



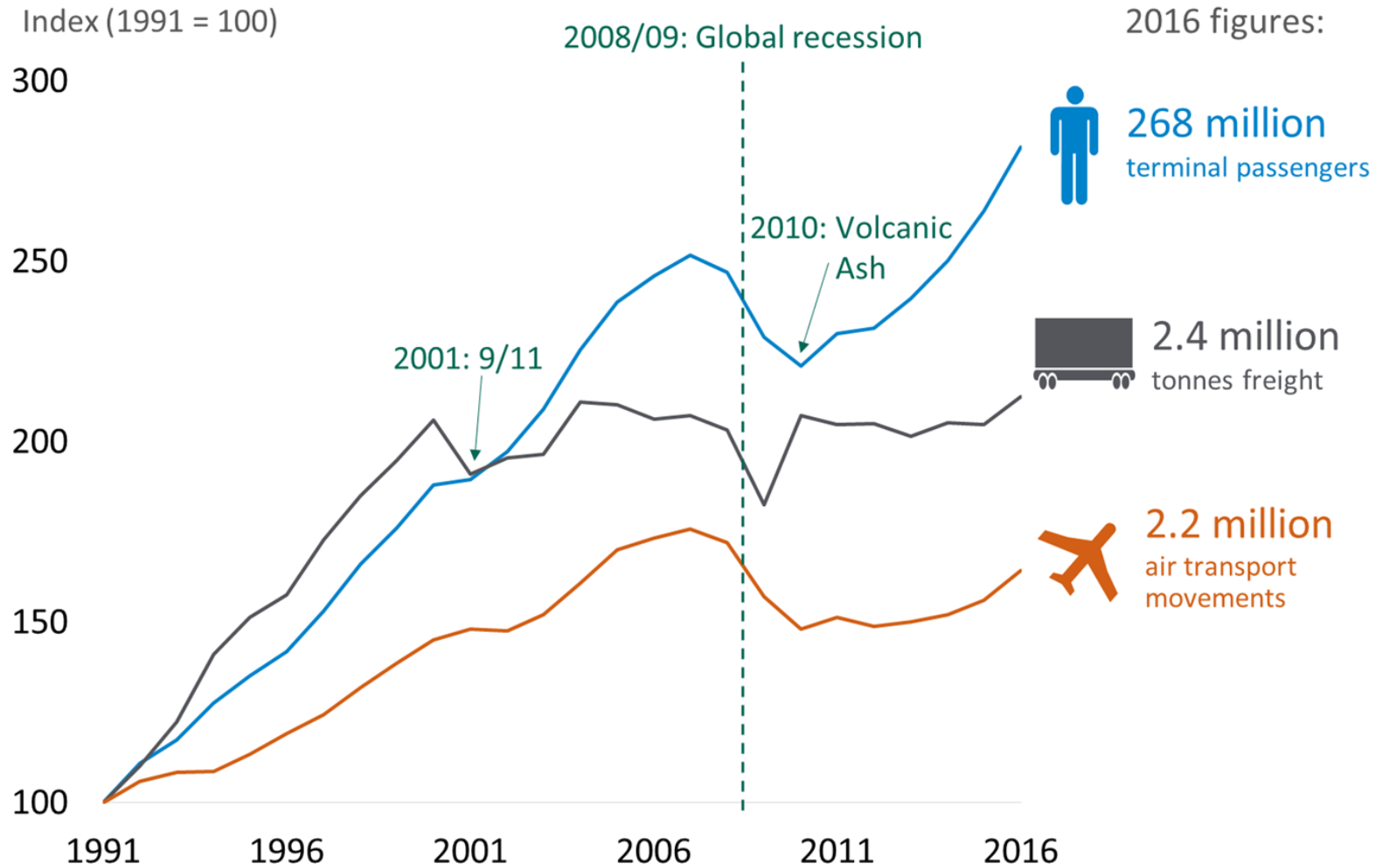
The role of improving surface access to enable airports to compete and grow

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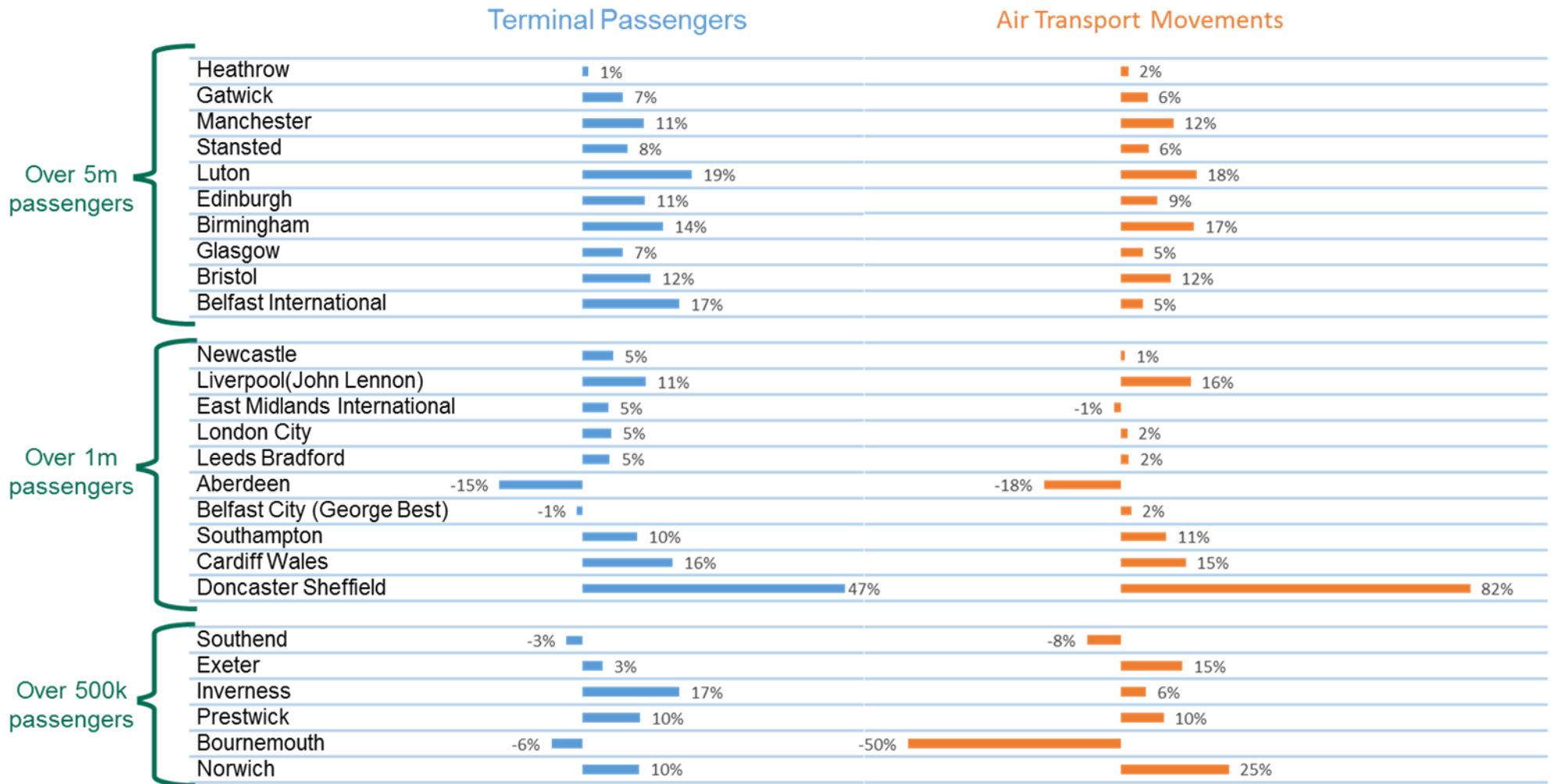
Trends in air traffic at UK airports, 1991 to 2016





Growth in airport demand

Change in passengers and ATMs at UK airports with >500,000 passengers in 2016 compared to 2015





Government Policy – Surface Access to Airports

Government’s surface access aims and objectives:

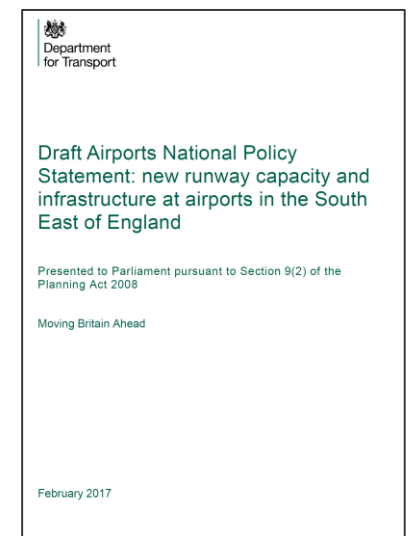
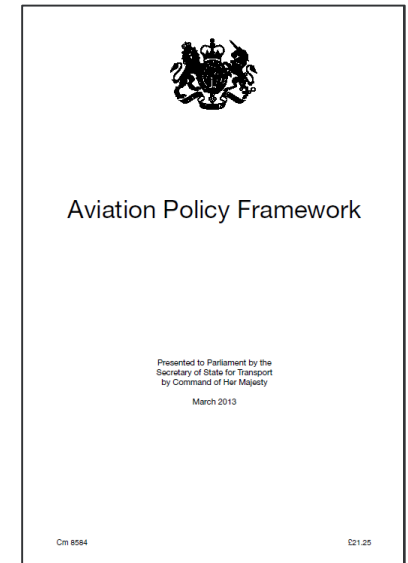
- *Provision of high quality, efficient and reliable road, rail and public transport access to airports for all users and staff. This will contribute greatly to the experience of passengers, freight operators and people working at the airport.*
- *Increasing the proportion of journeys made to and from airports by public transport, cycling and walking can help reduce road congestion and air pollution.*

The NPS requires the promoter to:

- ▶ Produce an ‘Airport Surface Access Strategy’ in conjunction with its Airport Transport Forum, using the criteria outlined in the Government’s Aviation Policy Framework 2013.
- ▶ Work collaboratively with partners – Highways England, Network Rail etc.

It also sets out, at a high level, Government approach to funding surface access improvements:

- The promoter pays for all the costs of the surface access requirements necessary for expansion from which they directly benefit.
- Where there are shared benefits, Government and other stakeholders will consider the need for public sector funding on a case by case basis,





Key factors in passenger's decisions on transport mode

- Leisure passengers decisions are different to business passengers.
- General preference to travel by private car/taxi but this can be influenced.
- Direct public transport options are more attractive than those involving interchange.
- If public transport options are made as convenient as possible they become more attractive.
- Passengers travelling alone are more likely to use public transport.
- **Staff** doing shift work typically poorly served by public transport. They also may need their car for domestic purposes on the way to and from work (school run etc.)

Rank	Attribute Source: Ashford et al 1993
1	Ease of baggage handling
2	Convenience of transfer to check-in
3	Expected access journey time
4	Comfort of mode
5	Parking space availability
6	Convenience of interchanges where more than one vehicle or mode is used
7	Actual journey time
8	Delay and congestion
9	Cost of mode
10	Overall opinion of access mode
11	Access information
12	Parking cost



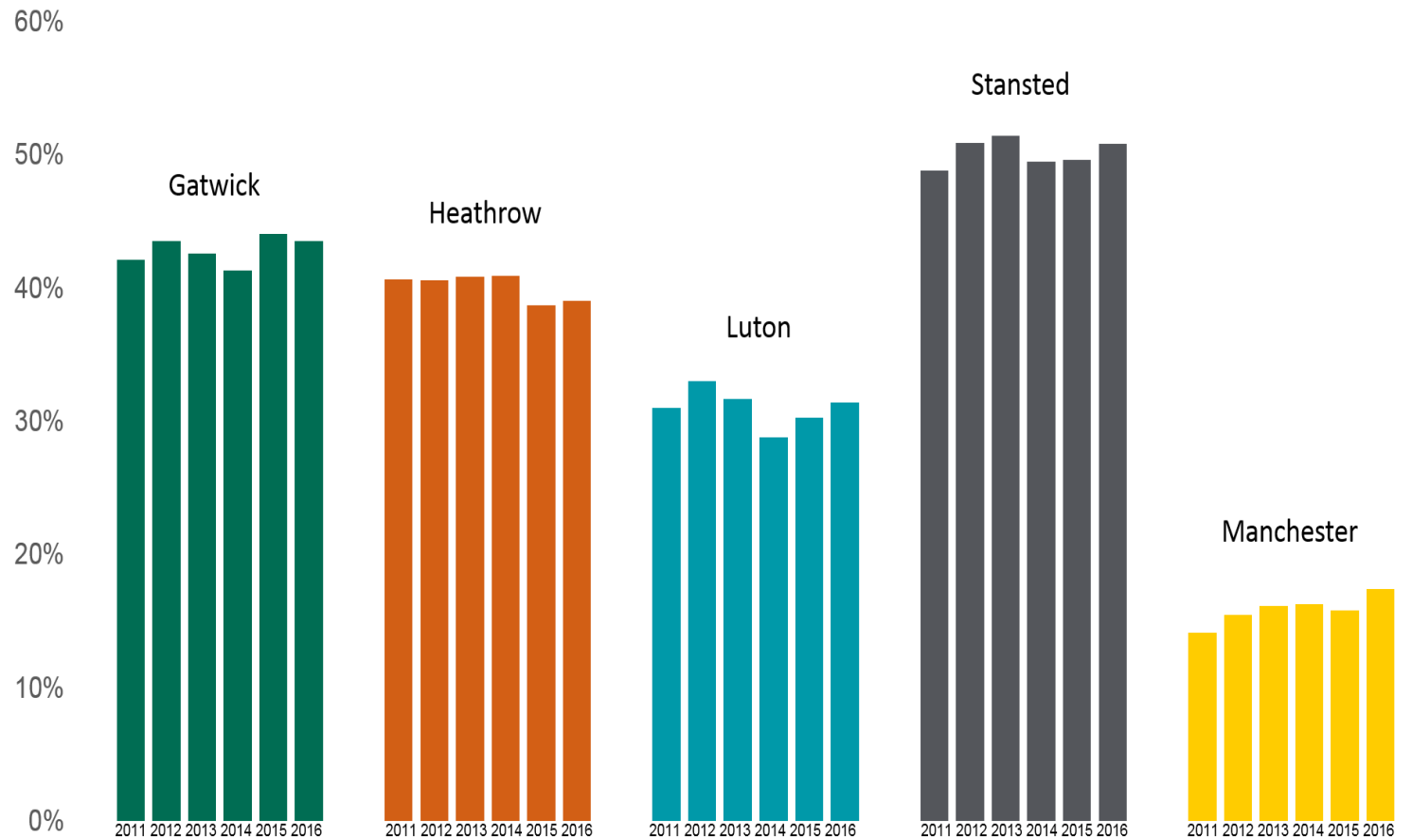


How do passengers and staff choose their mode of travel?

Current Mode Share Performance

- In reality surface access mode share varies considerably between airports.
- Over the past decade public transport has performed well and has met passenger needs.
- There has been a fall in the proportion of passengers who travelled by car to the UK's five largest airports.
- Reductions of 6% at Heathrow, 10% at Stansted, 2% at Manchester, 10% at Gatwick and 5% at Luton since 2005

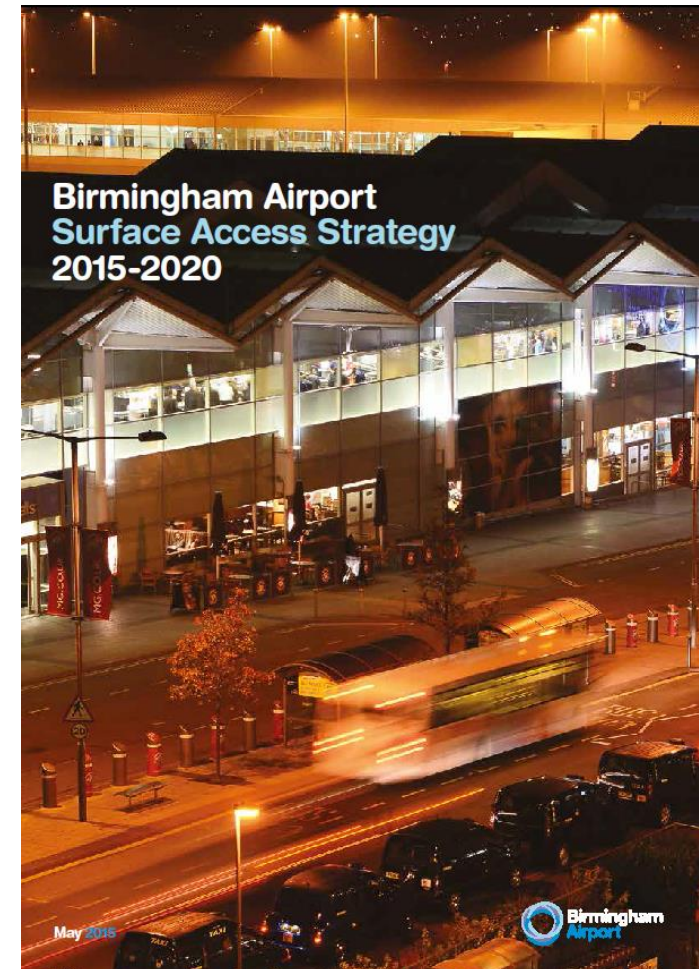
Passengers arriving by Public transport at major UK airports, 2011-2016





For each airport there needs to be a clear Surface Access Strategy, developed with the Airport's Transport Forum

- The Strategy should be public with targets and performance targets – transparent and regularly reported.
- The importance of this planning was highlighted by Transport Select Committee (TSC) in their 2016 report.
- A high level of engagement must take place with a wide range of stakeholders and partners.
- Strategies should also reflect emerging passenger needs and exploit future technologies.
- The draft NPS on airport capacity expands on these requirements.



Other Airport Surface Access Strategies are available!





RAIL – High Level Output Statement for

July 2017	Secretary of State/Scottish Ministers publish HLOS statements and Statement of Finance Available
December 2017	Network Rail publishes Strategic Business Plans setting out delivery plans for HLOS and costs
January-June 2018	ORR scrutinise NR plans and issue draft determination for CP6 for consultation
October 2018	ORR publishes Final Determination
March 2019	NR publishes Delivery Plan for CP6
April 2019	CP6 commences

Second Road Investment Strategy

Research

- Route Strategies
- Highways England publishes **Strategic Road Network Initial Report** on the state of the network and suggested priorities

Evidence used in drafting RIS2

Decision

- Department for Transport produces **Road Investment Strategy**
- Highways England produces **Strategic Business Plan**
- Office of Rail and Road advises Government on efficiency of both

RIS2 finalised and published

Mobilisation

- Scheme development
- Highways England publishes **Delivery Plan**

1 April 2020 – Road Period 2 begins

Delivery





Aviation Policy Framework

Presented to Parliament by the
Secretary of State for Transport
by Command of Her Majesty

March 2013

Cm 8584

£21.25

The Aviation Policy Framework states:

The general position for existing airports is that developers should pay the costs of upgrading or enhancing road, rail or other transport networks or services where there is a need to cope with additional passengers travelling to and from expanded or growing airports. Where the scheme has a wider range of beneficiaries, the Government will consider, along with other relevant stakeholders, the need for additional public funding on a case-by-case basis.





Airports Commission remit: “Examine the scale and timing of any requirement for additional capacity to maintain the UK’s position as Europe’s most important aviation hub”

Dec 2013: Interim Report

Assessment of need:
one net new runway
in South East by 2030

Shortlists 3 schemes,
two at Heathrow and
one at Gatwick

Further work on
Thames Estuary



July 2015: Final Report

Unanimous recommendation for
Heathrow Northwest
Runway





What is a National Policy Statement?

- ▶ The Planning Act 2008 established the concept of National Policy Statements (NPSs).
- ▶ The Airports NPS will provide the planning framework for any future development consent application for a new Northwest Runway at Heathrow Airport.
- ▶ Under the Planning Act 2008 Development Consent must be obtained through the Planning Inspectorate who makes a recommendation to the Secretary of State.
- ▶ The NPS is supported by an Appraisal of Sustainability that examines the social, economic and environmental impacts of the preferred scheme and covers reasonable alternatives to the chosen option.
- ▶ There are four stages to designate an NPS:
 - Lay draft NPS in Parliament, and consultation – including programme of engagement (consultation closed 25 May 2017)
 - Parliamentary scrutiny by a Select Committee (paused)
 - Lay a final NPS, potentially subject to a vote in the House of Commons
 - Designation (if approved by Parliament)



Planning Act 2008

Role of Parliament

- ▶ Scrutiny:
 - ▶ The Planning Act 2008 provides for parliamentary scrutiny of an NPS prior to designation by the Government. It must be completed within the 'relevant period' as specified by the Secretary of State.
 - ▶ Within the relevant period, the relevant Committee will carry out evidence sessions with stakeholders including accepting written submissions and a schedule of oral evidence hearings
 - ▶ The Committee will publish a report with recommendations which Government will respond to.
- ▶ Approval:
 - ▶ Once the final Airports NPS is laid for parliamentary approval it will be designated by way of either "deemed approval" after a "consideration period" of 21 sitting days passing without a vote, or after the House of Commons voting to approve the NPS within the 21 day period.
 - ▶ There is a six week period following designation for the submission of legal challenges to the NPS.





The NPS and Surface Access

Government Policy – Surface Access to Airports

- ▶ NPS requires the promoter to produce an ‘Airport Surface Access Strategy’ (ASAS) in conjunction with its Airport Transport Forum, using the criteria outlined in the Government’s Aviation Policy Framework 2013.
- ▶ It establishes Government’s surface access aims and objectives:
- ▶ Work collaboratively with partners – Highways England, Network Rail etc.
- ▶ It also sets out, at a high level, Government approach to funding surface access improvements:



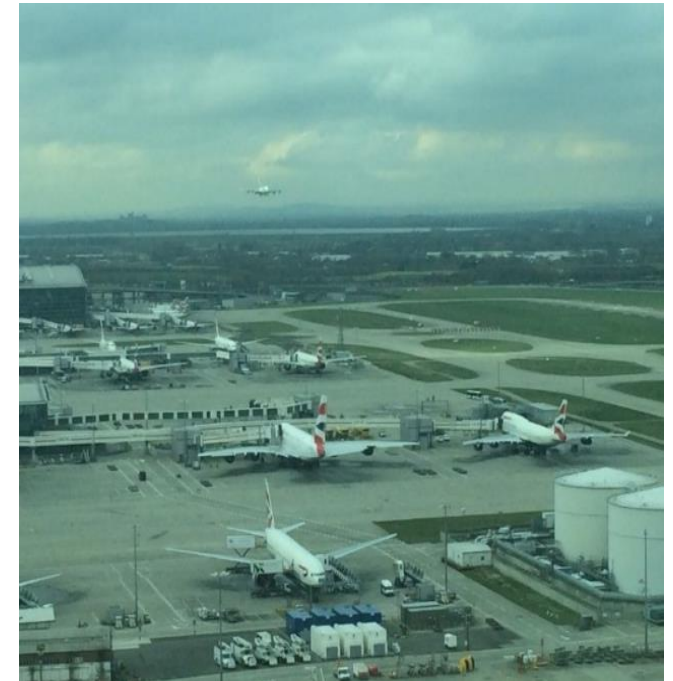


Addressing Surface Access Impacts

Airport Surface Access Strategy requirements

- ▶ The ASAS should contain targets for **reducing the carbon and air quality impacts of surface access** to the airport.
- ▶ **Congestion** on existing routes and impacts on local networks and must be considered in any proposed surface access scheme.
- ▶ The application should demonstrate that where appropriate they have reduced any likely **community severance and have improved accessibility**.
- ▶ Evidence should be given that **collaborative working with partner organisations**, such as Highways England, Network Rail and Local Authorities will take place.
- ▶ Importantly, the draft NPS supports Government expectation that the promoter will set and meet a specific **target for improving the mode share** of passengers and employees accessing the airport, with progress reported.

a public transport mode share of at least 50% by 2030, and at least 55% by 2040 for passengers and a 25% reduction of all staff car trips by 2030 and a reduction of 50% by 2040





Government has been clear that proposals for expansion at Heathrow are a private sector project and responsibility for delivery would rest with the promoter

The draft NPS sets out HMG's approach to funding surface access improvements



Heathrow M25 tunnel- artists impression

SCHEMES ALREADY COMMITTED

- ▶ **Crossrail, HS2** (via Old Oak Common)
- ▶ **M4 upgrade** – J3 to 12 will be smart motorway. Currently operating at almost full capacity.
- ▶ **TfL** – Piccadilly line upgrade.
- ▶ **Western Rail Access** – Government will consider funding a proportion based on benefit for wider beneficiaries and subject to a business case.

FUTURE SCHEMES

- ▶ **Southern Rail Access** – currently under consideration.

SCHEMES REQUIRED SOLELY FOR HEATHROW EXPANSION

- ▶ **M25 Tunnel (with or without HUMP!)** – the tunnel has been confirmed by HE as deliverable
- ▶ **Strategic Road Network** – works on M25, A4 and A3044 diversion

HAL has pledged to meet the costs of these proposals which are essential to delivery of airport expansion.

HAL will make a contribution to schemes which support expansion **AND** have wider benefit – such as Western and Southern rail links





Government's objective for surface transport is to ensure that access to the airport by public and private transport is high quality, efficient and reliable for both passengers and airport workers who use transport on a daily basis.

- **This is supported by:**
 - the Aviation Policy Framework (2013)
 - The draft Airports National Policy Statement (2017)
- **The draft NPS also sets out the Government's clear policy on:**
 - Funding
 - The need to develop a surface access strategy
 - The necessary requirements for the statutory planning process
 - Maximising sustainable journeys

