

## **Note of Transport, Environment and Noise Advisory Group (TENAG) Meeting by Video 30 July 2020 2pm – 3:30pm**

### **In attendance**

Kris Beuret (Chair), Guido Liguori, Paul Le Blond, John Stewart, Tim Henderson, Susan Parsons, Peter Bradley, Robert Buick, Lynda Addison, Martyn Hurst, Christine Taylor, Bob McLellan, Arthur Leathley, Derek Rawlings

### **Apologies**

Mark Frost

### **Visitors**

- Anna O'Rourke, HCEB Director
- Jo Walker, Head of Surface Access and Commercial Strategy, Heathrow
- James Edmunds, Dean Geller College of Hospitality & Tourism, Course Leader Aviation, University of West London

### **Summary**

#### **1. Update**

The future of HCEB was under discussion with Heathrow. In the meantime, HCEB was continuing a constructive whilst critical relationship with Heathrow including holding on-line quarterly independent forum meetings and commissioning research (from Oxford Economics) to quantify the economic impact of reduced activity at Heathrow.

KB continued to represent HCEB and TENAG on the Heathrow Advisory Transport Group (HATF) and the Team Heathrow Senior Visitors Webinar. There was general agreement that there would be less demand for an increase to Air Traffic movements for the next five years with the focus being on 'building back better' and that HCEB and TENAG had a unique opportunity to influence this on behalf of local communities.

#### **2. Q&A with Jo Walker**

<b>Issue</b>	<b>Discussion</b>	<b>Next steps</b>
<b>Parking</b> – what more could be done to prevent illegal parking in residential areas (passenger, staff, taxis and freight)	Lockdown was a good opportunity to tackle the problem before it got back to previous levels. HAL might address this via permits or better use of the facilities provided especially freight. Also, good opportunity for LAs such as Hillingdon to introduce new parking strategies such as those tried by Hounslow. Jo said that cargo is important. Transport by lorries to Heathrow is inefficient and Heathrow would like to address this but have little operational control over cargo movements to and from the airport. A consolidation hub was considered for expansion but they are still looking at a cargo call forward scheme for now.	Jo will explore opportunity for TENAG to visit the existing cargo facilities to discuss why they are not being used by some. Volunteer needed from TENAG for this.  TENAG to liaise with LAs and residents to explore opportunities for new schemes. Need feedback and ideas from TENAG and other stakeholders to take this forward.

Issue	Discussion	Next Steps
<p><b>How will the 2R Masterplan strategy differ from the previous one in the light of the desire to 'build back better'?</b></p> <p>Was there a case for focusing investment on public need rather than growth</p>	<p>Jo referred to the significant impact of COVID-19. Presently HAL is operating at a very low level and in the mid-term they would be looking at early 2022 to see what capital expenditure can be undertaken. Infrastructure and demand can't be predicted. HAL need to do this for the next regulatory phase.</p> <p>JW said that there are two scenarios for levels of growth. Presently there is a low level of passengers so there is no money for projects. Once demand comes back, HAL will be able to prioritise where it puts its money. HAL wants to invest in projects that benefit carbon reduction especially given that the NPS was suspended on these reasons.</p>	<p>TENAG to work to influence ongoing draft of 2R Masterplan and related strategies.</p> <p>TENAG to support both the Western and Southern railway proposals as part of a wider strategy to shift modal use from private transport.</p> <p>TENAG suggested that a letter showing such support be written by the HCEB Chair to the Secretary of State</p>
<p><b>Public Transport</b></p> <p>TENAG expressed concern about the long-term impact of Government and TfL advice not to use public transport.</p>	<p>In terms of public transport, Heathrow is gearing itself up for when public transport becomes the norm again and has put out "safe to travel videos". Using public transport will depend on when it will be deemed safe to travel but also government guidance was unclear on social distancing and public transport.</p> <p>Longer term Heathrow would also be looking at improving bus and coach links as was set out in the expansion plans. This would be in the next regulatory period. There have been some useful discussions with TfL who have also seen a reduced passenger throughput.</p>	<p>TENAG could be helpful in encouraging rail and coach operators to show what is being done to make transport safer.</p>
<p><b>Covid and safety</b></p>	<p>TENAG questioned whether airplanes were any cleaner now than before despite the comments about cleaning referred to by airlines.</p> <p>There was also concern about passengers who may have been infected travelling on by public transport and thus people living near the airport at greater risk</p>	<p>TENAG to ask the HCEB Passenger Transport Advisory Group to take up the issue of cleaning with the airlines.</p> <p>TENAG to pursue this issue with HAL and TfL.</p>
<p><b>Active Travel</b></p>	<p>HAL were keen on active travel for colleague travel. There is a lot of opportunity for additional funding including in the short term for infrastructure by government. Office buildings have lots of options but terminals don't. Retrofitting of the current infrastructure may be inexpensive.</p> <p>TENAG pointed out that there were some relatively low cost and 'quick wins' including 'greening' the Heathrow environment.</p>	<p>TENAG to liaise with LAs to expand walking and cycling schemes.</p> <p>TENAG to suggest quick wins.</p>

### **3. Airpath and Flight Operations – introduced by John Stewart**

#### **HACAN Briefing - PBN**

John introduced the issue following the HACAN briefing previously distributed which included the development of Performance Based Navigation technology which enabled narrower and more concentrated flight paths. The key issue was the extent to which the impact of flight paths should be concentrated on narrow routes (thus greater impact on fewer people) or spread around (thus impacting less often but on more people). Heathrow were unique in offering a rotation of flight paths to give each local area respite and of the three options offered in the consultation the least favourite was to minimise those overflown and the most favourite was the option that provides most respite and avoids new areas where possible.

#### **Airspace Change Programme**

There were a number of organisations involved in this debate on Airspace Change including the Airspace Change Organising Group (ACOG) who have sent a series of options to the DFT and CAA for consideration in relation to the continuance of the development of the Airspace Change Masterplan. This and the ASC programme may be paused as a result of the lockdown decline of air travel. The airlines had been paying for the work of ACOG and ASC but it may be that airlines can no longer afford to do so. Government may need to pick up the tab but if not, the ASC programme may need to be paused.

TENAG to develop a summary statement to feed into the DFT especially as Grant Shapps is keen to do something about the issues such as empty running, reduced thrust take-offs etc. John to pull together for TENAG.

### **4. Education, Training and Apprenticeships – introduced by James Edmunds**

James outlined the excellent record of the University of West London (UWL) including the work being done to help with the loss of employment brought about by COVID: for example new courses and apprenticeships in subjects such as express logistics, management skills and hospitality and hotel business. A range of employers were consulted and a BSC in Air Transport Management was to be introduced in 2021/22 plus a new Masters in Air Transport would be run over an 18-month period with a fast-tracking scheme built in. It was hoped that the courses would be useful to those looking to re-enter the jobs market once matters picked up. There would also be courses for pilots and so on to help them maintain their experience during the current uncertainty with jobs.

TENAG suggested there was scope to work with HAL to help them with their attempts to improve on how HAL manage cargo. Paul to put James in touch with the CILT for support and accreditation. TENAG would also liaise on ideas for student projects and placements.

### **5. Next Steps**

- TENAG to discuss regional and sub-regional public transport, parking and better integrated travel issues with local authorities
- TENAG to continue to liaise with Heathrow and other stakeholder bodies.
- In the light of rapid changes taking place, TENAG to liaise between meetings including sharing thoughts between ourselves.

### **6. Next Meeting**

24<sup>th</sup> September at 2 p.m.- 3.30 p.m. Focus on environmental issues Q&A session – details to be confirmed.