

London Luton Airport Surface Access Strategy - Update

Foreword

The first Airport Surface Access Strategy (ASAS) published in July 2000 outlined our integrated transport strategy and set targets for delivery. The 2001 Update demonstrated the significant progress we have achieved. The 2002 Update highlights London Luton Airport's (LLA) performance with respect to our short-term targets and outlines a new set of long-term targets.

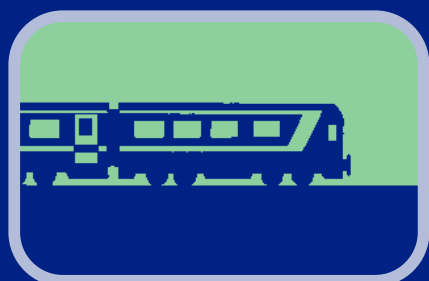
LLA awaits a positive conclusion to the London to South Midlands Multi-Modal and ORBIT studies, which will provide the strategic transport improvements necessary for the airport to continue to expand sustainably. Local schemes such as the East Luton Corridor and Luton-Dunstable Translink will further enhance access to the airport.

LLA's integrated transport strategy continues to take shape with more employees and passengers choosing public transport for their journey to the airport. This policy has been supported with significant investment by LLA in the airport infrastructure. However, our commitment continues and new long-term targets have been developed in recognition of the challenges ahead.

LLA will continue to work in partnership with Government, Luton Borough Council and other neighbouring local authorities, public transport operators and other interested parties to deliver effective and imaginative integrated transport solutions for all.



Paul Kehoe, Managing Director, LLAOL

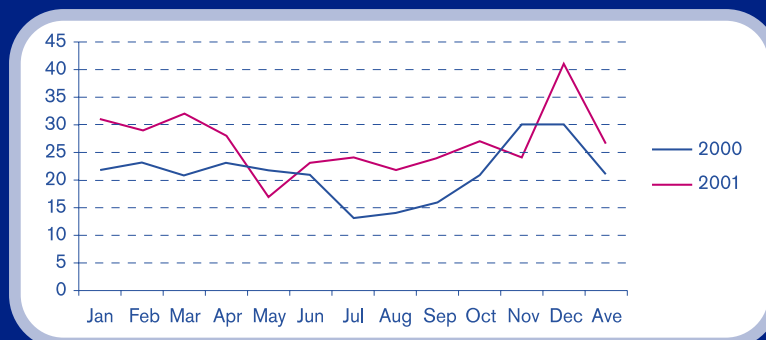


Progress towards targets

Target	Status
To increase the proportion of air passengers travelling to and from the airport by public transport from 23% to 30%.	See below
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.	Achieved
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.	Achieved

Targets

LLA has been largely successful in delivering our ASAS targets. In first ASAS, LLA expressed reservations with setting a passenger modal split target based on only three months worth of the data. This proved well-founded. The re-weighted 2000 CAA data indicates air passenger public transport modal share of 21% (not 23%). In 2001, this figure has risen to 27% (see table below). This demonstrates the seasonality of public transport patronage, although the trend is predominantly upward. In December 2001, 41% of our passengers used public transport!



Now that our short-term targets have largely been achieved a new set of targets are proposed. Based on LLA's experience of influencing and monitoring the ASAS, in consultation with the ATF Steering Group, the following challenging targets have been agreed to be reached by the end of 2006:

- **To increase the proportion of passengers travelling to and from the airport by public transport to 35% or above.**
- **To reduce the proportion of employees travelling to and from the airport by car alone to 60% or less.**

Funding

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

LLA has submitted a bid through the Local Transport Plan (LTP), Annual Progress Report (APR) process to support the further development of integrated transport (£360,000). The full details of this submission can be found in the finance forms of the Luton-Dunstable 2002/03 LTP APR.

Conclusion

LLA and the ATF are proud of our achievements. The revised long-term targets demonstrate our ongoing commitment to delivering fundamental change in the way users of our airport choose to get here. However, to ensure continual improvement, LLA needs a successful funding application and positive conclusions to the East Luton Corridor Scheme, Luton-Dunstable Translink, Thameslink 2000, M1 widening, train operating company franchise renegotiations and East-West rail.