

London Luton Airport Surface Access Strategy - Update

Foreword

London Luton Airport (LLA) continues to grow. The airport now carries over six million passengers a year and employs approximately 8,000 staff. London Luton Airport Operations Ltd (LLAOL) is committed to facilitating a reduction in car dependency amongst these users, in line with Government guidance.

Long-term improvements to transport supply will largely depend upon the delivery of a number of major schemes outside the direct control of LLAOL, which have wider regional significance, including: East Luton Corridor scheme, Thameslink 2000, Luton-Dunstable Translink and the M1 widening scheme. A successful conclusion to the LTP Annex E submissions (Translink and East Luton Corridor) are of particular significance. LLAOL fully supports these proposals.

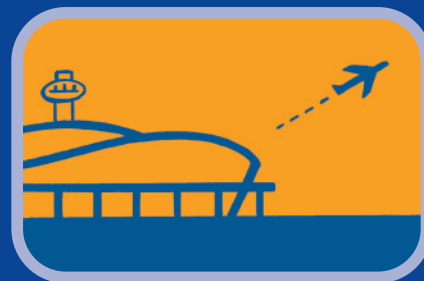
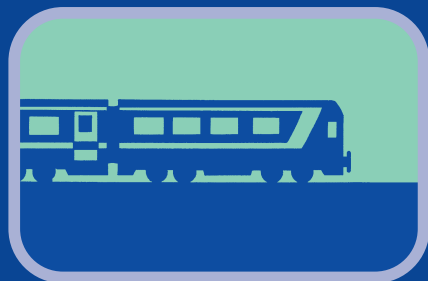
LLAOL's integrated transport vision is to develop and grow sustainably, as a multi-modal hub, minimising the ground transportation impact on the local community and airport users.

The Airport Surface Access Strategy (ASAS) published in July 2000 outlined our strategy and set targets for delivering the above objectives. This summary highlights LLAOL's continued commitment and progress towards these targets.

LLAOL has made significant progress with on-site companies, Luton Borough Council and other neighbouring local authorities, public transport operators and other interested parties to deliver our targets. A full list of achievements can be found in the ASAS Review, posted on LLAOL's web-site, www.london-luton.com



Paul Kehoe, Managing Director, LLAOL



Progress towards targets

Target	Status
to increase the proportion of air passengers travelling to and from the airport by public transport from 23% to 30%.	Achieved.
to control the amount of on-site air passenger parking spaces so as to support the above target.	Achieved.
to increase the proportion of employees travelling to and from the airport by foot or by bicycle from 4% to 5%.	Achieved.
to increase the proportion of employees travelling to and from the airport by public transport from 4% to 6%.	Achieved.
to undertake a comprehensive review of LLAOL-managed communal employee parking in light of forecast growth in employment.	To be completed by end 2001.
to implement a Travel Plan covering LLAOL staff by the end of 2000 and to encourage other employers to develop Travel Plans so that one in three on-site employees are covered by a company Travel Plan.	To be completed by end 2001.

Funding

The DETR publication, *Guidance on Airport Transport Forums (ATF) and Airports Surface Access Strategies (March 1999)* states an airport must declare any expenditure the ATF is looking to Government to fund.

LLAOL and our partners have committed significant finance to promoting integrated transport and working towards the ASAS targets. This funding has been used to improve existing infrastructure, build new infrastructure and develop incentives and initiatives which will contribute to our objectives.

LLAOL and LBC have now formulated a bid for submission through the LTP Annual Program Report (APR) process. The capital items included in the bid have been developed directly from the ATF and it's working groups, in line with Government policy and guidance. This package of measures makes up a funding bid of £193,000. The full details of this submission can be found in the finance forms of the LTP APR.

Building on Success

LLAOL is committed to developing LLA as a multi-modal hub. LLAOL will review our long-term targets and set interim targets to further develop integrated transport in and around LLA. Our long-term targets however, are partly dependent upon the delivery of a number of major schemes outside the direct control of LLAOL of its partners, which have wider regional significance:

East Luton Corridor Scheme, Luton-Dunstable Translink, Thameslink 2000, M1 widening, train operating company franchise renegotiations and East-West rail.

Conclusion

LLAOL and our partners are proud of the progress made towards our short-term targets. Our aim is to strive to surpass the long-term targets and continue to develop integrated transport in and around London Luton Airport.

It is imperative that these short-term gains are maximised by long-term commitment to public transport in the conurbation and the east of Luton. The two 'major' schemes currently being promoted by Luton Borough Council and Bedfordshire County Council hold the key to delivering long-term changes in travel behaviour.

Additional copies and further information:

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