

ED146C : NHDC Final response to Inspector’s Actions arising out of the Hearing Sessions

Matter 10 – Luton & Cockernhoe		
Action	Date on which Action Completed	Examination Doc Reference No.
<ul style="list-style-type: none"> NHDC to provide AECOM Technical Note confirming that the current Luton Airport permission was taken into account in modelling 	08/02/2018; Extract enclosed as Appendix M10(Lu)-1	ED97
<ul style="list-style-type: none"> NHDC to add Central Beds Reg 19 Draft Plan to Examination Library 	08/02/2018; Not re-provided in this note	ORD10

Appendix M10(Lu) – 1

ED97 (extract): Luton BC transport modelling re. inclusion of Luton Airport permission

TRA 001A Luton Local Plan: 2015 Pre-submission Transport Evidence



Capabilities on project:
Transportation

- 3.2 Planning data, in terms of housing, population and employment, is established in the existing version of CBLTM. The residential site data provided as part of the latest CBLTM development Uncertainty Log will be incorporated into the model to ensure that the quantum and spatial distribution of housing growth is representative of current plans.
- 3.3 There are 127 proposed development sites in total covering Luton. Each development site was located spatially within the model and the developments grouped together at a zonal level.
- 3.4 The level of certainty of development sites was provided by LBC during October 2015 as part of the updated Uncertainty Log and defines the difference between those options anticipated to be modelled. In addition, Option C includes developments in neighbouring authorities. The detail of this is specified above in Table 2 and Table 3.
- 3.5 Trip generation and attraction was calculated and attributed to the updated zone system, in line with the projections of growth. Since the purpose of the tests is to assess development proposals in line with the proposed Local Plan, the total growth will be retained and no overall constraint against TEMPRO/ NTEM will be undertaken.
- 3.6 The assumption for future growth outside of Luton will be in line with latest growth projections. This covers growth within the Central Bedfordshire as well as external traffic growth (i.e. growth generated externally, but passing through the modelled area).

Airport Demand

- 3.7 Existing highway demand for the airport would already be included in the model whilst future planned growth has been based on the 2028 traffic demand forecasts produced for Luton Airport³. The Airport planning application was predicted on the airport reaching 18 million passengers per annum by 2028, although based on the passenger increases in 2014 to 2015, it is anticipated this could be achieved by 2021. Based on this, LBC have advised that the 2028 airport demand is to be used for both the 2021 and 2031 forecast year options⁴. The data has been applied to the matrix following the furness methodology.

Transport Infrastructure Schemes

- 3.8 The modelled representation of committed and proposed infrastructure schemes has been considered in detail during the preparation and running of the Local Plan tests. The infrastructure included is shown in Table 4.
- 3.9 Some of the allocation of Central Bedfordshire schemes into the Luton Local Plan options will be dependent on the developments. For example, the North of Luton extension distributor roads are dependent to the North of Luton development; and the Houghton Regis North 2 Development distributor roads, Woodside Link and Poynters Road scheme (see Table 4 overleaf) are dependent to the Houghton Regis North Development.
- 3.10 The definition of the network schemes have been provided by LBC.
- 3.11 The Luton Airport Parkway Bus-Loop scheme, which has been included in previous Local Plan tests undertaken in 2013⁵, has been excluded from the scheme list for the 2031 options for this study as LBC has advised that this scheme is now unlikely to be implemented⁶.

³ London Luton Airport Planning Application – Transport Assessment, URS, November 2012

⁴ Confirmed by Keith Dove, via email, on the 8 March 2016

⁵ Luton Local Plan; Initial Transport Evidence Base, 2013

⁶ Confirmed by Keith Dove, via email, on the 23 February 2016