



AIRPORT SURFACE ACCESS

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Airport Surface Access Policy

Airport Transport Forum

The Government wishes to encourage partnerships between airport operators, local authorities, transport operators, local people and other interested parties to improve public transport access to airports, to reduce reliance on private transport and to decrease road congestion and pollution.

It is the responsibility of the airport operator to set up the Airport Surface Access Forum and to invite appropriate organisations to become members. The airport operator leads the Forum and representatives of local authorities, transport operators, members who represent users and airport employees, regional and local planning bodies, walkers, cyclists and disabled people in the area are requested to attend.

The Forum meets twice a year to exchange information with partners and the local authority's development plans are taken into account for determining financial support.

Areas for Strategy consideration

The Government will encourage the growth of regional airports to meet local demand for air travel where consistent with sustainable development principles. The aim is to maximise the contribution regional airports make to local and regional economies, to relieve pressure on congested airports in the South East, and to reduce the need for long surface journeys to South East airports.

The Government does not prescribe the way in which Forums define strategies but it should include:

- an analysis of surface access arrangements, public transport facilities and employment growth;
- setting of short term targets and longer term goals for increasing the proportion of journeys made by public transport, bicycle and walking;
- the need to integrate airports surface access with wider regional and local transport plans;
- an indication of the cost of schemes and how they might be funded;
- a set of performance indicators to monitor whether the strategy is delivering its targets;
- green transport plans for those working at the airport;
- improvements, such as bus and rail schemes;
- enhanced and new local bus services;
- reallocation of road space to buses, coaches, taxis and/or private hire vehicles;
- taxi sharing schemes (using local authority powers under the Transport Act 1985);
- concessionary fares;
- cycling and walking (particularly for airport employees);
- through-ticketing - better connections and co-ordination of services;
- improvements to quality, and security of, the waiting environment;
- improved marketing and wider availability of information about travel options;
- mobility needs of disabled people;
- traffic management and greater priority for pedestrians, cyclists and public transport;
- parking restraint and car park management.

Airport Surface Access Strategy

The Forum has an Airport Surface Access Strategy which has targets for increasing the proportion of journeys made to the airport by public transport and a green transport plan for those who work at the airport.

Targets for achieving greater public transport access to airports are not statutory but take account of statutory requirements to improve air quality and reduce emissions. Targets and strategies should be reviewed every five years.

The development of the airport is vital to both the local and regional economies. It provides direct employment, transport links and investment. The airport's development in a sustainable manner is vital in helping to protect the environment. Exeter International Airport places environmental issues along with safety and security issues at the top of its agenda.

It is a matter for the airport operator to decide what action is appropriate and deliverable, taking into account the views of the local highway authority and the other Forum partners. Devon County Council produces a Local Transport Plan, creates targets consistent with the plan and present strategies to achieve the targets.

Policy Implementation

Introduction

The Government White Paper "A New Deal for Transport; Better for Everyone" highlighted the increasing importance of regional airports and the need to ensure surface access integrates fully with Local Transport Plans. The report produced by the local authority (Devon County Council) under the provisions of the Road Traffic Reduction Act 1997 was submitted as part of the first round of 'full' local transport plans. The Airport Surface Access Strategy Forum has been in place since 2000 when a group was set up to provide a coordinated approach. Representatives from the following organisations have been involved in the forum:

Exeter International Airport	Exeter Airport Business Forum
Devon County Council	Exeter Airport Business Park
Exeter City Council	National Car Parks Ltd
East Devon District Council	Devon & Cornwall Police
Railtrack Great Western	Flybe
South West Trains Ltd	Cyclist Touring Club
Stagecoach Devon Ltd	Living Options Devon (Disability Groups)
South West Regional Development Agency	Clyst Vale Group of Parish Councillors

Exeter International Airport together with the airline flybe and other companies on the Exeter Airport Business Park are the main businesses associated with the strategy. Sustainable surface access is essential and best solved through partnership working and joint solutions. Integration with other developments in the East Devon area to produce a transport strategy for the future expansion plans of the Airport and is discussed at the Exeter International Airport Transport Forum (ATF) meetings.

In terms of passenger numbers, the airport has seen massive growth since the introduction of new scheduled routes in the spring of 2004 and over one million passengers are expected to use the Airport in the financial year 2005/6. Exeter International Airport employees number over 300, flybe staff (airline and engineering) levels have increased to over 800 and the 20 businesses operating in the vicinity and on the Business Park have seen an increase in staff figures.

Passenger Access Study

The most recent passenger access survey was undertaken by the Civil Aviation Authority on behalf of the airport in 2000. The results of the survey are shown below but we must stress that this study pre-dates the twenty scheduled service routes introduced in the past six years.

Passenger categories:

UK Business	98.4%	Foreign Business	100%
UK Leisure	98.4%	Foreign Leisure	98.4%

Modes of transport:

Private Car	84.8%	Taxi	10.4%
Bus/Coach	2.5%	Hire Car	1.4%
Rail	Unknown	Other	0.2%

Employee Travel to Work

An essential element of planning for the future is the understanding of existing staff travel patterns. The airport undertook a study into employee work and travel patterns in 2005 when it was found that over 80% of airport staff work on shift patterns and that over 90% travel to work by car as the only occupant.

The airport's employees live across a wide area of the county but there is a concentration in Exeter with 30% living in the city area.

There are low numbers of employees that car share, use public transport, use a bicycle, motorbike or walk for part of the journey. Although over 80% were aware of car sharing schemes.

The main reason given for car usage was the convenience, other factors were the lack of public transport at shift times, lack of public transport in their area and the need to do the 'school run' before and after work.

Green Transport Plan

A Green Transport Plan provides guidance for the travel demands of the workforce and is designed to help employees consider the use of alternatives to the car.

It is recognised that a small change in employees' journeys can achieve a significant impact on traffic congestion and pollution. Green transport and commuter plans are designed to make public transport an attractive alternative to the private car and where possible the introduction of services to reflect patterns of shift working should be introduced.

The Green Transport Plan seeks to develop practical and realistic solutions as the airport continues to expand. The practicalities the employees face vary considerably and the choice of travel is influenced by factors such as home address, shift patterns and work requirements. In many cases the flexibility offered by the car will outweigh the benefits of other more environmental friendly alternatives.

The airport has actively encouraged Devon County Council and bus operators to provide better bus services and in the Spring of 2006 an enhanced service came on line. The daily service now links to Exeter St. Davids railway station and there is a seven day a week operation due to the funding from the airport.

In 2000 the airport produced an Airport Surface Access Strategy which was fed into Devon County Council's Devon Local Transport Plan. It set out a framework of measures designed to increase the use of public transport in line with the Government's 10 year plan for Transport. The Devon Local Transport Plan 2006 – 2011 has been published.

Greater Public Transport Modal Share

The airport will use all reasonable endeavours to achieve a greater public transport modal share for both the airport's passengers and employees in the following areas:

- a) Travel by Car
- b) Travel by Bus
- c) Travel by Bicycle
- d) Travel by Motorcycle
- e) Travel by Train
- f) Travel by Taxi
- g) Walking

a) Travel by Car

Parking is a key element in managing demand for car use. Whilst recognising that many people will continue to use their cars, the Airport Surface Access Strategy (ASAS) should set out parking plans that might encourage motorists to use public transport to the airport.

It should be recognised that revenue raised from airport passenger parking fees is vital for airport income.

For most employees, commuting by car will continue to be the preferred and/or the most convenient method by which to travel to the airport. Whilst this remains the case, it is still possible for staff to reduce the number of cars that brought to the airport on a daily basis by car sharing.

Car Sharing

Car sharing is an initiative that has been introduced by Devon County Council as part of their Travelwise promotion and is a partial solution to decreasing volumes of daily commuter traffic.

As with other green forms of transport, the advantages of car sharing are not simply environmental. Financial savings, socialising and reduced stress are to be gained by entering car sharing schemes.

Successful car sharing schemes contribute greatly to the Green Travel Plan. However, some consideration will need to be given to the potential impact upon the use of Public Transport usage.

If employees who travel by car still wish to travel alone, then car park management policies may need to be considered. Since parking for staff is currently free, efforts to encourage employees out of their cars will remain difficult to achieve. Preferential parking spaces for those who car share could be an effective method to encourage more car sharing.

Action to Date

- The 2005 travel to work survey was undertaken. This that an encouraging 7% of airport employees shared a car for an average of 4 days per week.
- Improved car park signage.
- Improved disability parking.

Areas requiring further investigation

- Consider a closer parking scheme for car sharers.
- Promote public transport and car sharing to airport staff and other airport businesses.

b) Travel by Bus

Devon County Council are currently subsidising a bus service operated by Stagecoach, from Exeter St. Davids to the airport and onwards to Honiton and Exmouth, using Government grant support and Exeter International Airport subsidises the Sunday service. The aim is to develop an enhanced service based on the following criteria:

- To operate at times and frequencies to serve the employee shifts and flight schedules.
- To operate at a service with a high standard of comfort, reliability and punctuality.
- To promote the bus services to staff and passengers.
- To link bus services to rail and bus network timetables.

Action to Date

- Bus shelter installed adjacent to the Main Terminal.
- Bus timetables distributed to airport employees.
- Bus timetables made available on the airport website, in Arrivals and at the Information Desk.

Areas requiring further investigation

- Review bus timetable to ensure the needs for staff and airport passengers are served.
- Seek other areas to promote the awareness of public transport to passengers, employees and business users of the airport through advertising within the airport and off airport.

c) Travel by Bicycle

Promotion of cycling as a mode of transport, particularly for short journeys as an alternative to the private car, accords with the principles of environmental sustainability. Cycling does not pollute but advantages are not purely environmental. The reliability and enjoyment together with the fitness and financial benefits are all important factors when promoting cycling over other modes of commuter transport. The 2005 travel to work survey shows that 2% of staff cycle on 4 days per week.

Areas requiring further investigation

- Cycle shelter to be positioned in Car Park 2.
- Cycle track / footpath on B3184 to the airport to be considered by Devon County Council.
- The promotion of cycling using literature supplied by Devon County Council - Travelwise.

d) Travel by Motorcycle

The use of a motorbike as alternative to the private car will assist with the lowering of road congestion levels and should create less pollution. The 2005 travel to work survey showed that 2% of staff travelled by motorcycle for an average of 2 days per week.

Areas requiring further investigation

- Consider better parking for motorcycles.
- Consider helmet and equipment lockers.

e) Travel by Train

From the Spring of 2006 passengers Exeter St Davids railway station has had a direct bus link to the airport. There is some evidence to suggest that since the introduction of the service travellers from Plymouth and Cornwall are now making more use of the rail service.

There is no railway station in close proximity to the airport and the travel to work survey showed that staff do not use trains for any part of their journey.

Access to the Exeter - London Waterloo Line and the new rail station for Cranbrook will be easier if the proposed north-side development goes ahead.

Action to Date

- Raised awareness of public transport issues with the new community.

f) Travel by Taxi

The Taxi service, operated by Corporate Cars, has grown to meet the demands of the increasing passenger numbers and taxis are used for the early and late staff shifts of the catering company SSP.

The Taxi company also operates a Taxi/Bus between the Stagecoach services where small groups can share the cost of transport to Exeter.

Action to Date

- The promotion of the taxi services on the website and in destination leaflets.

g) Walking

Walking as a form of commuting is rarely used by airport employees or passengers. The dangers of walking on the B3184 main approach road are recognised as the route uses the road carriageway and no footpath is available.

Action to Date

- Little action has been undertaken to promote walking to the Airport. Less than 1% of journeys to work are on foot and those employees reside in Clyst Honiton Village, approximately 1 mile from the Airport.

Areas requiring further investigation

- Cycle Track / Footpath from the A30 on the B3184 to the airport and Business Park.

Monitoring and Action Plans

Monitoring

The implementation of the Green Transport Plan will only be effective if its impact is regularly monitored. The Airport has a surface access monitoring programme which includes the following:

- Employee Travel to Work Surveys undertaken by the airport and flybe.
- Car Park usage monitoring by NCP.
- Bus usage monitored by Stagecoach.

Short Term Action Plans

A Short Term Action Plan sets out the targets and proposed timings of implementation for each target within a set period. However, due to the constraints of the present airport Main Terminal the Airport Sale Process and the possible developments on the north-side of the airport, the timeframe for development is uncertain at the time of this report.

The short term targets and the implementation together with the lead responsibility and partnerships of those involved are as follows:

Green Travel Plan

Monitor and Develop the Green Travel Plan
Target Date: Ongoing Responsibility: EDAL/Flybe Partnership: DCC/ECC/Stagecoach

Transport

Limit growth of car journeys made by airport employees.
Target Date: Ongoing Responsibility: EDAL/Flybe Partnership: DCC/ECC/Stagecoach

Promote public transport to passengers, employees and business users of the Airport.
Target Date: Ongoing Responsibility: EDAL/Flybe Partnership: DCC/Stagecoach

Develop bus services to coincide with employees shift patterns and flight timetables.
Target Date: Ongoing Responsibility: EDAL/Flybe Partnership: DCC/BE/Stagecoach

Promote and development car sharing for employees.
Target Date: Ongoing Responsibility: EDAL/Flybe Partnership: DCC/ECC/Stagecoach/NCP

Travel Information

Promotion of travel arrangements on the website, in the information leaflets and at the Information Desk.
Target Date: Ongoing Responsibility: EDAL Partnership: Stagecoach

Pedestrian Safety, Disability and Cycle Facilities

Monitor pedestrian safety from Car Park 3 across B3184 and from the Terminal to Car Park 1.
Target Date: Ongoing Responsibility: EDAL

Establish a cycle/walking route on the B3184 to the Airport.
Review Date: December 2007 Responsibility: DCC Partnership: EDAL/Flybe

Create cycle shelter in Car Park 2 for passengers and staff.
Target Date: December 2006 Responsibility: EDAL Partnership: DCC

Disability Facilities

Monitor Disability Issues and take action where required.
Target Date: Ongoing Responsibility: EDAL Partnership Living Options Devon

Long Term Action Plans

Sustainable public transport surface access opportunities are to be encouraged.

Access to the railway network using the Exeter to London Waterloo line and the development of a high frequency shuttle bus service will be investigated.

An optical guidance system for buses to provide a sustainable link between the new community at Cranbrook, with its planned 3,000 dwellings, is being developed and this may benefit the airport if the north side terminal option is taken up.

The north side developments would be in close proximity to proposed developments such as the Skypark business park and a Rail Freight Terminal.

Rail operators are to be encouraged to provide services corresponding with staff working patterns and scheduled flight times.

Discounted fares for staff using bus and rail services as an incentive not to use private cars will be investigated.

Seek to provide suitable cycle/walkways for the possible north side site together with changing/drying facilities.

The Devon Local Action Plan 2006 – 2011

The Devon Local Plan 2006 – 2011 states that Devon County Council is seeking a step change in public transport provision. The Devon Local Action Plan recognises the need to support expansion at Exeter International Airport in the emerging Regional Spatial Strategy.

The report states that the airport should be expanded by:

- Providing for improved surface links to the strategic major road and rail network.
- Improving public transport access.

As part of the programme 2006 – 2011 for the Exeter Sub Region access needs include:

- The provision of a new railway station on the Exeter to Waterloo railway line.
- The development of bus services linking the new community, Skypark and the Airport with other development to the East of Exeter and city centre.
- The implementation of an employers travel plan for Exeter International Airport.