

MEETING OF HCEB TRANSPORT, ENVIRONMENT AND NOISE ADVISORY GROUP:

21 May 2020 at 2 – 3:30 pm - Video Conference

Present:

Kris Beuret (KB) (Chair), Peter Bradley (PB), Derek Rawlings (DR), Paul Le Blond (PLB), Rob Buick (RB), Arthur Leathley (AL), John Stewart (JS), Lynda Addison (LA), Tim Henderson (TH), Nick Ward (NW), Martyn Hurst (MH), Christine Taylor (CT), Guido Liguori (minute) (GL), Susan Parsons (SP), Bob Mclellan (BM)

Apologies for absence: Mark Frost

Update re HCEB

- KB welcomed the TENAG members and provided an update on the expansion process and current HCEB position.
- HCEB is in discussion with HAL as to its future but is still operating and has launched the Sustainable Communities platform and is responding to consultations e.g. CAA's proposals for pricing regulation.
- The future is uncertain; even if Heathrow win their Appeal, the 3rd runway will be delayed and the airline industry is in flux with speculation about re-alignment between airports especially in London. The HCEB view is that there is an ongoing ACC role liaising between the various stakeholders and communities and Heathrow. John Holland-Kay has said that, "we need to earn our license to operate and our right to grow by being a good neighbour."
- HCEB is holding a "virtual" independent forum on 3rd June, with an agenda focussed on what the recovery from COVID-19 looks like for Heathrow Airport and everyone who it impacts. KB will be attending on behalf of TENAG.
- There had been HCEB discussions with HATF and HSPG about the format and role of a monitoring board.

Discussion on future of TENAG

- HAL's Appeal was to be heard on 7/8 October 2020. This was much earlier than many had expected. It was suggested that this was due to the Supreme Court's desire to co-ordinate similar litigation about noncompliance with environmental laws in relation to roads and rail.
- There was agreement that HAL had reduced emphasis on consultation and some concern that HAL may use COVID as a reason for not engaging.
- In contrast, it was also acknowledged that HAL was under a lot of stress with many staff furloughed, greatly reduced income and lots of expense and so it was reasonable to reduce or postpone some of its activities. They had also re-organised their managements structure and Surface Transport is now part of the Commercial Division with Climate Change and Engagement in different divisions. It would also be difficult to know what to consult on until they had a plan for either a two runway or three runway airport.
- These uncertainties were also reflected from the workforce perspective with immediate practical concerns about travel to work. Cheap or free transport for the staff that are working is vital especially if HAL are going to restrict parking. Workers need to get to the airport, and while they will be encouraged to cycle most will want to drive or go by bus or train. How will social distancing work? We could work with HAL to support and encourage better public transport which could be less popular in the light of concerns about contagion.
- TENAG could be a critical friend to HAL to help design better transport routes to benefit employees and passengers. There were good things in the expansion strategy which could be retained for a two-runway strategy. One thing that should be done was increase cycling - the Mayor of London and other boroughs were spending effort (not money) to improve cycling links and there could be an opportunity to link what

HAL plans with the local boroughs and address the plan to reopen one of the airport access tunnels to cyclists.

- Overall there was agreement that whatever happens travel patterns need to change and that the future needs to be better than the past and that this was relevant to either two or three runways. We need to embed what has happened. There have been gains on what has happened because of COVID19 such as improved air quality, less noise and so on. For the first time in a generation people can enjoy their gardens, have windows open in summer and generally enjoy where they live. Cleaner air through transport modelling is important.
- The extent to which change could be achieved would also depend on future demand. The Chartered Institution of Highways & Transportation (CIHT) feels that there will be a permanent change in the demand for air travel for around 10 years. Others felt demand would pick up very quickly.
- There was also a possibility that HAL might attract more flights with smaller airports including City less or even closure.
- Moving forward, one idea was a 'contract' between local communities and HAL modelled on one that had until it ran out existed at Gatwick for 40 years. The key was that people agree on benefits whether cycle lanes, rail links or other projects and what they would be prepared to settle on in return in terms of noise, night flights, flight paths, alternation and so on.

Terms of Reference

Two minor amendments to the Terms of Reference were agreed (see attached) and these would be put to the HCEB Board for approval.

Conclusion

TENAG had proved its value as a unique combination of local and specialist independent transport representation and should continue to operate at least until after the October court hearing.

Issues of ongoing importance were:

- Workforce and passenger surface transport access safety and the need to link this with the greater use of public transport in terms of modal shift from cars.
- Raising issues of strategy and policy including air quality, flight paths, noise and environmental impact.
- Continue to support the proposed Southern and Western rail links as well as the upgrade of the Piccadilly Line
- To consider future HAL operations and development in the context of the need for continued and ambitious improvements in both local and regional impact.

Next steps

- Next meeting is 30 July at 2pm by ZOOM.
- At this to invite HAL to discuss their new two runway strategy both in terms of surface access and wider environmental issues. Documents to be circulated to TENAG in advance and the session taking the form of Q&A.

Added to this note as appendices

1. HAL Organisational restructure chart
2. KB note of optimistic/pessimistic post COVID19
3. Amended Terms of Reference (in Draft)

KB/ 30 May 2020