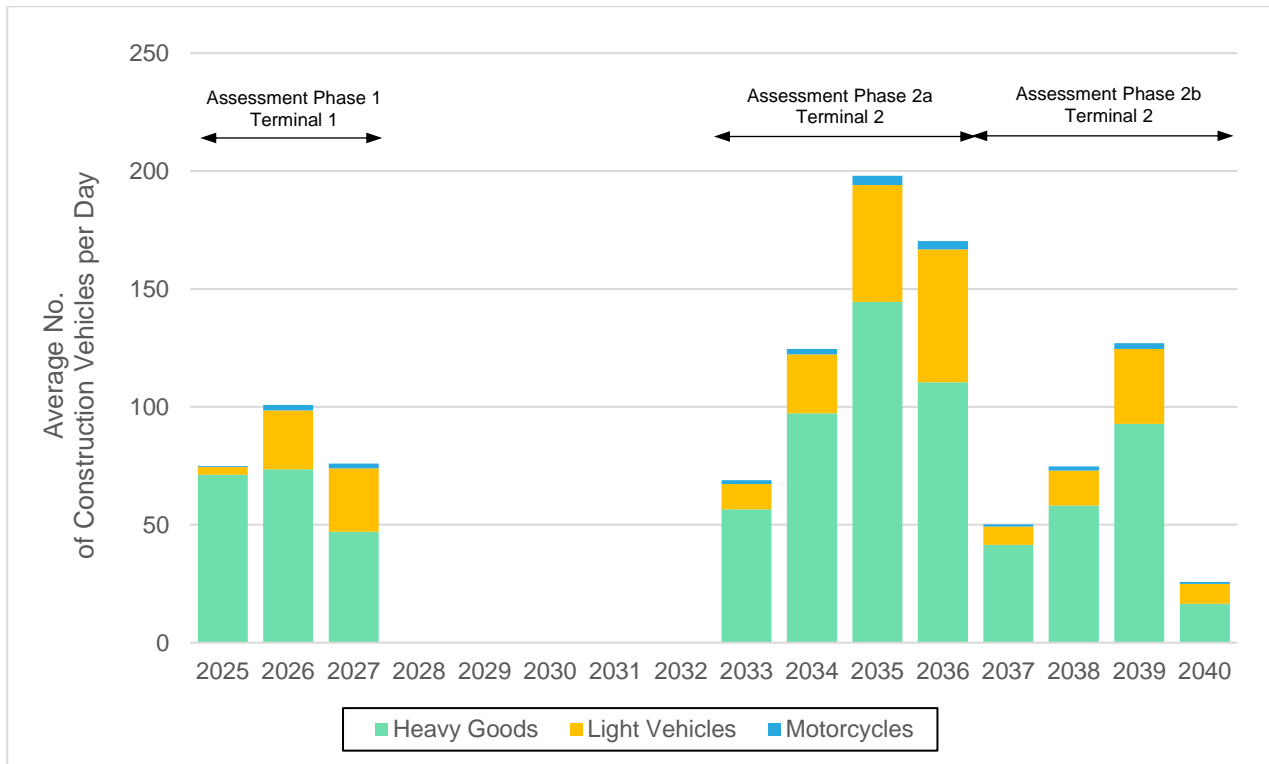
- 4.1.1 The construction of the Proposed Development is estimated to take place over a period of around sixteen years which would include a period of five years when there will be no construction activity.
- 4.1.2 **Table 4.1** provides information on average and total activity for the assessment phases based on estimates prepared for the preparation of the application documents.

Table 4.1: Construction traffic estimates

Assessment Phase	Duration (Quarters)	Total Vehicles (HGVs)	Average Vehicles per Quarter (HGVs)	Peak Vehicles in a Quarter (HGVs)
Phase 1	10	57,866 (43,477)	5,787 (4,348)	8,127 (5,933)
Phase 2a	16	145,887 (106,309)	9,118 (6,644)	15,333 (9,966)
Phase 2b	16	71,896 (54,199)	4,494 (3,387)	9,687 (7,072)
Overall	42	275,649 (203,985)	6,563 (4,857)	15,333 (9,966)

- 4.1.3 The number of vehicles serving the Site will vary throughout construction of the Proposed Development depending upon the actual delivery of the works. Although the lead contractor has not yet been appointed, based on work undertaken as part of the Construction Method Statement and Programme Report provided as **Appendix 4.1** of the ES [TR020001/APP/5.02], it is anticipated that at the peak of construction traffic activity there will be just over 150 vehicles per day arriving at and departing from the Site which results in just over 300 movements. Around three quarters of these vehicles would be HGVs. This is likely to result in a maximum hourly flow in the order of 30 HGV movements. The movement of construction vehicles will be discouraged during the normal peak traffic periods and the greatest volumes of construction traffic will occur between 10:00 and 16:00.
- 4.1.4 **Inset 4.1** shows the profile of the estimated average number of construction vehicles visiting the Site over the anticipated construction period as assumed for the purposes of assessment.

Inset 4.1 Profile of Daily Construction Traffic by Year (indicative)



- 4.1.5 As each stage of the construction programme is confirmed by the lead contractor, the approved CTMP will provide revised figures for the predicted HGV movements. It will also include the anticipated start and end dates for each phase of construction together with a description of the key works that will occur in each phase.
- 4.1.6 The lead contractor must agree with the Applicant and airport operator the protocol for construction vehicles entering the airside areas.
- 4.1.7 It will be a requirement that trained and competent traffic marshals will be in full time attendance during the hours of operation of the Site, which in general will be Monday to Friday 08:00 to 18:00 and Saturday 08:00 to 13:00. The traffic marshals will be responsible for ensuring that the arrival and departure of vehicles is managed in an orderly manner and construction related vehicles are not permitted to park on the adjacent public highway.
- 4.1.8 The traffic marshals will be responsible for the security of the Site accesses and will not permit unauthorised vehicles or persons to enter the Site.
- 4.1.9 Following appointment, the lead contractor will confirm the location of the accesses for the different sites and will produce swept path plans showing the movement of vehicles entering and leaving the sites that will be included in the approved CTMP. These drawings will also demonstrate how vehicles can manoeuvre within the sites so that they can enter and leave the site in a forward gear. The location of the traffic marshals will be clearly identified on the plans. These plans will cover the specific phase of the construction programme that the approved CTMP relates to.

4.2 Routing of Construction Traffic

- 4.2.1 Vehicles making deliveries to the Site or removing spoil or demolition material will travel by designated routes which will be confirmed in the approved CTMP.
- 4.2.2 A principal consideration when identifying designated routes will be the minimisation of travel along any road that does not form part of the Primary Route Network (PRN). It is also likely that when constructed AAR will form part of the designated route so that construction traffic avoids the residential area to the north of the airport as far as practicable. Prior to its completion, construction traffic travelling to and from a location to the east of Terminal 1 will be directed to use Percival Way.
- 4.2.3 Subject to agreement by the appropriate authorities it is envisaged the great majority of construction vehicles will approach the Site using the M1 and the A1081 (New Airport Way). For some origins/destinations such as the north Hertfordshire towns (Stevenage, Hitchin, Letchworth, and Baldock) and areas that would use the A505 corridor east of the A1 corridor to access the airport, a restriction on the use of the A602/A505 could require a diversion that would add an additional 60km or more to a round trip. For those vehicles where use of the A602/A505 corridor could be justified, appropriate restrictions, such as limiting the use of this corridor to the period between 10:00 and 16:00, would be agreed with the relevant highway authorities.
- 4.2.4 The lead contractor would ensure that all sub-contractors and suppliers are aware of the designated routes set out in the approved CTMP and comply with it. Any sub-contractors or supplier who fail to use the designated routes would be at risk of having its contract terminated.
- 4.2.5 Where appropriate, the lead contractor will provide haul routes through the sites for use by construction vehicles, to reduce the need to use public roads. Site access points will be positioned to enable the use of haul routes to be maximised, subject to safety considerations in the design and construction of appropriate access points.
- 4.2.6 The lead contractor will consult with the relevant highway authority regarding the layout and positioning of site accesses.
- 4.2.7 Where site accesses and at-grade crossings of public roads are required for construction vehicles, the lead contractor will provide traffic management measures as required and design these measures to avoid unnecessary delay to vehicles on the public road.
- 4.2.8 Where reasonable and practicable, construction vehicles will avoid travelling in convoys on public roads.
- 4.2.9 The lead contractor will also develop and implement a HGV management system during the construction of the Proposed Development, this will allow the lead contractor to track vehicle movements off site to ensure sensitive locations are appropriately protected.

4.3 Temporary Traffic Management Measures

- 4.3.1 The lead contractor will take appropriate actions, including the design and installation of traffic management schemes that will:
- a. accommodate the safe passage of traffic through any road works;
 - b. reduce the likelihood of traffic diverting onto alternative routes, which may have negative impacts upon the local community; and
 - c. mitigate potential impacts on the local community and keep delays and disruptions to traffic to a reasonably practicable minimum.
- 4.3.2 This will include temporary traffic signal control on local roads as may be necessary as part of the traffic management schemes. The lead contractor will avoid leaving traffic management measures in place unnecessarily.
- 4.3.3 The lead contractors will consult with the TMWG regarding the traffic management measures proposed and will undertake Road Safety Audits in accordance with the Design Manual for Roads and Bridges for complex or major traffic management schemes. Regular meetings will be held with the TMWG during the construction period.
- 4.3.4 The lead contractor will operate a CCTV system for use in monitoring temporary traffic management schemes, should this be necessary for the safe and effective monitoring of the schemes, maintaining traffic flow and operation of the vehicle recovery system.
- 4.3.5 The lead contractor will work with the relevant local authorities and police regarding monitoring and appropriate measures to address any issues associated with hazards created by the public parking on roads to view construction of the Proposed Development. This matter will also be considered by the TMWG.
- 4.3.6 The lead contractor will provide advance information to the public of any road closures.

4.4 Managing Site Deliveries

- 4.4.1 All Site deliveries are to be controlled through an Electronic Delivery Management System (DMS) that will be managed by the logistics contractor or lead contractor. Vehicle arrivals will be based on a strict just-in-time process for arrival on site. Consideration should be given to creating a registration of those who fail to comply with the arranged arrival time and these vehicles would then be refused access to the Site.
- 4.4.2 A central booking system should be used whereby all deliveries to or removals from the Site are to be booked to allocated time slots. Vehicles arriving outside of these arrangements which cannot be accepted onto Site should be refused access and required to re-book. No vehicles should be left unattended. Deliveries and collections during peak periods should be kept to a minimum. As part of the booking system all operators of vehicles that will visit the Site will be advised of the agreed routeing arrangements.

4.4.3 The lead contractors will set out the delivery procedures in the approved CTMP.

4.5 Abnormal Loads

4.5.1 Although Abnormal Indivisible Load deliveries to Site will normally be planned for outside normal working hours, it is possible that some abnormal deliveries, e.g. major items of plant and equipment, may have special delivery requirements that would require the activity to be undertaken during the normal operating hours. In all instances, such deliveries will be planned with appropriate highway authorities and the police and executed in compliance with those requirements.

4.5.2 The lead contractor will notify the police, the highway authorities or bridge and structure owners, as appropriate, in moving abnormal loads through the road network. The lead contractor will provide the Applicant with a schedule of abnormal loads prior to the first abnormal load movement being carried out. This schedule will be updated and re-issued to the Applicant as required throughout the construction period.

5 HIGHWAY SAFETY

5.1 General

- 5.1.1 An essential part of the CTMP will be to ensure that highway safety is maintained at all times, for all users.
- 5.1.2 The lead contractor will be responsible for ensuring that all drivers of HGVs undertake awareness training with particular attention paid to the safety of cyclists and other vulnerable road users.
- 5.1.3 No parking of construction related vehicles will be permitted on roads in the vicinity of the Site; all vehicles must be able to access the Site completely.
- 5.1.4 All vehicles should enter and leave the site in a forward gear.
- 5.1.5 Strict controls are to be in place to ensure that no debris from the Site passes onto the highway. Due to the layout and interfaces within the Proposed Development, the Site will have designated loading areas. These areas will also serve as wheel wash areas for vehicles leaving the confines of the sites during the demolition and substructure works. The lead contractor will ensure that mechanical road sweepers combined with water sprays will be dedicated to cleaning all access routes including public and airport roads and footpaths.
- 5.1.6 Pedestrian access to the Site will be segregated from any vehicle access.

5.2 Traffic Safety and Control Officer

- 5.2.1 The lead contractor will appoint a Traffic Safety and Control Officer whose responsibilities will cover:
- a. management and implementation of all temporary traffic management measures associated with the Proposed Development;
 - b. checking that all necessary equipment is in place and confirming that it is in working order;
 - c. ensuring compliance with all relevant health and safety directives in liaison with the lead contractor's Health and Safety Manager, relating to operations and live traffic;
 - d. management of the layout of site access points;
 - e. liaison with the relevant authorities, the traffic safety and control officers on adjacent sites and continued monitoring of the traffic management measures adopted; and
 - f. arranging for site inspections at regular intervals and checking that equipment is correctly maintained, and in the case of accidents or incidents having replacement signs, cones, bollards, and lights erected without delay.

6 MONITORING OF CONSTRUCTION TRAFFIC

6.1 Monitoring of the Approved CTMP

6.1.1 The lead contractor will undertake regular reviews of the effectiveness of the approved CTMP to ensure that the requirements set out therein are being achieved and any revisions undertaken.

6.1.2 A list of indicators will be agreed via the CTMP to monitor site targets. These indicators may include:

- a. total numbers of vehicle movement in set time periods – i.e. day, week, month;
- b. type of vehicle movement – i.e. waste, plant, material deliveries;
- c. distance travelled; and
- d. effectiveness of logistic management.

6.1.3 The results of this monitoring exercise should be combined with the results of the monitoring of the CWTP and reported to the TMWG in order to gain an overview of the construction traffic impact of the Proposed Development.

7 PRE-CONSTRUCTION CONDITION SURVEYS FOR A TRAFFIC MANAGEMENT PLAN

7.1 General

- 7.1.1 Pre-construction condition surveys will be required to be undertaken to inform a Traffic Management Plan. There are several aspects to consider when developing the CTMP. These key considerations have been identified extensively in this document.
- 7.1.2 The key surveys to consider while developing a CTMP are stated below:
- a. **Road Inspection:** A comprehensive assessment of road conditions is conducted, including the pavement, signage, road markings, and any existing traffic control devices. This helps establish a baseline for comparison during and after construction.
 - b. **Traffic Flow Analysis:** The current traffic patterns and congestion levels are analysed to understand the existing traffic dynamics. This information is crucial for developing an effective Traffic Management Plan that minimizes disruptions during construction.
 - c. **Safety Assessment:** The survey should evaluate the safety measures already in place, such as barriers, guardrails, and pedestrian crossings. This helps identify any deficiencies that need to be addressed for the safety of workers and the public.
 - d. **Environmental Considerations:** The survey should also consider any nearby environmentally sensitive areas that may be affected by construction activities. This includes assessing the impact on vegetation, water bodies, and wildlife habitats.
 - e. **Local Regulations and Standards:** The survey should comply with local laws, regulations, and standards governing traffic management and construction activities. This ensures that the Traffic Management Plan is aligned with the requirements set by the relevant authorities.
 - f. **Buildings condition/Dilapidation Survey:** This will be a holistic visual survey of existing buildings and structures in adjacency to site CDM areas, including structural and fabric condition. These surveys will be carried out prior to and following each assessment phase in order to separate out any damages related to each individual phase rather than the general wear and tear that is generally expected to occur to buildings across the long-term delivery timeframe of the Proposed Development.

GLOSSARY AND ABBREVIATIONS

Term	Definition
AAR	Airport Access Road
CBC	Central Bedfordshire Council
CCTV	Closed Circuit Television
CoCP	Code of Construction Practice
CPAR	Century Park Access Road
CTMP	Construction Traffic Management Plan
CWTP	Construction Workers Travel Plan
DCO	Development Consent Order
HGV	Heavy goods vehicle
Highway Interventions	Junction and road improvement works included in the Proposed Development for which consent is being sought as part of the application for development consent
LBC	Luton Borough Council
the Applicant	London Luton Airport Limited
LLAOL	London Luton Airport Operations Limited, the operators of London Luton Airport
the airport	London Luton Airport
Main Application Site	The area to the east of the airport where main works for the Proposed Development will take place. Excludes the Off-site Car Park and Highway Interventions.
lead contractor	The lead contractor on a construction/work site responsible for planning, managing and co-ordinating itself and all other contractors working on site
Primary Route Network	The primary route network (PRN) designates roads between places of traffic importance across the UK, with the aim of providing easily identifiable routes to access the whole of the country. The PRN is constructed from a series of locations (primary destinations) selected by the Department for Transport, which are then linked by roads (primary routes) selected by the local highway authority. The airport is designated as a primary destination.
Proposed Development	All works for which consent is being sought as part of the application for development consent, including works at the Main Application Site; Off-site Car Parks and Highway Interventions.
Site and site	The former is used when referring to something that is not specific to an individual site.
TMWG	Traffic Management Working Group