

SHORT (& MEDIUM) TERM MEASURES - EXECUTIVE SUMMARY

MEASURE SET	Surface Infrastructure	
MEASURE TITLE	Improvements to surface access infrastructure for Airports other than LHR, LGW and STN	
MEASURE SUMMARY	This measure covers proposals to enhance surface access to many airports, primarily by enhancing surface access infrastructure.	
MEASURE INVOLVES	<div> <input type="checkbox"/> Behavioural Change <input checked="" type="checkbox"/> Infrastructure Change </div> <div> <input checked="" type="checkbox"/> Operational Change <input type="checkbox"/> Regulatory Change </div> <div> <input checked="" type="checkbox"/> Technical Change <input type="checkbox"/> Policy Change </div>	
WHAT DOES THIS ADDRESS? <p>Many regional airports lack fully integrated rail and motorway access, or where there is access there are a number of constraints that reduce the utility of these transport links. This measure set considers infrastructure improvements. There is the opportunity to improve surface transport for many airports, instigating modal shifts in transport to airports.</p> <p>This issue does not address airport capacity directly, but improvements tending to the medium term would support the PAX capacity growth of the airports. Improving to surface access to airports is identified within the Aviation Policy Framework as a priority in paragraphs 1.92 to 1.98.</p>		
WHAT WOULD BE DONE? <p>A range of rail and highway upgrades are proposed, to reduce travel times and increase attractiveness of the related airports.</p>		
WHAT IS THE IMPACT? <p>The impacts are expected to be:</p> <ul style="list-style-type: none"> • Time savings for surface transport access to airports listed. • Enhanced connectivity for some locations by air and for intercity access by rail and road. • Costs of some proposals likely to be very high. 		

MEASURE SET:	Surface Infrastructure	Short Term	<input type="checkbox"/>
MEASURE TITLE:	Improvements to surface access infrastructure for Airports other than LHR, LGW and STN	Medium Term	<input checked="" type="checkbox"/>

PROPOSAL SUMMARY

Proposed by:	Aberdeen Airport(004), Birmingham Airport(009), Bristol Airport(010), Cardiff Airport(011), CBI(012), CILT(013), Connected Scotland, Dorset LEP(015), Ginsberg(033), Heart of the SW LEP, IARO(040), Kent County Council, Andy Lyons, MAG(050), Manston Airport(051), SCDI (061), Southend Airport(065), SRTP(062), Viable Plymouth(068), West Midlands Planning and Transportation Sub Committee(071), Western Gateway(072)		
Proposal:	This measure covers enhancing surface access to the following airports; Aberdeen, Birmingham, Bournemouth, Bristol, Cardiff, East Midlands, Edinburgh, Glasgow, Leeds-Bradford, Lyneham, London City, London Luton, Manchester, Manston, Newcastle, Northolt, Plymouth and Southend; These can essentially be split into two sets:		
SInf-OTH-1	<ul style="list-style-type: none"> Road improvements Rail Improvements 		
SInf-OTH-2			
Approach	<p>The approach covers a range of rail and highway upgrades will enhance accessibility to the airports listed above by reducing travel times, and so increasing the attractiveness of those airports for all users. Improved road access to Aberdeen Airport including Aberdeen Bypass</p> <ul style="list-style-type: none"> Improved HS2 interchange with Birmingham Airport; Birmingham Gateway Project; Coventry-Nuneaton line improvements; Project 110 London Midland; Upgrades to enable 59 minute journey time Euston-Birmingham Airport; Whitacre Link; Midland Metro to Airport; Change name of Birmingham International station M42/Junction 6 improvements Birmingham New Street station baggage drop off (check in facilities) A338 junction/B3073 corridor improvements for Bournemouth Airport Greater Bristol BRT / Greater Bristol Metro Regeneration of Bristol Temple Meads Station South Bristol Link to M5 J21 road M5 J20 to A370 near Long Ashton M4 to A4174 link road inc new M4 junction 18A Major surface access enhancements to Cardiff Airport as part of a strategic vision to establish the airport as the major Airport for Wales GWML electrification Cardiff Metro M4 Newport Bypass Widen A453 to support East Midlands Airport M1 Junction 24 local road improvements to the A50 HS2 station at Toton; HS2 to Edinburgh and Glasgow Edinburgh Airport road access improvements Glasgow Airport-Edinburgh Airport improvements to connectivity Improved rail access from the SouthWest to Manchester and Birmingham airports; "Fast direct reliable" link to Glasgow Airport Glasgow Airport Rail Link High Speed 3 from Cardiff (Airport) to London and LHR Connect LHR, LGW, STN and LTN with a fast dedicated rail service; Leeds-Bradford International link roads A658-A65 Leeds-Bradford rail connection to Leeds and Bradford, and elsewhere New Junction 16A on M4 to connect Lyneham to M4; 	Stated Capital Cost:	Not stated
		Capacity (mppa):	Not stated
		Capacity (atm):	Not stated

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	<ul style="list-style-type: none"> • Rail spurs to connect Lyneham to LHR and Swindon; • Silvertown Tunnel and an additional new East London River Crossing • Dialogue with Crossrail about connectivity to LCY • East Luton corridor improvements via A1081; • M1 Junction 10A upgrade for Luton • Electrification of Midland Mainline • Northern Hub link to Manchester Airport including fourth platform at Manchester Airport station • Manchester Airport on HS2 • A6 to Manchester Airport Relief Road scheme • M56 J.7 and M56 Thorley Lane ridge pinch point improvements • Accelerate speed of Ashford to Ramsgate line with new parkway station for Manston Airport • A1 Western bypass linking to Newcastle Airport • Extend HS2 to Edinburgh and Glasgow; • High speed monorail between Northolt and Heathrow • New bus bays at Plymouth Airport • Southend Airport local road improvements, including new east-west road close to the airport
Benefits	<p>The main benefits available are:</p> <ul style="list-style-type: none"> • Time savings for surface transport access to airports listed. • Enhanced connectivity for some locations by air and for intercity access by rail and road.
Issues & Risks	<p>The main issues and risks are:</p> <p>Some of the 'proposals' identified are already programmed projects. However, even committed projects do not all deliver in short term.</p> <p>Costs of some other proposals likely to be very high, and are unlikely to be short term measures</p> <p>Unclear if demand at some airports would justify some proposals.</p> <p>Benefits of some projects may not exceed costs</p> <p>Some proposals likely to require lengthy planning periods.</p> <p>Some projects may require high subsidies to support services.</p> <p>Some proposals dependent on transformation of existing airport to see increase in airline traffic.</p>
Mitigations	<p>Would be needed for any major infrastructure project, but are not identified in any detail in the proposals.</p>
Dependencies	<p>There key dependencies are:</p> <ul style="list-style-type: none"> • Projects already underway • Planning approval for new railway and highway infrastructure. • Funding for infrastructure and services to operate on new rail, light rail infrastructure.

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ASSESSMENT SUMMARY

Strategic Fit	Options to support existing airports unlikely to conflict with longer term options, but should be judged on their individual merits. Options to support transformation of airports with limited current usage dependent on their inclusion as a viable long term option.
Economy	Depends on individual projects as to whether benefits exceed costs.
Surface Transport	The wide range of potential projects must be considered on individual merit. Impact on surface access for all proposals has not been assessed – options have been presented as wish list, and deliver very different benefits (e.g. Compare HS2 Station at Manchester Airport with New bus bays at Plymouth Airport) so are not readily summarised in a single template.
Environment	Enhancements to surface access may address congestion and associated environmental impacts, but there will be other impacts from construction too numerous to assess within the template format..
People	Enhancements to surface access may support local community access and provide employment opportunities, but deliver very different benefits (eg. Compare HS2 Station at Manchester Airport with New bus bays at Plymouth Airport) so are not readily summarised in a single template. .
Cost	Costs are generally not identified. Would be dependent on each specific project.
Operational Viability	Will vary, given range of projects included. Some are programmed so are known to be operationally viable.
Delivery	Will vary, given range of projects included. Some are programmed so are known to be deliverable. Some projects already under construction or complete.