

## **TENAG meeting 10 December 2020 (on line at 2 p.m.)**

### **Attendees:**

Kris Beuret (Chair), Guido Liguori, Lynda Addison, Tim Henderson, Martyn Hurst, John Stewart, Joe Mealing, Arthur Leathley, Robert Buick, Christine Taylor, Peter Bradley, Mark Frost, Paul Le Blond (late) and Catherine Jenkins (HAL), Jamie Mackenzie, Jo Mealing, and Ian Wainwright.

### **Apologies:**

Susan Parsons

### **Notes of last meeting (24<sup>th</sup> September) previously circulated**

These we agreed.

### **Matters arising**

The letter from Grant Shapps (SofS for Transport) and the value of immediate testing for arrival passengers was discussed – there is still concern by TENAG about the impact of onward travel before isolating but no evidence of a surge of Covid in the area – we will watch out for this.

### **Update on Heathrow strategy and operations**

A forecourt access charge of £5 for cars had been proposed for late 2021 – this was welcomed as a support for preventing a car-based recovery but on the downside the plan for a Heathrow Ultra Emissions Zone announced in 2019 is at least temporarily suspended and it was considered unwise to introduce such charge at a time that public transport links are under stress. In addition, local public transport travel subsidies/concessions have been abolished and HAL is also cutting back on the noise insulation cost. TENAG feels that these cuts are not helpful or conducive to HAL being a good neighbour and there was even concern that these reductions could be opportunist given that the 3<sup>rd</sup> runway was not happening.

Action: TENAG write to HAL to ask for firm commitments for re-instatement.

### **Infrastructure development including Western and Southern Rail**

The letter from the Minister was discussed and a reply proposed so that the need for rail schemes could remain front and centre. Another suggestion was whether there were any steps that could be taken now via the DCO process rather than delay the project in the future. This could be linked into the government's decarbonisation statement and 'build back better' policy.

### **Report from Authorised Vehicle Area TENAG Sub-Group meeting with HAL**

An overview of the TENAG subgroup meeting which took place on-line on 5<sup>th</sup> November was provided by CT. The systems in place are not addressing the nuisance that residents in Harmondsworth are experiencing from PSV drivers parking in residential areas. CT felt that while she could collate evidence (which she had done in the past), it was unclear who would act on it? Gathering evidence could lead to threats from the PSV vehicle drivers. There was a strong case for taking up the next steps agreed with HAL including involving LA enforcement teams. Jamie Mackenzie offered his experience as he is also an LA Compliance Officer to advise on the use of enforcement powers. Action: TENAG to liaise with HAL and Hillingdon to tackle parking nuisance.

### **Traffic reduction opportunities**

#### **Passengers – presentation by Jamie Mackenzie (Mobility Exchange member and CEO of United Transport Systems) and Joe Mealing, (Mobility Exchange member and CEO, WAEV)**

Discussion of the Hertfordshire County Council school transport service and the new Travel With Confidence accreditation scheme supporting safe transport. There is a possibility of improving both safety and efficiency in this type of service through using Travel With Confidence to connect drivers to customers. The Travel With Confidence scheme will expand to provide a range of training options for drivers meaning the more course modules completed, the greater the number of the bookings

that may be made available. No reason the same tested scheme (TWC) cannot be used for airport bookings to encourage higher standards and repeat bookings to avoid wasted return journeys. The TWC portal connects customers with accredited vehicles and operators and naturally restricts access to those who meet the high standards thereby providing economic benefit to those who offer the best service. This would also help reduce abhorrent behaviour in residential areas as well as traffic volumes. See slides attached. Action: TENAG to liaise with HAL to consider such a scheme.

### **Freight – presentation by Ian Wainwright, Future City Logistics**

Summary of the traffic on urban roads; mix of types of vehicles, very complex to determine effective and workable solutions. Ultimately it is a coordinated policy approach that is needed. There are differences in approach between Heathrow Airport Holdings, LB Hillingdon, Mayor of London and National Government. Working with stakeholders is not optional: freight is complex and stakeholders have competing needs. There is a need for experimentation and flexibility. The players have to take personal responsibility. See slides attached. Action: A short paper could be put to HAL to cover these issues.

### **Discussion**

Could taxis have a mixed mode of usage? Passengers one way and cargo the other. Undertaking security checks offsite. Consider what needs to be done on site and what services can be shared. There are a number of inefficiencies in how transport works. HAL has fewer barriers, when compared to local authorities, to try and do something about the inefficiencies. HAL need to take ownership of this issue. They should expand the scope of the freight consolidation centre with multi travel access points. Managing the traffic into and out of the HAL campus should also be something that HAL takes ownership off. The software and training solutions highlighted in the meeting would be beneficial to HAL to become better and more efficient.

### **Night Flights**

Consultation response can be made until 3 March 2021 and the initiative by DfT to look at night flights over the industry is welcomed. It is also likely that a 2-year extension will happen regardless of views. JS will circulate Paper urging a more universal approach to airport designation to include wider impact criteria. There are important implications of night quotas and potential conflicts between benefits to the airline industry and surrounding communities.

Night Flight element is real opportunity to contribute to the debate. JS will circulate a paper that he has written on night flights. Concerns were raised about the risk of de-designating HAL. There are also implications of capacity related to the third runway and a challenge about what can be done at a two-runway airport. Action: Members of TENAG to comment on JS Paper and wider issues prior to replying to consultation – there is expertise within the group and we also have our back notes following the session with Dani Fiumicello.

### **AOB**

KB gave an overview of the future of HCEB, TENAG and HAL's plans which would close down TENAG and reduce the scope and resources of HCEB.

There were very positive words for the value of the work of TENAG and HCEB in providing balanced views to HAL and communities on a wide range of issues. There is still a place for a strong independent voice representing the community such as the Vienna model with independent funding. HAL were urged to reconsider both the abolition of TENAG and the reduction in HCEB activities.

Action: A report could be written on the work that TENAG has done to date 2018-2020.

### **Date of Next Meeting**

February 18<sup>th</sup> at 2 p.m. online