



Department
for Transport

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Appendix 1

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Our Ref: MC/189067

6 February 2017

Dear Caroline

Thank you for your letter of 13 January 2017 to Chris Grayling. I am replying as Minister responsible for aviation and am very happy to respond to your concerns about the level of planning which is taking place on surface access links to airport.

On 2 February 2017 we published for consultation a draft National Policy Statement (NPS) setting out our proposed policy framework for delivering additional capacity at Heathrow Airport. The draft Airports NPS sets out:

- why the Government believes additional airport capacity is needed in the South East of England;
- why a Northwest Runway at Heathrow is the Government's preferred scheme to deliver additional airport capacity; and
- the planning policy which a planning application in respect of a new Northwest Runway at Heathrow would have to comply with to secure development consent.

At the same time, and as part of the consultation, the Government also published an Appraisal of Sustainability, which examines the potential social, economic and environmental impacts which could arise as a result of the designation of the draft Airports NPS, including assessing alternatives to the Heathrow Northwest Runway scheme.

An additional runway at Heathrow would have a range of impacts on local and national transport networks serving the airport. Heathrow is already well connected to the transport network, but we agree that, should development consent be granted, improvements would be needed to Heathrow's transport links to support the increased numbers of people who would need to access the expanded airport. Heathrow Airport Limited would take the lead on this by developing and implementing a surface access strategy which would mitigate the impacts of expansion on the transport networks. The precise details of the strategy are being

developed, but will clearly need to satisfy the requirements proposed in the draft NPS and therefore the planning process.

You will be aware that Heathrow has already pledged that there would be no increase in road traffic levels due to expansion compared to today and it has committed to specific targets for increasing levels of public transport use by airport passengers and employees.

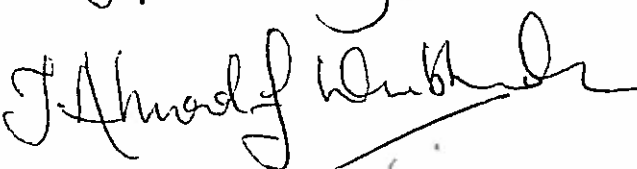
I recognise your concerns about the increase in freight traffic that an additional runway at Heathrow could bring. Freight is a hugely important part of Heathrow's business, accounting for 31% of the UK's non-EU trade by value in 2014. Nonetheless, Heathrow has already put a number of measures in place to minimise the impact of freight traffic and we would expect it to lead further detailed planning on this as part of its surface access strategy. Heathrow has already confirmed that it will work with the Freight Transport Association and local authorities on freight transport issues.

As regards the individual rail schemes proposed, such as Western and Southern Rail Access, these are at different levels of development and work on them is continuing.

The Western Rail link is already at a relatively mature stage of development, whereas Southern Rail is at an earlier stage. The feasibility work published in 2016 set out a number of options to serve the airport from the south, and you will be aware that further alternatives have been presented by other parties. Southern Rail could be a significant scheme in its own right, so it is important that any plans seek to get the best result both for airport users and the travelling public more generally. It is not envisaged that Southern Rail Access would be required for the day that a new runway opened, but it could be needed as more passengers started to use an expanded airport.

As far as the funding of surface access schemes is concerned, we expect Heathrow Airport to fund all schemes which would be required solely as a result of expansion. For projects which would have wider beneficiaries, such as Western Rail and Southern Rail, the Government would consider funding a proportion based on benefits for airport users and other beneficiaries in line with our Aviation Policy Framework.

Over the next 16 weeks we will seek views on the draft Airports National Policy Statement and I hope you will also take the opportunity to submit a consultation response.

Yours sincerely,


LORD (TARIQ) AHMAD OF WIMBLEDON