

Liaison Group of UK Airport Consultative Committees

Annual Liaison Meeting - Stansted - 13/14 June 2007

Surface Access Projects at Airports

NOTES FROM AIRPORTS

Aberdeen

1. Aberdeen is the fastest growing of BAA's airports in the UK, showing a 10% year on year growth recently, and in excess of 3 million passengers a year. Surface access is a topic of continuing concern to the airport management, the Consultative Committee, airport users and the local authorities. The airport is accessed from a single carriageway road which also serves a major business and industrial park. At peak hours, around 70% of traffic is heading to and from the industrial premises, causing delays for those attempting to access and exit the airport at a light-controlled junction. There has been an increase in bus services to and from the airport, including long distance buses north as far as Inverness, but these are known sometimes to omit the airport at peak hours, in order to maintain their schedule. In view of the rural nature of the airport's catchment area, public transport usage has so far failed to reach the 7% target of passengers arriving by bus.
2. Improvements in road access have been discussed, and plans were recently available, for a new access road from the A96(T) Aberdeen - Inverness road at the point where the proposed Aberdeen Western Peripheral Route (dual carriageway) is planned to cross the A96 (also dual carriageway). However, the earliest anticipated date for the completion of the AWPR (a Scottish Executive funded trunk route) is 2011, assuming the anticipated public enquiry into the proposed line is conducted expeditiously. The planned access road, which is the responsibility of Aberdeen City Council, could be delivered about a year sooner, but relies on co-operation between several land-owners with an interest in further industrial development. In the meantime, the local Transport Management Organisation is seeking ways to encourage greater car sharing and other ameliorating measures by employees of the local commercial firms and to provide a link to the local railway station, which is located across the airfield from the main passenger and helicopter terminals.

Birmingham

3. The Birmingham position is unclear as the Master Plan and planning application are not to be published until late Summer. This is largely due to a planning appeal awaited on the Coventry Airport Terminal. The Secretary of State is still considering the matter. But it looks as if the company will be going for a runway extension and not the second runway (or at least that may be kept on the back burner). The runway extension means the diversion and part tunnelling of the A45 and the Company appear resigned to picking the bulk of the cost.
4. As to the M42, there is a small scheme that they are discussing with the Highway Agency who are desperately short of cash. A recent Active Traffic Management Scheme on the M42 using the hard shoulder has been a great success and relieved some of the traffic concerns.
5. BIA are in a position where the modal split is now over 20% and will exceed 25% by 2012 - years ahead of the White Paper target.
6. As usual the Rail position is like the proverbial black hole. It does appear that the DTp (Aviation) does not speak to the DTp (Rail) as a major opportunity may have been missed in the franchising arrangements for the Airport. Joined-up government or what!!

7. The line here overall is that, subject to the uncertainty of the new ownership, that the Company is hopeful of having the extension meet low level opposition and be resolved without huge new access requirements.
8. The latest report to the Consultative Committee on Surface access can be seen on their website¹

Bristol

9. Bristol International Airport through its bi-annual Airport Transport Forum meeting is working with the local authorities and transport providers in the area to improve public transport for both passengers and employees.
10. Currently the Airport operates a frequent bus service between the airport and Bristol City Centre/Bath City Centre including the rail stations. From 9th July 2007 the hours this service operates will be extended to commence at 3.00 am.
11. Initial discussions are underway to establish a train/bus link or bus link from Weston-super-Mare.
12. Discussions are also taking place with the train operators/Network Rail to improve through ticketing options.
13. A new service is being launched shortly which enable people to purchase tickets for the Airport's bus service through the web.
14. A staff travel plan has been developed with a view to encouraging employees to car share. In this connection the Airport has signed up with 2carshare.com/liftshare.

Edinburgh

15. Edinburgh airport is currently served by road access only, although there are plans for both heavy and light rail links.

Road access

16. The airport is accessed from Eastfield Road, a single-carriageway road which links to the A8 by means of a grade-separated junction. The A8 Glasgow Road connects the airport with the M8 (Glasgow), M9 (Stirling) and the A720 Edinburgh City Bypass (Midlothian, East Coast and Borders) and Edinburgh City Centre. In addition to serving the airport, Eastfield Road provides access to a number of other facilities, including the Royal Highland Showground.
17. BAA Edinburgh has been working with the Scottish Executive to identify appropriate road improvements to serve the airport. The draft West Edinburgh Planning Framework (WEPF) released in November 2006 (a strategic planning policy document covering the west of Edinburgh) has recommended that new roads from the A8 to the airport be provided, but has not supported provision of a link to the M8, as shown in the Airport Master Plan. BAA Edinburgh believes that the potential for a future motorway link to the airport should be thoroughly investigated. The airport is forecast to grow to approx 20m+ pax by 2030 and airport management believe that a potential M8 link has been discarded too quickly in the initial high level assessment of the strategic road network required to serve the airport in the future.

Bus services

18. The Lothian Buses' Airlink 100 limited stop service links the airport with the city centre, terminating at Waverley Bridge, and stopping at Drum Brae, Corstorphine, Murrayfield, Haymarket and other stops along the A8 corridor into the city. The service departs the airport at least every ten minutes for the majority of the day, more frequently at peak times, and operates between 0400 – 2300. It has proved extremely successful in

¹ <http://www.ukaccs.info/bham/230507it6b.pdf>

recent years. Other bus services are to Fife and Livingstone. In total, approx 23% of passengers travel to the airport by bus.

Heavy Rail

19. The Edinburgh Airport Rail Link (EARL) recently received Parliamentary consent. It will provide a heavy rail link to the airport by diverting the existing Glasgow-Edinburgh line through the airport campus. It is due for completion in 2012.

Light Rail

20. The Edinburgh Tramline 2 will connect the airport to the city centre and Leith. It is due to be operational in December 2010.

Gatwick

21. BAA Gatwick is currently working on a revised Surface Access Strategy to 2015, which will be published as a daughter document to the Gatwick Airport Interim Master Plan. The key features of the revised Strategy are:
 - Tackling climate change by seeking a reduction in the rate of growth of trips by private car and taxi, reducing traffic congestion and improving traffic flows, and promoting clean vehicle policies
 - The setting of challenging modal split targets. The current public transport share is around 34.4%. The aim is to increase that share to 36% by 2008 and 40% by 2015/16 to match the forecast passenger throughput of 40 million passengers per annum
 - Working with Network Rail and others to develop infrastructure improvements to Gatwick Railway Station and continued work with train operating companies on marketing initiatives and strengthening ties with airlines
 - For the coach station, the long term aim is to create a public transport interchange as part of the railway station redevelopment project
 - Working with coach operators to develop new routes to support specific modal split targets from certain areas in the wider region
 - Revision to the Car Parking Strategy in liaison with the local authorities
 - Continued partnership working with airport organisations on staff travel plans and working through the Gatwick Commuter initiative to promote travel alternatives for staff
 - Updating of highway schemes, particularly in respect of addressing the implications of the closure of the road tunnel under the airport's South Terminal.
22. As part of the Surface Access Strategy review process, the airport is in discussion with the surrounding local authorities to agree a revised list of sustainable development commitments, which include commitments in relation to the provision of surface access. The Consultative Committee is fully supportive of the efforts by BAA Gatwick to address surface access requirements. This is an issue which remains a principal challenge for the airport and the success of the delivering the Strategy will be dependent on the working partnerships with the transport infrastructure and service providers in establishing priorities for improvement and enhancement to services.
23. Since the last Annual Meeting, there have been two important developments in respect of rail. The Committee has been most encouraged by the plans that Network Rail is now bringing forward for improvements to the rail infrastructure around Gatwick and the station which could be implemented by 2011, i.e. before the Olympic Games. BAA Gatwick is engaged in discussion with Network Rail on the various options being considered, including opportunities to create an intermodal public transport interchange but this will require joint funding from a range of partners.
24. Related to this is the DfT's decision in respect of the implementation plans for the Brighton Main Line Route Utilisation Strategy, part of which will see the restructure of the existing Gatwick Express service. The announcement was received with mixed

opinion. Although the decision to retain the Gatwick Express service is to be welcomed, at peak times the service will be extended to the Brighton on the south coast with some intermediate stops south of the airport. The Committee has concerns about the impact of this decision for airport passengers particularly during the morning peak, one of the busiest times for the airport. It is feared that trains travelling from the south coast will arrive at Gatwick already full. BAA Gatwick and the Consultative Committee are currently seeking clarification on how the Gatwick Express will be integrated into the new rail timetable. The DfT has also requested that baseline services be contained in the franchise with Southern to ensure that passengers continue to enjoy the high levels of customer service and facilities as experienced on the present Gatwick Express. In addition, the Committee is also urging all parties to view the new package as an interim measure while Network Rail is bringing forward its improvement plans.

25. Addressing the problem of unauthorised car parking sites and unofficial car parking operators around Gatwick has been a key focus for the Committee over the past year. The Committee highlighted to BAA Gatwick and the local planning authorities the need to work jointly with trading standards officers and official car parking operators on a strategy to address the problem. A strategy has been developed including an action plan which identified six key elements:

- Development of an approved parking logo scheme
- Valet parking operators who use unauthorised sites
- Web advertising by unauthorised operators
- Trading standards
- Planning Enforcement
- Parking at hotels

The joint partnership working is proving successful and much work is being done to raise public awareness of the problem. Trading standards officers are now actively involved in investigating unofficial valet parking operators, all the local planning authorities are working together to take enforcement action in respect of the use of unauthorised sites and the British Parking Association has endorsed a safer parking scheme marque award, a scheme that is only available to those operators who can show they have relevant planning permission for the use of their site.

26. Finally, the Fastway bus project, a major public transport scheme brought forward by the local highway authority supported by partnership funding, has been most successful in encouraging travellers and staff to access the airport via this high quality bus service. The ridership has been higher than originally anticipated and it is hoped that the scheme will be extended to other areas around Gatwick.

Glasgow

27. The good news is the dedicated rail link to the airport from the city's Central Station has received parliamentary approval and will start soon. There is also a good chance of the Crossrail project getting approval. That will give wider rail access to the airport.
28. The bad news is that road access, which is normally good has been suffering from large scale repairs to the M8 bridge at the airport. They call it "waterproofing". This has been on going for 3 months and is not yet finished. Needless to say the work is behind schedule. Morning and evening delays are horrendous. The rail link would have been useful now!
29. Many of you will have seen the press statement from BAA re the £30m expansion about to start at Glasgow. Known as Skyhub it aims to reduce security waiting time, increase capacity in the terminal and offer passengers a wider choice of shops bars and restaurants etc. It is expected to take 18 months to complete. With the large increase in passengers projected the rail link will be very much needed.

Heathrow

30. Little to report at Heathrow. The Chairman of BAA's Heathrow Transport Forum continues to refuse to permit the Consultative Committee to participate actively in its work. As reported last year, the Project for the Sustainable Development of Heathrow has a Surface Access Group. It met in February 2006 (yes - 2006) when it had a technical presentation on modelling techniques and has not met since. The Department continues to answer questions about the date of a meeting saying it is not yet ready.
31. The Consultative Committee has had several presentations about bus services for Terminal 5 but, because of the legal complications arising from the location of T5 virtually on the border of Greater London and the surrounding counties, and the fact that bus services outside London are de-regulated, the companies concerned are still considering what they will do and they are wary of revealing too early what their intentions are for reasons of commercial confidentiality. Transport for London has made specific proposals within London.
32. BAA was proposing to introduce a Bus Connectivity service which would operate one route clockwise and one anti-clockwise to connect the various parts of the airport, something not easily achieved today, but this seems to have bitten the dust.
33. As to Airtrack, a new rail link projected from Woking in the south-west, through Staines into Terminal 5, BAA has now decided to support it, has undertaken to pay the cost of promoting a Bill in Parliament and the current Capital Investment Programme for Heathrow has it listed as a future project with no specific scheduling.
34. The Bill for Crossrail, an Underground type link from Maidenhead and Heathrow in the West to the East side of London, linking in with numerous Underground interchanges, continues on its lengthy passage through Parliament without any indication of when this might be concluded and where the finance would come from. It would take over the Heathrow Express which has caused BAA some concern. The press suggests that Gordon Brown, the Premier in Waiting, intends to make this one of his first expressions of financial support to catch the headlines. Watch this space!

Inverness

35. Inverness Airport is about to have a new improved 30 minute bus service from Inverness plus a new hourly service from Nairn. And a proposed rail halt is due in 2008.

Liverpool John Lennon Airport

36. The Liverpool South Parkway Interchange had been officially opened on 14 July 2006. Automated rail ticket machines would be installed in the next couple of months at the Airport so that passengers could buy rail tickets for Liverpool South Parkway and the bus journey to it in one transaction.
37. Arriva had increased the frequency of its service to every 10 minutes on a number of routes between Liverpool South Parkway and the Airport and two-way bus-only lanes were to be introduced shortly on these routes. Arriva had also introduced a new service 48A to from Southport to the Airport via Liverpool City Centre. Five new bus shelters have been installed at the front of the terminal building.
38. An improved provision of taxi service has been introduced at the Airport with the introduction of a new scheme whereby taxi drivers can apply to be able to ply for hire at the Airport.

London City Airport

39. The new rail link to the Airport, which opened in December 2005, is part of the extension of the Docklands Light Railway (DLR) from Canning Town to North Woolwich. The new line which, includes an award winning new station at the Airport allowing direct access to and from the Airport's terminal, offers travel direct to Bank in the City of London in 22 minutes and to Canary Wharf in 14 minutes, via Poplar. At Canning Town passengers can access the London Underground system via the Jubilee Line which allows rapid access to the West End. As reported last year this line is now being further extended to Woolwich Arsenal via a tunnel under the Thames. This extension, which will be completed in 2009, will offer much improved access to the Airport for those living in a large area of South-East London and Kent.
40. In its first year of operation the new line carried 4.2 million passengers. The DLR was delighted - they had thought the new line would take three years to reach this figure. Detailed studies have yet to be conducted as to the effect of the new railway on travel patterns to the Airport but the early signs are very encouraging - a small sample survey among air passengers in the Autumn of 2006 showed that 49% were using the DLR to get to the Airport.
41. That part of the North London Line which runs from Stratford to North Woolwich was closed in December 2006 to allow the DLR to take over the track between Stratford (Low Level) and Royal Victoria for its Stratford International project which is now under way. The project includes a new length of line around the Stratford rail lands development to the new International Station on the Channel Tunnel Rail Link. Connections will be provided to the existing DLR Beckton and City Airport lines. This line is an important one for access to the major facilities to be built on land now being cleared in the Lower Lea Valley for the 2012 Olympic Games
42. The rest of the North London Line is likely to be needed for the Abbey Wood branch of Crossrail for which a Bill is now before Parliament. This branch of Crossrail, if approved, will run from Whitechapel via the Isle of Dogs (Canary Wharf) to the Royal Docks and onwards across the River to follow the North Kent Line to Abbey Wood. There will be a station in the Royal Docks (at Custom House) which it is said will include an interchange with buses serving the various new developments in the Royal Docks including, hopefully, a direct service to the Airport which is only a short distance away.
43. Another major project of relevance to the Airport is the Thames Gateway Bridge on which the outcome of a long running public inquiry is awaited. If approved, this project will further improve access to the Airport for those living in a large area of South-East London and Kent. The scheme involves the construction of a four-lane dual-carriageway road for general highway traffic between the A13/A406 junction at Beckton and the A206 in Thamesmead. This would be carried over the Thames by the bridge to be built within the constraints of both shipping on the river and aircraft movements to and from London City Airport. In addition to the four lanes for general traffic there would be two segregated lanes for public transport across the bridge (on the western side) and on sections of the approach roads to the north and south. These would allow for connections to existing and proposed public transport networks including particularly the Greenwich Waterfront Transit and the East London Transit Schemes now being implemented using guided buses.
44. More remote from the Airport, but offering an important link to the east (especially for staff), is the DLR's Dagenham Dock Extension project which is in the early stages of development. If approved, the planned new line would run eastwards from the existing Beckton line just north of Gallions Reach DLR with new stations to serve the proposed housing developments in Barking Riverside and the surrounding area. Earlier this year the DLR conducted a consultation exercise seeking views on the principle of the DLR extending its network further east and on Dagenham Dock as the proposed destination.

45. It needs perhaps to be noted that the Airport lies at the heart of the Thames Gateway which has been designated for major growth and development as a key regeneration project for London. It is against this background, and the 2012 Olympic Games, that much of the new transport infrastructure is being provided.

London Luton Airport

46. London Luton Airport (LLA) has seen a small year-on-year increase of passengers using public transport. The proportion of passengers using bus and coach has increased 3% yr-on-yr, principally as a result of the incumbent operators adding new services and investing in new vehicles. Unfortunately, rail has declined by a single percentage point over the same period, which is considered to be an effect of recent peak hour fare increases by First Capital Connect.

	2005	2006
Bus/Coach	10	13
Rail	17	16
Total	27	29

Source: CAA 2005 & 2006

Highways

47. Two major highway schemes are under construction in close proximity to LLA. Whilst in the short-term these schemes are causing significant disruption to traffic in the Luton area, as well as access to the airport, they will undoubtedly significantly improve traffic congestion on completion. LLA is working closely with the promoters of both schemes to ensure they are delivered in a timely manner whilst minimising any adverse affects upon airport operations.

M1 Widening (Junction 6A-10) – this scheme is being promoted by the Highways Agency and involves the widening of the M1 to four lane standard, in both directions, between M1 Junction 6A and Junction 10 (LLA). The scheme is due for completion during 2008.

East Luton Corridor – this scheme involves the widening of a stretch of road connecting Junction 10 to employment and residential areas in the south east of Luton (including LLA). It is being promoted by Luton Borough Council. The scheme is well-progressed and is due for completion by early 2008. The route will be developed to dual carriageway standard and will include a new gateway entrance to LLA. It is proposed that one lane will be designated a bus/HOV lane to facilitate high quality public transport access to the airport. This road will ultimately help to drive much-needed regeneration and growth in the south east of Luton.

Coach

48. Both National Express and Greenline (provide 757 express service into London) have invested heavily in new vehicles during 2006, as well as providing extra frequency and new destinations. National Express now operate almost 100 daily departures from London Luton Airport and will open a new retail unit in the airport Onward Travel Centre in June, which will further help to encourage passengers to use coach services. LLA is working closely with all coach operators to explore new opportunities in partnership, which will deliver enhanced coach services for our passengers and staff.

Rail

49. Whilst recent fare increases have predictably affected demand for rail travel to and from London Luton Airport, the airport operator continues to work proactively with First Capital Connect to deliver enhancements for airport customers. A joint marketing campaign is currently being developed and re-fitted First Capital Connect trains are

providing generous luggage areas for airport passengers. In May 07, First Capital Connect also announced some new early morning services to London Luton Airport, directly in response to meeting the needs of airport passengers. The East Midlands rail franchise will be announced in the summer and LLA will work very closely with the new franchisee to ensure that Midland Mainline services are enhanced to the airport.

Walking/Cycling

50. LLA continues to make improvements in an attempt to encourage an increase in walking/cycling. The airport operator has recently launched a scheme for its employees whereby it will buy a bicycle on behalf of an employee (to their own specification), which the employee then repays via their salary. This scheme enables staff to obtain exemption of tax, VAT and national insurance saving up to 50% on the RRP of the bicycle.

Other

51. LLA is working with public transport operators to install automated ticket machines in its Onward Travel Centre to ensure passengers/staff have 24 hour access to public transport tickets. A rail ticket machine has already been installed with similar coach ticket machines expected to follow. LLA is also working closely with its statutory authorities to obtain the necessary permissions to install similar machines in the baggage reclaim area, with a view to further promoting public transport services.

Policy

52. LLA has been considering its long term surface access requirements in the context of its Master Plan development. During 07, the airport operator intends to commence a review of its Airport Surface Access Strategy, which will include the re-establishment of its Airport Transport Forum. The LLA Consultative Committee will be a key member of this group. As part of this process, LLA also intends to review and re-launch its airport-wide Commuter Plan, which many on-site companies have signed up to.

London Stansted

53. This meeting is to be held at Stansted and the Airport briefing on Wednesday afternoon will include a full briefing on surface access issues at this Airport where major development, including a new runway, is in prospect.

Manchester

54. Manchester's Ground Transport Strategy has been revised and now forms part of a suite of documents published as part of the Airport Master Plan to 2030. The strategy is strongly influenced by the need to reduce the need to travel to the Airport by car: manage road traffic within the available highway capacity; and develop the capacity, range and quality of public transport services as alternatives to the private car.
55. There has been over £100 million of investment in public transport infrastructure at Manchester, including £60 million at The Station. The first phase of this project was completed in 2003, and added a new high quality bus and coach station, space for air passenger check-in at the Airport Rail Station. Further phases will add additional heavy rail and light rail (Metrolink) platforms to enhance the capacity of the non-road based access modes.
56. Work will start on a £15 million project to build a third rail platform with funding from Network Rail, Greater Manchester Passenger Transport Executive and the Northern Way. The platform will be available for the December 2008 timetable to coincide with the completion of the West Coast Route Modernisation programme. The new platform will improve train service reliability, and reduce the number of late running trains that are terminated at Manchester Piccadilly. The additional platform capacity will enable train lengthening on key Transpennine Express services to deal with overcrowding between Leeds and Manchester, and between Preston and Manchester. The

opportunity for new services will be limited until the wider network capacity problems in the Manchester area are resolved. However, Transpennine Express will add a new service to Glasgow and Edinburgh from December 2007.

57. Plans to bring Metrolink to Manchester Airport are still on hold until a full funding package is agreed. Government has approved £520 million for Manchester to use on transport. However, this is insufficient to fund the entire Phase 3 Metrolink project including the airport line. Phase 3a will only take the Airport line as far as St Werburgh's Road at Chorlton. Funding for Phase 3b, including the full extension to the Airport, will depend on the outcome of a submission for Transport Innovation Funding (TIF) by Greater Manchester. Details of the congestion charging scheme and public transport investment that form part of the TIF submission at the end of July 2007 have been published for public consultation by the Greater Manchester Authorities.

Newcastle

CAR PARKING

58. Passenger/visitor parking is split by demand type on entry to the passenger terminal area, with short and long stay parking directed to the north of the site via the internal circulatory road, and pick-up/drop-off parking directed to the southern side of the site. A 24 hour courtesy coach service is provided from the long-stay car parking area to the front of the passenger terminal building. Staff parking is located to the south of the passenger terminal building and east of the Metro station platform.

Maximum Capacity of NIA Car Parks

Car Park	Number of Spaces
Pick-up/Drop-off	90
Short Stay	833
Short Stay (overspill)	110
Long Stay	5,353
Staff	194

59. In early 2005 NIA acquired the Park & Fly long-stay car parking company, adding a further 800 spaces to the Airport's supply.
60. The peak occupancy for the long-stay car park, is much higher between May and October shown in the data for 2003 and 2004. July has been the busiest month for long-stay parking for the past two years, peaking at a maximum of 4,270 vehicles in July 2004. There is far less monthly variation in peak occupancy levels for short-stay parking, ranging between 587 and 965 vehicles since January 2003. The average peak occupancy for short-stay parking was 760 vehicles. Staff parking occupancy peaked at 410 in March 2005.
61. Problems – Car parking on site is seasonal and therefore issues need to be addressed to ensure that there is sufficient capacity in the summer months
62. Off site car parking is becoming an increasing problem with a number of operational running illegally without planning permission. This therefore leads on to enforcement issues with the local authorities. The increase in off site car parks also means that the airport are less in control of transportation therefore making it increasingly difficult to meet sustainable transport modal share targets.

TAXI

63. Airport registered taxi services are permitted to pick-up and drop-off directly in front of the passenger terminal building. Non-Airport registered firms must use the public pick-

up/drop-off facility. Airport-registered taxis are also able to use a waiting area close to the long-stay car park.

64. Problems – Taxi's are not a sustainable mode of transport

METRO

65. The Airport is situated at the end of the Metro line from Newcastle city centre. The Airport Metro station is integrated into the terminal building via an overhead walkway. The nearby Callerton Parkway Metro station on Callerton Lane also offers Metro services for employees working at the nearby Freight Village, Maintenance Area and the proposed Southside development.
66. Patronage of Metro services to and from the Airport has increased in recent years, possibly as a consequence of the growth in air services provided by low-cost budget airlines such as EasyJet. The table below presents NEXUS data for annual boardings at the Airport station since the opening of the Sunderland extension to the Metro system.

Annual Boardings at the Airport Metro Station

Year	Boardings
2002/03	282,368
2003/04	317,280
2004/05	370,578

67. Project Orpheus, conceived in 2000, originally envisaged a major expansion of the Metro system, thus significantly enhancing the public transport accessibility of the Airport. However, recent developments have seen a review of the scheme and the recent financial submission to the Department for Transport (DfT) involves a major upgrade of the existing system. If implemented, this will lead to a significant improvement in interchange between all modes of transport at the Airport.
68. Problems – Service is not 24 hours, there is no direct route from the coast.
69. Positive Impacts – the Metro service accounts for the highest percentage of sustainable journeys to the airport and this figure is increasing every year.
70. From Central station to the Airport takes approx 23 minutes
71. Opportunities identified included:
- interchange improvements at Newcastle Central Station;
 - 24 hour operation to the Airport;
 - improved links to the coast;
 - further Metro extension linked to long term Airport expansion;
 - interchange linked to new forms of rapid transit; and
 - capacity enhancement through Newcastle City Centre.

ACCESS BY BUS AND COACH

72. There is a bus and coach service pick-up/drop-off facility located outside of the main terminal building. Passengers then have to cross, via identified pedestrian crossings, the taxi pick-up/drop-off lane to gain access to the terminal building. In addition, several other public service buses stop on Ponteland Road near Prestwick Terrace. A footpath links the Airport landside area with Ponteland Road and stops near Prestwick Terrace for both northbound and southbound services.
73. Problems - bus services do not provide a direct access to the airport is a reluctance on the part of the bus operators to route services through the Airport, as buses then encounter delays and increased running costs when traversing the Airport's internal road network.

74. Opportunities identified included:

- early morning and late night express bus service;
- employee bus service;
- long distance minibus/taxi operations;
- improved links to national coach network;
- city centre express bus;

- major improvements to bus/coach facilities at the Airport; and
- direct bus service via western Newcastle.

ACCESS BY HEAVY RAIL

75. There is no existing heavy rail link to the Airport. There are significant obstacles to the development of a direct rail link, including the competition for train paths on the section of track between South Gosforth and Benton. The feasibility of a direct heavy rail link to the Airport has been investigated but it was concluded that the proposal has only long-term potential due to capacity constraints affecting the East Coast Mainline (ECML).

76. Problems - Presently, visitors to the Airport who are travelling by heavy rail must change to Metro services at Newcastle Central Station. Access to the Metro station is via a footbridge and escalator to an underground ticketing concourse. However, there are proposals to construct an underground walkway to link rail platforms to the Metro ticketing concourse, thereby easing interchange between light and heavy rail.

77. Potential opportunities included:

- improved signage about the Metro and the Airport at Newcastle Central Station;
- through-ticketing initiatives;
- interchange improvements with the Metro; and
- a direct link to the Airport.

ACCESS BY BICYCLE

78. There is an existing signed on-road cycle route to the north of Prestwick, which links the traffic-free cycle route in Ponteland with Dinnington to the east. There is also a traffic-free cycle route that crosses over the A696 to link Newbiggin Hall with the B6918 Ponteland Road in Woolsington, and there are short sections of cycle lane on the B6918 Ponteland Road through Woolsington.

79. Problems – May not be appropriate for passengers

PARK AND RIDE

- Potential schemes identified, included:
- utilisation of Callerton Parkway for Airport employee parking;
- footpath link between Callerton Parkway and the Freight Village and Maintenance Area;
- employee shuttle bus or minibus to Callerton Parkway car park;
- secure remote park and ride sites; and
- remote check-in facilities.

Prestwick

80. Glasgow Prestwick Airport's (GPA) surface access had a major boost recently with the opening of the M77 extension connecting the airport to Glasgow and surrounds. However better connections to Glasgow Airport via an upgraded A737, the M-way network east-bound on the M8 and south to England would also be helpful. GPA's rail connection is also a vital part in its current success and will play an increasing role in its future growth. However while the rail connection is a key asset its capacity is a major concern. 30% of GPA's passengers currently travel by rail and with projected airport

growth, passenger volumes will increase significantly on a line which is currently operating at or beyond capacity during key times of the day.

81. In the short term there are a number of actions which should be taken to deal with some immediate problems - such as longer trains; longer platforms; carriages capable of accommodating passengers with luggage; incorporating an additional airport stop on the Stranraer to Kilmarnock service; and extending services in the early morning and late evening. Ideally over the medium to long term the Consultative Committee would like to see the quality and capacity of the service improve, but this will be difficult as freight and commuter traffic are also growing and competing for any existing or planned capacity.. The situation should be helped on the Glasgow-Ayr service when new track capacity is added as a result of the proposed new Glasgow Airport Rail Link, but this is as yet uncertain. Additional capacity currently programmed for the Glasgow-Kilmarnock line would allow the possibility of additional services to GPA on that line. Glasgow Crossrail, currently under consideration, would also connect the airport to direct rail services from the north and east of Scotland. In order to allow for continued growth in passenger numbers at GPA, capacity and quality issues in relation to the airport station; the rolling stock and track need to be addressed. These matters have been drawn to the attention of the Scottish Executive through the regional Transport Strategy process.

Secretariat

May 2007