



Agenda Item:	Reference: HACC.501
Date: September 13 2007	
Project for the Sustainable Development of Heathrow: Surface Access Stakeholder Meeting	

BACKGROUND

1. Members will be aware generally of the work being undertaken within this Project (PSDH) as a precursor to the publication of the consultation about the possible introduction of Mixed Mode operations at Heathrow to increase runway capacity, the possible construction of Runway 3 and some associated matters.
2. If Mixed Mode were to be introduced, runway capacity is expected to increase from the present capped figure of 480,000 aircraft movements to some 540,000. With the addition of a third runway, capacity would be expected to rise to around 720,000 aircraft movements annually. Associated requirements are that aircraft noise must be contained within the 127 sq.km of the 57dBA.leq noise contour of Summer 2002 and air quality must comply with European Union standards.
3. Introduction of Mixed Mode would require withdrawal of the present Cranford Agreement, (which puts severe limitations on the use of the northern runway of Heathrow for departing aircraft in an easterly direction resulting in a majority of such movements using the southern runway) runway alternation and some changes to the preferential noise routes established for aircraft departures. The existing Westerly Preference policy would need consideration.
4. The only one of the PSDH working groups on which the HACC was able to secure representation was the Surface Access group which had not met since February 2007. A meeting has now been held on 12 September 2007 and this report summarises the proceedings.

PRESENTATIONS AND DISCUSSION

5. Presenters pointed out that if, after consultation, it is proposed to introduce Mixed Mode operations, it will be necessary for BAA to submit a planning application to authorise this and the necessary airspace change could probably be implemented by about 2011. The restrictions associated with the area of the 57dBA contour is likely to be a key constraint before 2030 and air quality may be another constraint; the air quality assessments are nearing completion.
6. The consultation will be about policy matters, not about any planning application. Indicative plans have been developed for an airport layout and connecting roads to illustrate this at a level appropriate for such a policy. If policy support for provision of Runway 3 is confirmed, there will need to be much further work undertaken on a par with that for the Runway 2 Inquiry at Stansted.
7. The projected schemes for construction of the AirTrack rail access from the south west of the Airport together with Crossrail have been taken into account in the analyses of public transport access.

SCOPE OF THE SURFACE ACCESS WORKSTREAM

8. In analysing this, a London Airports Surface Access Model (LASAM) for all three BAA London airports has been developed and used together with the Heathrow Employee Surface Access Model (HESAM) which developed by BAA. LASAM uses 2003 data from the CAA for PSDH whilst a Version 2 has been developed for the application to be made for a Transport and Works Act Order required to authorise the construction of Airtrack.
9. During discussion of this item, criticisms came from the airlines that Heathrow needs a wider range of public transport, that the Underground service starts too late in the morning to meet the needs of passengers and that too many Piccadilly Line trains are curtailed and turned around short of the Airport. The 285 bus route which connects Feltham Station with Heathrow was criticised as a poor airport connection which should offer a combined rail/bus ticket.
10. A BAA Rail representative was disappointed with the number of passengers using the Heathrow Connect service at Hayes and explained what train service is expected to be after T5 opens:
 - 4 HEX trains to T5 each hour with a stop at T123
 - 2 Heathrow Connect trains per hour to T123 and T4
 - 2 Heathrow Connect Shuttle trains per hour between T123 and T4
 - 6 Piccadilly Line trains per hour to Hatton Cross, T123 and T4
 - 6 Piccadilly Line trains per hour to Hatton Cross, T123 and T5

HEX expects that capacity can be increased by converting redundant baggage areas and first class accommodation to Express Class. Connect trains can be lengthened from the present five to nine carriages.

11. For implementation of Airtrack, BAA has appointed all necessary advisers, commissioned Network Rail to look at the impacts and agreed to fund obtaining a Transport and Works Act Order to inquiry at an estimated cost of £5.2 million. A financial contribution to the scheme has been agreed with the developer of a major scheme near Bracknell. The construction period is expected to be 2010 to 2013 with services commencing in that last year.
12. If Crossrail is constructed, HEX will continue to operate to T123 and T5 with 4 trains an hour to T4 stopping also at T123. Connect services would no longer operate.

ENGINEERING CONSIDERATIONS

13. A Terminal 6 would be sited close to the rail access tunnels and the assumption is that heavy rail will provide the service with a minimum of 8 trains an hour. Extension of Airtrack could extend this up to 14. Construction and use of a Runway 3 would prejudice use of the existing M4 Spur Road, as retention would require raising the level of the runway by 8 metres; a possible solution would be to re-align the Spur Road around the eastern end of the Runway.

CONSULTATION

14. A listing of a broad spectrum of stakeholders who will be included in the consultation, not exhaustive, was shown with many of them in membership of the HACC. Ministers are expected to take many speaking opportunities to address interested organisations and a bid was made for this to include the HACC. A Ministerial decision could potentially be made by mid-2008.

15. The full consultation will include an Executive Summary, technical document, an assessment of the airspace implications, the results of air quality assessment and noise modelling results.

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