Draft Local Transport Strategy and Local Transport Policies

(LTP4)

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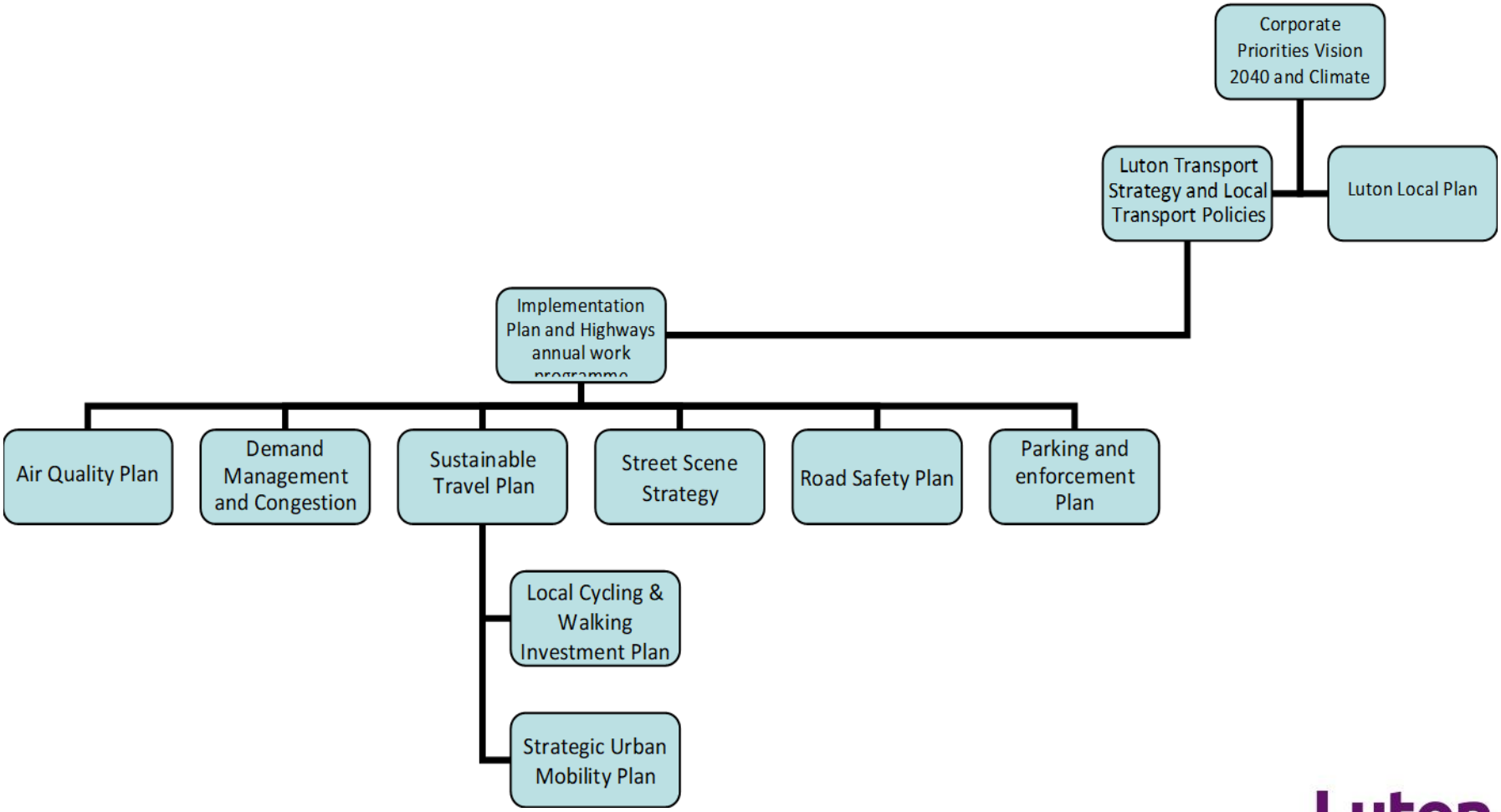
RailFuture October 2020

LTP in context



Luton

Challenges

- Increase in both in- and out-commuting - planned housing growth for delivery outside of its administrative area
- Congestion, air pollution and Road Traffic Collisions
- Old, narrow road network, high density
- High Single occupancy car journeys to work
- Relatively high low levels of walking and cycling – high obesity
- Increase in the number of children being driven to school
- Proportion of households without a car is relatively high and increasing

Opportunities pre/post covid

- Good connectivity to national and regional public transport networks;
- Rail usage is continuing to grow at the three Luton stations;
- Increase in people travelling to the airport by public transport;
- There is clearly scope to increase cycling levels;
- Low per capita road transport CO2 emissions predicted to continue declining;
- Improvements in footway condition and the number of accessible pedestrian crossings;
- Air Quality is improving; and
- There are opportunities for new forms of mobility, in particular ‘shared mobility’ in order to manage and reduce car ownership

Corporate Priorities

Focus on Climate change and decarbonising transport

Relationship to Vision 2040

- Accessibility to local high-quality jobs, goods and services
- Increase walking, cycling and public transport use
- Collisions and personal safety concern most in deprived areas
- Walking and cycling improves community health & wellbeing.
- Social responsibility & behavioural change to more active & sustainable travel

Local Transport Plan informs Local Plan Review

Climate Change

Draft action plan reported to Executive on 13 January 2020 sets out various opportunities to reduce CO_2 carbon emissions by:

- Encouraging more cycling, walking and public transport use, both by providing infrastructure and training.
- Investigating options to discourage cars from the town centre (e.g. user charging/workplace parking levy) and introducingTraffic Exclusion Zones around schools.
- Promoting the benefits of 'shared transport' including car club and car share.
- Providing more on-street charging infrastructure for electric vehicles and including renewable energy.
- Decarbonise public transport and the Council's fleet.

Transport Vision for 2040

Transport Vision for 2040

To make Luton carbon neutral and improve the quality of life and wellbeing whilst realising sustainable growth opportunities, we will connect residents and the business community with opportunities to live, work, learn and have fun by providing an integrated, safe, accessible and more sustainable transport system to enable active travel and reduce unnecessary car use, thereby improving air quality, enhancing the environment and improving health and quality of life for all.

Strategic Transport priorities

- Promote modal shift to more active travel and public transport (including lower fares and integrated ticketing on public transport and with other modes using Mobility as a Service) for local journeys

- improving quality of life and safety by enhancing streetscape and public realm;

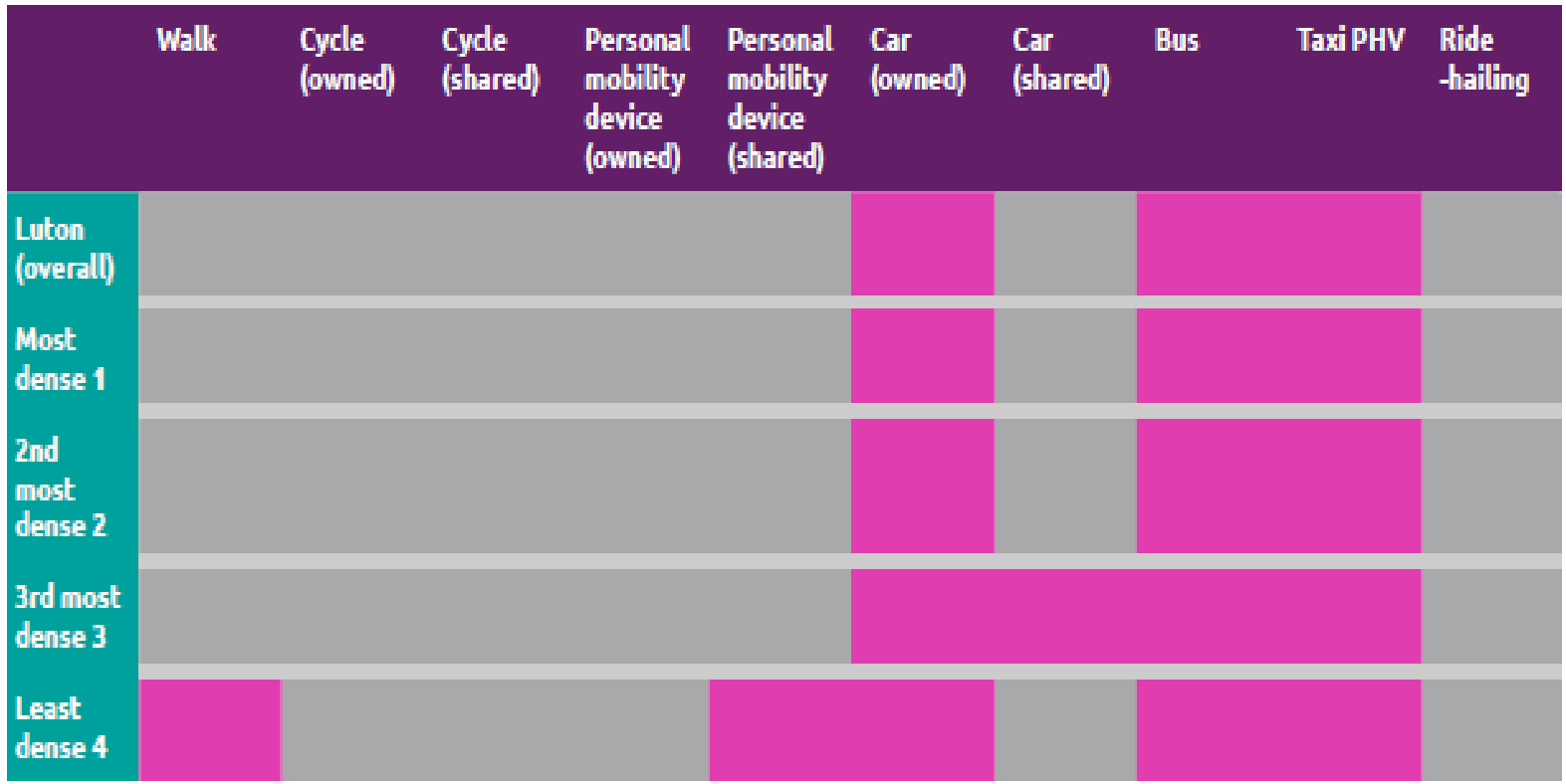
- meeting the mobility needs of different groups in the community to access local services and shared transport, in particular using 'Personas to identify appropriate new and innovative technologies; and

- Planning, to promote and design low carbon sustainable development linking with existing neighbourhoods and other focal points including the town centre and the nearest rail station.

Improving Streetscape

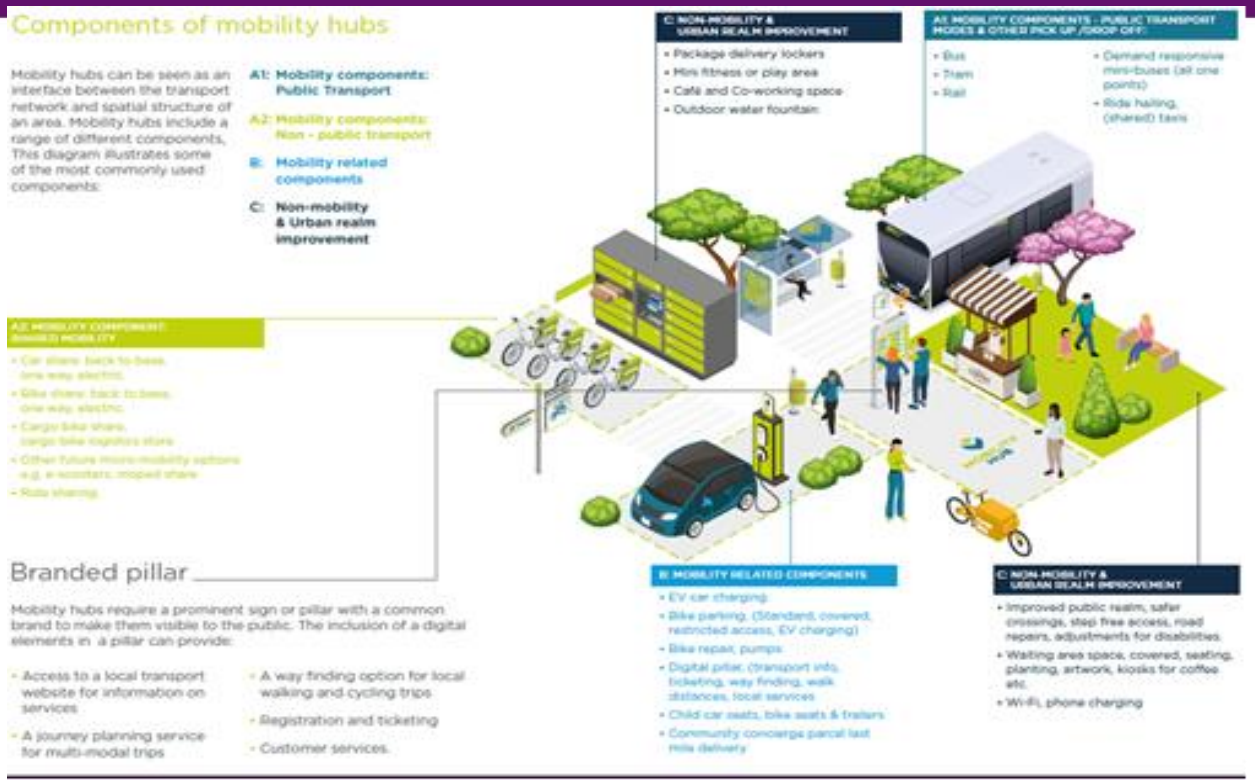
Luton

Likely response to mode



Luton

Mobility Hubs



Luton and Luton Airport Parkway Station and Leagrave Station

Proposed Park and Ride sites at Butterfield and Newlands Park.

Neighbourhood hubs for example in the Whipperley Ring area of Farley Hill, Hockwell Ring, St. Dominic's Square in Lewsey, and Futures House in Marsh Farm.

Rail priorities

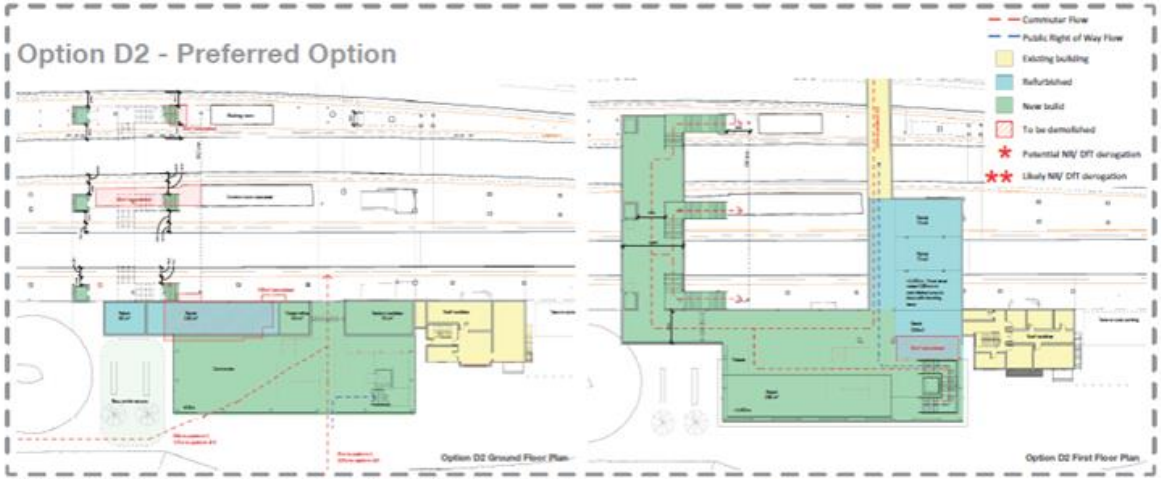
- Supports principle of East West Rail for passenger and strategic freight movements

- Seeks improving connectivity to/from East Midlands and South Yorkshire by stopping East Midland Intercity services at Luton

- Leagrave will have a more important role to play in serving the needs of development North of Houghton Regis and Luton

- Improving Luton Station
  - Phase 1 bridge and lifts to all platforms
  - Phase2 new station building and public realm improvements

Improving Luton station



Create a new concourse with stair and lift access to each platform from west of existing station building, distributing commuters to the centre of the platforms. Link the existing and new buildings on ground and concourse level with street facing ticket hall building.

Pros

- Stair and lift access to all platforms
- Provides new passenger routes to relieve congestion from pedestrian bridge
- Creates a visual way finding entrance
- Provides street presence to the newly refurbished station
- Architectural intervention creates a new presence to the urban context
- Creates additional lettable retail space
- New development phased to reduce disruption to passengers during construction
- Potential to phase construction to suit constructability, disruption or funding
- New structure clear of OLE stanchion
- Future proofing - potential to connect second stair on opposite side of platform bridge
- Delivers passengers towards the centre of the platform
- Pedestrian through route is a straight line and separate from platform access
- Central location on platforms of stairs and lift

Cons

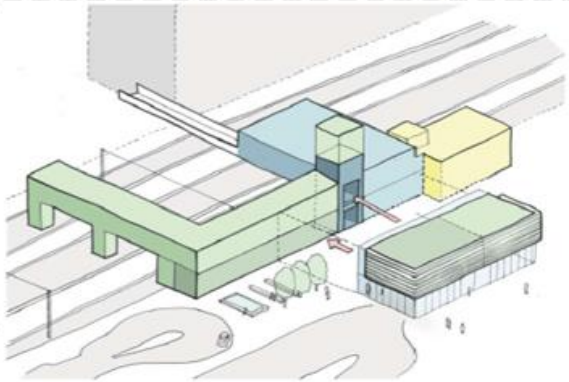
- Removes some platform amenities

Areas

Additional GIA	1,875sqm
Refurbish	570sqm
Demolish	240sqm

Retail and Staff Facilities

Loss	165sqm
Gain	930sqm



Transport Policies

Policy emphasis based on Active/Public Transport as alternative to single car use plus demand management, and role of street-scape and safety improvements in improving accessibility for all.

Each Policy section covers:

- Background (current situation and any Statutory Duties)
- The Policy itself and how that will be applied
- Desired outcomes including any monitoring indicators

A Strategic Environmental Assessment of the Strategy vision & objectives and each Policy has been undertaken.