

Heathrow Expansion NPS: Factsheet

SURFACE ACCESS

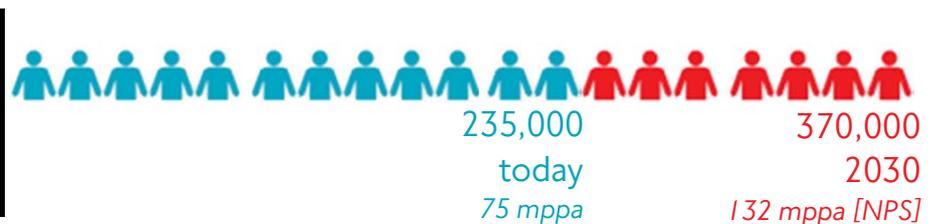
The Mayor is strongly opposed to Heathrow expansion, recognising the unacceptable noise, air quality and surface access impacts, with serious consequences for public health and quality of life.

Whether or not you accept the case for Heathrow expansion, the National Policy Statement (NPS) presented by Government fails to credibly and comprehensively address its impacts. Moreover, it has substantively ignored almost every recommendation of the Transport Select Committee (TSC). The result is a final NPS for Heathrow expansion which is not fit for purpose.

Why is surface access important?

The road and rail networks serving Heathrow are already heavily congested – with impacts on air quality – and expansion would exacerbate this.

Daily passenger and staff trips



This constitutes an increase in demand of over 55 per cent.

Targets

What the NPS says

2030: 50% mode share for passengers, 25% reduction in staff car trips
2040: 55% mode share for passengers, 50% reduction in staff car trips

What the TSC report says

It requested a stronger condition of no increase in highway traffic following expansion.

The Government response to the TSC

It has not amended the NPS. It described this as “a worthy aspiration” but noted “the complexity of defining and measuring a specific target for no additional traffic, and the risk of unintended consequences if such a target were imposed.”

TfL estimates that if the NPS conditions for 2030 are achieved, it could result in over 40,000 additional vehicles every day.



Schemes

What the NPS says

The Government places the responsibility on the promoter (Heathrow) as part of its planning application to show how the surface access demand will be accommodated.

It does not deem any new rail infrastructure to be required for Heathrow expansion beyond what is already under construction or planned (e.g. Elizabeth line, Piccadilly line Upgrade). As such, Western Rail Access (WRA) and Southern Rail Access (SRA) are not deemed required.

What the TSC report says

It called on the Government to publish its updated surface access modelling to understand the likely impact on road and rail congestion.

It recommended a written commitment to both the WRA and SRA in the NPS, including clarity around funding and the timeline for delivery.

The Government response to the TSC

It has amended the NPS to clarify the status of the WRA and SRA – but neither are committed.

It makes clear in its response that its surface access work is based on the analysis undertaken by the Airports Commission (AC) – i.e. that there is no new modelling to publish.

The NPS fails to demonstrate how demand from an expanded Heathrow can be accommodated on already congested surface access networks, nor how significant mode shift away from car/taxi can be achieved.

Airports Commission (AC) analysis

The Government is relying on the AC analysis completed in 2015, yet the AC:

- assumed that the WRA was committed;
- determined that the SRA was required; and
- identified that a charge of around £40 per passenger car/taxi trip would be needed.

TfL modelling: what schemes are required?

- WRA and an effective SRA, as well as bus and cycle infrastructure
- Some form of airport road-user access charge (in line with the AC analysis, £40+)

These schemes are required to attract people to sustainable modes and ensure sufficient capacity to accommodate them alongside background (non-airport) demand.

This is in addition to the highway diversions (e.g. M25 in tunnel) required to accommodate the larger airport footprint. The total surface access cost could potentially be over £10bn.