

## **Surface access stakeholder letter.**

31st October 2013

Dear Sir Howard

We were pleased to hear your recent 'emerging thinking' as to the future structure for UK aviation. It seems clear that your commission is committed to a thorough approach which satisfies the Terms of Reference, recognises aviation as a key driver for the wider UK economy, and evaluates the industry in a wider context than has traditionally been applied.

We are writing to update you regarding our aspirations for surface access to Birmingham Airport and how we are going to meet the challenges that we hope you will lay down.

We welcome your announcement that you are “looking at potential measures to improve surface access to south east and some regional airports”. We believe that great cities (and the regions around them) need great airports and that this can be achieved with adequate measures and central Government commitment. As the key stakeholders responsible for supporting Birmingham Airport develop its surface access strategy and implement its delivery we are committed to further increasing the accessibility of the Airport by road and rail.

The Airport's current public transport modal share is an impressive 32% (23% rail), which shows that we are clearly well on target to deliver a modal share well beyond the 35% by 2030 as started in the Airport's latest Master Plan. In fact, we support the Airport's long-term intention to reach a 50% non-car modal share and believe that, at the centre of the UK's public transport (bus, coach and rail) network, the Airport is unique in being able to deliver this.

Your announcement quite rightly recognised that HS2 will be a 'game changer' and that the impacts of this scheme need to be thoroughly assessed. Steer Davies Gleave predicted that by 2032 around 15.1 million people will be within an hour of Birmingham Airport's check-in.

The success of HS2 for the Midlands region – including the Airport – will rely on integrated working between HS2 Ltd and local transport authorities. Centro, the metropolitan integrated transport authority, is committed to this and is already close to completing an “HS2 Connectivity Package” which we will share with the Commission in due course.

This will, crucially, include consumers from north London and the M40 corridor as HS2 puts central London 31 minutes away from the Airport station. We noted your recommendation regarding the use of a 'LON' code which would, we believe, provide more consumer choice and act as an incentive to airline deployment within the Midlands.

Clearly, HS2 will fundamentally change the catchment of Birmingham Airport and open up further possibilities to easing congestion in the South East. We assume by your comments that a LON code is being considered by the Airports Commission and we have encouraged the Airport team to work with you to achieve an early adoption.

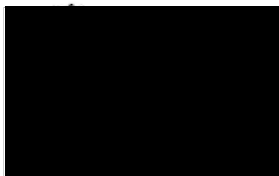
As you recognise, the spare capacity immediately available at Birmingham Airport means that the Airport offers huge opportunities in the short-medium term – many of which can be unlocked by incremental surface access improvements, such as additional early morning and late afternoon rail services, and by improved priority infrastructure for buses and coaches.

Birmingham Airport has put forward initial recommendations to the Commission on what it believes these should be. We are committed to working with Birmingham Airport to produce a clear and joined-up surface access strategy, which will fully recognise the role public transport modes can play, maximise opportunities for the Airport and the exciting 'Airport City' type developments that are being worked up, such as around 'UK Central' and the M42 corridor.

The Strategy will be determined through the Airport Transport Forum, which will comprise, amongst others, many of the signatories to this letter. We recognise that a partnership approach is essential if we are to deliver tangible improvements within defined timescales. At the same time, our LEP partners will be working with the Airport to ensure that appropriate outputs of the LEP Strategic Economic Plans feed into the Airport Surface Access Strategy.

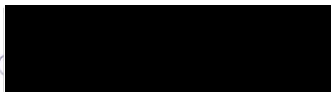
The strategy will necessarily look towards the far future, and will be influenced by your thinking in December 2013; it will also be further defined by the recommendations that you make in 2015. Should you need further information, to inform your 'short list' or other thinking, then we will be delighted to engage through the Airport Transport Forum.

Yours sincerely



Chair Stoke & Staffordshire LEP

**Stoke-on-Trent  
& Staffordshire**  
Enterprise Partnership



Non-Executive Director and  
Transport Lead, Greater Birmingham  
and Solihull Local Enterprise  
Partnership  
Chairman, Greater Birmingham and  
Solihull Local Transport Board



Executive Director



**Worcestershire**  
Local Enterprise Partnership



– Chairman  
Black Country LEP





– Chairman

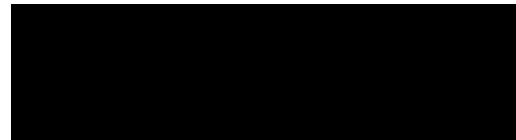


Chief Executive

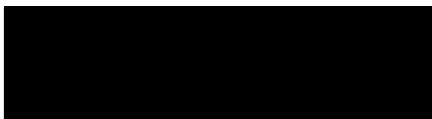


Chief Executive

Chambers  
of Commerce



Acting Leader, Coventry City Council



– Managing Director



- London Midland  
Commercial Director



- Chairman of  
Regional Rail Forum