

Background

Without careful management, airport expansion can contribute to traffic congestion, affecting journey times and impacting the environment. Efficient public transport is crucial for sustainable airport growth. Where public transport is not possible, increasing private journey efficiency should be encouraged.

Our approach

Improving surface access around our airports is a business critical issue for BAA. Expanding Heathrow and improving passenger experience depend on the airport's public transport quality.

Our surface access strategy objectives are to:

- Increase passenger and employee use of public transport to and from our airports by improving the quality, coverage and frequency of services.
- Reduce the number of vehicle trips to and from our airports for passengers and employees.
- Measure and reduce surface access CO₂ and NOx emissions per passenger.

We develop Airport Surface Access Strategies (ASAS) and company travel plans at our airports in partnership with Government departments, transport providers and airlines.

The ASAS commit BAA and our partners to support new public transport services and infrastructure and to provide incentives for its use.

We approach this through regular Transport Forums at our airports, bringing together passengers, service providers and local authorities to agree strategies and targets for increasing public transport use.

Investing in public transport

In partnership with bus and coach operators we develop services to and from our airports, and provide funding to set up new routes.

We work with the Government and other authorities to improve rail services for our customers and staff. In addition to the £1 billion already invested in rail infrastructure over the last decade, we are currently investing £5.2 million in developing the first stages of the Heathrow Airtrack rail project to Heathrow T5.

Encouraging public transport use

We encourage fewer private car journeys made to drop off or pick up passengers by promoting the use of parking facilities, bus services and shared taxis. BAA is seeking the powers to introduce Civil Parking Enforcement at airports to help reduce congestion by enabling greater control of forecourts.

We subsidise the cost of rail and local bus journeys for employees. We also offer prioritised parking for car sharers, incentives for cycle purchase and a free travel zone around Heathrow.

Reducing freight impacts

We reduce the environmental and congestion impacts of supplying goods to our airports through consolidating deliveries.

Our performance

BAA (London)

In 2008, the proportion of passengers using public transport to access our London airports increased by 1.9%, and by 2.3% at Heathrow, as illustrated in Figure 21.

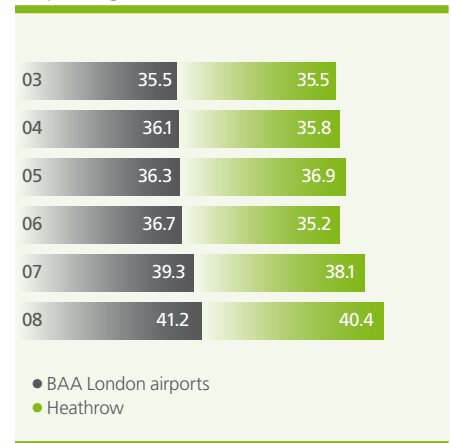
Heathrow

At Heathrow, we are on track to meet our goal to increase the proportion of people travelling to and from Heathrow by public transport to 40% by 2013. If the verified data supports this, we will work towards our next target of achieving a 45% public transport mode share by 2015.

Heathrow's 2008 public transport schemes

- We continued to develop a Transport and Works Act application for permission to construct the Airtrack rail project to T5.
- We opened a new public transport Interchange at T5.

Figure 21: Public transport use to and from our London airports (% passengers)



Our plans

Heathrow

Target for 2013

- To increase the proportion of people travelling to and from Heathrow by public transport to a consistent 40%.

Target for 2015 (with delivery of the Airtrack rail project)

- To increase the proportion of people travelling to and from Heathrow by public transport to 45%.



Read more about our surface access approach and performance in our individual airport corporate responsibility reports available at www.baa.com