

IMPROVING SURFACE ACCESS TO AIRPORTS

What this paper is about

This paper aims to provide background information on the responsibility of airport operators to bring forward proposals to up-grade or enhance the road, rail or transport network or services to support airport growth. It also summarises the progress made at individual airports in increasing the use of public transport by passengers and airport staff travelling to and from airports.

Points for Discussion

- *Para 4* - To discuss whether airports have reviewed and updated their surface access strategies to reflect the conclusions of the Air Transport White Paper and the development proposals set out in their airport master plans.
- *Para 10* – To discuss issues at individual airports and to share best practice.

Points for Possible Action

None

Introduction

1. The problems of securing good surface access links to airports, notably by public transport, remains a matter of concern to many consultative committees. Although the national picture shows that the private car remains the dominant means of accessing airports, some progress has been made at individual airports.
2. Delegates have been asked to provide an update of the surface access schemes at their airports, modal split information and whether there are issues that remain to be resolved. The contributions that have been received to date are annexed to this paper.

Surface Access Schemes - Responsibilities of Airport Operators

3. According to the Government the responsibility for bringing forward surface access proposals and securing funding lies with airport operators, working closely with the Department for Transport, Network Rail, the Highways Agency and regional and local bodies. This is re-stated in the Air Transport White Paper which goes on to say that in taking forward proposals there needs to be effective collaboration between these bodies. In particular it will require:
 - development or revision of long-term surface access strategies to accompany the preparation of airport master plans reflecting the conclusions of the White Paper;
 - project development, option appraisal and consultation, with a view to identifying preferred schemes, along with funding arrangements;
 - airport surface access strategies and schemes being reflected, as appropriate, in regional transport strategies within Regional Spatial Strategies and Local Development Frameworks and Transport Plans in England and equivalent planning processes in the devolved areas and, in the long-term, the strategies of the relevant transport delivery agencies;
 - development of detailed design, costing, environmental impact assessment, value for money appraisal and funding plans;
 - application for approvals (including Compulsory Purchase Orders) through normal planning procedures, or where appropriate through Transport and Works Act (1992) and Highways Act (1980) procedures or, in Scotland, private bill procedures - including where necessary a public inquiry; and
 - commissioning and construction.
4. All airports in England and Wales with more than 1,000 passenger air transport movements a year are required to set up an Airport Transport Forum and prepare an Airport Surface Access Strategy. The strategy should set out short and long-term targets for decreasing the proportion of journeys to the airport by car and increasing the proportion by public transport, for both air passengers and airport workers. The Government has asked that existing surface access strategies be reviewed to reflect the conclusions of the White Paper and the development proposals set out in Airport Master Plans. Delegates are asked to report on the progress made at their airports on this important matter.
5. As regards the funding of surface access projects, the Government expects in some cases that it will be appropriate for the airport operator to pay in full for a particular enhancement or improvement. But it is also acknowledged that where there are wider benefits, or the airport is not the primary contributor to the problem the scheme is designed to address, there will be a need for a broader funding package including public sector and/or other developer contributions where their projects would also benefit from improved surface access.

6. Delegates will recall that at previous meetings there has been general concern about the difficulties experienced by some airport operators in obtaining positive support and investment from all key stakeholders to ensure schemes were delivered in a timely manner. A number of delegates referred to problems in encouraging air passengers to use public transport when travelling to and from airports particularly in areas where public transport does not directly link to the airport and therefore does not provide an attractive alternative to the private car. Delegates also highlighted issues that needed to be addressed in respect of encouraging rail usage - such as longer trains, longer platforms and carriages capable of accommodating passengers with luggage.

Progress made by the Government

7. The DfT has very recently published its Annual Report 2008 in which it sets out the Department's activities and achievements over the last year¹. In respect of matters relating to surface access, the following progress has been made:
 - The Local Transport Bill – introduced in Parliament in November 2007 – will help improve public transport and restructure the way local transport is delivered. In particular, it will give local authorities increased flexibility and powers to improve bus services, provide greater passenger choice, and help tackle road congestion. The Bill has already undergone a full public consultation as well as Parliamentary pre-legislative scrutiny by the House of Commons Transport Select Committee. Not all of the Bill is directly of interest to airports and consultative committees but there are proposals for the reform of the arrangements for local transport governance in major conurbations, “to ensure strong local leadership and a coherent approach to transport across individual local authority boundaries and across different transport modes.” Notably the draft Bill allows for:
 - reforms to the existing responsibilities of Passenger Transport Authorities and district councils in major conurbations outside London to enable a more coherent integrated approach.
 - new Passenger Transport Authorities in areas where they do not currently exist, and changes to the boundaries of existing Authorities where it makes sense to do so.
 - the abolition of Local Transport Plans in the Metropolitan areas. Instead there would be a duty on the Passenger Transport Authority (PTA) to prepare an Integrated Transport Strategy (ITS) and accompanying implementation plan.

As airports often lie on the edge of conurbations, the proposed reforms for local transport governance across boundaries is to be welcomed.

- The launch of the Rail White Paper in July 2007², which announced the Government's long-term plans for a modern rail network capable of handling twice the current level of passengers and freight. Between now and 2014, the Government will deliver 1,300 extra carriages and invest more than £10 billion to increase capacity throughout the country.
- The go-ahead for the £5.5 billion expansion of Thameslink, and in October, the announcement that the Government had secured funding for the £16 billion Crossrail scheme.
- The commissioning of several pieces of work aimed at improving the end to end journey experience for passengers by making journeys (including surface access) more

¹ Department for Transport Annual Report 2008 published on 19th May, 2008 see: <http://www.dft.gov.uk/about/publications/apr/ar2008/>

² [Delivering a Sustainable Railway - White Paper CM 7176](#)

predictable, reliable and efficient (see also the paper on Improving the Through-Airport Passenger Experience considered elsewhere on this agenda).

8. Delegates should also note that the DfT's discussion document *Towards a Sustainable Transport System: Supporting economic growth in a low carbon world* (TaSTS) was published in October 2007³. This document responded to the recommendations made in the Eddington transport study and the Stern Review on the Economics of Climate Change. It also set out the Department's policy and investment plans for the period to 2013-14.
9. At last year's meeting at Stansted, the DfT's representatives reported on the outcome of the Surface Access Forum which took place in July 2006 at which agreement was reached to develop performance indicators and share best practice nationally on sustainable surface access improvements. Details on the development of the performance indicators are still awaited.

Current position at individual airports

10. Over the past few years Committees have highlighted that securing improvements to transport networks, both strategic and local, is a matter of great importance, and agreed that the Liaison Group should continue to monitor the progress being made at airports. Delegates have therefore provided the Secretariat with an update of the surface access schemes, modal split information and issues at their airports. Details that have been received are given in the Annex to this paper.
11. It appears that although good progress is being made at some airports, there continue to be problems in respect of securing improved services for airport traffic, particularly on the rail network. There is a general need to improve the quality and capacity of rail services but the difficulty is that freight and commuter traffic is also growing and competing for any additional capacity on the network. However, the Government in its Rail White Paper has given a commitment to deliver 1,300 extra carriages and invest more than £10 billion to increase capacity throughout the country between now and 2014. It is hoped therefore that some of this additional capacity will be directed to those networks serving airports.
12. It also appears that airports are still experiencing difficulties in securing funding for schemes.

**Secretariat
May 2008**

³ [Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World \(1 Mb\)](#)

ANNEX NOTES FROM AIRPORTS

Aberdeen

1. Aberdeen Airport is located about 11km north-west of the City of Aberdeen and serves a population of around 400,000 people, about half of whom live in rural areas up to 100km from the airport. In the last year, more than 3.3million passengers used the airport, served by about 2,800 employees. The City of Aberdeen was the origin of 54% of passengers, with 36% originating in just four postal districts. Access mode from within the City was public transport 7.3%, taxi 47% and car 45%. Overall in 2005/06, 35% of passengers used private car driven away, 13% private car parked, 6% rental car, 37% taxi, and 6% public transport.
2. The Airport's latest Surface Access Strategy (2008 – 2012) notes that whilst access by public transport is the most desirable mode, a large proportion of passengers (especially from the rural areas) have no convenient access to public transport and many are unlikely to in the immediate future. Access by regular local and long distance bus services has improved over recent years, linking the airport more frequently to the City centre and to a number of towns north-west as far as Inverness. Bus services from the City commence in time for check-in for early (0615 – 0730) flights and continue until relatively late in the evening. There is a railway station almost adjacent to the airport, but about 3km away on the 'wrong side' from the terminal. Services are limited and there is not currently a bus service from the station to the terminal, although one may start later in 2008, in conjunction with firms in the adjoining industrial estate. The local road network is scheduled for improvement, although no time lines are yet certain.
3. The SAS 2008 – 2012 affirms that the Airport will work with the bus companies to optimise the frequency of service to and from the City, and to identify 'corridors' of unfulfilled demand for new bus routes. Amongst other targets, the Airport has committed a financial contribution to a rail/air transfer bus from the local station. It is investigating the feasibility of installing bus and taxi lanes to operate at peak times for public transport leaving the airport and has contributed to the cost of a survey on how short term improvements might be made to local junctions on the public highway network. It is also on target to issue a Staff Transport Plan before the end of this year..

Birmingham

4. In 2006, Birmingham International Airport revised its method to monitor surface access to the Airport site and, subsequently, the revised methodology was implemented as part of new the Airport Surface Access Strategy 2006-2012. These revised methods have been used to provide a more robust approach to monitoring and, in doing so, identify more clearly the surface access mode splits for the Airport.
5. Modal share statistics are now provided separately for Passengers and Employees, as opposed to previous years (i.e. before 2006), where the overall modal shares were provided as a combination of Passengers, Employees and Visitors. Visitor mode is no longer monitored, except insofar as they are included in the passenger mode share, where they contribute to on site surface access movements.
6. A key element of the revised method is that trips to the Airport by car can now be separated into several 'sub categories'. It has been recognised that a passenger who is dropped off at the Airport, and subsequently picked up upon their return, generates two surface trips, as opposed to a passenger who parks at the Airport, only generating one trip.

This is now reflected accurately in the statistics and, whilst for the majority of analysis these figures will be grouped under the method 'Car', it is possible, in more detailed analysis, to separate these figures.

7. 'Public Transport' is now defined as everything except car and taxi, for both passengers and employees. Public Transport also includes those arriving from off-site car parks, as it is recognised these passengers are arriving by bus and thus reducing local congestion. However, this is identified separately in the more detailed figures.
8. As passenger numbers increase, it is inevitable that vehicle trips to the Airport will also increase. However, it is desirable that these trips increase at a slower rate than the growth in passenger numbers. 'Vehicle Trips per Passenger' is the method that has been identified by the Airport, to help monitor these increases. The figure is calculated by dividing the number of vehicle trips to the Airport site (taken from the automated traffic counters and car park entrance figures) by the number of passengers. The overall aim is to reduce the ratio over time. In 2007, there were 1.15 vehicle trips per passenger using the Airport. It is the aim to reduce this to 1.08 vehicle trips per passenger by 2012.
9. Employee modal shares are now calculated over a rolling 3 year figure, to reduce random variations that have been seen to occur. By doing this, it is anticipated that a clearer trend can be identified year on year.

Passenger Modal Share Statistics (2005 – 2007 & 2012 Target)

Passenger Mode Shares %	2005	2006	2007	2012 Target
A. Car	58.5	57.1	58.3	55
B. Taxi	20.7	21.2	21.3	20
C. Off-site Car Park or Hotel Bus	9.1	7.5	7.0	9
D. Rail	9.1	11.7	10.7	12
E. Coach	0.8	1.0	1.1	2
F. Local Bus	0.7	0.6	1.0	1
G. Cycle				
H. Other	1.1	0.9	0.6	1
Public Transport (non-car/non-taxi, C-H)	20.8	21.7	20.4	25

Employee Modal Share Statistics (3 year rolling figure 2003 -2007 & 2012 Target)

Employee Modal Shares %	2003-5	2004-6	2005-7	2012 Target
A. Car	77.4	74.0	72.6	73
B. Taxi	2.3	2.7	3.7	2
C. Off-site Car Park or Hotel Bus	0.0	0.0		0
D. Rail/Air-Rail Link	4.5	5.3	4.7	6
D. Coach				
E. Local Bus (& Coach)	13.4	15.0	15.2	16
F. Cycle	0.7	0.7	0.7	2
G. Other	1.7	2.2	3.1	1
Public Transport (non-car/non-taxi, C-H)	20.3	23.2	23.6	25

Vehicle/Passenger Ratio (2005 – 2007 & 2012 Target)

Vehicle Trips per Passenger	2005	2006	2007	2012 Target
Total Vehicle Trips (millions)	10.81	10.74	10.60	
Total Passengers	9.39	9.15	9.18	
Vehicle Trips per Passenger	1.15	1.17	1.15	1.08

2007 Passenger Mode Share

10. The passenger modal share has fallen below the 2005 level. The most important contribution to this was a fall of one percentage point in the rail modal share compared to 2006. However, when examined in detail, the data suggests that the 2006 rail modal share was unusually high, so the long term trend is still probably upwards. The new rail franchise arrangements and December 2009 timetable changes should contribute to a continuing upward trend.
11. In addition, there has been a decline in the off-site car park modal share, which is now included in public transport mode share (because these passengers arrive on-site by bus). After increasing for several years, this share appears to have peaked in 2006.

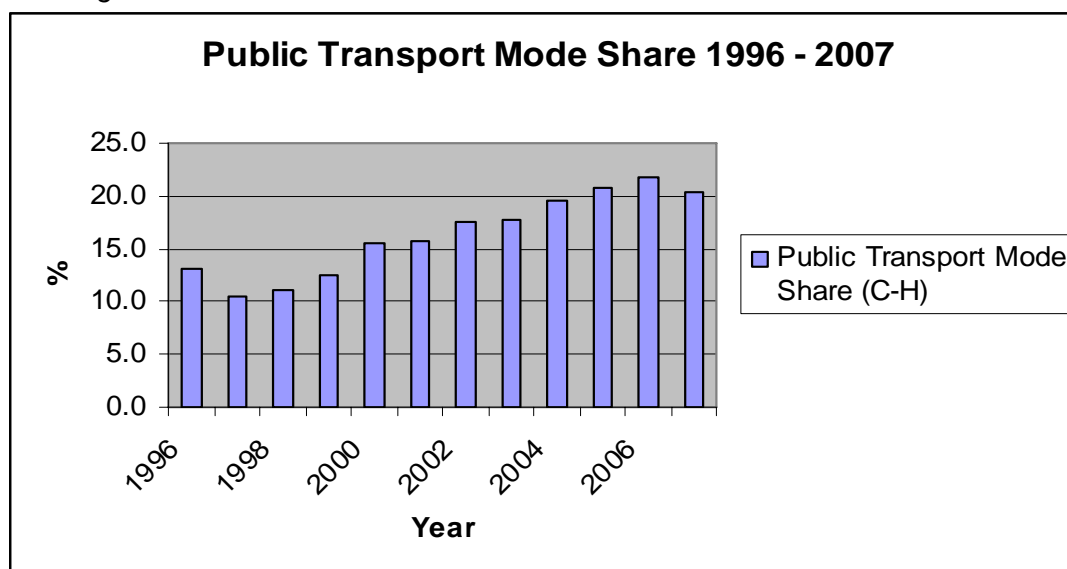
2007 Employee Mode Share

12. The overall employee modal share has increased very slightly, but this difference is not statistically significant. However, the trend within the data for the public transport modal share is downwards, so this is expected to fall next year. There has been a general increase in the 'other' category, which includes walking and various forms of staff transport.

2007 Vehicle/Passenger Ratio

13. This new statistic has shown a welcome decline, after increasing in 2006. The factors affecting this go beyond public transport mode shares and include the balance between set-down/pick-up and car parking. It is possible that the changes to the set-down/pick-up arrangements may have affected the overall level of vehicle movements, but this is not proven. It will be some time before the interactions affecting the vehicle/passenger ratio are fully understood, but it is important as the amount of traffic generated by the Airport has the biggest direct impact on the surrounding road network and local community.

Passenger Modal Share 1996 – 2007



Bristol

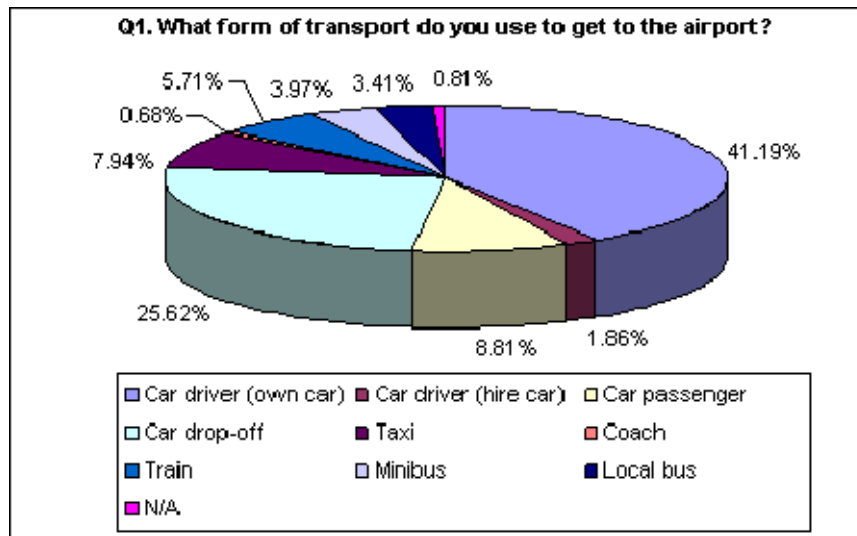
14. The Bristol International Flyer bus service into Bristol remains the mainstay of the Airport's public transport.
15. This service is supplemented by a First Bus service between Weston-super-Mare and Bristol via the Airport and two National Express coach services.
16. The Bristol International Flyer service carried 448,952 passengers in 2007, an increase of 22% compared with the previous year.
17. Taking into account the patronage of the Flyer service and the other services listed above it is estimated that about 6.6% of air passengers used public transport for their journey to or from the Airport in 2007.

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
A. Car	69.3	69.7	68.9	68.4	63.6	63.6	62.2	61.8	58.5	58.5	57.1	58.3
B.Taxi	16.1	17.8	18.5	19.1	20.8	20.7	20.2	20.4	21.9	20.7	21.2	21.3
C.Off-Site Car Park/Hotel Bus	1.6	0.6	0.8	5.6	5.5	6.1	7.9	7.3	9.0	9.1	7.5	7.0
D.Rail	8.8	7.9	8.1	3.9	7.4	6.7	7.3	8.2	8.6	9.1	11.7	10.7
E.Coach				1.1	1.2	1.3	1.1	0.8	0.6	0.8	1.0	1.1
F.Local Bus	1.7	1.3	1.2	1.1	0.8	0.9	0.6	0.8	0.6	0.7	0.6	1.0
G.Cycle												
H.Other	1.1	0.7	0.9	0.8	0.7	0.7	0.7	0.7	0.8	1.1	0.9	0.6
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Public Transport Mode Share (C-H)	13.2	10.5	11.0	12.5	15.6	15.7	17.6	17.8	19.6	20.8	21.7	20.4

18. The Flyer service is free to airport staff and plays a valuable role in transporting employees to and from work.
19. During 2007 early morning services were introduced for the Bristol Flyer and a number of new stops created in Bristol particularly around the University campus.
20. A number of technological innovations have been introduced or are planned for the service in the near future. These include a real time information display at the terminal building bus stop, online ticket sales and the installation of a First Great Western train ticket machine in the terminal building arrivals concourse.
21. Proposals for a new bus service to Weston-super-Mare and Plymouth have been drawn up in conjunction with bus operators but a number of financial hurdles need to be overcome before these can become reality. In the meantime a number of minibus shuttle services are being operated to the Airport by local undertakings.
22. Long term proposals for a bus rapid transit service between the Airport and Bristol are being considered in conjunction with the West of England's bid for Transport Innovation Funding for transport improvements.
23. Taxi and hire car usage to and from the Airport remains unchanged from the 2003/04 CAA Passenger Survey.
24. North Somerset Council has recently undertaken a survey of traffic movements into and out of the Airport. Data for September 2005, 2006 and 2007 shows that average daily traffic flows and morning and evening peak hour flows have remained relatively static over the three year period both inbound and outbound.
25. Bristol International Airport is located in an Area of Outstanding Natural Beauty and is not close to a mainline rail link.
26. The nearest regional rail station is Bristol Temple Meads (direct connections to London, Cardiff, Birmingham, Southampton and Exeter) which is well served by the Flyer bus service.
27. Development of a direct rail link to the Bristol/Taunton/Exeter line is very unlikely based on passenger numbers and economics due to the nature of the landscape and potential development costs.
28. Motorway links to the M4 and M5 are also unlikely for economic and environmental reasons

Cardiff

29. Here are the latest survey results for Cardiff International Airport

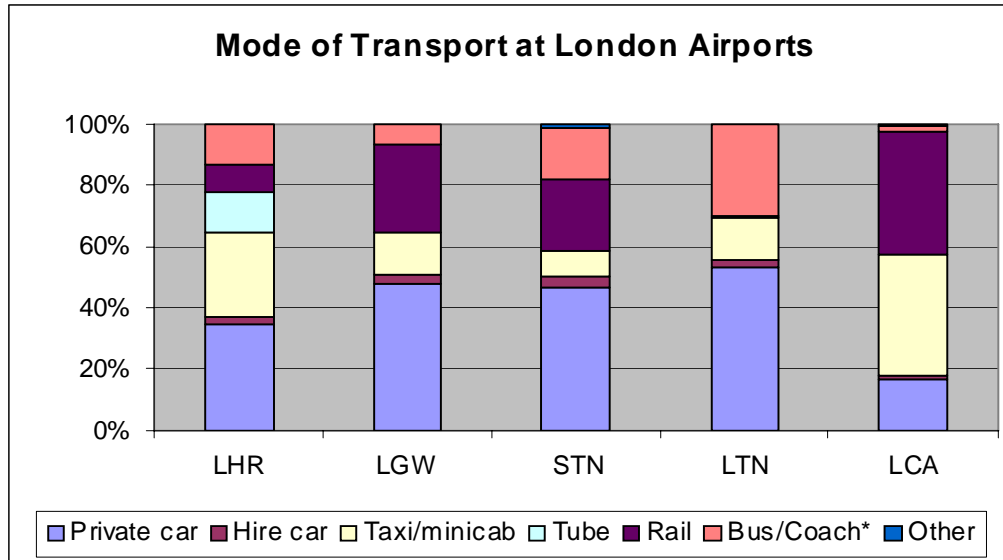


Edinburgh

30. The position at Edinburgh is very fluid. The Chairman of the consultative committee, Alastair O'Neill, will brief the Committee.

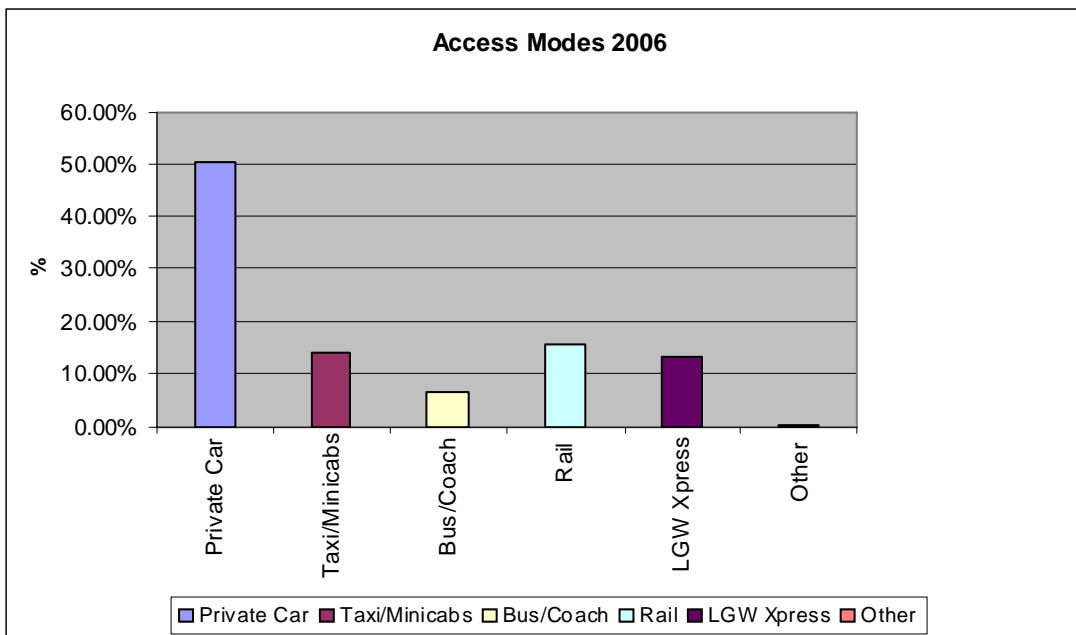
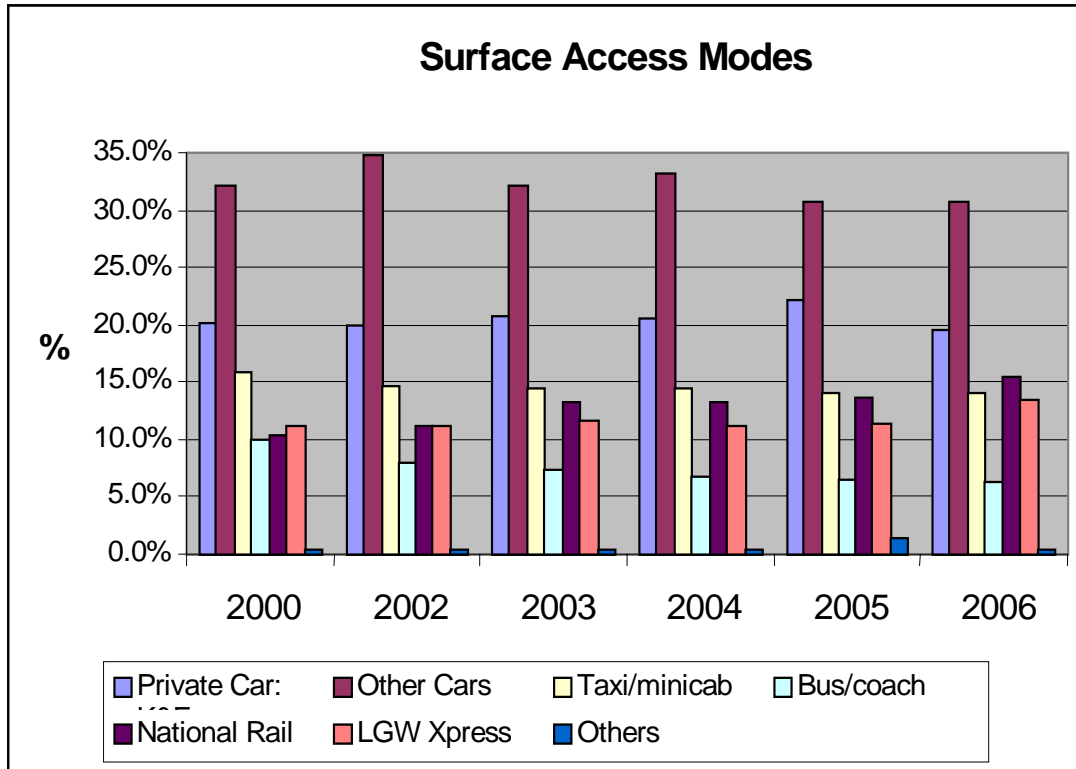
Gatwick

31. BAA Gatwick published its Surface Access Strategy in October 2007 which supports the future growth strategy outlined in the Interim Airport Master Plan (published in 2006). At the heart of the Strategy lies an overriding target of 40% of passengers traveling to and from the airport by public transport by the time the airport is handling a passenger throughput of 40 mppa. The proportion of Gatwick's air passengers and employees using public transport continues to increase and the air passenger share now stands at around 35%.
32. Given below are details of the modal split at Gatwick (and a comparison with other London airports) extracted from analysis of CAA data commissioned by West Sussex County Council (survey of outbound passengers only). As mentioned above, BAA Gatwick has a 40% target for non-transfer passengers at the airport to use public transport by the time the airport reaches 40 mppa (now expected to be reached around 2017/18).
33. As highlighted in the graphs and table, after stagnation during the first half of the decade, it is encouraging that the public transport share does appear to be increasing. Bus/coach is slowly declining (in %age terms) but rail is showing healthy growth. Interestingly, the survey revealed that 'Low cost airline' passengers have a higher than average propensity to use rail, as opposed to private car. The growth of low cost airlines at Gatwick is, therefore, probably helping to grow the public transport share. From April this year easyJet is the largest carrier at LGW.



Modal Access at LGW 2000-2006

BHC category	Order	2000	2002	2003	2004	2005	2006
Private Car: K&F	1	20.1%	20.0%	20.8%	20.6%	22.3%	19.6%
Other Cars	2	32.1%	34.8%	32.2%	33.2%	30.8%	30.8%
Taxi/minicab	3	16.0%	14.6%	14.5%	14.5%	14.0%	14.1%
Bus/coach	4	10.0%	7.9%	7.3%	6.8%	6.5%	6.3%
National Rail	5	10.4%	11.2%	13.2%	13.2%	13.7%	15.6%
LGW Xpress	6	11.1%	11.1%	11.7%	11.3%	11.3%	13.4%
Others	7	0.3%	0.4%	0.3%	0.5%	1.4%	0.3%
Total public transport	4, 5 & 6	31.5%	30.2%	32.2%	31.3%	31.5%	35.3%



34. After many years of lobbying and partnership work there is now the prospect of a new rail station and combined transport interchange for the airport. Network Rail is working on a preferred design option in partnership with BAA Gatwick with a view to begin construction in 2009 with completion in 2011, in time for the Olympics. This is however subject to Network Rail securing a funding package with external stakeholders and to planning consent.

35. The Gatwick Committee has welcomed the decision on the future of the Gatwick Express service that retains a 15 minutes non-stop service to London. At peak times however, trains will run beyond Gatwick to Brighton to provide additional commuter capacity. This extension to the service is of concern because at peak times air passengers will be competing with commuters for available seating on the Express service. The Committee is continuing to lobby the train operating company to ensure that during these times the same level of service and journey experience for air passengers that the dedicated trains currently provide is maintained. The Committee will also press for the retention of the dedicated Gatwick Express service in the new Southern franchise which is due for renewal in 2009.
36. In terms of coach travel, even in the transport corridors that are well served during the day, there is potential to introduce new early morning or late night services for passengers flying/arriving at either end of the day and employees working shift patterns. BAA Gatwick is actively working with coach operators to introduce new routes.
37. There is also a strong focus on developing the local bus network aimed not only at staff but also local residents that fly in and out of Gatwick. The further development of the flagship Fastway network is seen as the key to achieving a real shift in travel behaviour in the local area.
38. An issue that is also being addressed at Gatwick is the private car "Kiss and Fly" element, and the consequent double tripping. This is currently about 20% of all passenger journeys to the airport and has not changed greatly since 2000. Taxis at Gatwick are predominantly private hire because hackney cabs are not permitted to ply for hire. Hence this proportion is much lower than Heathrow or London City. BAA Gatwick is addressing this in a combination of ways by restricting access to forecourts, ensuring adequate on-site parking and continuing to promote public transport.

Glasgow

39. The Glasgow Airport Rail Link (GARL) has been approved by the Scottish Government in 2007. The project will bring main line rail services to the airport from Glasgow Central Station via Paisley Gilmour Street Station every 15 minutes throughout the day with a journey time of 16 minutes. In
40. In 2006 4.5% of passengers travelling to the Airport used rail as an intermediate travel mode and continued their journey on taxi or bus.
41. The new rail link, which is scheduled to begin operations in early 2012, is still being assessed by Transport Scotland as to the number of passengers that will use the service and early passenger projections are expected in early 2009.

Mode	% share
Private Car - Driven Away	32.3
Private Car - Parked	25.4
Rental Car	4.4
Taxi	26.3
Public Transport	10.8
Other (cycle/walk)	0.8

Source: 2006 Passenger Survey

Glasgow Prestwick

42. Partly in response to the terrorist attack at Glasgow Airport last July there has been a complete revamp of car and bus access in the immediate vicinity of the terminal building. New road access to the parking areas 1 and 2 and re-sited bus bays with enhanced passenger shelters and links to the terminal have recently been completed.
43. Glasgow Prestwick Airport (GPA) is currently Scotland's only rail connected airport. It is linked via a covered walkway directly into the terminal building. Surface access also benefits from good links to the M77 connecting the airport to Glasgow and surrounds. However better connections to Glasgow Airport via an upgraded A737, the M-way network to the east and south to England would be helpful for passengers and particularly freight. GPA's rail connection is 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.
44. In the short term there are a number of actions which should be taken to deal with some immediate problems - such as earlier and later service, longer trains, longer platforms and carriages capable of accommodating passengers with luggage and enhancements to the airport station. Over the medium to long term the Consultative Committee will continue to focus efforts on seeing 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 capacity that does exist on the line. The situation might be helped if new track capacity is added as a result of the proposed new Glasgow Airport Rail Link, but this still remains uncertain. A Glasgow Crossrail scheme which is currently being assessed 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 various consultations on Transport priorities. Strong representations have recently been made to the Scottish Government as part of the consultation on the National Planning Framework 2 stressing the need to include GPA (on a par with Glasgow & Edinburgh) as a 'National Development' to ensure GPA's surface access enhancements are given sufficient national priority to facilitate continued growth.

Leeds Bradford

45. Leeds Bradford International Airport produced a revised Surface Access Strategy document, which was submitted to the Department for Transport in May 2006 to accompany the LBIA Masterplan. (The original Surface Access Strategy was published in 2000).
46. The Strategy contains a series of elements which are achievable in the short, medium and longer term, and adopts an integrated approach containing initiatives to improve public transport, whilst recognising the need to ensure that the Airport remains accessible to the large number of people travelling by private car.
47. The key objective of the Surface Access Strategy is to connect the Airport to its hinterland by the full range of transport modes, allowing for sustainable development within the locality which contributes to the Regional economy and delivers the *Regional Spatial Strategy*.

48. As a key element of the Strategy two targets were set, incorporating the DfT definition of "Public Transport" as being all non-private car use. Accordingly, the targets set were as follows:
- To achieve a public transport mode split of 40% (under the DfT definition) by 2011 - this would necessitate achieving a public service bus mode share of 10% by 2011.
 - To achieve a public transport mode split of 50% by 2016, that is, at the end of the more detailed development strategy period.
49. Each year a detailed frontage survey is carried out (over a full week), and the mode split results from the last survey, carried out in August 2007, were as follows:

Mode	% share (rounded)
Taxi (Hackney)	4
Taxi (Private Hire)	15
Minibus/Coach (Private Hire)	9
Public Service Bus	6
Off-site Car Park Shuttle Buses	10
Private Car	56
Total	100

As can be seen, by 2007 the public transport target of 40% has already been well exceeded.

50. As a result, and with new ownership from May 2007, with plans for major capital expenditure to provide additional terminal capacity, and other infrastructure improvements, to cope with an increase in the number of destinations, and a planned doubling of passenger numbers to over 6 million by 2015, it has been decided to further review the Surface Access Strategy.
51. Accordingly, a local Transportation Consultant has recently been commissioned to update/review the current document to reflect recent developments and changed circumstances over the intervening period.
52. The review will take account of the 5 year development plan proposed by the current owners, in particular revised passenger flow estimates, and willfully examine the need for updated targets and objectives.

Liverpool John Lennon Airport

53. In 2007 15% of passengers chose to use public transport to travel to and from Liverpool John Lennon Airport. This is an increase of 4% since 2005. The increase can be attributed to bus operator Arriva increasing the number of services to the Airport from across the region and the opening of Liverpool South Parkway – a bus and rail interchange in nearby Garston, with buses to/from the Airport every 10 minutes. Bus priority measures have been introduced to help shorten the journey time. Coach operator Terravision has also helped increase public transport usage by commencing a regional service to Manchester. The Airport's Black Cab scheme has now been in operation for a year and over 750 of the Liverpool City's drivers have registered to work at the Airport. The scheme was introduced to ensure that passengers receive a high standard of service and to ensure that the Cab drivers comply with a code of conduct.

London City Airport

54. As reported last year the Airport has a new rail link which opened in December 2005. It 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 which allows 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 Stratford, Canary Wharf and the West End. This DLR line is now being further extended to Woolwich Arsenal via a tunnel under the Thames. The tunnel boring works are now complete and the new line is expected to open on schedule in 2009. It will offer much improved access to the Airport for those living in a large area of South-East London and Kent.

55. Quarterly sample surveys among air passengers in 2007 showed the following modal split:

Mode	% share
DLR	45.25
Taxi	35.25
Car	17.25
Bus	0.5
Transfer passengers (no surface journey)	1.75

56. The DLR's Monitoring Report for the first year of operation of the new line showed that 1.8m people had used the new line to travel to the Airport in its first year. Before the extension opened only 31% of the airport's customers used public transport to make their journey.

57. Work continues on converting for DLR use that part of the North London Line which until its closure in December 2006 was used by Silverlink trains to run services from Stratford to North Woolwich. 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 in the Lower Lea Valley for the 2012 Olympic Games

58. The rest of the North London Line is likely to be needed for the Abbey Wood branch of Crossrail for which a Bill is grinding its way through 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. On 5th October 2007 the Government confirmed that the Crossrail project has the funding to go ahead. The expected cost is £16bn which will be met by Government, businesses and farepayers. The Government says it will contribute £5bn.

59. Another major project of relevance to the Airport is the Thames Gateway Bridge. This was the subject of a public inquiry which ran from June 2005 until May 2006. On 25th July 2007 the Secretary of State for Communities and Local Government announced that the public inquiry was to be re-opened. A date for the resumed inquiry is awaited.

60. 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.

61. More remote from the Airport, but offering an important link to the east (especially for staff), is the DLR's Dagenham Dock Extension. During 2007 the DLR confirmed following consultation that Dagenham Dock would indeed be the destination for the extension and that the preferred route would leave the existing network at Gallions Reach and run in tunnel under the River Roding and thence on a viaduct through Barking Riverside, a major development area in the Thames Gateway. East of Barking Riverside the new line will cross over the existing rail corridor before terminating alongside the existing rail station at Dagenham Dock. The DLR expect to obtain authorisation for the new line during 2008/2009. If approved they expect to start work on the project in 2013 with the line opening in 2017.
62. 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

63. According to Civil Aviation Authority (CAA) 2007 survey statistics, London Luton Airport (LLA) has seen a small year-on-year reduction in passengers using public transport. London Luton Airport Operations Limited (LLAOL) is currently querying these figures, as both rail and coach operators have reported strong yr-on-yr growth.

Mode	2005	2006	2007
Bus/Coach	10	13	12
Rail	17	16	16
Total	27	29	28

Source: CAA 2005- 2007

Highways

64. Construction continues on two major highway schemes in close proximity to LLA.

M1 Widening (Junction 6A-10) – the project will deliver four lane standard (in both directions), between M1 Junction 6A and Junction 10 (LLA), thus improving private car and coach access between LLA and the M25. The scheme is on programme and due for completion in December 2008.

East Luton Corridor – this scheme involves the widening of a stretch of road connecting M1 Junction 10(a) to employment and residential areas in the south east of Luton (including LLA). The scheme has been subject to significant delays as a result of adverse

weather conditions in summer 07. The scheme is now expected to be completed in December 2008.

Coach

65. Both National Express and Greenline (provide 757 express service into London) have reported strong yr-on-yr performance, driven by improvements to service patterns, but also the significant growth in foreign-originating passengers using LLA. National Express performance has also been enhanced by the opening of a sales desk in the airport Onward Travel Centre. Greenline have entered into a partnership with easyBus, whereby easyBus sell seats on Greenline services.

Rail

66. The airport operator and First Capital Connect (FCC) have been working closely in developing a new marketing strategy to promote rail travel to/from LLA during 2007/08. This partnership has resulted in the following:
 - Rail-Air Shuttle – in January 2008, LLAOL/FCC launched a new rail-air shuttle service with £1.3m invested in new, fully accessible, articulated shuttle buses. The service runs on a 10 minute timetable between LLA and the rail station, and vehicles include generous luggage space. The new buses have been well received by customers.
 - Automated Ticket Machines – FCC have installed automated tickets machines in landside, airside (international baggage reclaim) and kerbside areas to assist passengers with the purchase of tickets.
 - Re-branded sales desk in Onward Travel Centre – FCC have refreshed the sales unit in the Onward Travel Centre.
 - Marketing campaign in terminal – FCC have launched a major advertising campaign in the terminal to build brand presence but also to encourage modal split.
 - Re-fitted trains – FCC have commenced a programme of re-fitting trains, including generous luggage space for LLA and Gatwick customers.
 - Improvements to Luton Airport Parkway Station – FCC have invested heavily in new barriers and digital information screens to enhance the passenger experience.
67. Stagecoach Group Plc was awarded the East Midlands rail franchise in November 2007.

Other

68. The airport operator intends to launch an airport-wide car share scheme on June 9th 2008, to coincide with National Liftshare day. The scheme will be open to nearly 9,000 employees, offering them the opportunity to share lifts with employees across the airport.
69. LLAOL is currently reviewing its Airport Commuter Plan. An airport-wide travel survey has been conducted to understand employee travel behavior, which will inform the publication of a new Commuter Plan in autumn 2008, with LLAOL inviting airport companies to jointly adopt the plan.
70. In January 2008, LLAOL published its first Community Engagement Strategy (attached). The document sets out the airport operator's commitment to delivering improvements in 15 'priority programme' areas, including surface access.
71. LLAOL intends to publish a revised Airport Surface Access Strategy in late 2008.

London Stansted

72. Stansted currently has 44% of passengers arriving/departing on public transport, making it the lead among large airports in the UK and vying with Schipol for the lead in Europe.
73. On buses and coaches there are 550 departures per day to 50 destinations. The Airport has upgraded its Public Transport Interchange over the last year to bring it up to a more comfortable standard.
74. The train services run to London on the Stansted Express and to the Midlands on Central. Stansted Express has introduced longer and upgraded trains. There has been a small fall in the number of passengers over the winter (1-2%) reflecting the cutback in the number of flights at the airport.
75. The Terminal is being increased at present and the work will include a new dedicated and state of the art area for car hire companies and the taxi operator.
76. As with many airports the main issue for Stansted is what happens in the future, in particular the works required to reflect (a) any agreement to increase use of the current runway - should know outcome of this by end of this month - and (b) a second runway. STACC has commented on proposals by the Highways Agency to widen the M11 to the south of the airport and is encouraging the Agency to look again at the lack of proposals to improve provision to the north. It has also commented on plans to improve train services into London, probably by the introduction of a third line in bottleneck areas.

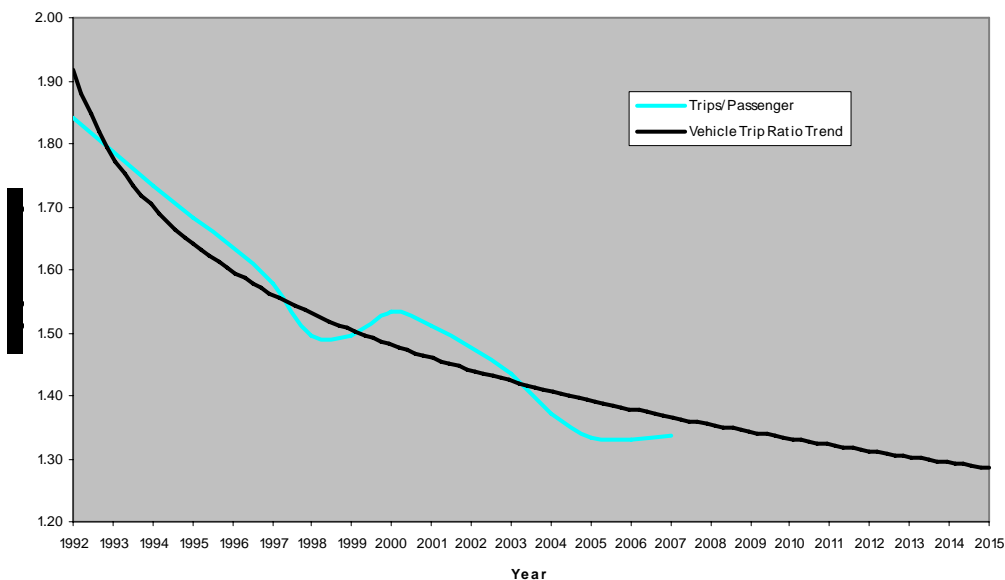
Manchester

77. 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. The plan sets a challenging long-term target to increase public transport use to 40%.
78. 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.
79. Work started in June 2007 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 added a new service to Glasgow and Edinburgh in December 2007.
80. 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) made by Greater Manchester in July 2007.

81. Modal share and monitoring: Modal share targets for public transport are a basic method to monitor the success of our surface access strategy. However, the wider objective is to reduce the overall number of vehicle trips to and from the Airport.
82. The 'vehicle to air passenger ratio' measures the total number of vehicle trips (including passengers, employees, visitors, goods delivery etc) that enter or leave the Airport's internal road network as a proportion of the total air passengers (excluding air to air transfers). This high level measure is an indicator of the trend in the overall volume of road traffic generated by the Airport.
83. In 1992, the ratio was 1.86 i.e. every air passenger generated 1.86 vehicle trips from the Airport site. In 2007 the ratio was 1.34, a 28% reduction equivalent to saving 1.1 million vehicle trips per annum. The target is reduce the vehicle to air passenger ratio to 1.28 by 2015 in order to keep Airport traffic within the expected limits of capacity on the local highway and motorway network.

Vehicle Trips Per Terminal Passenger



84. 60% of passengers are dropped off by private car or taxi. 9% use the train, 2% use coach and bus, and 4% use courtesy buses. 9% park in off site car parks. (Manchester Airport Customer Experience Survey Feb 08)

Newcastle

85. Modal Split Market Research is carried out for Newcastle Airport by the Transport Operations Research Group in the School of Civil Engineering and Geosciences at Newcastle University.
86. Figures for 2008 are due in June; figures for 2007 are below.

Car – drop off	30.3%
Car – short stay car park	14.9

Car – long stay car park	8.7
Car – courtesy and Staff car park	1.3
Car – off site	5.9
Taxi – Airport	0.3
Taxi – other	18.5
Hire car	2.8
Metro only (light railway)	15.2
Public bus	0.2
Private bus	1.3
Other	0.5