

Surface access to Smaller UK Airports

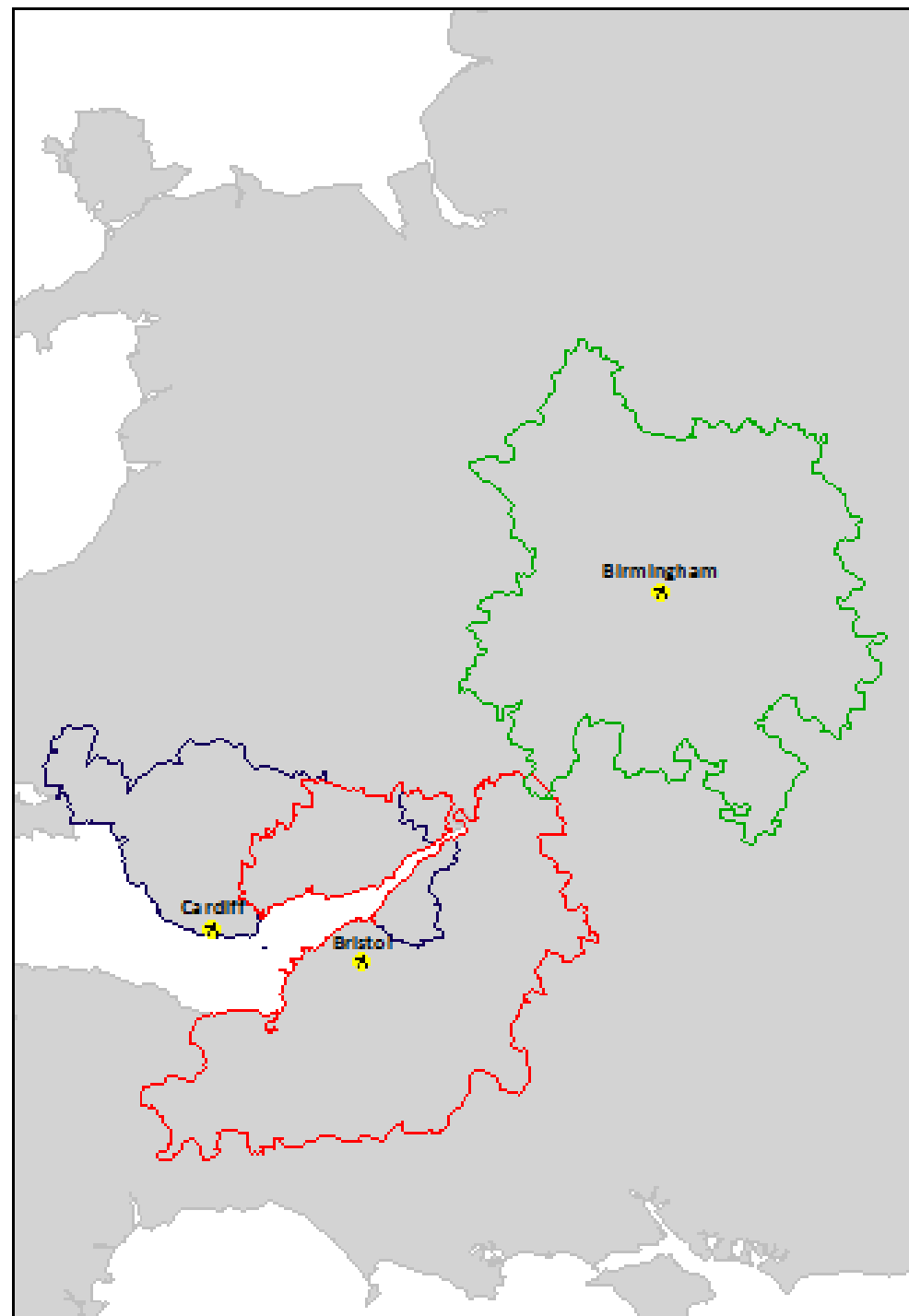
An Overview

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Main issues

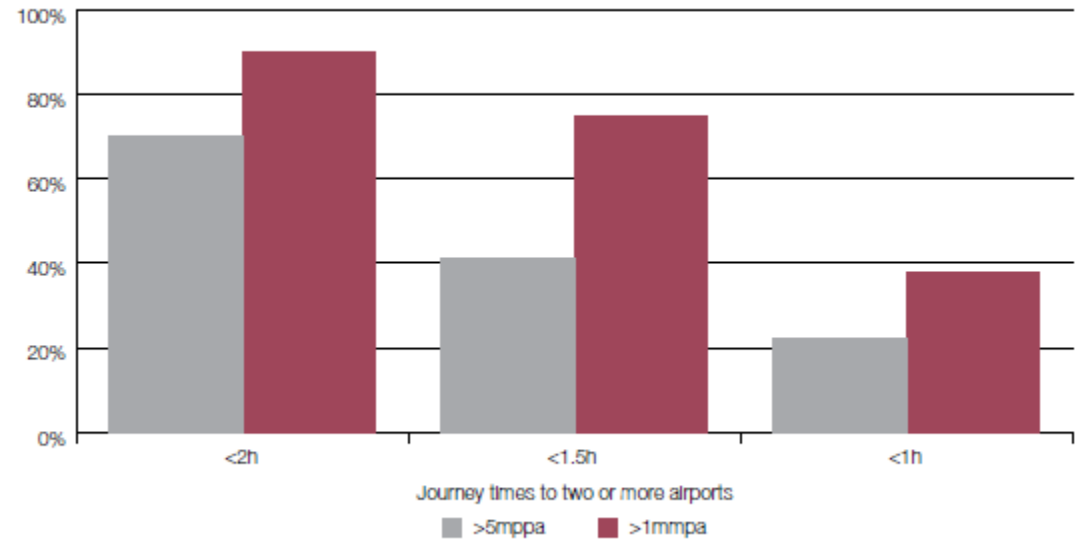
- It is widely accepted that an airport's catchment is function of the cost and ease of accessing it.
- Travel time contours are often used to estimate airport catchments. Differ by airport size.
- Business travellers and leisure travellers are known to have different appetites for length of surface access journeys.
- Road and public transport (Rail and Bus) are all taken into account.
- Many airport catchments overlap.



Too many Airports?

- EU State Aid uses airport catchments as important determinant of legitimacy or otherwise of state intervention.
- 100 kms and 1 hour / 2 hour travel times have been floated as thresholds for different route and airport support purposes.
- EU, CAA and even Davies Commission (right) floated notion that there are too many airports.
- Comparison with other EU countries counters this.

Percentage of the UK population that live within 60, 90 and 120 minutes journey time of more than two >5m and >1m passenger airports



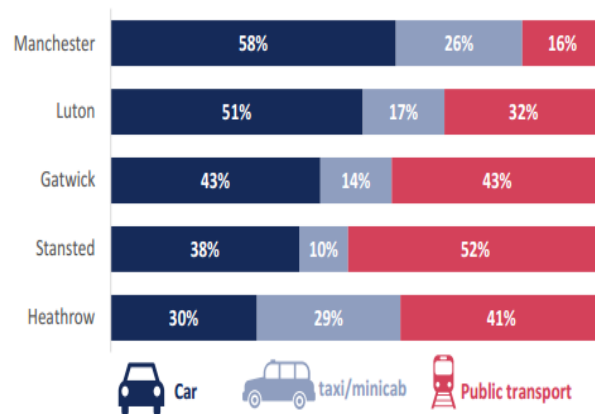
Source: CAA, using ONS population data

Country incl islands	Main Airports > 50,000 ppa	Area thousands of sq kilometres	Population Millions (2012) (PT-2011)	Airports per thousand sq kilometre	Airports per million people
UK	40	243	63.2	6.1	1.6
UK (excl islands)	31	243	62.9	7.8	2.0
Germany	28	355	80.5	12.7	2.9
France	44	552	63.5	12.5	1.4
Spain	35	505	46.7	14.4	1.3
Portugal	7	91	10.5	13.0	1.5
Norway	33	383	5.1	11.6	0.2
Sweden	33	448	9.6	13.6	0.3
Finland	16	337	5.4	21.1	0.3

Policy

- ACARE 2050 targets that 90% of citizens can travel anywhere in Europe within 4 hours (implies short surface access travel times).
- Government and environmental policy is keen to ensure numbers travelling by public transport increase.
- Conversely many airports rely heavily on car parking as an income stream, although that cost, and a recent trend for airport drop off charges does have a deterrence effect on driving.
- Airports with multi-modal hubs, and easy access to motorways hold competitive advantages over those that do not.
- Much of this surface access infrastructure has historically been provided by the public purse. How does this it with current Government policy?

Mode of travel to selected UK airports: 2013



- Over half of terminating passengers at Stansted travelled to the airport by public transport in 2013, compared to 41% at Heathrow and 16% at Manchester.
- At Heathrow, a similar proportion of passengers travel by car and taxi.

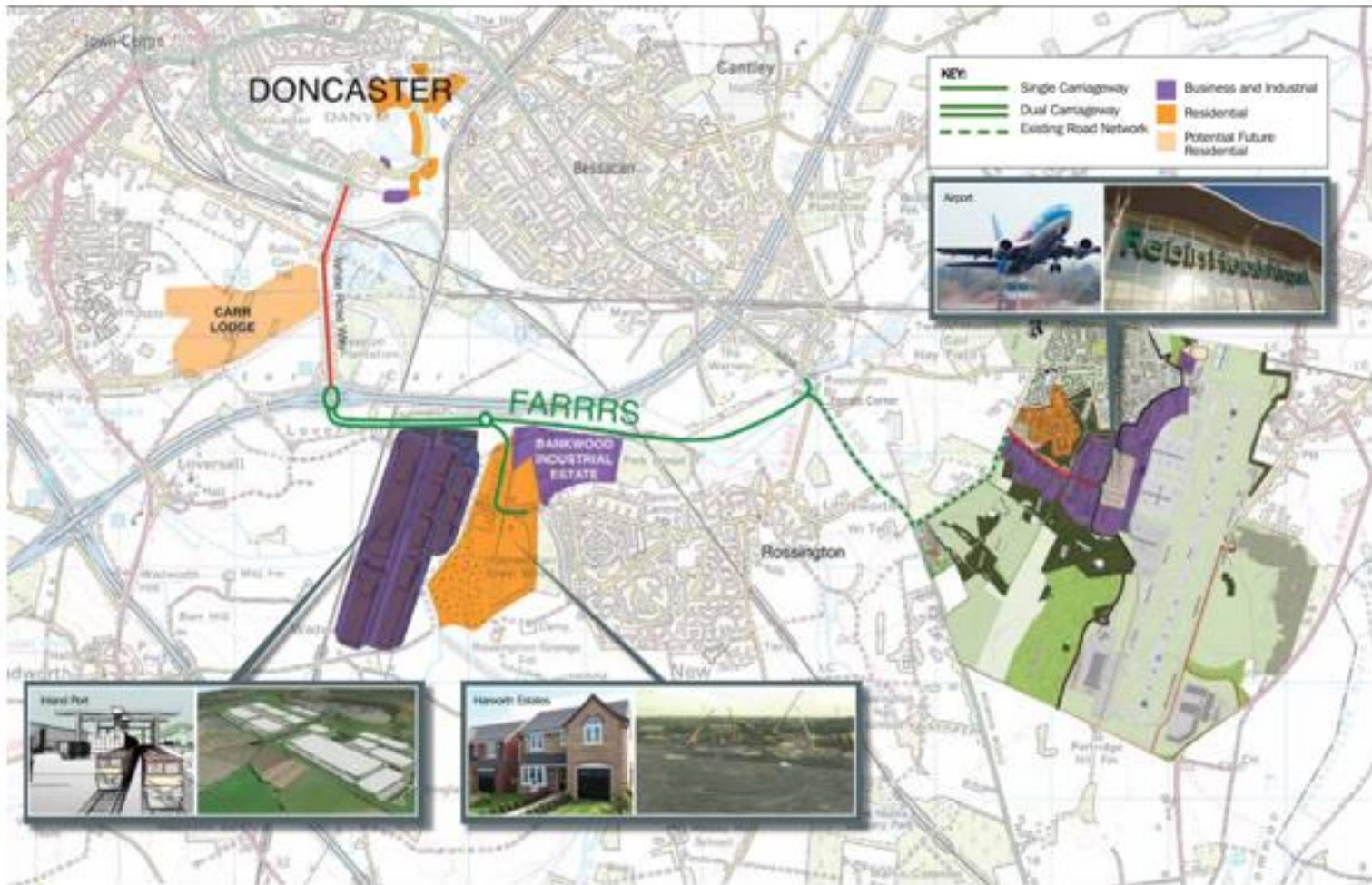
Considerations

- Small airport catchments typically have high catchment leakage to neighbouring larger airports. Up to 90% in some catchments (eg Newquay, Dundee, Inverness, DTVA are examples of high leakage)
- Is this good for local business competitiveness?
- The carbon footprint of longer commutes to larger airports rarely seems to be factored into policy.
- Rush Hour travel times often are much greater than free flow travel – examples DTVA to Newcastle, Antwerp to Brussels, Prestwick to Glasgow
- Public Transport often is not available to serve first flights (eg 0700 departs) in many areas, nor shift work patterns for employees.

Policy – Meeting with Minister

- Apparent absence of any coherent co-ordinated plan to improve public transport access and address key highway bottlenecks related to airports.
- New argument that government contributions to surface access could affect competition between airports and therefore lead to state aid issues?
- DfT project cost benefit evaluation criteria inevitably favour larger projects with little or no compensatory scaling for smaller contexts.
- Of current investments, none are for smaller regional airports.
- Indeed only example we could find involves the regional airport significantly contributing (over).

Doncaster - Sheffield Airport



Finningley and Rossington Regeneration Route Scheme (FARRS)

Doncaster - Sheffield Airport TSC – Q&A

Q205 Graham Stringer: How do you do an assessment of whether the airport is 100% the beneficiary, given that we have established it is either a very small number or no number at all? How do you do that negotiation and by what criteria?

Mr Goodwill: It would be down to negotiation between the Government and the airport.

Q206 Graham Stringer: Fine. Can you tell the Committee what criteria the Government would use for the negotiation?

Mr Goodwill: A starting point would be the number of passengers who use that infrastructure solely for going to the airport and who are making other journeys. One example is Robin Hood airport at Doncaster, which has the east coast main line very close to it. If there was a suggestion at some point in the future that a station to serve that airport would be a good idea, it would be difficult to argue that that station benefited many people other than those who were using the airport.

Q207 Graham Stringer: It might be possible to argue that it benefited the Yorkshire area economically and that that should be taken into account because jobs would be created.

Mr Goodwill: That is where the local enterprise partnership or the combined authority would come in. We have one already in south Yorkshire, so the South Yorkshire combined authority would work. That is where negotiation would take place.

**POLICY ON THE
HOOF?**