
10 London Heathrow Airport

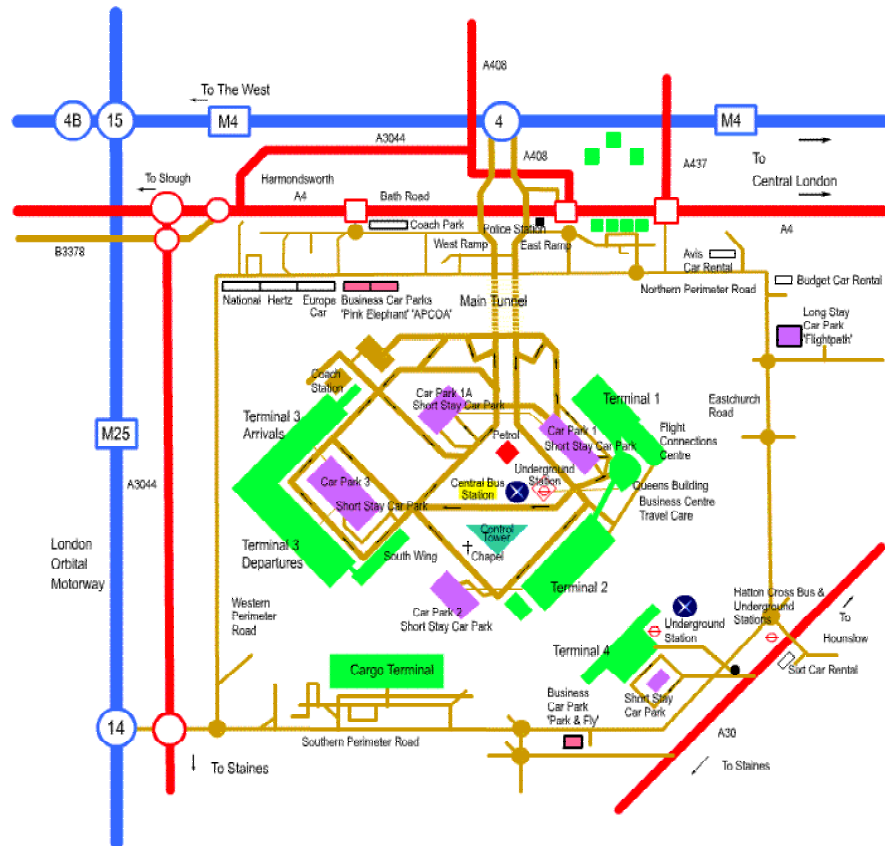
Airport profile

<i>Location</i>	London Heathrow is situated 43 km from the centre of London.
<i>Catchment area</i>	The catchment area of London Heathrow within a two hours' driving time is estimated at 58 mln. inhabitants.
<i>Passengers traffic</i>	Heathrow is the world's busiest international airport. Heathrow is also the world's second busiest cargo port. Over 90 airlines have made Heathrow their base. The airport has 4 terminals. In 2001, passenger traffic was 60,4 mln. passengers of which 41,5 mln. were O/D passengers. Of all air passengers, 37,6% made their journey for business purposes.
<i>Ownership and management</i>	The airport is owned and operated by BAA (British Airport Authority). BAA who owns seven UK airports - Heathrow, Gatwick, Stansted, Southampton, Glasgow, Aberdeen and Edinburgh.

General information about accessibility

	The airport can be reached by road, rail, bus and coach services.
<i>Access by road</i>	<p>Figure 10.1 shows all road connections to the airport. Terminals 1, 2 & 3 are located in the centre of Heathrow and can be reached via the following motorways:</p> <ul style="list-style-type: none">♦ M4 Junction 4♦ M25 Junction 15♦ A4 (local road) <p>Terminal 4 is on the south side of Heathrow and can be reached via the following motorways:</p> <ul style="list-style-type: none">♦ M4 Junction 3♦ M25 Junction 14♦ A30 (local road)
<i>Parking facilities</i>	<p>There are various parking facilities at the airport premises (see figure 10.2). Short Stay Parking facilities are recommended for stays up to five hours. Each of the four terminals has its own short stay car park. There is also a fifth car park in the central terminal area, car park 1a. Indication of prices:</p> <ul style="list-style-type: none">♦ Up to 30 minutes: £1,90 (€3,04)♦ 30 minutes - 1 hour: £3,40 (€5,44)♦ 4 - 5 hours: £13,80 (€22,08)♦ 12 - 24 hours: £36,00 (€57,60). <p>The total number of short stay parking places is 12.500.</p> <p>For longer stays, the Long Stay Parking facility that serves all terminals is recommended. A 10-minute transfer service to terminals is offered, and the journey from car park to terminals in total takes approximately 15 minutes. Prices are £13,30 (€21,28) for the first day and £13,00 (€20,80) for subsequent days. The total number of long stay parking places is 6.000.</p>

Figure 10.1 Road connections to Heathrow airport



For travellers who will be parking for up to two-three days, quality parking and rapid transfer to the terminals is offered at about £20 (€32) a day.

The total number of employee parking spaces is 15.500.

Access by rail

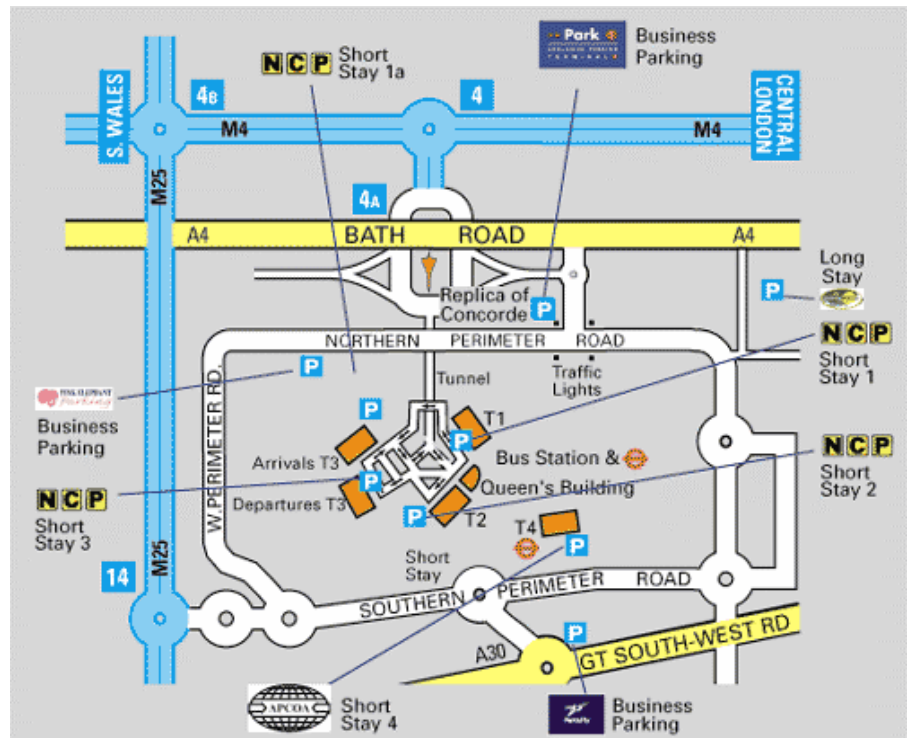
By rail, the airport is directly accessible by the Underground and the Heathrow Express.

Heathrow has two stations on London Underground's Piccadilly Line, one station for Terminals 1, 2 & 3 and one for Terminal 4. Average journey time to central London is approximately 50 minutes at a cost of £3,60 (€5.80). Tubes run every five minutes at peak times and every nine minutes at off-peak times and weekends:

- ◆ The first train for central London leaves at 05.08 (05.57 on Sundays)
- ◆ The last train leaves at 23:49 (23:30 on Sundays)
- ◆ The first train from central London arrives at Terminal 4 at 06.29 (07:49 on Sundays)
- ◆ The last train leaves at 01:07 (00:08 on Sundays)

It takes a further five minutes to reach Terminals 1, 2 & 3. During the night, the N97 bus connects Heathrow with central London every 30 minutes.

Figure 10.2 Parking facilities



Heathrow Express is a non-stop train service that offers the fastest option between Heathrow Airport and central London. The one-way regular class fare is £11,70 (€18,70). Services run from 05:02 to 23:47 (from Heathrow) every 15 minutes - the journey time - just 16 minutes. Trains have air-conditioning, ample luggage space, with dedicated areas for wheelchairs, and trains are level with station platforms for getting on and off easily with bags. Heathrow Express also offers an exclusive First Class with carriages positioned to give faster access to terminals, a hanging compartment for suit carriers and coats, tables, wider seats and complimentary magazines.

Heathrow airport is indirectly connected to the rail network, providing links by coach to and from rail services on the local and national rail network from Reading, Woking and Watford Junction:

- ♦ Reading Railair - the Reading Railair connects the South West, the West Country, South Wales and the West Midlands to Heathrow. Express coaches operate from Reading Station daily and depart every 30 minutes. The journey to Heathrow takes approximately 45 minutes, with the coach serving each of the four terminals.
- ♦ Woking Railair - a dedicated coach service provides a direct link from Woking rail station to Heathrow. Woking is an excellent connection, linking areas including Basingstoke, Bournemouth, Guildford, Portsmouth, Southampton and Winchester to the airport. The Woking Railair operates every 30 minutes and takes just 30 minutes.

- ♦ Watford Railair - a service operates between Watford Junction railway station and all terminals at Heathrow. The service, which operates in conjunction with Virgin Trains services from the north west, runs every 1/2 hour from 05.30 to 23.30.
- ♦ 285 Service between Heathrow Airport and Feltham rail station - the Heathrow-Feltham Railair bus link, connecting Feltham rail station to Heathrow Airport, was recently replaced with the new enhanced 285 service. The enhanced 285 provides 16 new vehicles on the route all with improved seating, on-board clocks, luggage space and CCTV. Service 285 serves Feltham rail station, operating every 10 minutes. The 285 serves the central bus station at Heathrow and terminates at Terminal 3.

Access by bus and coach

Airbus - Airbus operates the A2 service from all terminals at Heathrow into central London (55 minutes drive). There are two buses an hour and the services run from 05:30 (Terminal 4) and 05:45 (Terminal 3) until 21:45 (Terminal 4) and 22:08 (Terminal 3). The first bus from Kings Cross is 04:00 and the last is at 20:00. Prices: Adults: single £8 (€12,80), return £12 (€19,20). Children aged 5 to 15 years and students under 26: single £4 (€6,40), return £6 (€9,60). Tickets can be purchased from the Airbus lounges in Terminals 1, 3 and 4 or on the bus.

The central bus and coach station at Heathrow is the busiest in the UK with over 1,600 services each day to over 1,000 destinations.

Hotel transfers

Hotel transfers to local Heathrow hotels or Central London:

- ♦ Hotel Hoppa - Hotel Hoppa runs between each terminal and the main hotels situated nearby. The service runs frequently from 05:30 to 23:30 hours approximately. To purchase your ticket or for more information, visit the bus desk in the arrivals area at any terminal. Ticket prices are £3,00 each way. Children aged between 5 and 15 years of age travel free with each adult. Children under five travel free.
- ♦ Hotelink - Hotelink offers a door to door service between Heathrow to your London hotel. There are Hotelink reception desks in the arrivals areas of Terminals 3 and 4 with representatives to meet passengers, escort them to minibuses and assist with luggage. If you are arriving at either Terminal 1 or 2, please make your way to the information desk located in each arrival hall. The service runs from 06.00 to 22.00 hours and only calls at hotels required by passengers. Ticket prices - £15 (€24,00) single and £30 (€48,00) return (if booked in advance by credit card)/£15 (€24,00) single and £26 (€41,60) return (if purchased on the day). Free for children under two years old.

Taxi services

London black cabs are licensed by the Metropolitan Police to operate in the Metropolitan Police District, covering most of London. Black cabs are strictly regulated to ensure that high standards are maintained. At Heathrow a computer system controls the flow of black cabs to the terminal forecourts to ensure the supply of cabs meets the customer demands.

Approximate cost from Heathrow to Central London is £40,00-£45,00 (€64,00 to €72,00), with an average journey time of one hour (80 minutes during peak hours).

Modal split

Passengers

Modal split for passengers is as follows (2001):

- ◆ Private car: 35,5%
- ◆ Hire car: 3,2%
- ◆ Taxi: 26,6%
- ◆ Bus/coach: 13,0%
- ◆ Underground train: 13,1%
- ◆ Rail: 8,4%
- ◆ Other: 0,2%

Employees

Modal split for employees is as follows (1999):

- ◆ Private car: 72%
- ◆ Car passenger: 4%
- ◆ Taxi: 1%
- ◆ Bus/coach: 10%
- ◆ Works bus: 1%
- ◆ Underground train: 6%
- ◆ Air: 1%
- ◆ Motorcycle: 2%
- ◆ Pedal cycle: 1,5%
- ◆ Walk: 1,5%

Policy context

Responsibility

Airports in the UK have found it beneficial to set up a regular liaison, by means of a forum partnership, with the local transport authority, transport operators and adjoining business interests in order to find ways in which surface access, both to the airport and within the surrounding area, can be improved. On the other hand also other options such as car sharing and cycling that can reduce car dependence are considered. Several examples of such forums now exist at Heathrow, Manchester, Gatwick and Stansted. Each of these has issued, after consultation with the key players in their region, a 5 Year Access Strategy setting out commitments, objectives and targets. 27 airports in the UK are now setting up and operating their own Forums. The Heathrow Area Transport Forum was established in 1995.

The work of the Forum is affected by a wide range of national and regional government policies, some of which are highlighted.

Public sector - The Mayor of London's transport strategy, effectuated by Transport for London, is focused on the development of high levels of public transport access to London's airports. It considers the Airport Transport Forum a key partner in this effort.

All local highway authorities in England are required to develop five-year local transport plans providing integrated transport strategies for their area. The plans must also consider the special transport needs of organisations in the area including airports. The link between the local plans (in the case of London called 'Local implementation Plans') and the airport's strategy are the 5 Year Airport Surface Access Strategies that feed into the Local Transport Plan.

Regional Planning in the South East of England is carried out in a framework for the longer term (up to 2016) with the aim of preparing local authority plans. It also forms the basis for other strategies and programmes such as the SEEDA (South-East England Development Agency) Regional Economic Strategy and the preparation of local transport plans by local authorities. The Forum contributes to this and other planning initiatives. SEEDA's director of infrastructure and regeneration is a member of the Forum Steering Group, as the head of regional transport planning of SEERA (South-East England Regional Assembly), the body responsible for regional planning and transport strategy in the South-East of England.

The PPG13 guidance document seeks to integrate planning and transport at national, regional and local level to promote more sustainable transport for people and freight. It forms an important basis for improving mass transport and other sustainable modes around Heathrow.

The Government's Air Transport White Paper envisions airports as efficient multi-modal transport interchanges and considers Heathrow as one of the major ground transport hubs. The Forum fully supports this vision and continues to develop Heathrow as a ground transport hub that currently has two rail links to London, five railway stations on site and the busiest bus and coach station in the UK.

Private sector - Private sector members include airport-based companies (airlines, handlers, ...) and companies involved in the provision of ground transport in the Heathrow Area (e.g. bus companies, railway companies). The Forum's work is heavily involved with that of airport operator BAA Heathrow.

Specific accessibility policies

The London Heathrow Surface Access Strategy covers a wide range of initiatives to ensure the accessibility of the airport. In areas affected by the Heathrow Area Transport Forum, short and long-term targets are agreed on, a strategy is devised to achieve the targets set, and implementation is overseen and monitored. Examples of targets set in the current 5 Year Surface Access Strategy include:

- ◆ Bus & Coach: BAA will prepare a strategy for providing on-airport bus priority by the end of 1999.
- ◆ Cycling and walking: Following consultation with stakeholders, identify and deliver two new or improved cycle parks for airport staff by 2003.
- ◆ Managing demand: To increase the number of registered car sharers to 2000, with 65% actively sharing cars at least once a week by March 2003.
- ◆ Managing demand: To introduce an Employee Commuter Centre by 2003.
- ◆ Travelling to Heathrow: Achieve 40% of passengers travelling to and from the airport by public transport by 2007, with a longer-term aim of 50%.