



Hertfordshire Host Authorities

HERTFORDSHIRE HOST AUTHORITIES' COMMENTS ON ANY FURTHER INFORMATION / SUBMISSIONS RECEIVED BY DEADLINE 10

London Luton Airport Expansion



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HERTFORDSHIRE HOST AUTHORITIES' COMMENTS ON ANY FURTHER INFORMATION / SUBMISSIONS RECEIVED BY DEADLINE 1010

London Luton Airport Expansion

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1 INTRODUCTION

1.1 PURPOSE OF THIS DOCUMENT

- 1.1.1. This document represents a table of responses by the Hertfordshire Host Authorities to certain further information and submissions made by the Applicant at Deadline 10, to be submitted at Deadline 11. It has been prepared jointly by Dacorum Borough Council (“DBC”), North Herts Council (“NHC”) and Hertfordshire County Council (“HCC”), in collaboration with their technical consultants, together as the “the Hertfordshire Host Authorities” to set out further comments considered necessary in detailing the impacts upon the local area of the Applicant’s proposed London Luton Airport Expansion Project (*“the Proposed Development”*).
- 1.1.2. This document should be read alongside the Hertfordshire Host Authorities Further Response to the Examining Authority’s Rule 17 Letter (dated 06 February 2024) also submitted at Deadline 11.



2 REP10-037 - OUTLINE TRANSPORT RELATED IMPACTS MONITORING AND MITIGATION APPROACH (TRIMMA) (TRACKED CHANGE VERSION)

Reference	Topic	Matters Raised	Hertfordshire Host Authorities Comment
Section 4.2	Surface Access	<p>The Applicant is proposing that the Sustainable Transport Fund (STF) is used in relation to fund any identified Mitigation Type 2 (MT2) mitigation measures via the Airport Transport Forum (ATF) Steering Group.</p> <p>Table 4-1 provides the following examples of measures that could use the fund:</p> <ul style="list-style-type: none"> • Junction capacity enhancements; traffic calming; parking controls. • The MT2 intervention must be evidenced, necessary and fairly and reasonably related to the Proposed Development. • The STF will be used to fund MT2 mitigations on the local highway network only with separate provisions relating to the strategic road network. • The costs associated with evidencing the MT2 mitigations that are agreed by the STF will be reimbursed. The ATF steering group members will be responsible for the delivery in accordance with the costs and agreed timeframe. <p>For a controlled parking zone (CPZ) which would be challenging to evidence, if the ATF Steering Group agree to the introduction of a CPZ the STF would fund the full process including consultation.</p>	<p>The Hertfordshire Host Authorities agree that this update by the Applicant regarding funding for residual impacts resolves their previously identified concerns in relation to the capped £1m fund for the Residual Impacts Fund (RIF).</p> <p>Also see comments made in relation to the STF [REP10-040].</p>



3 REP10-040 - SUSTAINABLE TRANSPORT FUND (TRACKED CHANGE VERSION)

Reference	Topic	Matters Raised	Hertfordshire Host Authorities Comment
Para 1.3 Para 2.3.11 Para 2.3.13 Para 2.3.14 Para 2.4.2	Surface Access	<p>Para 1.3 - The Applicant proposes in this updated STF that the fund will be used for both:</p> <ul style="list-style-type: none"> a. <i>'Interventions aimed at improving sustainable travel options for accessing the airport; and'</i> b. <i>'Interventions associated with Mitigation Type 2 (MT2).'</i> <p>Para 2.3.11 – the Applicant proposes to make available £1m pump-prime fund to support early implementation of bus services should they be evidenced and approved by the ATF Steering Group.</p> <p>Para 2.3.13 – the Applicant proposes that any surplus (uncommitted) funds at the end of any calendar year, up to 25% may be redistributed (at the discretion of the ATF Steering Group) to Community First or to the Community Fund.</p> <p>Para 2.3.14 If there is a surplus at the end of any calendar year following the throughput of passengers at the airport exceeding 31.5mppa, the ATF Steering Group may recommend to the operator that levies be reduced or removed as appropriate.</p>	<p>The Hertfordshire Host Authorities agree to the general principles of the STF being used to fund residual impacts associated with the Transport Related Impacts Monitoring and Mitigation Approach (TRIMMA) and that it will be provided in perpetuity until a decision is taken by the ATF to reduce or remove the parking levy provision after passenger throughput reaches 31.5mppa.</p> <p>The maximum 25% redistribution of excess STF monies to the Community First or the Community Fund is at the discretion of the ATF Steering Group. The Applicant should ensure that the terms of reference are sufficient to manage this process, taking on-board any upcoming expectation within the 5-year Travel Plan cycle in relation to draw on the fund, and the level of growth to ensure that sufficient funds for sustainable transport and residual impacts remain.</p> <p><i>In relation to text within para 2.4.2 "The ATF Steering Group will ensure that the funding of Travel Plan interventions and measures will take priority over the funding of the mitigation of residual traffic-related effects in any particular year. The ATF Steering Group will have discretion to fund necessary MT2 interventions provided that doing so does not have a significant detrimental effect on the ability to fund Travel Plan measures in any given year. As a result, MT2 interventions may not be funded immediately but be delivered at a time that does not have an unduly negative impact on the delivery of Travel Plan measures."</i></p> <p>The above paragraph could be at odds with mitigating airport impacts in a timely way as identified in the TRIMMA process. Whilst it is accepted that there needs to be a defined hierarchy for the funding allocation and that the Applicant's expectation is that all airport traffic impacts have been identified and mitigated through the modelling and application process, should this not be the case the Applicant should ensure the terms of reference in relation to the funding provision for the residual impacts are sufficient to enable implementation of mitigation measures on the highway network should they be of more pressing concern amongst the ATF Steering Group.</p>



4 REP10-042 - BUS AND COACH STUDY (TRACKED CHANGE VERSION)

Reference	Topic	Matters Raised	Hertfordshire Host Authorities Comment
Section 5	Surface Access	The Applicant has updated the document in accordance with the comments provided in [REP9-063].	The Hertfordshire Host Authorities welcome the update to the Bus and Coach Study [REP10-042] and the reference in Section 5 to the potential service amendments that could be beneficial in Hertfordshire. The Hertfordshire Host Authorities accept that there is a process in place to continue with developing the bus service development / enhancement plans as part of the ATF Steering Group.