

## SHORT ( & MEDIUM) TERM MEASURES - EXECUTIVE SUMMARY

<b>MEASURE SET</b>	Surface Operations	
<b>MEASURE TITLE</b>	National strategy for airport surface access	
<b>MEASURE SUMMARY</b>	This measure concerns developing a national strategy for improvements to surface access at airports	
<b>MEASURE INVOLVES</b>	<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 type="checkbox"/> Technical Change         <input checked="" type="checkbox"/> Policy Change       </div>	
<b>WHAT DOES THIS ADDRESS?</b> <p>There is currently no national strategy regarding the prioritisation of surface access to airports. That said, improving to surface access to airports is identified within the Aviation Policy Framework as a priority in paragraphs 1.92 to 1.98. These proposals address a number of possible actions to develop such an integrated approach.</p>		
<b>WHAT WOULD BE DONE?</b> <p>Generate a national strategy, from which further interventions could be developed and chosen. The intention is that this can enhance the development and integration of services, and improve the priorities for surface access infrastructure and service enhancements.</p>		
<b>WHAT IS THE IMPACT?</b> <p>Dependent on projects prioritised by strategy. Unlikely to see obvious short term benefits to individual airports, but development of the integrated approach could itself be a short term option and aligned with the APF.</p>		

MEASURE SET:	Surface Operations	Short Term	<input checked="" type="checkbox"/>
MEASURE TITLE:	National strategy for airport surface access	Medium Term	<input checked="" type="checkbox"/>

## PROPOSAL SUMMARY

Proposed by:	Aberdeen Airport(004), ABTA(005), Air League(006), Birmingham Airport(009), Bristol Airport(010), CBI, Heart of the SW LEP (023), IOD (039), IARO(040), London Councils(046)		
Proposal: SOps-NAT-1 SOps-NAT-2 SOps-NAT-3 SOps-NAT-4	<p>This measure covers the development of a national strategy for improvements to surface access at airports, including:</p> <ul style="list-style-type: none"> <li>Public Transport priority</li> <li>Improved air / surface access integration through physical links and scheduling</li> <li>Establish minimum standards of service</li> <li>Enhanced ticketing options</li> </ul>		
Approach	<p>The approach is:</p> <p>Have a national strategy to enhance infrastructure and operations for accessing airports with scheduled air services to improve services in a coherent way, including enhancing rail services to major airports</p> <ul style="list-style-type: none"> <li>Prioritise surface access by public transport to minimise congestion and achieve wider transport policy objectives</li> <li>Prioritise improved surface access at non-London airports</li> <li>Ensure rail or bus services to/from airport start operation to co-ordinate with arrival/departure of first flights</li> <li>Links to nearby airports should be a key consideration when assessing applications for funding of new transport schemes</li> <li>Extend scope of DfT review of rail access to airports should be beyond airports named in the Draft Aviation Policy Framework and widened to include road transport</li> <li>Establish minimum standards of service for rail service frequencies to airports (3x hourly)</li> <li>Prioritise integrated air-city transfer ticketing</li> <li>Seamless modal transfer facilitated by IT and coordinated pricing</li> <li>Extend existing PT smartcards to airport access including Oyster to rail access to London airports, and Manchester smartcard to access to Manchester Airport</li> <li>Promote frequent, branded, easy access shuttle buses that are free or included in rail fare, for rail-airport transfer when no rail link</li> </ul>	<p>Stated Capital Cost: Not stated (unlikely to be any)</p> <p>Capacity (mppa): Not stated</p> <p>Capacity (atm): Not stated</p>	
Benefits	The main benefits available are potentially widespread, but are specific dependent on projects prioritised by strategy.		
Issues & Risks	<p>Emphasis on public transport may mean high value road projects get deferred in favour of lower value public transport projects.</p> <p>Emphasis (within these proposals) on airports outside London may mean high value London airport access projects get deferred in favour of lower value projects outside London.</p> <p>Some airport surface access projects have benefits and disbenefits for other users that may not be adequately captured.</p>		
Mitigations	None are identified within the proposals, but any major changes to local transport operations will need appropriate consideration of negative effects – especially on air quality.		
Dependencies	<p>There key dependencies are:</p> <ul style="list-style-type: none"> <li>High quality projects available to be prioritised over non-airport access projects.</li> <li>Local operators practices</li> <li>Rail franchising</li> </ul>		

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## ASSESSMENT SUMMARY

<b>Strategic Fit</b>	Likely to support any long term options, as long as it is not constrained by location and does not accelerate projects that may be inconsistent with likely long term options. Improving to surface access to airports is identified within the Aviation Policy Framework as a priority in paragraphs 1.92 to 1.98. Some proposals are short term and aligned with the APF. Strategic fit with current Route utilisation Strategy and franchise priorities must also be considered, as some options here may not be consistent with these in the short term
<b>Economy</b>	Dependent on the net benefits of projects approved and the impact of funding reprioritisation of other projects (and the net benefits of deferred projects). Would need careful review through the normal channels, but with a more integrated approach to transport benefits to the economy.
<b>Surface Transport</b>	Expected to improve airport surface access, but may defer non-airport surface access projects.
<b>Environment</b>	Operational changes should have minimal environmental effects in themselves. Rail improvements can be assessed using sustainability strategies developed by Network rail, Rail Safety and Standards Board and others. Local road accessibility operational changes should reduce congestion. Modal shift will result in reduced car journeys, and with electric train replacement in particular, will result in carbon emissions reduction and air quality emissions reductions, dependent on train loadings.
<b>People</b>	Public transport accessibility enhancements are supportive of accessibility for work and family reasons. Rail corridor and station improvements will benefit other travellers. Reduction of environmentally damaging emissions can contribute to an enhanced quality of life. Balance of impact on other travellers and local communities must be considered.
<b>Cost</b>	No costs for the wide range of options here are identified. These will vary and would require some level of BCR analysis unless the operational change is simple and of immediate benefit for viability reasons.
<b>Operational Viability</b>	Unknown as range of options is wide. Some are unlikely to be viable due to interactions with other surface access operational issues.
<b>Delivery</b>	Development of strategy and reprioritisation of future surface transport funding is unlikely to be an easy short term option, and issues with franchising and bus service provision are commercial decisions which may entail complex negotiations around specifics.