

Ten Other Strategic Access Issues for TWG Discussion

01. For major airports in the South East the core surface access issues are inadequate capacity associated with congestion and promoting public transport mode split to help manage road access. For those in the regions the primary concern is improving accessibility and increasing catchment areas. Is current policy adequately recognising these different realities?
02. Should there be minimum surface accessibility standards for access to all airports? How might this be defined?
03. With the demise of LTP funding, what are the options for deriving public funding contributions to airport related surface access schemes?
04. Are City Deals and Growth Fund allocations adequately addressing airport surface access needs in their settlements?
05. Are Airport Surface Access Strategies useful? If so would there be merit in giving them more formal status? And if so, how?
06. To what extent is offsite car parking a problem? Is there a case for airport car park charges to be regulated? What amendments to existing, or new powers are needed to address these problems?
07. Is there a case for introducing congestion charging at airports? If so who should the powers to do? Who should determine how the income raised is used? And should it all be hypothecated?
08. Is through ticketing potentially a valuable tool and are the technologies available to deliver it?
09. How far are sustainable surface access options been introduced at airports? What is holding this back and how might's these constraints be addressed?
10. Should SASIG put together a paper on what works, does not work at airports in surface access terms?