

**FORMAL RESPONSE BY
THE HILLINGDON HOSPITALS NHS FOUNDATION TRUST
TO THE AIRPORTS COMMISSION**

**‘CONSULTATION DOCUMENT: Gatwick Airport Second Runway
Heathrow Airport Extended Northern Runway, Heathrow Airport North West
Runway Nov 2014’**

2nd February 2015

1 Introduction

The Airports Commission has invited responses to its consultation on airport expansion at Heathrow and Gatwick.

Although the Hillingdon Hospitals NHS Foundation Trust does not commission healthcare services, Hillingdon Hospital is the closest hospital to Heathrow airport and so would be affected by potential changes at Heathrow. Changes to Gatwick airport would not affect the Trust.

The Airports Commission provided a response template and invited respondents to answer one or more questions as appropriate. We have grouped our response as an answer to question 4) which is the most relevant in our case: *In your view, are there any relevant factors that have not been fully addressed by the Commission to date?*

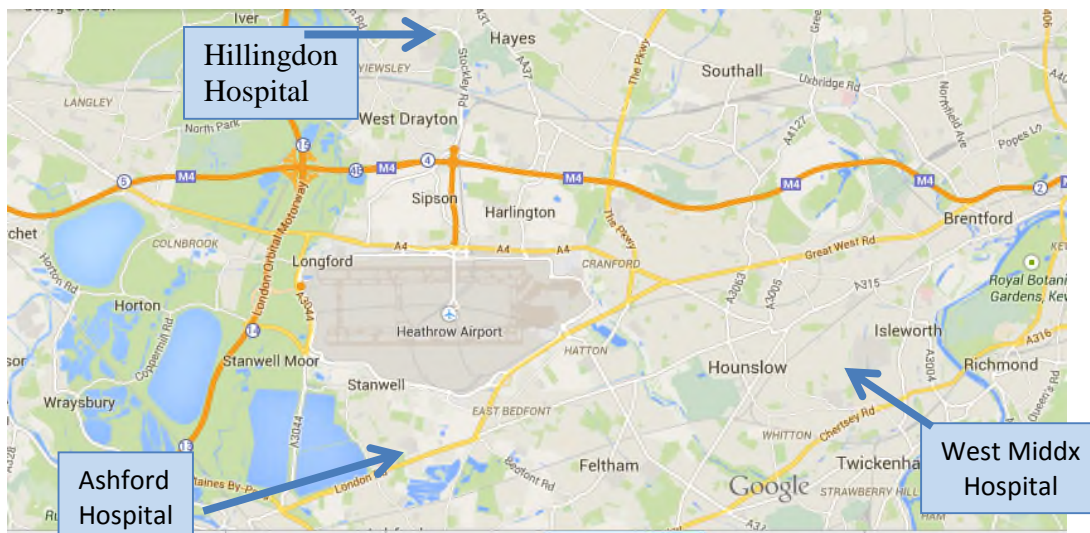
In summary our response is that

- a) The consultation document and assessment exercise does not appear to have taken account of the impact on acute hospital healthcare services.
- b) The proposed expansion of Heathrow would generate additional demands on hospital healthcare services both during the construction phase and then subsequently, when the extra capacity is operational [in ~2030], from the increased passenger numbers as well as the increase in local population.

2 Background

The Hillingdon Hospitals NHS Foundation Trust (THHFT) provides accident & emergency, maternity, outpatient, medicine and surgery services to approximately 350,000 people living in Hillingdon and the surrounding area. THHFT operates across two hospital sites, at Mount Vernon (Northwood) and Hillingdon. This response relates primarily to the Hillingdon site which is a Major Acute hospital and which receives the majority of all accident & emergency patients from Heathrow airport.

THHFT is the closest hospital to Heathrow (4.4 miles) with the corresponding shortest journey time. The next closest Major Acute Hospital is West Middlesex hospital which is 8 miles from Heathrow. Ashford Hospital is close to the southern side of Heathrow but does not provide accident & emergency services. The map below illustrates the proximity of hospitals local to Heathrow.



The proposals for Heathrow, outlined in the consultation document, contain elements which would place a significant additional workload on THHFT and which do not appear to have been properly identified nor quantified. THHFT's response has been grouped together as a response to Question 4. The full questionnaire is added as an appendix for internal reference.

3 Consultation Question 4 - Response

In your view, are there any relevant factors that have not been fully addressed by the Commission to date?

Of the three schemes under consideration, only the two Heathrow options would impact on THHFT, namely North West Runway and Extended Northern Runway.

The local economy impacts make reference to the need for further GP and primary care services. However the schemes do not appear to have given consideration to the additional acute health service burden that would be created both during the construction phase and following completion during normal operation.

The sections below provide a high level assessment of the potential impact on the acute hospital care services looking at the construction phase and the post construction phase

3.1 Construction Activity

The Consultation Document estimates the construction phase of the project will create between 16,800 – 19,300 jobs¹, depending on the runway scheme chosen.

The thousands of people employed in the construction of the additional Heathrow runway, new terminal and associated infrastructure will generate a demand for acute medical care for construction related accidents as well as general healthcare services for the workforce.

Both options also involve disruption to and reconfiguration of existing surface road schemes, during the construction phase. This work may also lead to delayed journey times for patients and staff travelling to THHFT.

3.2 Post Construction – Normal Operations

The consultation indicates that, if approved, the expanded Heathrow facility would open in 2030.

The Consultation document estimates that

- Heathrow passenger numbers could increase by 126m to 142m by 2050².
- Additional jobs (direct and indirect) could increase by 47,400 to 112,400³
- Additional housing could increase by 22,900 to 70,800 units⁴

Using these figures we estimate that the impact on Hillingdon Hospital would be an increase in hospital attendances as follows:

Category	Lower Estimate	Upper Estimate
Passengers - A&E	910	1,160
Residents – A&E	4,015	12,425

Residents – other (Outpatients/Inpatients)	16,675	51,605
Increased Hospital Attendances	21,600	65,190

Notes

a) Based on Airports Commission Consultation estimates of lower and upper increases in Heathrow passenger numbers and increases in housing units

b) Passenger A&E numbers calculated based on extrapolation of current numbers of Heathrow passengers presenting at THHFT A&E

c) Resident A&E and other activity numbers based upon the current hospital activity levels per '000 population in catchment area and assuming 25% of increased population from Heathrow expansion housing figures would use Hillingdon Hospital for its acute healthcare services, using 2.7 residents per housing unit.

These predicted increased patient numbers at THHFT are too significant to be managed within the hospital's existing capacity and infrastructure and should be included in the decision factors and future funding requirements for the healthcare economy in Hillingdon.

References

1. Local Economy Impacts: Assessment, page 27
2. Consultation Document , page 55, 3.62
3. Local Economy Impacts: Assessment, pages 5 & 7
4. Local Economy Impacts: Assessment, pages 6 & 8
5. The Airports Commission has issued a template for all responses, shown below:

Appendix - Airport Commission response template

Questions 1 and 2 invite views and conclusions on the three short-listed options. Questions 3 and 4 are on the Commission's appraisal and overall approach. Questions 5-7 are on specific areas of the Commission's appraisal. Question 8 asks for any further comments on any aspect of the Commission's work.	Q1: What conclusions, if any, do you draw in respect of the three short-listed options? In answering this question please take into account the Commission's consultation documents and any other information you consider relevant. The options are described in section three.
	Q2: Do you have any suggestions for how the short-listed options could be improved, i.e. their benefits enhanced or negative impacts mitigated? The options and their impacts are summarised in section three.

Questions inviting views and conclusions in respect of the three short-listed options	
Questions on the Commission's appraisal and overall approach	Q3: Do you have any comments on how the Commission has carried out its appraisal? The appraisal process is summarised in section two.
	Q4: In your view, are there any relevant factors that have not been fully addressed by the Commission to date?
Questions inviting comments on specific areas of the Commission's appraisal	Q5: Do you have any comments on how the Commission has carried out its appraisal of specific topics (as defined by the Commission's 16 appraisal modules), including methodology and results?
	Q6: Do you have any comments on the Commission's sustainability assessments, including methodology and results?
	Q7: Do you have any comments on the Commission's business cases, including methodology and results?
Other comments	Q8: Do you have any other comments?

Respondents do not have to answer every question, and can answer selectively if they wish.