

IMPROVING SURFACE ACCESS TO AIRPORTS

What this paper is about

This paper provides 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 sets out Government initiatives and commitments across a range of transport modes which help in encouraging greater use of public transport. Where responses were received from UKACCs members concerning the progress made at individual airports these are reproduced in the Annex to the paper.

Points for Discussion

The paper is largely for information. Delegates may wish to discuss in more detail the progress made at airports in delivering public transport schemes and whether there are still issues concerning transport providers having differing priorities for investment on networks around airports.

Points for Possible Action

None, although issues may come to light at the Annual Meeting.

Introduction

1. The problems of securing good surface access links to airports, notably by public transport, remains an issue for many consultative committees. Throughout the UK the private car continues to be the dominant means of accessing airports, although some progress has been made at individual airports.

Surface Access Schemes – Responsibilities of Airport Operators

2. 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 (ATF)* and prepare an *Airport Surface Access Strategy (ASAS)*. It is the responsibility of the airport operator to bring forward proposals for the strategy and to secure funding. The ASAS 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.
3. Delegates will recall from 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 surface access schemes are delivered in a timely manner. There has been a number of new Government initiatives and investment that, if implemented, could significantly help to secure a modal shift towards public transport at some airports.

Progress made by the Government

*The Local Transport Act 2008*¹

4. The Local Transport Act gained Royal Assent on 26 November 2008. The Act provides the framework and tools for local authorities and bus operators to work together to increase bus usage, reduce congestion and help tackle climate change². It also paves the way for Passenger Focus (the rail watchdog) to become the representative body for bus and coach passengers. A decision as to whether it will also represent tram and light rail passengers will be taken later this year. The Act gives greater flexibility for metropolitan areas and others to design governance arrangements for planning, taking decisions on and delivering transport services which work for their area, rather than having to follow a standard national model. It does so by allowing for the setting up and reconstitution of Integrated Transport Authorities (ITAs) to run transport across cities in a more integrated way, such as through better co-ordination of the road network and public transport services in their areas.

*Towards a Sustainable Transport System (TaSTS)*³

5. In October 2007 the Department for Transport published *Towards a Sustainable Transport System* in response to the Eddington Study and the Stern review. It sets out Government transport investment and policy plans to 2014 and longer term proposals beyond 2014, including Crossrail and Thameslink. The timetable originally proposed has been revised to take account of the proposed Climate Change Bill. It is proposed that long term challenges and goals taking account of the requirements of the Climate Change Bill will be published in Spring 2009. The delay has enabled further time for stakeholders to comment on proposals.

*Delivering a Sustainable Transport System (DaSTS)*⁴

6. In November 2008 the Department for Transport published a paper on *Delivering a Sustainable Transport System*. The paper sets out five goals:
 - To support economic growth
 - To tackle climate change
 - To contribute to better safety security and health

¹ http://www.opsi.gov.uk/acts/acts2008/pdf/ukpga_20080026_en.pdf

² <http://www.dft.gov.uk/pgr/regional/localtransportbill/>

³ <http://www.dft.gov.uk/about/strategy/transportstrategy/tasts/tastsletter>

⁴ <http://www.dft.gov.uk/about/strategy/transportstrategy/dasts/dastsreport.pdf>

- To promote equality of opportunity
 - To improve quality of life by promoting a healthy natural environment
7. At the same time draft guidance to Regions on delivering a sustainable transport system was issued. This explains that a new approach to transport investment and policy requires the Department to look at its investment in transport across the piece to enable better decisions and ensure the totality of investment across the different networks. The process will help to align national and regional transport strategies. In future national policy statements for national networks including ports and airports will be published.
 8. The paper identifies a national strategic infrastructure. Within this seven airports (Heathrow; Gatwick; Stansted; Manchester; Luton; Birmingham and East Midlands) and ten ports that make up the international gateway based on passenger movements and freight tonnage have been identified. The strategic national corridors that link these ports and airports with the largest urban areas have been mapped. At paragraph 4.24 of the paper the Government confirms its commitment to supporting the improvement of surface access to ports and airports and recognising it has a direct role in part-funding schemes to improve the delivery of the strategic national network.
 9. The Department has also identified a small number of high value-for-money schemes which offer strong national and international productivity benefits and is prepared to contribute funding to secure delivery subject to support also from regional and local partners. There are four options being considered, one of which is the A555 relief road which would enhance access to Manchester Airport from the east. The other three options related to freight transportation. The Department will be discussing the co-funding opportunities for each of the schemes with partners.
 10. The report also refers to the consultation on draft guidelines to deliver greater clarity on the Department's approach to developer contributions for surface access transport links to strategically significant infrastructure projects, such as ports and airports. The guiding principle being to develop cost-share arrangements between the public and private sector where there is a compelling case to do so and where there are significant national benefits to schemes. The consultation commenced on 5 August 2008 and closed on 31 October 2008 and the Department has published the summary of responses and its response to the issues raised on its website.⁵
 11. The National Network Strategy Group, chaired by Lord Adonis has been set up to determine strategic priorities on key national corridors and international gateways such as *High Speed Two*.
*High Speed Two*⁶
 12. On 15 January 2009, the Minister for Transport launched a formal high speed rail project as part of a package of transport proposals dominated by the announcement of approval for the expansion of London Heathrow Airport by the addition of a third runway and sixth terminal. The project included the launch of a separate company called *High Speed 2* which would study the feasibility and viability of a new line using trains capable of travelling at speeds over 150 mph (240km/h). As a first stage, initial proposals for a new line will be considered for routes between London and the West Midlands with a view to reducing the journey time to under an hour. It is proposed the new line would ultimately be extended to reach Scotland. The Company is expected to report formally to the Government on the most promising route or routes with costs and benefits by the end of this year. The key modal shift is likely to be in respect of access to Heathrow from London, the west and Thames Valley facilitated by the Heathrow interchange and local rail enhancements.
*The Rail White Paper*⁷
 13. On 24 July 2007 the White Paper *Delivering a Sustainable Railway* was published. It looks at the potential future challenges for the railway over a 30 year horizon. The three long term issues for the Government and rail industry partnership being:

⁵ <http://www.dft.gov.uk/consultations/closed/fundingtransportinfrastructure/consultationresponses.pdf>

⁶ <http://www.dft.gov.uk/pgr/rail/pi/highspeedtwo/>

⁷ <http://www.dft.gov.uk/about/strategy/whitepapers/whitepapercm7176/>

- increasing the capacity of the railway
- delivering a quality service to passengers
- fulfilling rail's environmental potential

14. At the end of March 2009 *Network Rail* issued their *Delivery Plan for Control Period Four (2009 – 2014)*⁸ this states that £8 billion is being invested to enhance the rail network and increase capacity and capability (this figure excludes schemes such as Crossrail and the Edinburgh to Glasgow upgrade for which funding has yet to be agreed).
15. The Delivery Plan also provides details of those Network Rail owned railway stations to receive investment for improvement over the next four years. Those airport railway stations earmarked are Edinburgh, Waverley, Glasgow Central, Birmingham Central and Gatwick.

*DfT's Annual report 2008*⁹

16. During 2007-08 the Department for Transport has:
- Published TaSts (referred to above)
 - Brought into force the Renewable Transport Fuel Obligations Order 2007 which requires that 2.5 per cent of transport fuel must come from renewable sources in 2008-2009, rising to 5 per cent from 2010-11 onwards;
 - Worked with the European Commission and EU Member States to agree a cap on CO2 emissions from flights to, from and within the EU, for use as a basis for future inclusion of air transport in the *EU Emissions Trading Scheme* (EU ETS);
 - Published the Low Carbon Transport Innovation Strategy, supported by around £100 million of funding, setting out plans to encourage the development of new, lower carbon technologies for transport;
 - Been instrumental in helping to produce the Government's new Air Quality Strategy for England, Scotland, Wales and Northern Ireland.

Looking ahead the Department proposes:

- Working with other government Departments and internationally, to deliver the joint Public Service Agreement (PSA) target to lead the global effort to tackle climate change, and take forward the Department's strategy on tackling the environmental impact of transport in line with the Stern Review;
- To contribute to the *Climate Change Act 2008*;
- Confirm environmental goals for transport and set out carbon reduction pathways in a carbon reduction strategy;
- Prepare regulatory and delivery arrangements in the UK for aviation's inclusion in EU ETS;
- Expand the reach of the Act on CO2 campaign to business via the National Business Travel Network, encouraging greater implementation of Smarter Choices measures to reduce CO2 emissions and congestion related to business travel and deliver wider benefits.

Conclusion

17. Good progress is being made at the UK's major airports to improve the modal shift from the use of the private car to public transport. The Government has also made progress in bringing forward a range of initiatives and has given its commitment to invest in the nation's transport infrastructure, particularly in respect of the rail network. The proposed high speed rail project that will link Heathrow to the West Midlands initially and then, in the longer term, Scotland is most encouraging. Although projects of this scale take many years to plan and construct, it will if realised, provide a number of regions with direct access to Heathrow enabling travellers to better interline with international air services.

⁸ <http://www.networkrail.co.uk/asp/5500.aspx>

⁹ <http://www.dft.gov.uk/about/publications/apr/ar2008/>

18. In the short term, it is not in all cases very clear from the responses received from individual airports whether airport operators are still experiencing problems with engaging with transport providers to identify schemes, priorities and funding needed to accommodate growth in demand at their airports. Delegates are therefore asked to share experiences at the meeting.

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Liaison Group Secretariat
May 2009

CURRENT POSITION AT AIRPORTS

(Note: The modal split figures have been provided by airports according to their own methods of calculation and accordingly they cannot be strictly compared as between one airport and another)

Aberdeen

1. As in previous years, this section is prefaced with the explanation that the rural nature of the north east of Scotland, the physical location of the airport and the operating times of public transport compared with the operating times of the airport, means that the preferred means of surface access is private car (either using the car parks at the airport or by 'kiss and fly') or by taxi.
2. However, there are some improvements in access by public transport over the recent past. First Scotrail has now extended many northbound trains from Edinburgh/Glasgow beyond Aberdeen to the airport's local station at Dyce. In conjunction with this improvement, the Dyce Transport Management Organisation (of which the airport is a key member) has commissioned a half hourly bus service from the station to the airport and the adjacent industrial estate on a trial basis with a fixed £1 fare. Other bus services have also seen some improvement, both from the city centre and from the route north to Inverness. The taxi franchise has also been relet with improvements for pre-booking taxis for incoming passengers.
3. The road access has seen limited improvement, with major changes awaiting the outcome of the recent public enquiry on the planned Aberdeen Western Peripheral Route.

Birmingham International Airport

4. Planning Approval has been granted (by Solihull MBC, Local Planning Authority for the Airport) for the proposed Runway Extension, subject to completion of the S106 Agreement (where the Schedules have already been agreed, and the Planning Conditions established). The Secretary of State has decided not to 'intervene' or 'call-in' the Planning Application. The Surface Access Schedule from the S106 Agreement is attached (its in the public domain as its been considered by Solihull MBC's Planning Committee and formed part of the report to Solihull MBC's Planning Committee). The Runway Extension is one of the Nine Regional Transport Priorities for the West Midlands Region (established by Advantage West Midlands/West Midlands Regional Assembly with the Minister for the West Midlands, and is second on the list after the redevelopment of New Street Station).
5. The full year 2008 Public Transport Modal Share data (from the surveys) is now available, i.e.
 - Passenger Public Transport Modal Share 24.3% (compared with 20.4% in 2007 and target of 25% in 2012).
 - Employee Public Transport Modal Share 23.0% (compared with 23.6% in 2007 and target of 25% in 2012).
 - Vehicle Trips per Passenger of 1.12 (compared with 1.16 in 2007 and target of 1.08 in 2012).
6. The Passenger Public Transport Modal Share is the highest ever recorded for the Airport. The increase is largely because of the increase in the Passenger Rail Mode Share, which was 13.2% in 2008, compared with 10.7% in 2007.
7. However, there was a small decrease in the Employee Public Transport Modal Share, which needs to be monitored, with Public Transport and Travelwise initiatives important to the future, together with Solihull MBC's ANITA Scheme (to improve bus access to the Airport and NEC).
8. The Vehicle Trips per Passenger ratio continued to decline in 2008, where the number of vehicles entering the Passenger Terminal Site increased, but the increase in passengers was greater so the overall ratio decreased.

9. Solihull MBC has secured £11 million of funding from the DfT (through the Regional Funding Allocation/RFA process) to improve Public Transport Access to the Airport/NEC (i.e the "ANITA" Scheme, Airport NEC Integrated Transport Access Scheme), with National Express West Midlands, the Airport Company and the NEC to contribute with significant revenue support to improve the network and frequency of bus services.
10. A major scheme at the Passenger Terminal Site to Relocate the Bus & Coach Terminus and Revise the Landside Road Network was completed in February 2009, at a cost of £2 million, in response to the loss of set-down/pick-up in front of the Passenger Terminals following the Glasgow Airport terrorist incident (i.e. it includes a Drop & Go Area for setting-down departing passengers based on the former Short Stay Car Park, with the Multi Storey Car Parks considered appropriate for picking-up arriving passengers). The Multi Storey Car Parks have also been rebranded/renumbered as part of process, as Short & Medium Stay (the Long Stay Car Parks remain unchanged).
11. Phase Two of Multi Storey Car Park 3 (now Short & Medium Stay 1) is due to be completed and opened in July 2009, to provide a further 1,550 car park spaces. Multi Storey Car Park 3 (now Short & Medium Stay 1) will provide 3,300 spaces in full.
12. The new International Pier is due to be operational for the end of July 2009 (in part), with the full scheme (to include all the stands on both sides of the new Pier, facilitated by the demolition of the existing International Pier) to be completed at the end of November 2009.
13. The Upgrade of the West Coast Mainline has been completed and the new timetable is working well. Arriva Trains have introduced a new service to Mid/North Wales. The Airport Company is now keen to work with stakeholders (including Network Rail, Train Operating Companies, Centro, Local Authorities, NEC) to improve rail access to Birmingham International Station and develop an Air Rail Access Strategy for the Airport.

Bristol

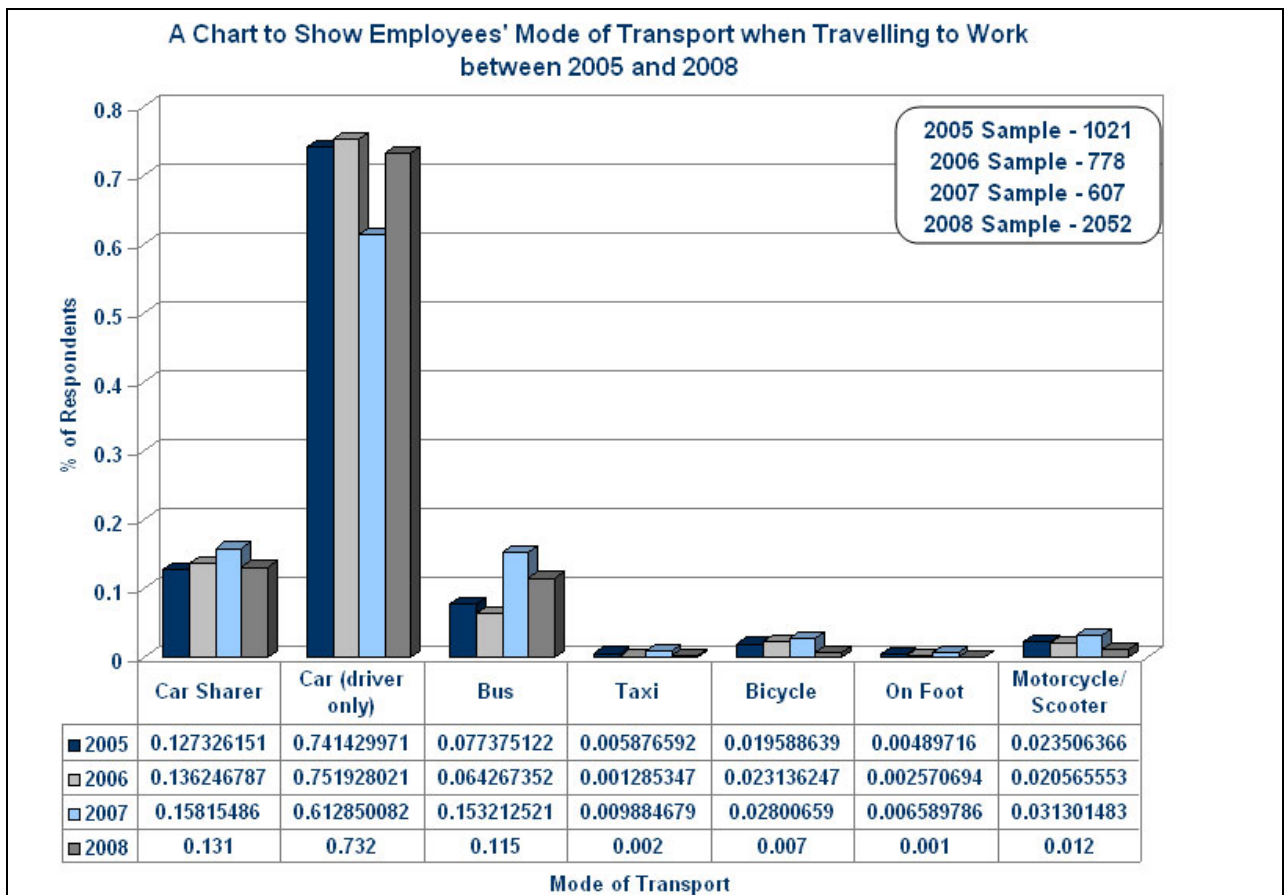
14. The 2008/09 surface access annual progress report for the period 1st April 2008 to 31st March 2009 is not yet available.
15. However, the Bristol International Flyer bus service remains the mainstay of the Airport's public transport.
16. There has been continued growth in public transport use during the calendar year 2008 with the number of passengers using the Flyer bus service growing by 20% to 537,770.
17. Patronage of the airport taxi concession declined in 2008 by approximately 10% partly as a result of the withdrawal of British Airways, whose passengers were regular users of the taxi service.
18. The CAA survey indicates that public transport use is now just under 10% of passengers.
19. Work continues to -
 - (a) promote and encourage alternative means of travel to and from the Airport to reduce single occupancy car journeys by staff.
 - (b) explore new public transport opportunities with potential operators. However, work to date suggests that the development of new services are unlikely to be commercial in the short term.
20. The Airport is currently meeting the demand for on site car parking although proposals for expanding on site car parking is under consideration in connection with the further development of the Airport. Off site car parking is being controlled by the local authority either through the refusal of planning permission for new sites or enforcement action against unauthorised sites.
21. A traffic counter, managed by North Somerset Council, is installed on the main entrance recording traffic movements into and out of the Airport. Data from the past five years shows that September generally sees the highest airport traffic flows. A comparison of the data for September from 2006 and 2007 shows a general reduction in traffic movements.
22. All targets in the Airport's Surface Access Strategy are under review in conjunction with the preparation of the planning application for the expansion of the Airport

Cardiff

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

1st Mode	
Charter Coach	3%
Hire car - driven away	1%
Hire car - returned to airport	3%
Hotel Bus	4%
Local bus companies	2%
Minicab	7%
National Express Coach	0%
National railways	2%
Other	0%
Other National/Regional coach service	0%
Private car - airport long term car park	22%
Private car - driven away	39%
Private car - hotel car park bus	1%
Private car - off site long term car park	8%
Private car - short term car park	3%
Taxi	5%
Train shuttle bus	1%
Travel agent - courtesy bus	0%
Grand Total	100%

East Midlands



24. Please note the sample size for each year. Prior to 2008, the survey was undertaken using survey forms and the response declined to approx 8% of staff taking part in the survey. Last year we used two researchers to undertake the survey face to face with staff using hand held computers and this increased our response to 25% giving a more realistic picture of modal share in 2008

Edinburgh

25. Currently 25.5% of total passengers access Edinburgh Airport by public transport. This figure has increased from 19.7% in 2005, and BAA Edinburgh has targeted in its Surface Access Strategy a public transport modal share of 27% by 2011.
26. Edinburgh Airport is not served by a rail link, therefore all passengers using public transport are on bus services. A tram line and tram halt are in process of construction on the airport, and when it becomes operational at the end of 2011 the tram will also link the airport to the city centre.
27. In 2005 passenger modal split was as follows:-
- Public transport – 19.7%
 - Private vehicle – 48.6%
 - Taxi – 25.3%
 - Hired car – 6%
 - Other - <1%
28. A further comprehensive passenger survey is currently underway and will continue throughout 2009 which will establish the latest modal split – although as above regular surveys are indicating an increase in public transport mode share to 25.5%.

Gatwick

29. Gatwick Airport Limited has on-going targets for the proportion of air passengers using public transport to travel to the airport. These are 36% by the end of March 2008 (actual figure waited) and 40% by the time Gatwick's annual passenger throughput reaches 40 million.
30. The latest modal access targets are awaited but the position given at last year's meeting is as follows:

Modal Access at LGW 2000-2006

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

31. Gatwick Airport Limited is also refreshing its "Gatwick Commuter" travel plan for airport employees. The modes of transport which all Gatwick employees use is given below.

Staff travel to work
Percentage of all Gatwick employees



32. Gatwick continues to develop solutions to support its 'corridor' targets which focus on key routes to Gatwick; for example, preparing proposals in conjunction with operators for improved coach services to Gatwick for Kent and some South Hampshire/Dorset regions. The airport's proposals support the regional transport strategy, developed by the South East Regional Assembly which aims to create a 'hub and spoke' network around major transport interchanges like Gatwick
33. Gatwick is also promoting onward travel products for air passengers within the airport's terminals, for example the airside arrivals route in North Terminal. A new onward travel centre was introduced in the South Terminal, bringing together rail, bus and coach and taxi operators in a combined facility near the arrivals exit for air passengers.
34. Issues of concern to the Consultative Committee and Gatwick Airport Limited are predominantly in relation to the rail network and the Gatwick Express service. As reported at last year's Annual meeting, while the Committee welcomed the fact that the Gatwick Express service would be retained, it was most concerned about the decision to extend the service to the south coast at peak times to provide additional commuter capacity.
35. The extended Gatwick Express service came into operation in December last year and a number of problems have been experienced by both commuters and air passengers. Of greatest concern to the Gatwick Committee is that the express trains arriving from the south coast early in the morning arrive at Gatwick full leaving air passengers, who have paid for a premium service, with standing room only. In addition to this, the rolling stock used on the extended peak time service is not appropriate for use by air passengers, particularly as there are only single width external doors at each end of the carriage causing great difficulty for passengers with luggage to board and disembark the trains. There have also been punctuality and performance issues. The Committee is continuing to work with the train operating company and has made its views known to the Department so that the operational issues can be taken into account before the new franchise is awarded this summer.
36. After many years of lobbying and partnership work there is now the prospect of improvement to the railway station, albeit a much reduced scheme from that reported last year as the rail regulator reduced Network Rail's funding for this scheme. Network Rail is working on a preferred design option in partnership with Gatwick Airport Limited with a view to begin construction in 2010 with completion in 2012, in time for the Olympics. This is however still subject to Network Rail securing additional funding from external stakeholders and to planning consent.

Glasgow

37. Surface access at Glasgow has greatly improved with the opening of the revamped terminal forecourt for buses and airport taxis. This had been closed after the terrorist incident in June 2007. Non airport-registered taxis use the outer forecourt to drop off. Drop-off and pick-up facilities only yards from the terminal are excellent and this is free unless a driver is over ten minutes in the designated area.

38. Work on the direct rail link into the airport is well underway. The direct bus link to Glasgow city centre runs 24 hours and several other stopping routes have been introduced and attracting passengers. However, the private car is still by far the main means of access to the airport and I think it will remain thus even when the rail link finally opens.

Inverness

39. At Inverness Airport 640 passengers were surveyed between June 2008 and February 2009. The modal split was as follows :-

Bus – 7%
 Taxi – 13%
 Private Car – 63%
 Car Hire – 17%

Leeds Bradford

40. 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). However, following new ownership of the Airport from May 2007, with plans for major capital investment to provide additional terminal capacity, and other infrastructure improvements to cater for an increase in the number of destinations, and a planned doubling of passenger numbers to around 6 million by 2017, it was decided to further review the Surface Access Strategy. This review/update has now been undertaken and was completed in October 2008.
41. The Strategy contains a series of elements, from minor improvements to major infrastructure schemes, which are considered achievable in the short, medium and longer term, and adopts an integrated approach containing initiatives designed to improve public transport, whilst recognising the need to ensure that the Airport remains fully accessible to the large number of people travelling by private car.
42. The principle 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 towards the Regional economy and delivers the Regional Spatial Strategy.
43. As a key element of the Strategy, the following mode split targets have now been set:
44. A 40% mode share for public transport (i.e. non-car modes) by 2011; and a 45% mode share for public transport by 2016.(Both these figures to exclude off-airport car park shuttle buses) (On this basis, the current public transport mode share is 34.5%) A 10% mode share for public service buses by 2012.
45. 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 2008, were as follows:

MODE	%AGE (ROUNDED)
Private Car	55.5
Taxi (Hackney)	3.0
Taxi (Private Hire)	17.0
Minibus Coach (Private Hire)	8.0
Public Service Buses	6.4
Car Park Service Buses	10.4

London City Airport

46. The key event since our last report is that the DLR Woolwich Arsenal extension was opened by the Mayor of London, Boris Johnson, on 12 January 2009, seven weeks ahead of schedule. The new line, which runs in a new tunnel under the Thames, is an extension of that which runs from the transport interchange at Canning Town to the Airport and thence to the DLR's King George V station. It is likely to have a considerable impact on travel patterns across a wide area of east and south-east London and make it very much

easier for passengers and staff living in the latter area to reach the Airport. The project won the "Infrastructure Project of the Year" award in *Building* magazine.

47. In February 2009 the DLR re-opened Tower Gateway Station after its extensive refurbishment. This means that passengers travelling to the Airport and onwards to Woolwich will enjoy a more frequent peak service.
48. Work continues on the new DLR line running between Stratford International station (on the Channel Tunnel Rail Link) and the existing DLR station at Royal Victoria near Canning Town and on a number of schemes aimed at making the whole DLR network capable of operating 3-car trains by 2011.
49. The Crossrail Bill finally received the Royal Assent in July 2008. This authorises a new railway running from Maidenhead in the west through Paddington, and Liverpool Street and on to Shenfield via Stratford and to Abbey Wood via the Isle of Dogs (Canary Wharf). Airport staff and passengers will be able to use the Abbey Wood Branch which will make use of the present station Custom House which will be rebuilt. Custom House lies a short distance to the west of the Airport on the other side of the Connaught Crossing and a shuttle bus service will need to be considered. Preparatory works for Crossrail will continue throughout 2009. The main Crossrail construction contract will start in 2010 with Crossrail scheduled to open for service in 2017.
50. Late in 2008 the Committee received details of *Transport for London's 10-year Business Plan*. Sadly, the following projects supported by the Committee are not now funded and will not be progressed:
 - *Thames Gateway Bridge*: Transport for London (TfL) is to look again at alternative options for a much needed new east London river crossing, including a crossing at Silvertown which would be integrated with the Blackwall Tunnel. This would be progressed as part of a wider study to assess, with the boroughs, London Development Agency and Greater London Authority, the long-term transport and land use needs of the London Thames Gateway.
 - *East London Transit (ELT) and Greenwich Waterfront Transit (GWT)*: Beyond the completion of the ELT 1a, ELT 1b and GWT 1, projects which are funded in the Plan, no other further phases will proceed. TfL says it will undertake a wider review as part of the sub-regional analysis working with Boroughs to assess the potential for further transit routes and opportunities for external funding.
 - *DLR Dagenham Dock*: Funding has yet to be identified to implement the proposed extension through Barking Riverside to Dagenham Dock which would support the proposed development plans there. The Mayor says it is unclear whether the Barking Riverside housing development is a Government priority to 2018.
51. The *London Olympic Games and Paralympic Games Act 2006* empowers the Secretary of State for Transport to designate a temporary Olympic Road Network (ORN) linking together competition and other important Olympic venues. Designation of the ORN gives the Olympic Delivery Authority (ODA) the ability to see what road works are planned for the network, and to keep the ORN free of non-emergency road and street works during the Games. The ODA will also gain the ability to consult on and implement Traffic Regulation Orders on the ORN to manage traffic. The aim is to ensure that the 55,000 athletes, officials, media and sponsors on each of the 16 days of the Olympic Games and 16,500 on each of the 12 days of the Paralympic Games can move safely, quickly and reliably between the competition venues, their accommodation and other key locations. The ORN, and the ODA's related traffic management powers, are time limited. The ORN will cease to exist once the Games are finished and the roads will revert back to normal operation.
52. In December 2008 the Department for Transport launched a consultation on the roads to be included in the ORN. The proposed network includes a number of roads in the vicinity of the Airport as well as roads used by staff and passengers in gaining access to the Airport. Overall the proposed network seems unexceptionable. But the traffic management measures to be imposed by the ODA on the roads in the ORN once it has been established are a different story. They will certainly be aimed at speeding the journeys of Olympic people and accordingly they are almost certain to have an adverse impact on other traffic -

including possibly traffic to and from the Airport. The ODA have undertaken to consult extensively on the detailed measures they wish to introduce commencing very soon.

53. That the network will be subject to further controls in relation to road-works gives rise to the question whether any of the Airport's key radar and other ATC facilities are carried on landlines laid in these roads? The Airport is looking into this.

Modal Split

Mode	2008 Q1	2008 Q2	2008 Q3	2008 Q4
DLR	46	53	47	59
Black Cab	21	18	26	13
Bus	1	0	1	0
TOTAL Public Transport	68	71	74	72
Mini Cab	14	11	15	11
Chauffeur driven car	6	9	6	4
Private car left in Airport car park	4	2	1	3
Private car driven away	4	3	1	7
Rented car left in Airport car park	1	1	1	1
Other car	1	0	1	0
Courtesy car from airline	0	0	0	0
TOTAL Private Transport	30	26	25	26
Transfer Passengers	1	1	1	1

London Luton

54. London Luton Airport (LLA) has seen a year-on-year growth in passengers using public transport. Recent improvements in passenger modal share have been driven by a combination of improvements to rail and coach services, enhanced marketing and promotion, as well as a growth in foreign originating passengers (with a greater propensity to use public transport).

Mode	2002	2003	2004	2005	2006	2007
Bus/Coach	17	19	16	20	18	21
Rail	7	8	10	10	12	12
Total	24	27	24	30	30	33

Source: Unweighted CAA data 2002- 2007¹⁰

Policy Framework

55. In December 2008, LLA published an Interim Airport Surface Access Strategy (ASAS) for public consultation. The Interim ASAS will cover the period 2008-2011 to re-align with the Local Transport Plan policy cycle. It includes challenging short-term targets to encourage public transport use amongst passengers and employees. LLA is currently reviewing consultation responses received with the support of the Airport Transport Forum, on which the LLACC Chairman sits.

Highways

56. Two major highway schemes in close proximity to LLA are complete, or near to completion.

¹⁰ A full analysis of CAA Passenger Survey data for 2002-2007 conducted by LLAOL suggested that weighting survey respondents on a monthly basis by flight route was not feasible given the available data collected at LLA. As a result, un-weighted Passenger Survey data has been used for each year which provides an accurate comparison of passenger surface access at LLA.

M1 Widening (Junction 6A-10) – the project was completed and opened in December 2008. It has delivered 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.

East Luton Corridor – though subject to significant delays over the course of the project, it is now practically complete with only minor works and landscaping remaining. The scheme has provided dual carriageway connectivity between south east Luton/LLA and the M1 (J10a). It has also provided a high-speed bus-only link for the airport-rail shuttle bus connection. Journeys time between LLA and the M1/Luton Airport Parkway Station have reduced significantly as a result of the project.

57. Further improvements to the M1 are proposed to the north of J10, which will take the form of hard shoulder running between junctions 10 and 13. The infrastructure needed to support this scheme, which was announced in January 2009, is expected to be constructed over three years from late 2009 and will include improvements to Junctions 11 and 12.

Multi-Modal Access

58. During 2008, LLA has delivered significant enhancements to its Central Terminal Area (CTA), with a view to reducing congestion, improving the passenger experience and introducing necessary security measures. The project included the construction of a new drop-off zone, together with improvements to the bus set-down area, the main terminal roundabout (including a new bus-only lane) and improved access to the short term car park.
59. During 2009, LLA intends to introduce a charge for using the drop-off zone in the CTA. It is anticipated that this demand management measure will encourage some passengers and employees to either park or use public transport.
60. The Thameslink Programme has commenced, a £5.5 billion project to transform rail access across London. As part of this scheme, platform extension work was completed at Luton Airport Parkway in November 2008 so that 12 carriages can be accommodated. This will enable a wider variety of services to use the station, increasing the potential use of the route as a means to reach the Airport.
61. Coach/rail operators continue to develop their respective products in response to consumer demand which is driving positive modal share. Conversely, LLA has seen a reduction in local bus services in recent years to the detriment of airport employees. Despite this, 11% of airport employees currently use public transport, principally driven by the success of the Airport Travelcard scheme, which offers significant discounts on certain public transport services.
62. LLA, with the support of the Airport Transport Forum, continues to explore new opportunities to further promote public transport modal share and deliver against ASAS targets. During 2009, particular attention will be paid to local bus service enhancements and a full re-launch of its Airport Travelcard with the support of all public transport operators.

London Stansted

63. Modal breakdown in percentages was:-

- Private car 43.7
- Hire car 3.0
- Taxi/mini cab 8.7
- Bus/coach 20.1
- Rail 24.5

64. The total for public transport was 44.6%, compared to 34% in 2000. This is one of (if not the) highest percentages in Europe.
65. In November 2008, the Airport launched a new Surface Access Strategy ('Leading the way forward') to cover the period 2008 to 2015. This includes a general strategy and particular components on bus and coach services, travel plans, and cycling and walking. Obviously how things develop depends on (a) financial position improving; (b) outcome of judicial review of expanded use of current runway; and (c) planning appeal on second runway –

now deferred by Government from original date in April. No major capital projects are likely over the next 12 months, when the emphasis will be on improving the QSM scores of public transport providers and, if possible, reducing emissions.