

Chartered Institution of Highways & Transportation response to the consultation on Heathrow Airport's Proposed Expansion

Theo Naidoo, Policy Officer, Chartered Institution of Highways and Transportation (CIHT), Tel: +44(0)20 7336 1581, Email: Theo.Naidoo@CIHT.org.uk

CIHT is a charity, learned society and membership body with over 14,000 members spread across 12 UK regions and four international groups. We represent and qualify professionals who plan, design, build, manage and operate transport and infrastructure networks. Part of our vision is to demonstrate transport infrastructure's contribution to a prosperous economy and a healthy and inclusive society. Our values are to be Professional, Inclusive, Collaborative and Progressive.

1a. Please tell us what you think about Heathrow's plans to expand the airport.

CIHT has consistently called for an Integrated Transport Strategy and the need to increase runway capacity in London and the South East should be part of that strategy. Delivering on a strategy for the South East will also benefit other UK regions and devolved nations, delivering better and alternative connections to international routes/markets

Access to air travel is essential for business, commerce and industry in providing access to markets. It supports economic development, inward investment, jobs and supports tourism.

CIHT welcomes long term investment in infrastructure that supports sustainable growth, enhances competitiveness, and improves quality of life across the UK. Having an integrated transport system is integral to achieving those goals including, airports, ports, roads and rail.

This requires a clear understanding of what the impact of a new runway would be on the local and national transport network in terms of increased demand, congestion and required capacity upgrades.

The air transport industry faces a very significant challenge in delivering growth while making its contribution to government efforts to reduce CO2 emissions. Airlines will have to compensate for growth, for example through fleet modernisation and the need to embrace new technologies, especially when considering surface access connectivity between airports is critical.

CIHT strongly supports the commitment that "*the expansion of Heathrow will not lead to an overall increase in Heathrow related traffic volumes compared to today (2017)*" (Heathrow Surface Access Plan)

3a. Please tell us what you think about the re-positioning of the M25.

CIHT agrees that maintaining the operation of the M25, minimising the impact on road users and ensuring that there is a long term operational and safety plan is key. However, there should not be adverse effects on the operational safety of the permanent works i.e. safety of road users or workforce/emergency services.

Further CIHT welcomes the commitment to engagement with Highways England so that design and safety standards are met during the entire process.

CIHT notes that the current plans to move the M25 carriageway by approximately 150 metres, tunnelling seven meters down and building the runway over the top is a major undertaking, and not something that has been done in the UK before. It will require high levels of engagement with industry partners, to ensure that the process takes place smoothly.

4b. Please tell us what you think about our approach to providing car parking and the potential site options we have identified.

CIHT welcomes a coherent plan for managing parking at Heathrow and recognises the large numbers of people that arrive at the airport via road transport need to be accommodated with attention paid to reducing congestion on local roads and meeting high environmental standards.

CIHT supports the innovative use of a car share scheme at Heathrow between employees and partners organisations to reduce surface movements and encourages reductions in single person car use as an efficient use of road space and reducing need for parking. CIHT recognises that the *Airports National Policy Statement* (October 2017) requires Heathrow to produce “specific targets for maximising the proportion of journeys made to the airport by public transport, cycling or walking.” However, we note that as 20,000 staff live within 5km of the airport (*Heathrow Surface Access Plan, Pp. 40*) it will likely be worthwhile producing specific targets for staff and building the facilities that makes it possible such as secure cycle parking.

With a total of over 60,500 parking spaces at Heathrow today the availability of parking is a large draw to air passengers and under existing regulatory agreements Heathrow has the right to increase this by a further 20,000 (*Heathrow Expansion – our emerging plans, Pp. 87*) making a total of 80,500 parking spaces available to staff and visitors.

This is a significant revenue stream, generating over £100 million a year, and expected to increase (*Heathrow Airport – Review of commercial revenues, CAA, April 2017, Pp. 54*). HAL should recognise the relationship between the availability of parking and driving to work and managing availability of parking should be considered a key part of the overall Surface Transport Strategy.

CIHT recommend transparency as to the levels of occupancy that the airport is seeking and analysis of the impacts on traffic. It may not be possible to meet both revenue targets for parking spaces and modal shift targets to public transport at the same time.

CIHT highlights that these figures do not include the significant off-airport parking provided by external companies which also induces demand. There needs to be a coherent and comprehensive local transport strategy that tackles this situation.

The plans briefly mention ‘Smart Parking’ which include emissions based parking, CIHT would encourage the use of innovation and technology to encourage efficient usage of the space. This could include cheaper pricing for emission free vehicles, (subsidised) electric vehicle (EV) charging points, or vehicles with multiple occupants, and enhance efforts to consolidate parking facilities and reduce road usage.

4g. Please tell us how you think we should best bring the various components together to build our masterplan for the expansion of the airport and what factors you think should be most important in our decision-making.

CIHT considers the effects on public health and the impact on the road network to be crucial in successfully delivering the economic and social benefits of airport capacity. Surface transport must contribute to an overall network that is more accessible, more resilient and delivers for people.

CIHT believes that major infrastructure projects are vital opportunities to develop UK skills and encourages Heathrow to integrate professional training and apprenticeships into its construction plans.

5g. Please tell us what you think about our priorities and initiatives we propose to use to develop our surface access strategy.

CIHT supports the eight priorities and initiatives that make up the *Heathrow Surface Access Plan* however has queries over the achievability of some of them

The ambition to “Create a public transport focused airport” which aims to increase arrivals at the airport by public transport to 50 per cent by 2030 and 55 per cent by 2040 will be difficult to achieve. From 1990 to 2016 the percentage of passengers arriving by public transport only rose from 36 per cent to 39 per cent, despite the opening of the Heathrow Express, Oyster Card introduction and Heathrow Connect. It would require an unprecedented increase in public transport usage but there is minimal explanation as to how that would be achieved and funded.

CIHT also has concerns about ‘Providing a resilient and reliable road network’ which highlights the improvements scheduled by Highways England in RIS 2, in particular the conversion of the M4 to a ‘Smart Motorway’. However, many of those schemes are designed to deal with existing growth in demand and not the extra journeys generated by an upgrade Heathrow Airport. It will require an integrated approach between Heathrow, DfT and Highways England to ensure that a good level of service is provided to road users.

5h. Please tell us what you think about the options to use road-user charging to reduce emissions and to manage vehicular access to the airport.

CIHT strongly supports road-user charging to reduce emissions and to manage vehicular emissions to the airport. The Congestion Charge Zone and Ultra-Low Emission Zone implemented in London are useful models and would likely reduce surface movements and encourage cleaner vehicles.

CIHT encourages the DfT and local transport authority to work closely to roll out such a scheme to minimise the negative environmental effects of the airport on surrounding communities, and suggests that such a scheme could be used to provide additional funds to the local highway network, including sustainable travel options for those working at the airport.

CIHT supports the research and implementation of other market based mechanisms such as a drop-off charges and airport access charges to fairly price the cost of maintaining and upgrading the road network. CIHT encourages the resources from any such charges to be used in to maintain and upgrade the road network.

CIHT supports Heathrow’s work on sustainable travel plans for its staff and contractors to reduce reliance on private motor vehicles.