

London's airport surface access

The sustainability, capacity and wider development challenge



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Overview



- Mayor of London's aviation policy
- Why surface access is key
- Transforming airport surface access
- Heathrow R3: the surface access challenge
- Beyond the airport city

Mayor of London's aviation policy



- No airport is an island...patently untrue!

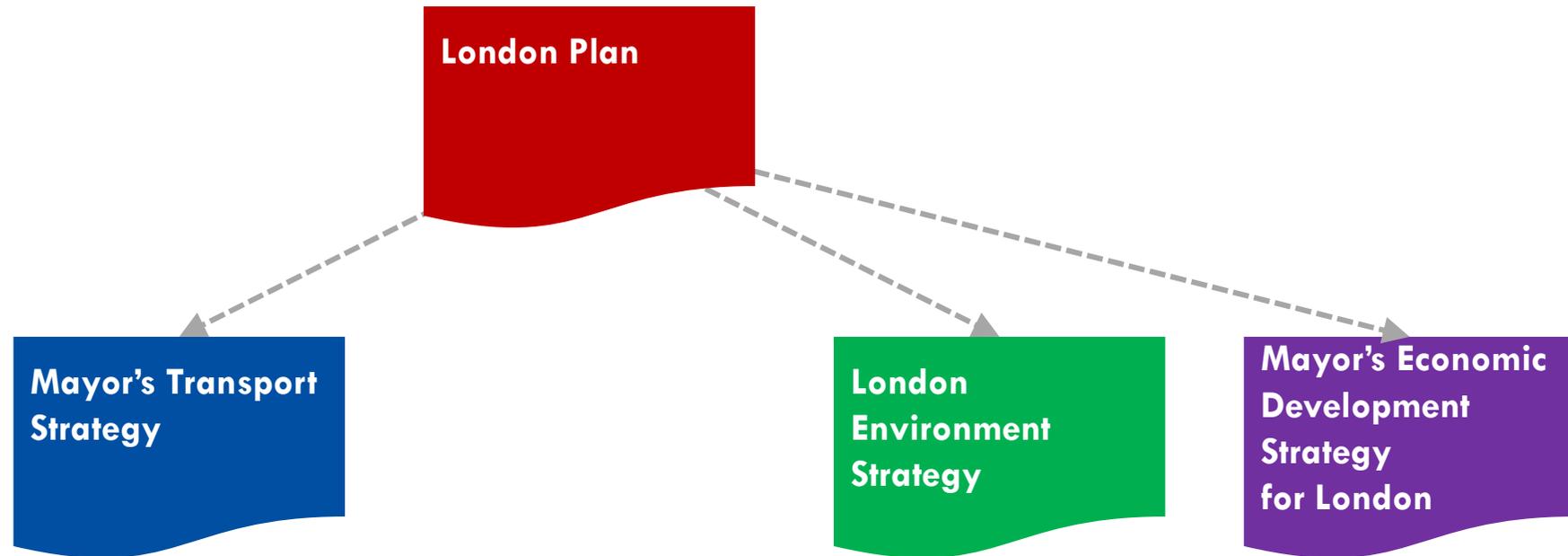


- Airports exist within a wider (spatial, environmental, surface access) policy context

Mayor of London's aviation policy



- Objective: a coherent overarching framework within which to set out a considered aviation policy...



Mayor of London's aviation policy



- Striking the balance between the economic...

“The Mayor supports the case for additional aviation capacity in the south east of England providing it would meet London’s passenger and freight needs.”

...and the environmental

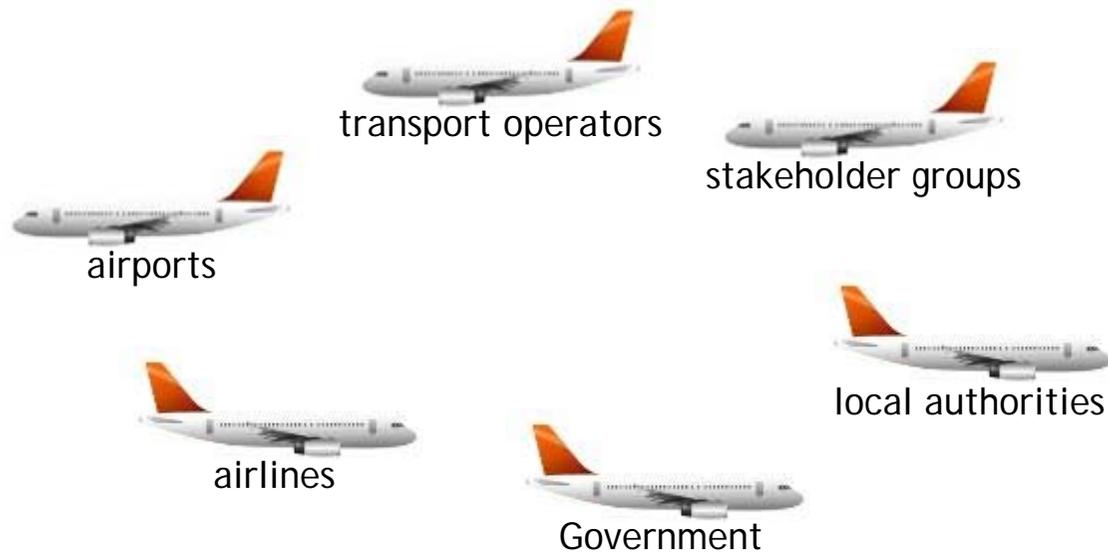
“The environmental impacts of aviation must be fully acknowledged and the aviation industry should fully meet its external and environmental costs particularly in respect of noise, air quality and climate change.”

- Aviation key to ensuring #LondonIsOpen...

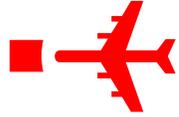
Mayor of London's aviation policy



- My role to develop and implement policy
 - economic, environmental, surface access, airspace, regulatory...
- Working with stakeholders in a complex ecosystem...



Why surface access is key

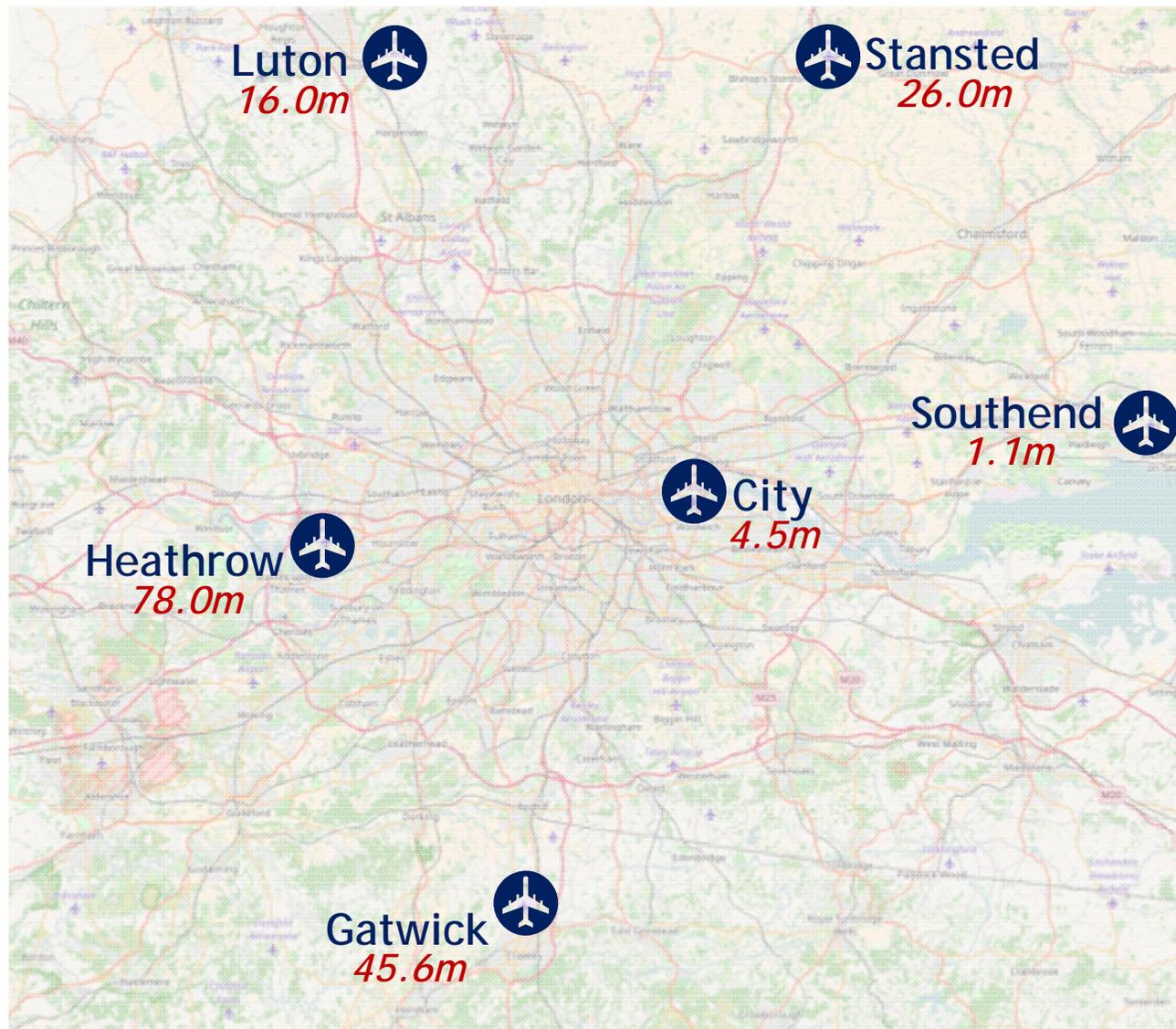


Yes, facilitating access to the airports...



...but also assisting in the wider **sustainability** and **airport capacity** challenges

Making best use of existing airport capacity

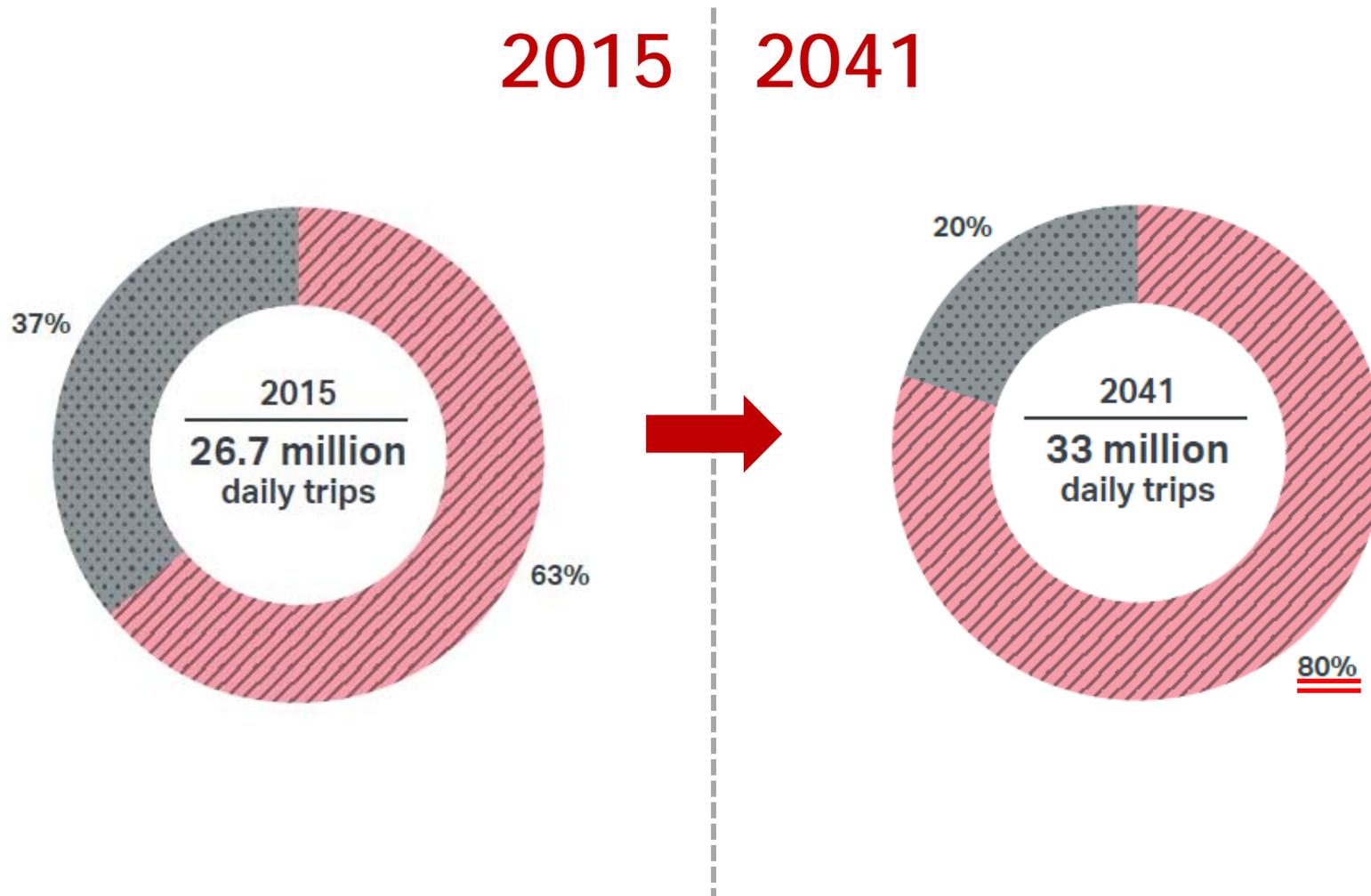


Total
171.3m

Supporting London's sustainability: mode shift



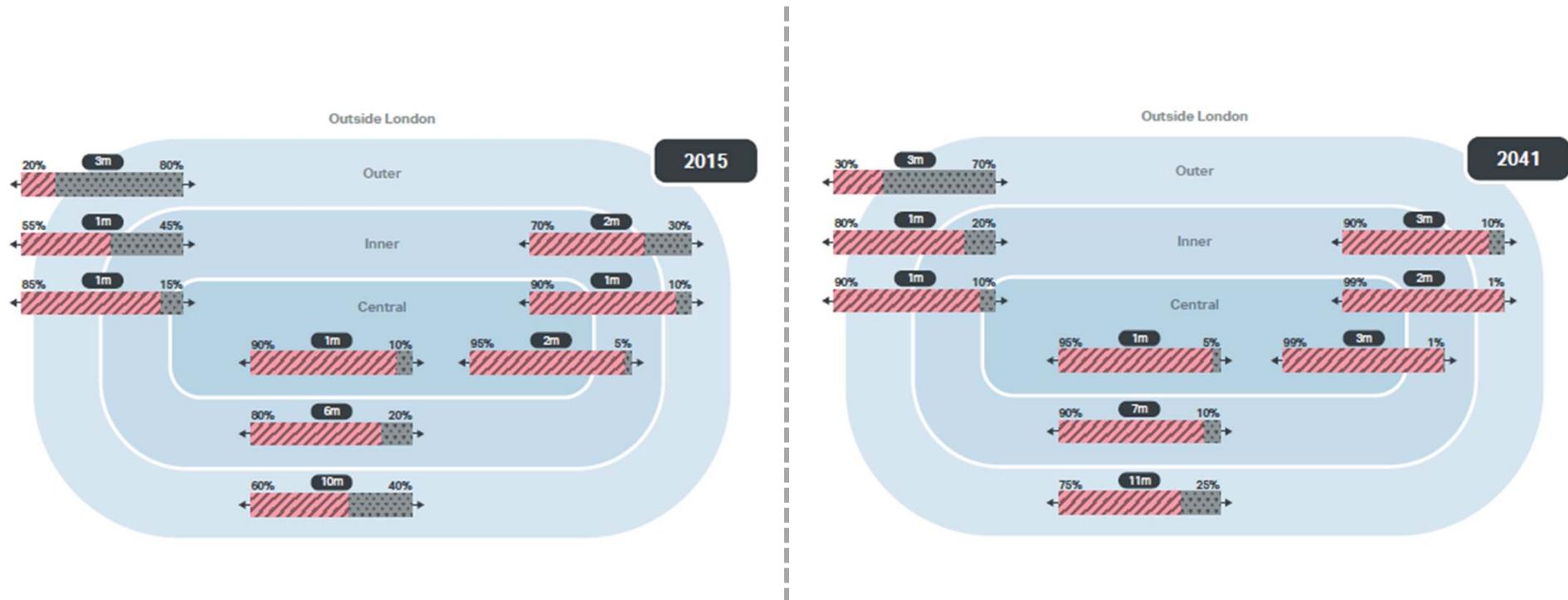
- Mayor's Transport Strategy: ambitious mode shift targets



Supporting London's sustainability: mode shift



- What this means when broken down...

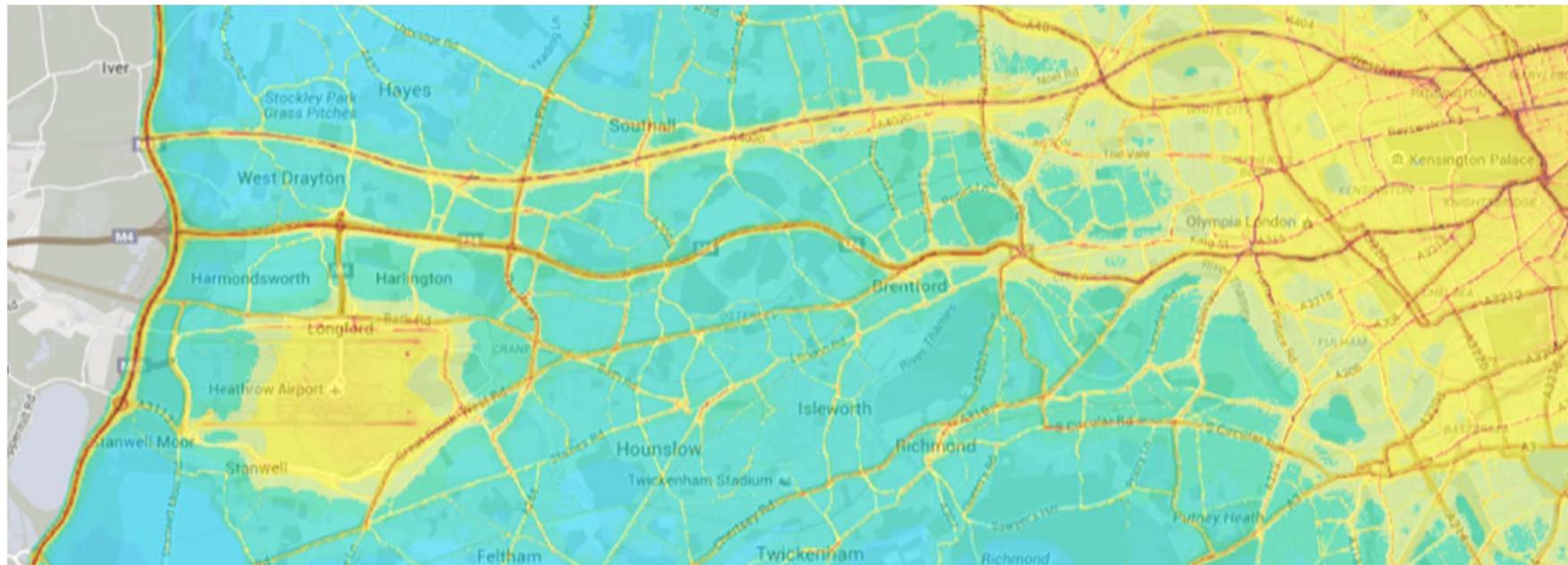


- Airports will have to play their part in meeting these mode share targets and supporting air quality obligations

A credible surface access strategy...

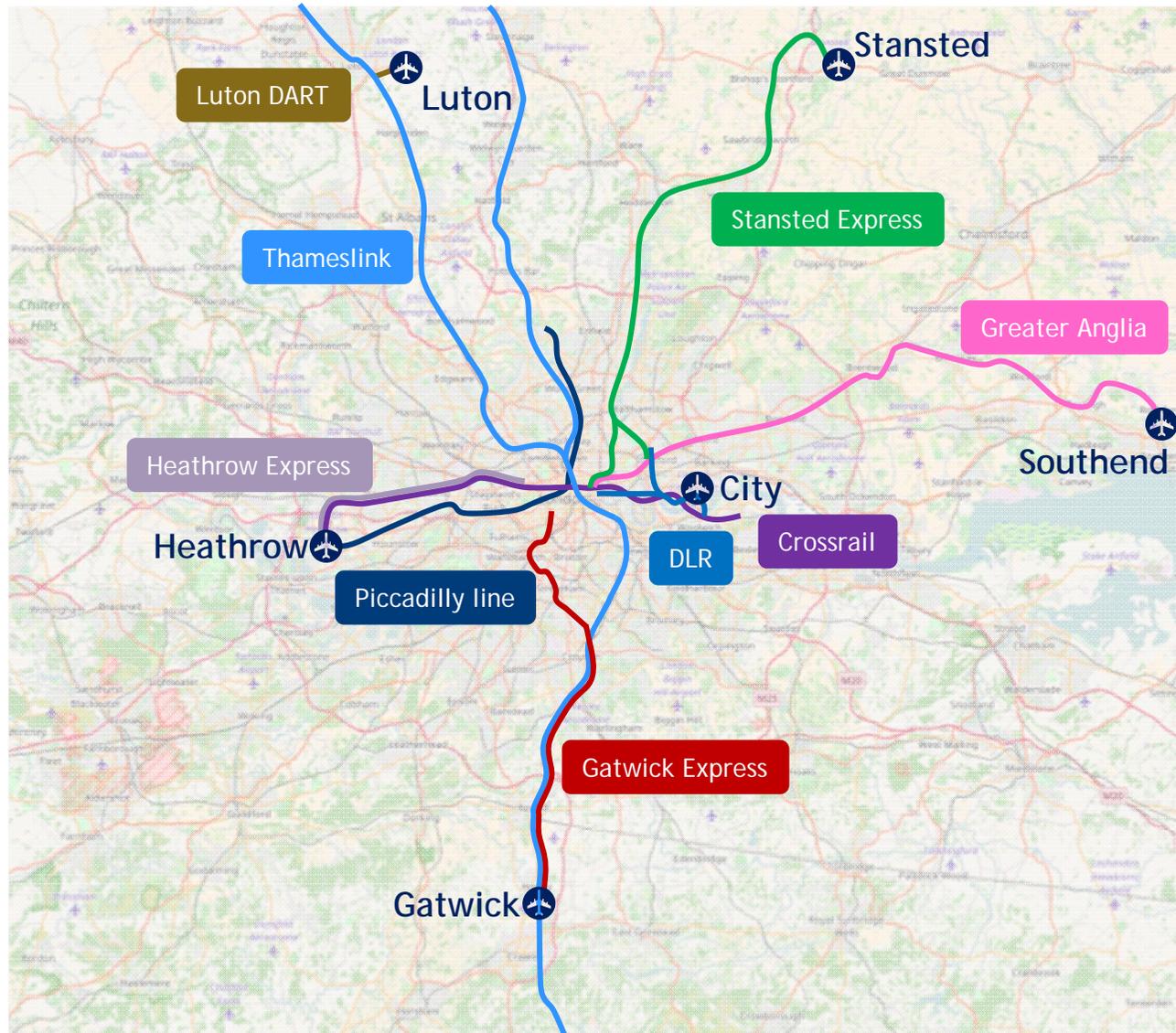


- Sustainable surface access
 - about air quality, climate change - but also highway capacity
 - rail is key - but also bus, coach, cycling, walking

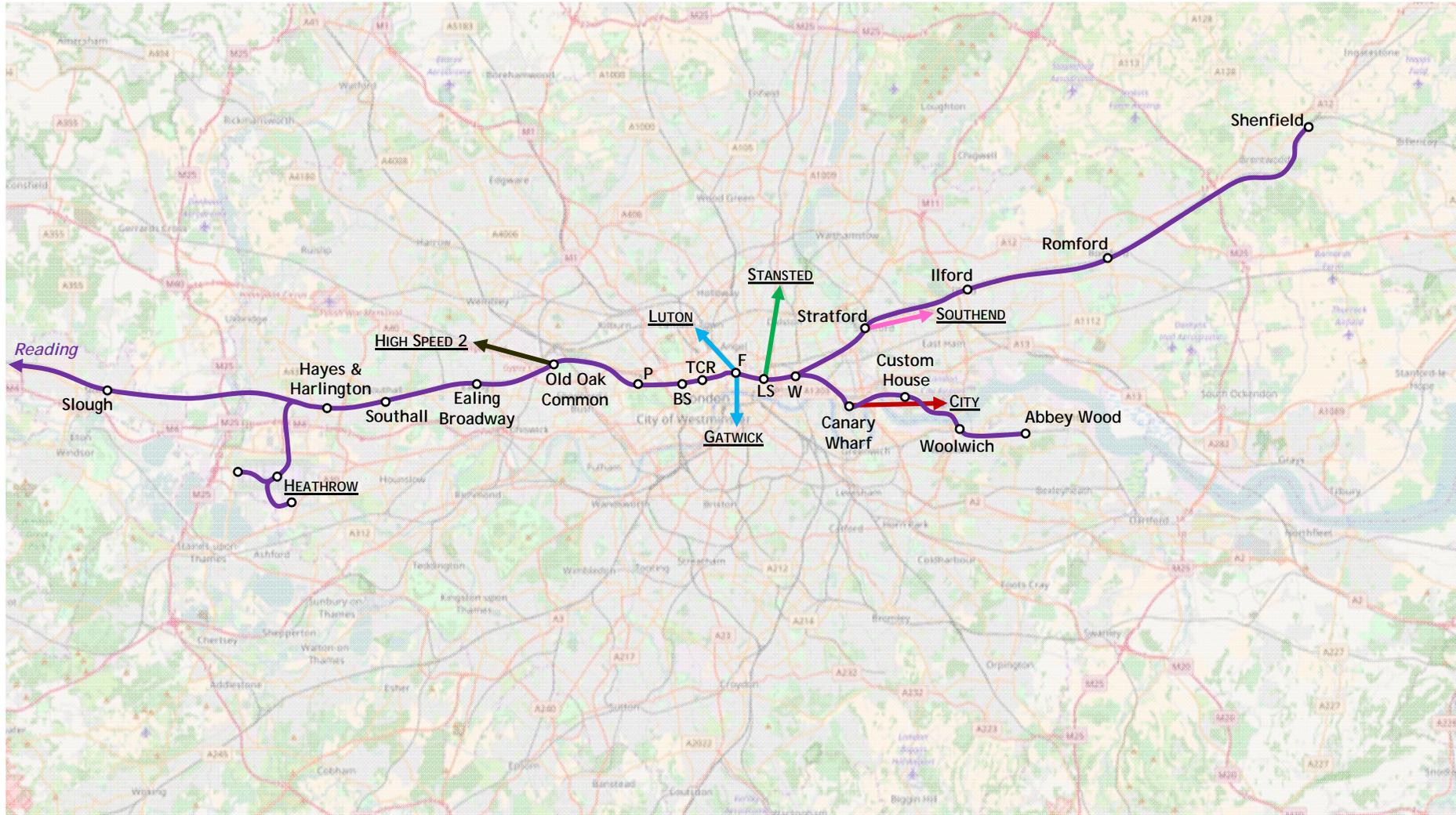
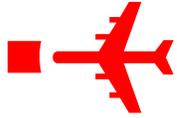


- Connectivity
- Capacity
- No impact on existing (non-airport) journeys

Transforming airport surface access



Elizabeth line (Crossrail)



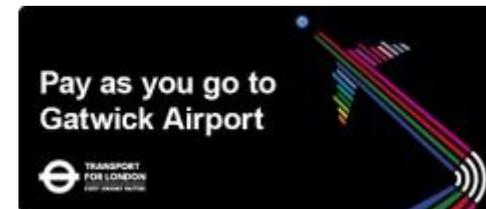
Simpler journeys



- 2003: Oyster card launched



- 2010: Extended to National Rail
- 2014: Contactless bank cards (1 in 10 of all UK)
– plus Apple Pay, Android Pay, Samsung Pay
- 2016: Extended to Gatwick Airport



- 2019: Extended to Heathrow Express

Next...

- Extend to Luton, Stansted, Southend airports

Potential future interventions



- Further rail schemes
 - Brighton Main Line Upgrade (Gatwick)
 - Crossrail 2 (Stansted)
- Other interventions
 - Bus rapid transit
 - Cycle superhighways
 - Demand responsive transit
- Demand management
 - Seamless public transport journeys
 - Parking restrictions, road user charging



Heathrow R3: the surface access challenge



4.3 - Surface Access

Heathrow is the UK's best served airport for access by road and rail. We will ensure that by 2030 at least 50% of surface access passengers arriving or departing from Heathrow will be by public transport and that by 2040 at least 55% will be by public transport.

We have developed the following priorities to shape the development of a strategy for surface access:

- Making public transport the preferred choice for more passengers
- Offering sustainable and affordable alternatives for members of staff
- Facilitating more efficient and responsible use of the road network
- Connecting all of the UK to growth through better surface access
- Ensuring local communities benefit from surface access improvements

To achieve these priorities, we are considering eight key initiatives that will drive the development of our surface access strategy.

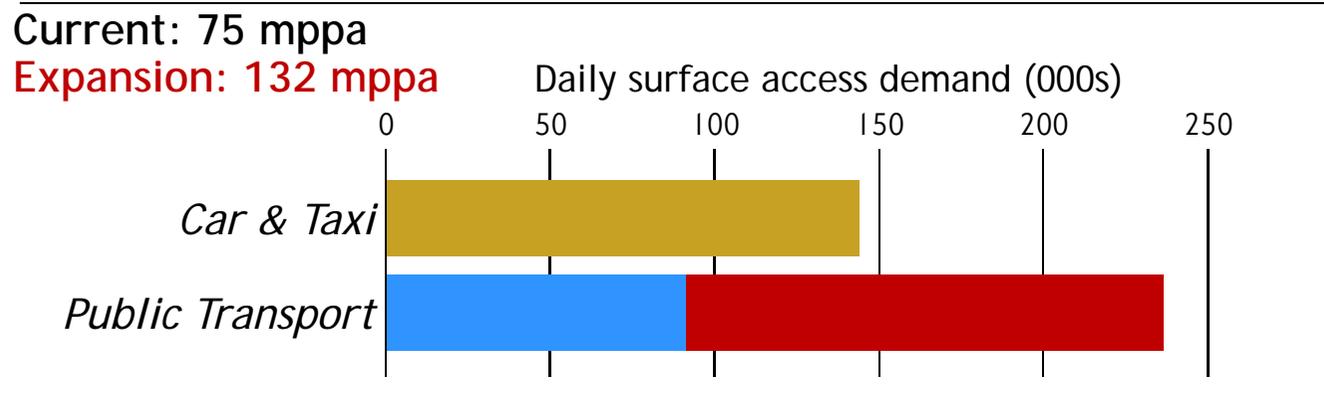
Heathrow R3: the surface access challenge



Heathrow today  235,000 daily trips

Expanded Heathrow  370,000 daily trips

- Heathrow aspiration: No net increase in highway trips

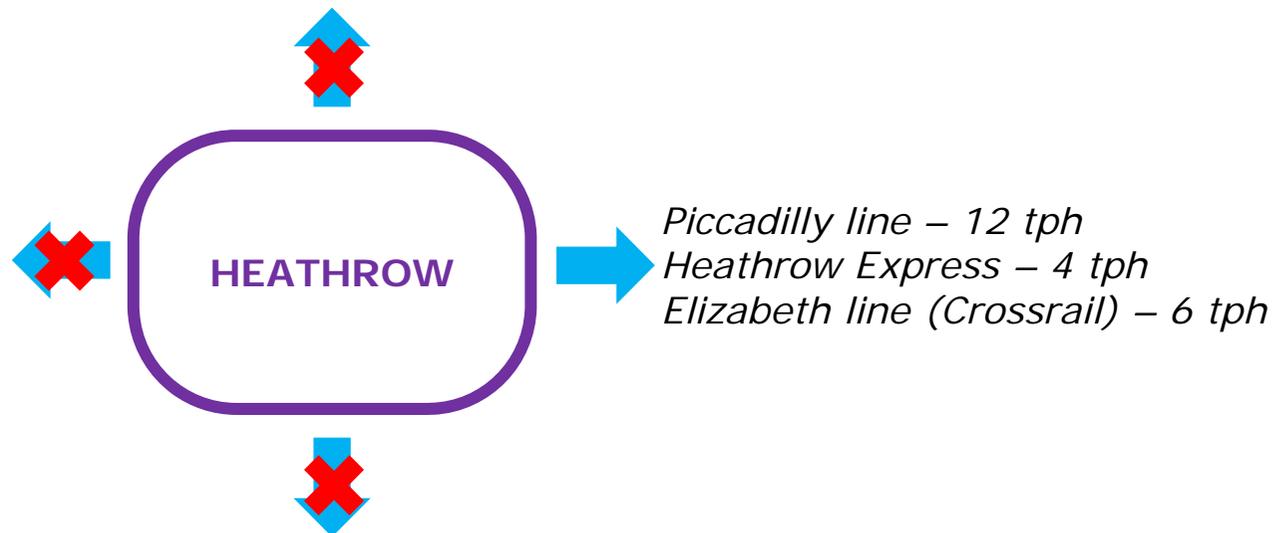


- 150,000 extra daily trips by sustainable modes (+150%)
- In mode share terms - from 39% → 66%
- How to attract people to public transport?
- How to accommodate that additional demand?

Heathrow R3: the role for rail



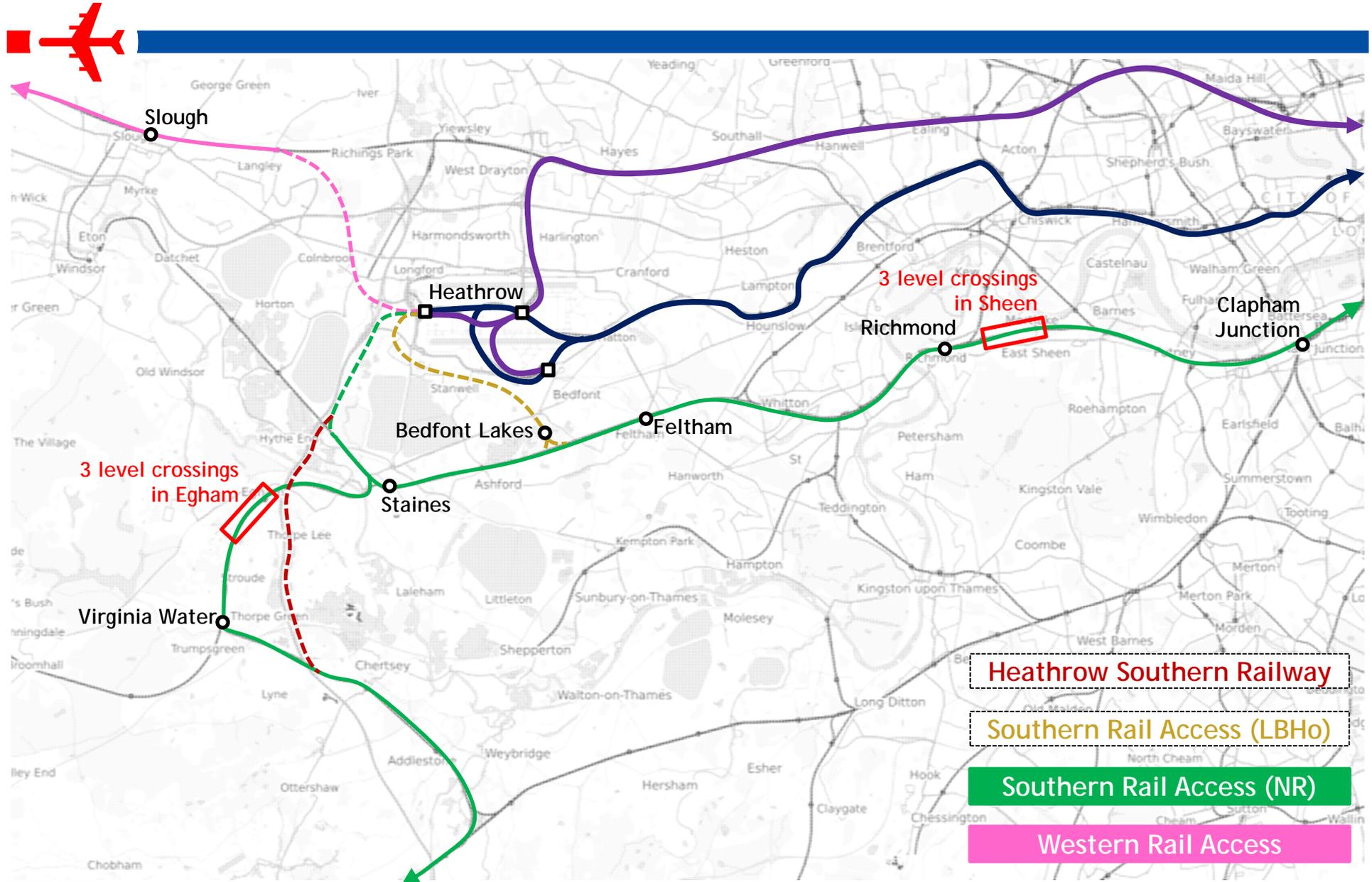
- What new rail infrastructure does HAL deem required: **none**
 - i. Capacity: strain on existing and planned services like Crossrail
 - ii. Connectivity: uneven rail access to Heathrow...



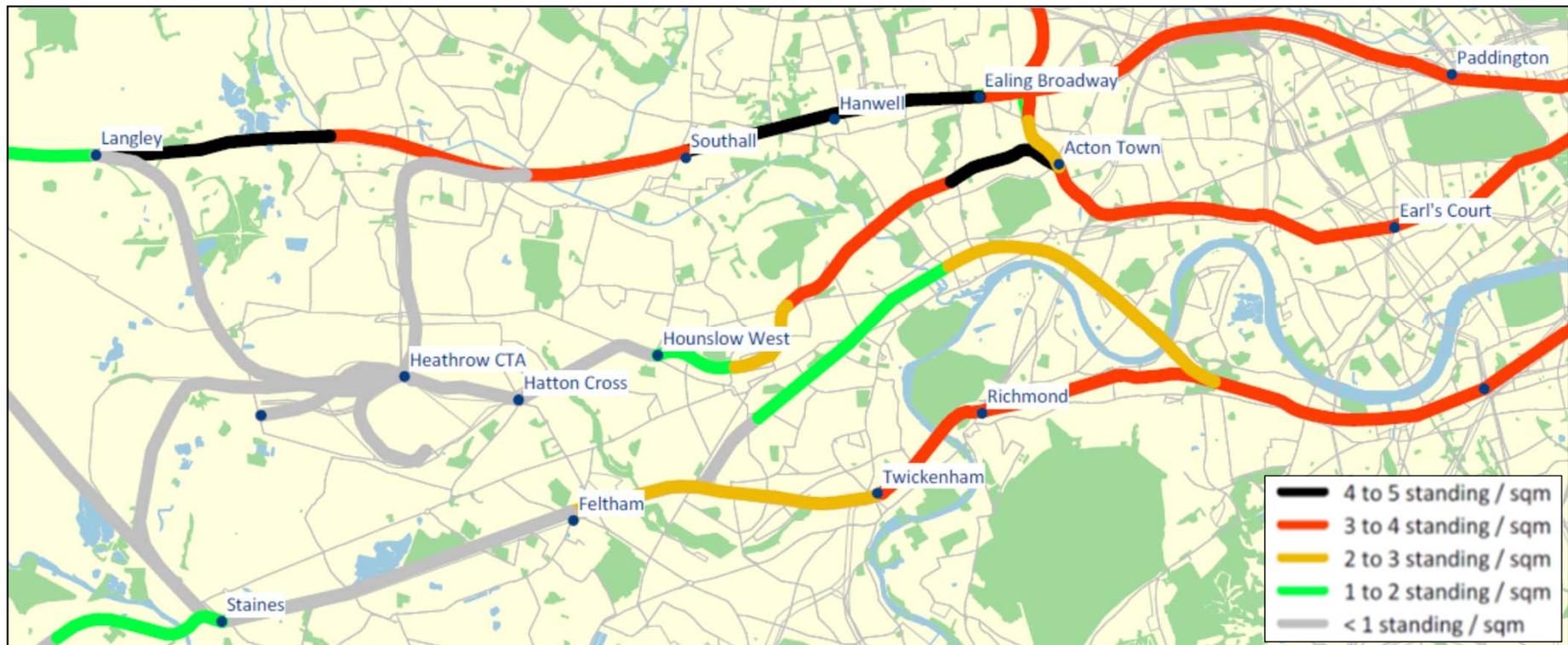
- Southern, Western Rail Access - not committed/funded

“If any of the individual measures are not delivered, then other measures can be scaled up to achieve the required targets.”

Western and Southern Rail Access



Impact of expansion on rail journeys



2031 AM peak hour · Do-Expansion Committed plus WRA, SRA · Rail Crowding (Eastbound)

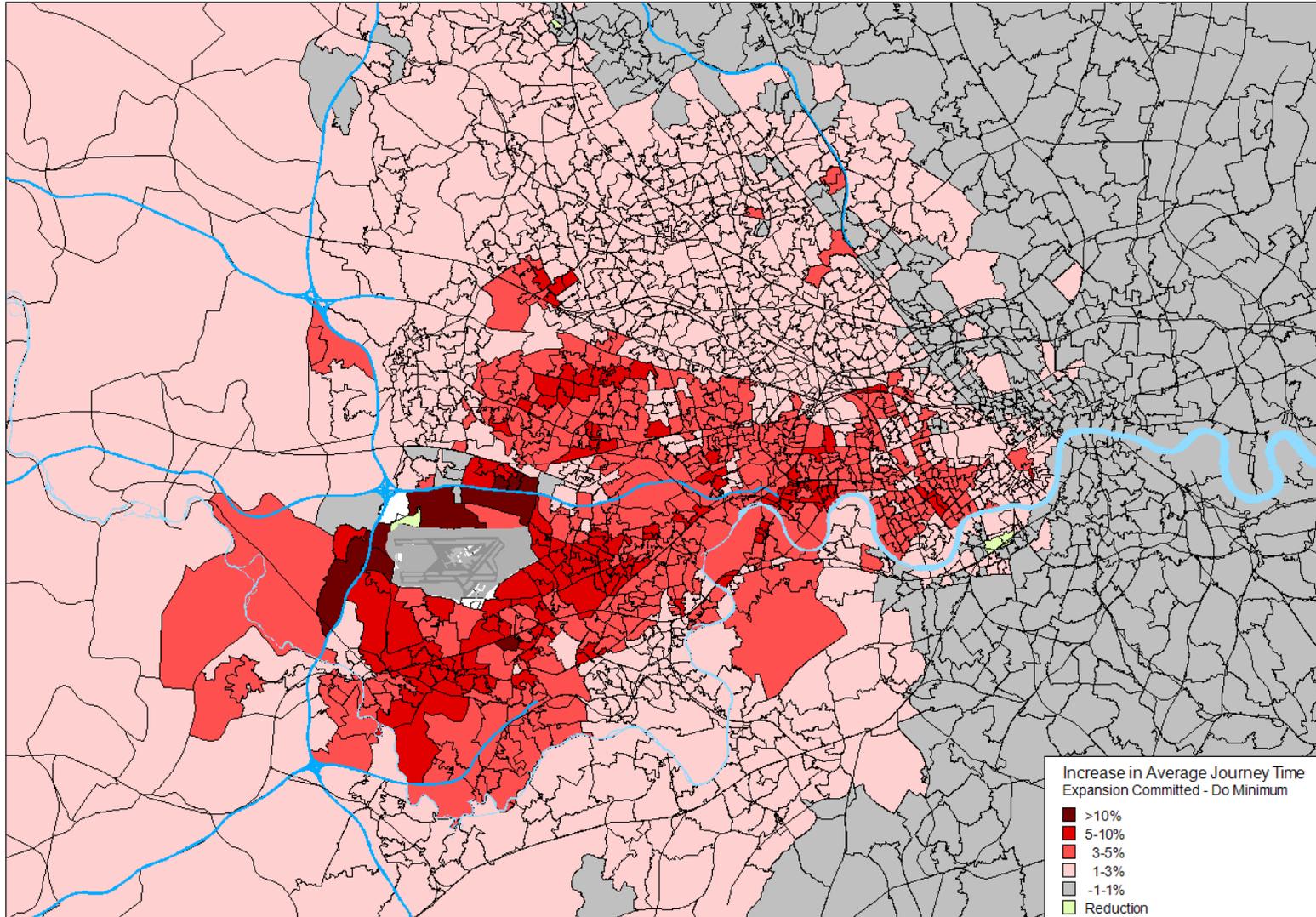
How to secure sufficient mode shift



Scenario	PT share	Vehicle trips
Current	39%	-
2031 No expansion	45%	+10,000
2031 NPS conditions	55%	+40,000
2031 No extra traffic (includes freight)	65%	-

- Analysis for the Airport Commission indicated that a Heathrow road access charge of £40 would be required

Impact of expansion on highway journeys

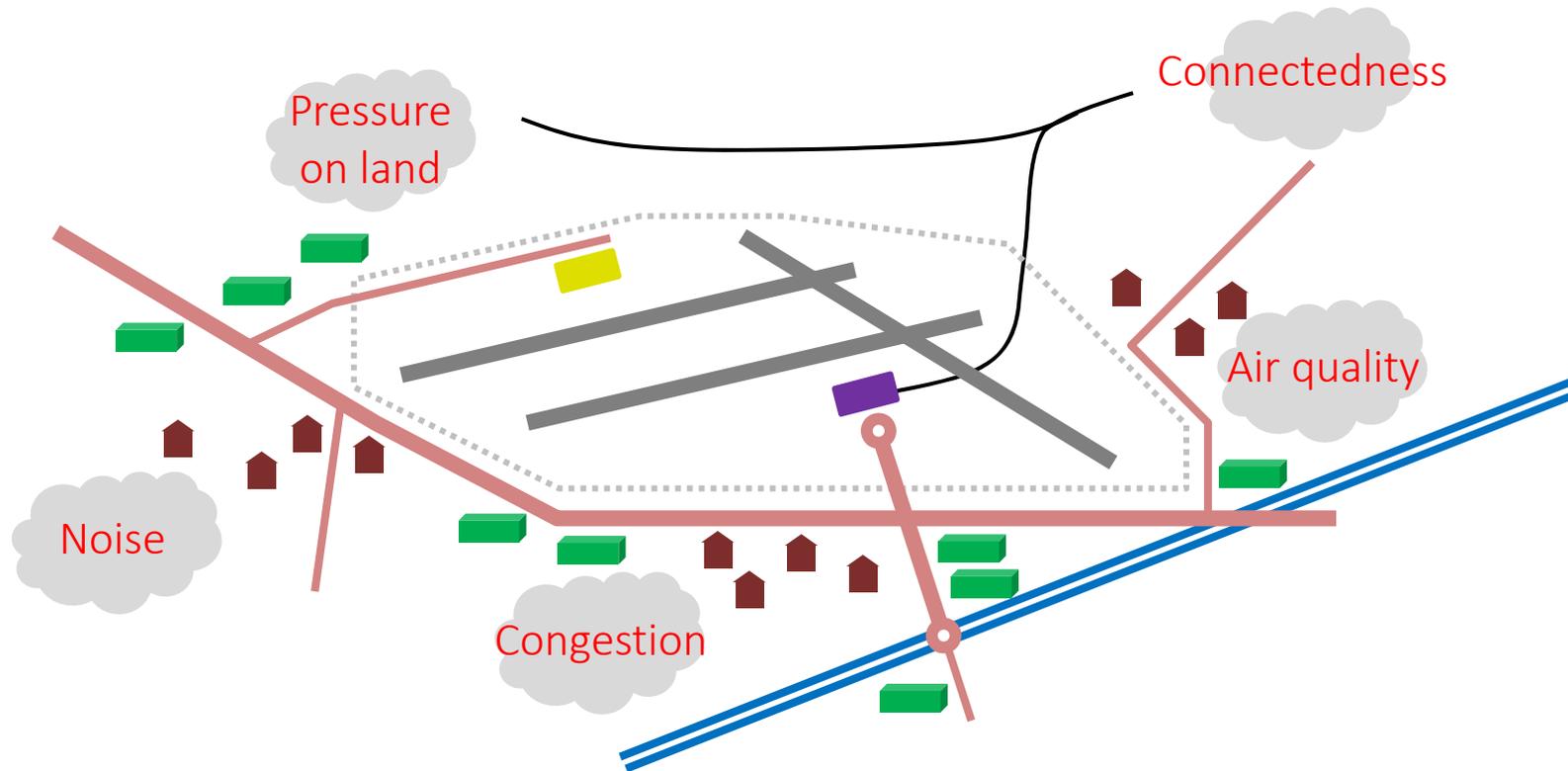


2031 AM peak hour · Do-Expansion Committed minus Do-Minimum · % change in journey time for non-airport trips

Beyond the airport city



- The airport city...its rise...and fall



- Need to look beyond the airport city...

It's about journey time not distance

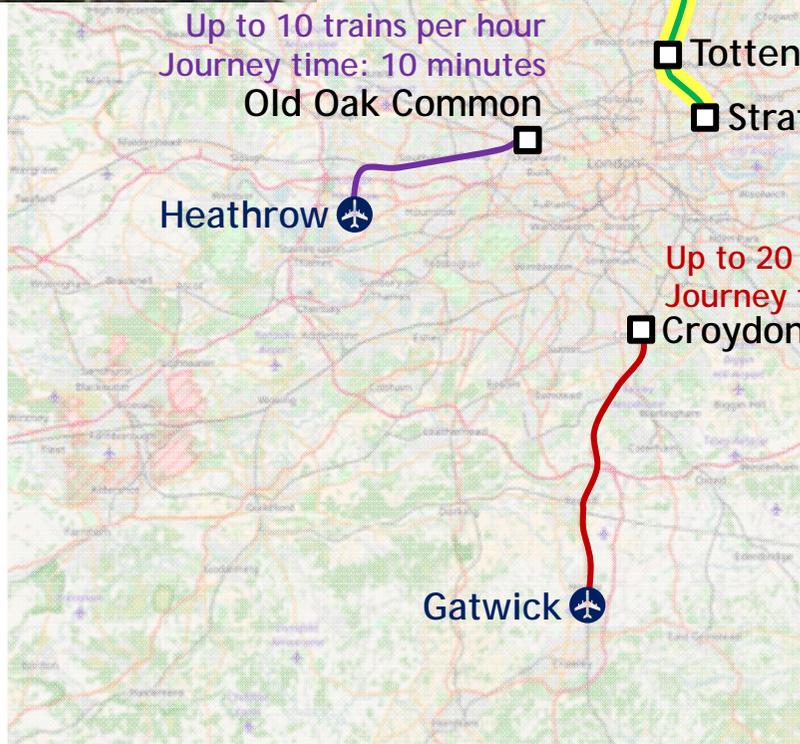


- Fast, frequent, reliable access more important than proximity
- Underpinned by high quality rail links



- Develop centres that can sustainably accommodate growth
 - well connected areas for housing and jobs
 - these transport hubs also provide airport with onward connectivity
- Reduce pressure on areas immediately around airport

How airports can support city's spatial objectives



In conclusion



- Mayor's aviation policy
 - No airport is an island - they exist in a wider policy context
- Airports surface access is key
 - facilitating access to the airport
 - making best use of aviation capacity
 - supporting wider sustainability
- Transforming London's airport surface access
- Heathrow R3: the surface access challenge
 - Ensuring sufficient capacity and connectivity
 - To encourage sustainable trips and accommodate the resulting demand
- Beyond the airport city
 - It's about journey time, not distance - underpinned by rail
 - Develop centres for airport that support city's spatial objectives

Thank you



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