

## **MEETING OF HCEB TRANSPORT, ENVIRONMENT AND NOISE ADVISORY GROUP: 5<sup>TH</sup> DEC 19**

### **Present**

Kris Beuret (Chair), Peter Bradley, Derek Rawlings, Paul Le Blond, Rob Buick, Mark Frost, Arthur Leathley, John Stewart, Lynda Addison, Tim Henderson, Nick Ward, Martyn Hurst, Christine Taylor, Guido Liguori

**Apologies for absence:** Susan Parsons, Trevor Rosenberg, Bob Mclellan

### **Visitors**

Tony Caccavone (TC) (Director of Heathrow Surface Access Strategy)

Jo Walker (JW) (Head of Heathrow Surface Access Strategy)

Val Shawcross (VS) (Chair of Heathrow Transport Advisory Group)

### **ITEM 1: UPDATE ON HCEB FUTURE STRATEGY**

Guido outlined three key objectives for 2020 – the first of which was a change of emphasis implying a stronger scrutiny role.

- To increase the effectiveness and visibility of scrutiny and challenge HAL's ongoing performance and future development plans
- To strengthen local residents and business active participation in shaping plans and securing investment to meet local need
- To engage proactively in the DCO process making an informed evidence-based contribution and encouraging and enabling stakeholders, especially smaller groups to participate.

These objectives were supported, especially the increased emphasis on scrutiny which had been identified by TENAG as lacking from the Heathrow consultation document

Guido also outlined the new Independent Scrutiny forum meetings that would be held once a quarter with an AGM in December 2020. The ISF would become the primary forum for public monitoring and scrutiny of HAL, other key decision makers and the HCEB itself. The ISF would aim to hold all of them publicly accountable as meetings would be in public, open to the communities and stakeholders impacted.

### **ITEM 2: INTRODUCTION BY TONY CACCAVONE**

#### Introduction

Tony emphasised that following the NPS designation in June 2018, HAL has adopted a new approach to surface transport based on long term strategy with joined up policy development and provides more colleague and resources to deliver the NPS target. Surface access is the key issue to achieving targets and enabling the third runway although there was a lot that needed to be done regardless. Tony welcomed the support of HCEB and HATF in holding his team to account.

Examples of current and future initiatives:

**New bus routes**

- Express bus to HAL from Guildford for staff 50% discount
- Staines shuffle bus to T5
- Incorporation of Stanwell Moor into the Heathrow Free travel zone
- Route 10 frequency increased
- A plan to bring electric buses to Heathrow over the next two years
- Other improvements (full list provided subsequent to meeting – see Appendix 1)

**Rail Schemes**

- Disappointed at the delay but working with Elizabeth Line to increase and start capacity
- In commercial discussion with DfT re Western Rail
- Re Southern, pushing DfT to forward with next stages. DfT calling it “Southern Access” rather than Southern Rail to allow for mix of modes.
- DfT appointed advisors to help them plus DfT have asked Network Rail to see what it can do to expand railway capacity for all airports
- New colleague web portal to help educate them on what transport options are available

**Discussion**

**2.1 Freight**

TENAG	Heathrow response
<p>Noted growth in tonnage and that much can be achieved through efficiency. Why isn't the current operation efficient?</p> <p>Concern about the rise of construction traffic – pollution could be high from such traffic</p>	<p>Existing operations are inefficient, with low load factors and a lot of empty journeys. Caused by a range of factors including regulations, unpredictability of waiting times (operators send multiple vehicles to ensure they meet flight times) and little collaboration due to competitiveness of the industry. HAL want to ensure greater predictability and enable companies to share loads - looking at technology solution via an app.</p> <p>Various measures to minimise impact of construction including moving material by rail, re-use of material on site, specifying routes for freight vehicles to avoid air quality hotspots. Also, logistic hubs so that work is done away from the airport and goods are brought in via either consolidated lorries or smaller vehicles.</p>

**2.2 Modelling and Monitoring**

TENAG	Heathrow response
<p>Need to look at the wider implications of all surface transport including monitoring the number of vehicles that are actually moving and not just those that come to Heathrow.</p> <p>There is a need for a region-wide approach to monitoring and modelling impact. There is massive congestion on the surrounding</p>	<p>The challenge is that the further out you go the harder it is to monitor so looking for a balance especially as not all vehicles are 100% HAL related. Private buildings away from the airport might have some airport staff but not all so it becomes very difficult to measure. This is being done for freight and non- freight. Outside of the area that we have earmarked, we are starting to model impacts further out so</p>

<p>transport network already. Predict and provide no longer works.</p> <p>There is a need to use an objective led model and joined up working with key stakeholders. (HATF were also aware of this problem – incorrect modelling could have big implications)</p>	<p>that we can see whether or not additional works (mitigations) are needed. We are trying to be proactive in ensuring that data is accurate.</p> <p>Agree but this is challenging; the ANPS requires us to use WebTag compliant data.</p>
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## 2.3 Parking

TENAG	HAL response
<p>Is there a longer-term strategy for the use of staff private cars plus also all other cars? Colleague discount?</p> <p>There is a need to tackle private parking e.g. Purple Parking and other operators who will see a business opportunity. People won't be able to afford HAL parking so will look at alternatives. Enforcement unlawful parking is important. Cheaper rents in Sipson will allow people to walk to work. There is no joined-up thinking.</p>	<p>We can provide free travel locally. We can use sticks e.g. charging for vehicles - £20 - £25. This will be for cars using carparks. In due course, private hire vehicles and then black-cabs. Presently the majority of people that work at the airport get a parking space - the public transport offer could be improved immediately. Elizabeth Line will help as will better bus routes. If not successful, then we will start reducing colleague car parking.</p> <p>Our new carparks will allow more efficient parking and use of roads. Illegal parking is down to local authorities to enforce. We can't control third parking providers such as Purple Parking - they have planning consent. We continue try to flag the issue around unlawful parking and enforcement with local authorities.</p>

## 2.4 Environmental issues

TENAG	HAL response
<p>Also, congestion and pollution charging? Is there knowledge of how vehicle speeds relate to pollution? Do you have sound knowledge on the link between speeds and pollution?</p> <p>Are you doing enough to encourage electric vehicles?</p> <p>What about walking and cycling?</p>	<p>The modelling reports that are in the process of being shared will have predicted vehicle speeds.</p> <p>Re electric cars - we are adding 36 new charging points plus future proofing for a further 36 plus infrastructure to support electric buses and helping freight companies to move towards electric vehicles. In due course, the whole airport will be covered by an ultra-low emissions zone.</p> <p>Green loop for cyclists with the Expansion masterplan - spokes spreading out into the local communities. Do not yet know on when the main tunnel will re-open for cyclists. We are working on a lot of smaller interventions in the meantime. Small increase achieved to date.</p>

## 2.5 Public Transport

TENAG	Heathrow response
<p>Could restrictions on private transport change elasticities so that operators deliberately make public transport becomes more expensive?</p> <p>Infrastructure design needs to be more radical – not just road widening but priorities for road space including on an area-wide basis – e.g. busses for Heathrow stuck in Croydon</p> <p>Are you making progress on services to the airport for those hours that trains don't run?</p> <p>Are services connected? Do you have the infrastructure to cope with all the changes?</p> <p>What progress is being made on new rail routes?</p> <p>HAL should provide charging points for coaches.</p>	<p>This is possible – HAL can't control private companies. Busses and coaches need to be made commercially viable and companies tend to be risk-averse. We want these to be cost-effective, reliable, easy to use, trust that the service will work etc. We are working with operators on this. We are very keen to have connected services. We are looking at how we can make the current bus station more efficient to enable more services to run through it.</p> <p>There is a need for more rail schemes and for them to be delivered on time. HAL can't control this except by the amount that we contribute to these schemes but then there is an issue with how much it costs and whether these costs are palatable e.g. to the CAA and airlines. Plus, the new Secretary of State may have different priorities.</p> <p>One issue is that additional costs incurred by Crossrail has meant that TfL has put the Piccadilly line resignalling project on hold. In terms of revenue, HAL is regulated by the CAA and we operate a single till (bucket) approach and this is used to reduce costs to the airport users. The CAA determines how much the airport can charge in response to our Regulatory business plan. In the past we have gained the CAA's approval for a number of projects to fund sustainable transport. We are planning publish our Regulatory business plan later in December.</p> <p>We think that we can meet our mode share targets without the big rail schemes. However, it will be harder and will carry a higher level of risk. Southern Rail is being treated as a scenario as it is at the very early stages of development and there is no single alignment yet and it therefore quite a long way off.</p>

## 2.6 Strategic constraints

TENAG	HAL response
<p>One of our overall concerns is the lack of joined-up planning especially with surrounding local authorities and other stakeholders. Is there a way to get all local authorities to agree a Memorandum of Understanding MOUS on a way forward plus to look at what is needed, i.e. funding, law changes etc. Also, is HAL looking at "black-hole" areas for staff and passengers?</p>	<p>Good idea. (NB HAL have subsequently approached Lynda, Mark and Christine who have agreed to help further this idea on behalf of TENAG)</p>

**Tony and Jo left the meeting**

### **ITEM 3: VAL SHAWCROSS, CHAIR OF HATF**

Val gave an overview of what HATF is about and why they exist. HATF was re-constituted this year with 70 member organisations and 16 Board members. Kris represents TENAG on the Board and Mark is also a member representing LAs. They have a technical advisor from Atkins. Objectives are supporting modal shift targets with a view that expansion's surface access strategy must be got right otherwise it will be a disaster whether in terms of London or the environment generally. HATF will say where we think HAL is doing well plus if their plans are deliverable. Developing a statement of common ground.

#### **Key issues for HATF**

Rail: HATF have a position statement regarding rail links - they are essential for the delivery of the modal share target - busses and coaches are important but can't provide all solutions. HATF are concerned that the Piccadilly line signalling project has been knocked back. Western Rail is overdue and is a runway 2 issue not a runway 3 issue.

Decision making: CAA has a critical decision to make on this as to how much to contribute. But CAA is not fit for purpose - they are heavily lobbied by airlines and government position about not increasing landing charges.

Staff travel: Lots of low paid jobs at HAL, plus shifts so subsidised bus routes are important.

Environment: HATF are working on position statements e.g. air quality - see their website. Their next meeting is on air quality. Government may need to look at something to replace fuel surcharges given potential increase of electric vehicle.

Passengers: HATF had a workshop on passenger accessibility audit which showed big gaps on service provision. Agreed with TENAG that insufficient monitoring of profile of respondents to HAL consultation. Many unresolved issues such as the relocation of Victoria coach station. TfL is investigating including the option of a number of smaller sites.

Future Plans: Looking at the assessment case again. We are looking at the construction and freight issues. The first draft of SOCG in April, looking at High Capacity Rail links. Haven't done much about bus routes and links as of yet. Looking to have a Walking and Cycling (active) travel seminar. London Cycling Campaign, Colne Valley and TFL will be there. The provision of outside speakers should hopefully provide stimulus to HAL.

#### **Conclusions and Links with TENAG**

Val's view is that although the organisations deal with a number of the same issues, they come at things from a different angle and can work in a complimentary way. TENAG is more community-focused and independent whereas HATF have clearly identified stakeholder representation Kris and Mark have membership of both so that helps. It may be that TENAG could be better placed to factor some contact with Hillingdon which is much needed especially by local residents.

Meanwhile, there is much agreement between the two organisations including the urgent need for public transport investment even without the new runway - yet HATF have been told that there will be no money for investment without a third runway. Both HATF and TENAG agree the need to reduce private travel and not to build more roads and that the approach should be 'Plan and Provide' not 'Predict and Provide'.

It is also agreed that data and modelling are not where they should be. Recent studies from abroad suggest that plane travel is reducing so models need reconsideration. The concept of Environmentally Managed Growth needs enforcement and the 'big elephant' in the room is carbon reduction targets.

#### **ITEM 4: DATE OF NEXT MEETING**

**Thursday 13<sup>th</sup> February 2020 at 6-8 p.m. at the Institute of Civil Engineers, One George Street**