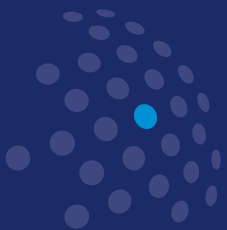




the Midlands gateway **to the world**



Introduction

Birmingham Airport is located in the metropolitan borough of Solihull, adjacent to the National Exhibition Centre (NEC) and 10 miles south east of Birmingham's city centre.

The airport is also located within the UK Central Hub (the Hub) and at the heart of the recently formed West Midlands Combined Authority (WMCA).

The Airport is now the seventh largest airport in the UK, with 13 million passengers in 2017/18.

This document sets out the Birmingham Airport Surface Access Strategy (ASAS) for 2018 to 2023. It updates the 2015 Surface Access Strategy and aligns with the Airport's 2018 to 2033 Master Plan.

Birmingham Airport is the seventh largest airport in the UK, with 13 million passengers in 2017/18. It sits at the heart of the UK's road and rail networks, less than two miles from M42 junction 6 and 2 minutes on the Air Rail Link from Birmingham International Station on the West Coast Main Line. This gives passengers potentially excellent access to and from the Airport by train, bus, coach and car.

With regard to road access, whilst this flows smoothly in optimum conditions there is little resilience as the road network is operating close to capacity at the peak commuter periods. When disruption occurs access roads are becoming gridlocked with increasing frequency and this can mean vehicles are unable to reach the Airport and passengers often walk down the roads carrying their luggage to avoid missing flights. The Airport's peak vehicle traffic movements do not coincide with busy commuter traffic peaks and so while the Airport contributes to traffic generation on the local and strategic road network it is by no means the major contributor. Future growth in demand on the network is expected to come principally from regional housing and employment growth.

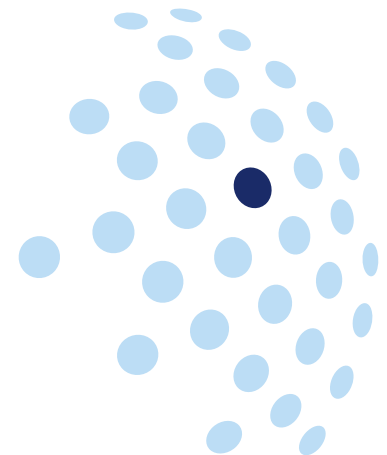
Train services are more reliable but limited to core working hours so many shift workers at the Airport are unable to use them to travel to and from work. There are 6700 staff working on the site who travel to the Airport (in shift patterns) 24 hours a day, 365 days a year. Improving connectivity for our staff and encouraging them to use sustainable modes of transport is a key objective. This will be achieved by ensuring rail franchise and bus operators introduce timetables that deliver a broader range of early morning transport options.

To ensure the Airport is not artificially constrained by the capacity and resilience of its highways and public transport infrastructure it is vital that:

- Public transport connectivity is enhanced to increase the use of sustainable transport and reduce pressure on the surrounding road network and;
- The efficiency and capacity of the road network is improved to address current and future traffic demand.

It is particularly important that these issues are addressed given the arrival of HS2 in 2026 and international events such as Coventry City of Culture (2021) and the Birmingham Commonwealth Games (2022) being hosted by the region that will attract visitors from around the globe.

This Surface Access Strategy sets out how we can work with the region to progress this over the next five years and beyond. It has been developed in consultation with our key regional stakeholders and transport providers within the Airport's Surface Access Group who will continue to support the Airport in meeting the targets set out in the strategy.



Policy Background

Government guidance recommends that ASASs should take into account recently published Local Transport Plans (LTPs), which are a statutory requirement for Local Transport Authorities. The West Midlands Strategic Transport Plan 'Movement for Growth' and corresponding 'Delivery Plan for Transport' was published in 2017 and the Airport has revised the existing ASAS to take into account this document, the Airport's 2018 to 2033 Master Plan (this provides a more strategic overview of surface access at Birmingham Airport), the arrival of HS2 and the wider development proposals within the UK Central Hub area that are emerging including the redevelopment of Birmingham International Station.

The 2013 Aviation Policy Framework recommends that ASASs are prepared to establish targets for increasing the proportion of journeys made to airports by public transport (for both airport staff and passengers), promote a strategy to achieve the targets and provide a system whereby the implementation of the strategy can be overseen.

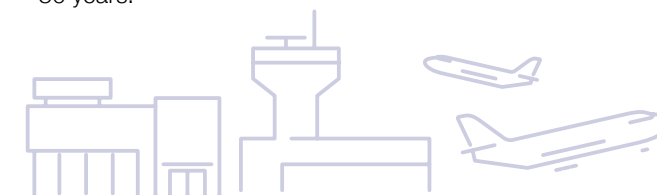
As such, this ASAS provides a high level framework to inform the enhancement of surface access to the Airport between 2018 and 2023 and will replace the preceding ASAS (covering the period 2015-2020).

The key priorities of this ASAS will also be addressed through the Airport's annual Travel Plan Monitoring Report and the Airport Master Plan. Implementation of the ASAS will be funded through a variety of sources including the Airport's car park levy which was introduced in 2014 to fund sustainable transport projects and those which contribute to an increase in public transport modal share.

Whilst the ASAS will cover a five year period, it will also complement longer term spatial strategies including:

- The West Midlands Combined Authority (WMCA) 'Strategic Economic Plan' (2016) which sets out the combined authority's vision for the West Midlands by 2030. This includes improving connectivity and enhancing the environment.
- The West Midlands Mayor's 'Renewal Plan for the West Midlands' (2017) which seeks to encourage people to use public transport and active modes of travel, and ensure the Airport is properly connected to HS2.
- The West Midlands Strategic Transport Plan 'Movement for Growth' and corresponding 'Delivery Plan for Transport' (2017) which sets out the approach to transport improvements over the next 20 years.
- The Solihull Urban Growth Company's (UGC) Hub Growth and Infrastructure Plan (HGIP, 2017) which sets out the growth ambitions and infrastructure requirements for the Hub to 2032 and beyond.
- The Midlands Connect Strategy 'Powering the Midlands Engine' (2017) which sets out a framework for strategic transport investment in key growth areas across the Midlands.
- The following existing and future rail franchises; West Midlands, East Midlands, InterCity West Coast, West Coast Partnership, Cross Country, Chiltern and Wales and Borders.

- Network Rail's 'West Midlands and Chilterns Route Study' (2017) which identifies options to meet forecast rail demand up to 2043.
- West Midlands Rail Investment Strategy (2018) which sets out the West Midlands Rail Executive's (WMRE) short, medium and long term ambitious plans to provide improved rail services and stations across the region over the next 30 years.



7th largest airport in the UK

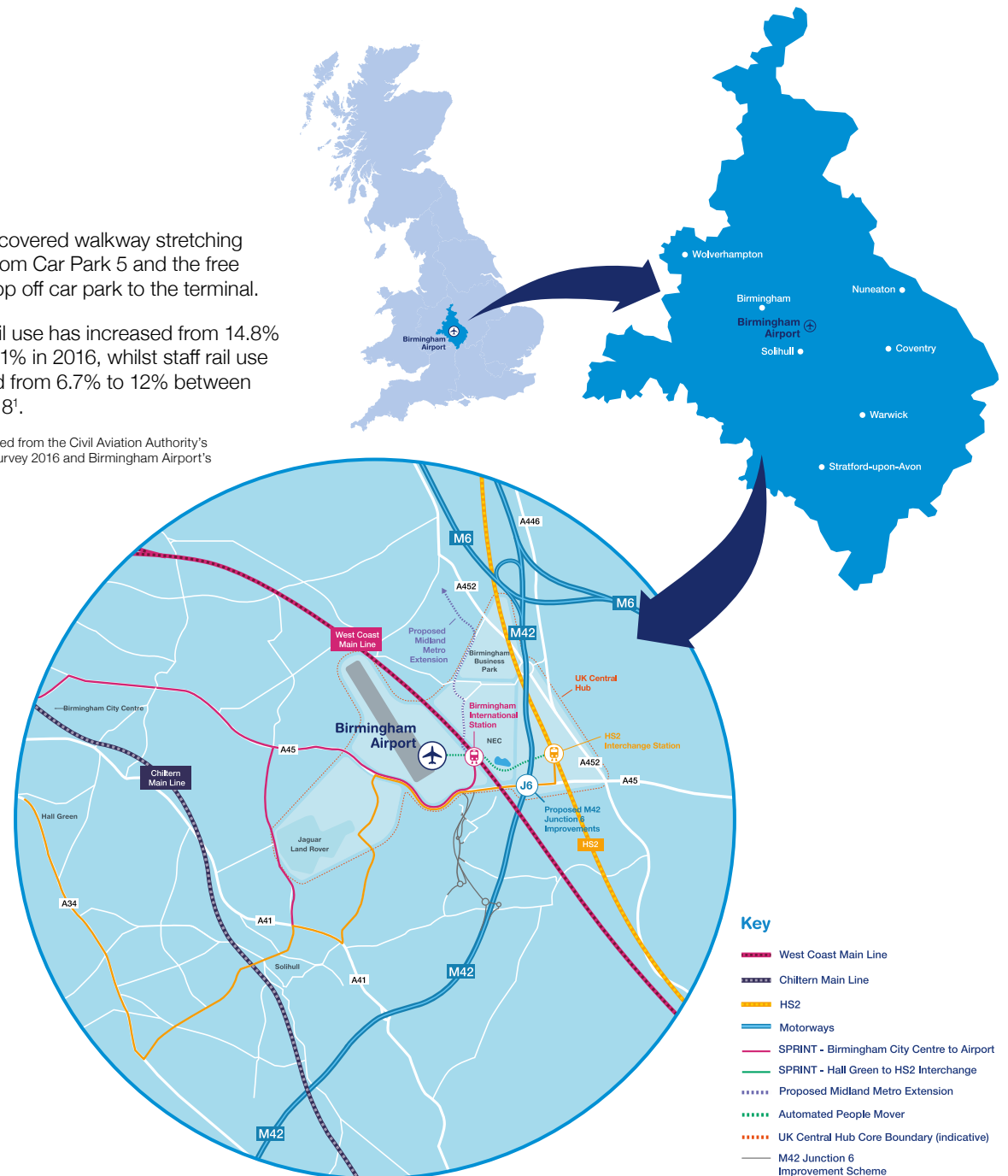
Achievements

In response to the preceding ASAS the Airport has achieved the following to improve access to the Airport:

- Introduced a staff car share scheme in collaboration with the NEC, Resorts World and Birmingham Business Park.
- Held several 'The Big Green Splash' events for staff to raise environmental awareness and provide information on local cycle and pedestrian routes, and public transport options.
- Made a £50,000 contribution to Solihull Metropolitan Borough Council (SMBC) for improvements to the local cycle network.
- Offered support to cyclists including journey planning, Dr Bike sessions, training courses and bike maintenance workshops.
- Offered discounted public transport tickets for Birmingham Airport Limited (BAL) staff.
- Improved on-site bus stops by adding seating.
- Introduced a journey planning tool on the Airport's website.
- Provided guidance on the staff intranet to encourage an active journey to the Airport.
- Introduced a Premium Set Down facility (adjacent to the Airport terminal) and a free 30-minute drop off car park in 2017
- Completed the Airport's Travel Plan Monitoring Report for 2018.
- Introduced an interactive digital travel information point in the terminal for passengers and staff (these will also be provided within two airside locations and next to the Air Rail Link).

- Developed a covered walkway stretching 342 metres from Car Park 5 and the free 30 minute drop off car park to the terminal.
- Passenger rail use has increased from 14.8% in 2010 to 23.1% in 2016, whilst staff rail use has increased from 6.7% to 12% between 2010 and 2018¹.

¹ Data has been sourced from the Civil Aviation Authority's annual Passenger Survey 2016 and Birmingham Airport's Staff Travel survey



Our Vision and Objectives

Our Vision

Our vision for surface access is to make Birmingham Airport the most accessible airport in the UK by providing integrated and accessible multi-modal transport options for all. We aim to maximise the benefits of our proximity to the key national rail and road networks, including the proposed HS2 line and enhanced public transport links in the Midlands.

This is particularly important because the Airport is not only a major component of the transport infrastructure network but also one of the most important economic drivers in the West Midlands region. Birmingham Airport's current net economic impact is £1.5bn GVA and a total of 30,900 jobs, which is projected to rise to £2.1bn GVA and 34,400 jobs by 2033.

2017/18 was the busiest year in our history, with 13 million passengers flying, increased from less than 9 million only 5 years earlier. By 2033, we forecast passenger demand to rise by a further 40% to 18 million per year.

If the Airport is to reach its potential and serve the growing air travel demand in order to maximise our economic contribution to the region, it is essential for key improvements to be made to public transport and road connectivity to the Airport. Specifically, this will require the Airport working with the region to provide:

- An effective replacement people mover from the HS2 interchange station to the Airport terminal.
- The release of capacity on the West Coast Mainline arising from HS2 to allow more regional train services to the adjacent Birmingham International Station.
- The completion of new Metro and Sprint services from Birmingham city centre.

- A new junction on the M42 to relieve the chronic congestion on the motorway network and a further study to determine the need for additional capacity on the M42 itself to support regional growth.

Our Objectives

Our key objectives are to:

- Enhance accessibility for the Airport's passengers, staff and freight/goods operators, including Passengers with Restricted Mobility (PRM).
- Increase the Airport's catchment by improving direct public transport services to new areas.
- Improve access to the Airport throughout the day and night (i.e. earlier and later public transport).
- Meet increases in demand to travel to the Airport as our passenger numbers grow.
- Help to ensure customers are satisfied with their journeys to and from the Airport.
- Reduce the impact surface access has on the environment.
- Help to minimise the impact that disruption on the transport network has on visitors' journeys.



Birmingham Airport's Premium Set Down facility

Our Priorities

1

Enhance accessibility for the Airport's staff, passengers and freight/goods operators, including Passengers with Restricted Mobility (PRM) and reduce inequality caused by restrictive surface access.

2

Improve the Airport's local, regional and national connectivity to support the Airport's growth ambitions.

3

Work with key stakeholders to develop a robust evidence base to identify gaps in transport infrastructure and priorities for future investment.

4

Influence emerging local, regional and national strategies and studies (including the Government's Aviation Strategy) to encourage improved surface access.

5

Align priorities with longer term spatial strategies including the West Midlands Strategic Transport Plan, UGC Hub Growth and Infrastructure Plan and emerging Airport Master Plan to ensure that long term infrastructure needs are accommodated.

6

Continue to work closely with key transport operators (such as Sprint and Metro) to align priorities, achieve common objectives and create an integrated public transport network.

7

Optimise the opportunities provided by the arrival of HS2 to improve surface access.

8

Continue to encourage a modal shift towards increased cycling, walking and use of public transport over car trips by making these modes credible and convenient choices.

9

Work with Transport for West Midlands to facilitate the introduction of Sprint bus services at Birmingham Airport.

10

Engage with infrastructure providers to ensure that transport infrastructure schemes can be constructed alongside the HS2 enabling works, whilst minimising the impact on passengers, staff and goods deliveries.

11

Improve intelligent information systems and marketing to ensure that passengers and staff are well informed of all transport options and can plan their travel effectively.

12

Contribute to the resolution of social and environmental issues (including air quality, congestion and network resilience) by reducing reliance on the private car.

13

Work with stakeholders to ensure that transport interchanges offer a seamless exchange and facilitate convenient journeys.

14

Work with Airport staff to implement the initiatives outlined in the annual Travel Plan Monitoring Report.

15

Work with the region to improve the road network in terms of capacity, resilience and journey times.

16

Support the region in the delivery of the extension of the metro line to Birmingham International Station and HS2.

Our Targets

Our 16 priorities are intended to increase the proportion of journeys made by passengers and staff to the Airport by public transport, cycling and walking and improve surface access to the airport.

Our previous and existing modal share figures (including future targets) are set out in the tables to the right.

The figures have been sourced from the Civil Aviation Authority Passenger Survey (2016) and the Airport's Travel Plan Monitoring Report (2018).

Planning permission was granted by SMBC in 2009 for the Airport runway extension subject to a Section 106 Agreement. The agreement commits the Airport to use all reasonable endeavours to achieve a Public Modal Transport Share for passengers and staff of:

- 31% by 2022 or 20.9m passengers per annum (whichever occurs later).
- 37% by 2030 or 27.2m passengers per annum (whichever occurs later).

This effectively means, given our projected passenger growth (18 million passengers per annum (mppa) by 2033), that 31% of all passengers and staff should be using public transport by the time we reach 20.9mppa and this should increase to 37% by the time we serve 27.2mppa.

One of the main objectives of this ASAS is to ensure we meet these targets where possible and make the Airport the most accessible airport in the UK by providing integrated and accessible multi-modal transport options for all. The following tables set out our transport modal share targets.



Birmingham Airport sits at the heart of the UK's road and rail networks

Our Targets

Passenger Modal Travel

Mode	Previous (2010)	Existing (2016)	Target (2023)
Car	60.6%	50.5%	47.5%
Taxi	21.0%	21.5%	19.0%
Train	14.8%	23.1%	25.5%
Bus/Coach	2.8%	3.2%	4.5%
Walk/Cycle	n/a	0.6%	0.6%
Other ²	0.8%	1.1%	2.9%

Staff Modal Travel

Mode	Previous (2010)	Existing (2018)	Target (2023)
Car	76.1%	65.0%	57.0%
Car Share	n/a	5.0%	7.0%
Cycle	1.6%	2.0%	3.0%
Walk	2.0%	0.1%	0.5%
Train	6.7%	12.0%	13.0%
Bus	11.4%	14.0%	19.0%
Other ³	2.2%	1.9%	0.5%



3%

reduction in
passengers travelling
to the airport by car

These targets have been set as a result of the predicted improvements to public transport and through engagement with key stakeholders and the Airport Surface Access Group. They will be continually monitored and updated if necessary in collaboration with key stakeholders including Solihull Metropolitan Borough Council and Transport for West Midlands during the lifetime of this Surface Access Strategy.

² Includes the following modes; park and ride, unspecified Air Rail Link and other.

³ Includes the following modes; park and ride, metro and taxi.

Stakeholder Engagement and Transport Infrastructure

Transport infrastructure within the UK and West Midlands greatly influences how people travel to and from the Airport.

Decision making related to investment in transport infrastructure is informed by the policy of central government, local authorities and initiatives of transport bodies and infrastructure providers.

Whilst this decision making is outside of our direct control, we seek to ensure that future investment in transport infrastructure within the UK and West Midlands takes account of the need to improve access to the Airport. This will maximise benefits to the regional economy and increase use of sustainable transport modes.

We will also work closely with key stakeholders to build the ambition and case for transport projects that will improve the long-term connectivity of the Airport. This includes the Birmingham International Station Integrated Transport Hub Study, improvements to the Strategic Road Network, Sprint and the Metro extension.



We will continue to actively engage with passengers and customers

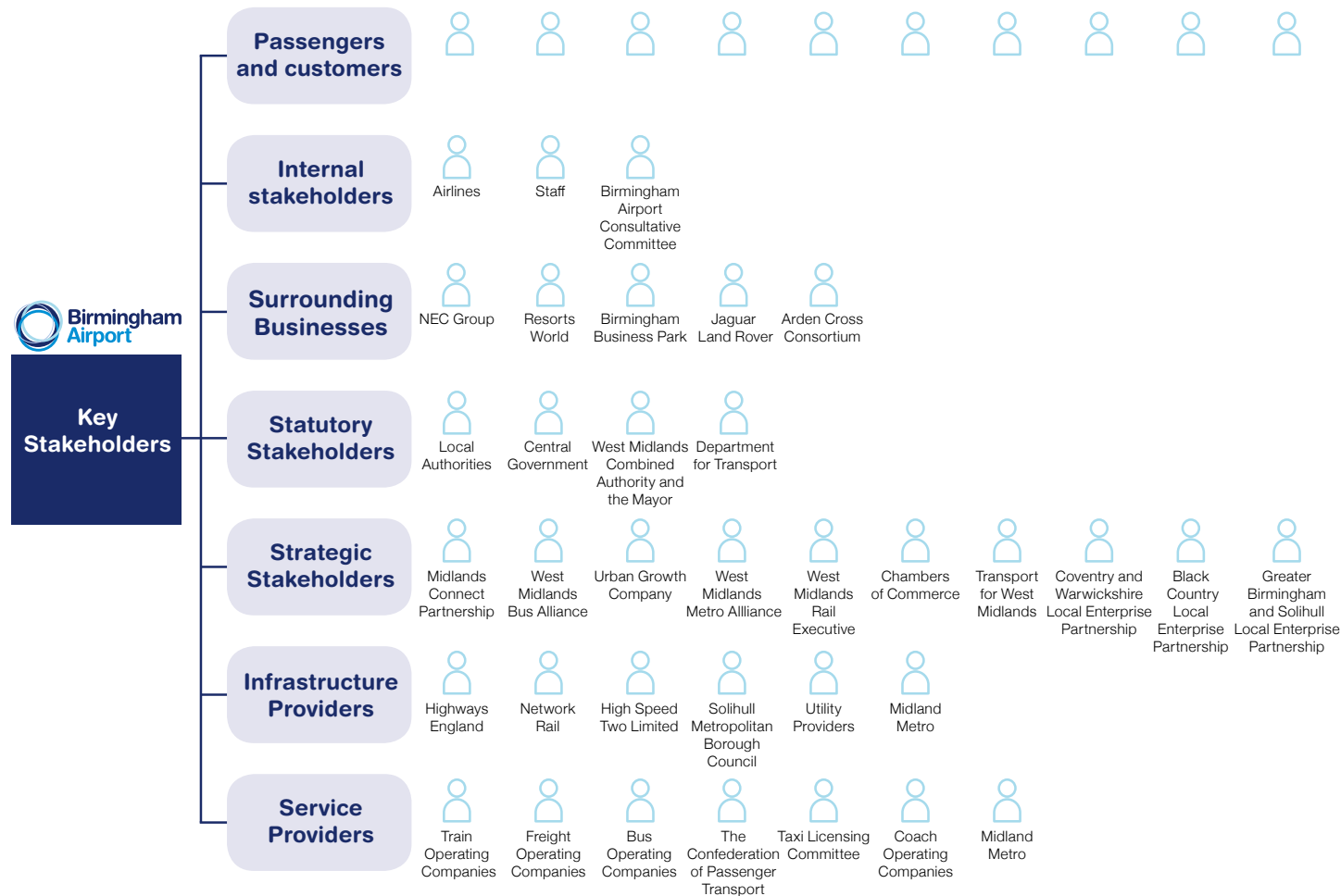
Policy One: Transport Infrastructure

We will work with key stakeholders to:

- Influence investment in transport infrastructure to ensure that common goals are achieved and access to the Airport is improved.
- Actively support local, regional and national transport infrastructure projects required to boost the region's economy and connectivity to the Airport.
- Continue to seek new opportunities to improve connectivity.
- Prepare a collective strategy to improve surface access across the Hub area.
- Improve connectivity by sustainable transport modes including public transport, cycling and walking.
- Establish a robust evidence base in order to determine gaps in transport infrastructure and priorities for future investment.

Stakeholder Engagement and Transport Infrastructure

To achieve this, we will continue to actively engage with the following relevant stakeholders:



Transport Interchanges

Transport interchanges enable passengers to make transfers between different modes of transport as they travel from their origin to their destination. Birmingham Airport itself is a transport interchange as it facilitates the transfer of passengers between land and air based transport. There are other key transport interchanges that are of significant importance to airport staff and passengers, in particular for those travelling by public transport.

It is important that disruption and delays at transport interchanges are minimised and that passengers find it easy to understand how they can make (and get to) their onward journey. This ensures passengers can travel as efficiently as possible and have the best experience possible.

By 2026 there will be three key transport surface access interchanges within the UK Central Hub area:

1. Birmingham Airport terminal building and forecourt
2. Birmingham Airport Multi Modal Interchange (MMI) – Birmingham International
3. Birmingham HS2 Interchange

Full details of access to each of these interchanges by 2026 is yet to be finalised, however, all interchanges will facilitate access via public transport buses, taxis, private vehicles, walking and cycle links. Plans for the Metro include stops at both Birmingham International and Interchange Stations. The details of Sprint (bus rapid transit) routes are still to be confirmed, however, Sprint could stop at all three interchanges.

Currently, the Airport's dedicated Air Rail Link provides a direct connection between the Airport's terminal building and Birmingham International Station. An automated people mover (APM) is planned to connect Birmingham Interchange HS2 Station with both Birmingham International Station and the Airport's terminal building.



Birmingham International Station and Multi Modal Interchange

Transport Interchanges

In addition to the above, the Airport terminal building is also serviced by a free shuttle bus service (via the forecourt) for passengers using the Airport's car parks. Coach journeys are also accommodated by the dedicated coach park adjacent to the Airport terminal forecourt.

The Airport will work with key stakeholders to support the delivery of new and improved transport interchanges; rationalising infrastructure and public transport service across all interchanges. We aim to ensure all transport modes are integrated effectively into each of these transport interchanges. The interchanges should provide the best possible passenger experience and encourage sustainable transport.

In particular Birmingham Airport will work with the UGC as plans for the transformation of Birmingham International Station into an integrated transport hub are developed and delivered. Furthermore, we will support the UGC's ongoing negotiations with HS2 Ltd over the design of the Birmingham Interchange HS2 Station.

The information provided at transport Interchanges is also important as they represent a key decision point for passengers for onward travel. We will work with partners to ensure wayfinding across the UK Central Hub and information provided at key interchanges in the Hub makes it clear how to get to the Airport.

We will also encourage the use of public transport at the Airport by working with TfWM to provide marketing and information within the Airport terminal building and at bus stands. This will include Real Time Information where available.

Furthermore, the Airport will work with TfWM as they develop vending machines for public transport ticketing using the Swift platform and to explore the potential to locate these within the Airport terminal building.

The provision of appropriate facilities and infrastructure to accommodate the needs of people with restricted mobility (PRM) is also important (including those with hidden disabilities). This could include help points, car parking for blue badge holders, more electric mobility scooters and clear wayfinding signage.

Policy Two: Transport Interchanges

We will work with key stakeholders to:

- **Support the delivery and improvement of existing and new transport interchanges in order to promote seamless journeys.**
- **Rationalise transport infrastructure and facilities across all three transport interchanges within the Hub to minimise journey times.**
- **Explore opportunities to increase bus stop provision at Birmingham International Station as part of the Integrated Transport Hub Study to alleviate capacity issues at the Airport.**
- **Continue to engage with the Solihull Urban Growth Company and their concept of the hub-wide car parking strategy.**
- **Maximise the opportunity to integrate HS2 with other modes of transport.**
- **Ensure that appropriate facilities and infrastructure is provided at each transport interchange for PRM (including those with hidden disabilities).**

Public Transport

Buses

Bus services provide important local and regional connections for passengers and staff, and are an essential form of sustainable transport. Currently 14% of staff travel to work by bus and 3.2% of passengers travel to the Airport by bus.

In order to meet the passenger modal share target of 4.5% and staff target of 19% improving bus access is a priority and we welcome all approaches from bus operators to increase bus services, including those serving key corridors to fill gaps in provision.

We will also seek to influence the provision of overnight bus services to meet demand from passengers and staff. We will work closely with the WMCA, Mayor, relevant local authorities and operators to ensure that routes, service frequencies and fares meet demand and encourage greater bus use.

In addition, to improve the passenger experience we will work with the West Midlands Bus Alliance, TfWM, Midlands Connect and other relevant stakeholders in seeking to improve peak time journey speeds and provide an integrated ticketless system across the region.

We will also support the provision of 24-hour buses serving the Airport to ensure that our staff and passengers do not have to rely on less sustainable modes of transport to access the Airport during the night.

Furthermore, we are currently exploring the feasibility of establishing a dedicated staff bus, which will provide services to accommodate shift work late at night and early in the morning.

Bus and Coach Usage

Modal Share	Existing	Target
Staff Modal Share	14%	19%
Passenger Modal Share	3.2%	4.5%

Birmingham Airport Limited has combined passenger modal share targets for buses and coaches

Policy Three: Buses

We will work with key stakeholders to:

- Explore new routes to local destinations to fill gaps in current provision.
- Seek the provision of overnight bus services.
- Encourage greater use of buses through appropriate routes, service frequencies and fares.
- Ensure that there is sufficient road space for bus services and bus stands allocated at Birmingham Airport and a redeveloped Birmingham International Station so as to provide enough capacity for public transport bus services to avoid congestion and displacement.
- Explore the feasibility of establishing a staff bus service to accommodate demand late at night and early in the morning.
- Continue to offer discounted bus tickets to BAL staff to encourage greater bus use.

Public Transport

Coaches

Coach services (scheduled and chartered) provide local, regional and national connectivity. Existing coach services serve a number of major cities within our catchment area and are used by 3.2% of passengers to access the Airport.

However, to reach our passenger modal share target of 4.5% we will seek improvements on corridors where there are current gaps in regular coach services. This includes services from Warwickshire (including Stratford-upon-Avon and Warwick Castle), Oxford and the East Midlands, to accommodate different customer requirements. We will work with coach operators to fill these gaps.

We will also work with key stakeholders including the Confederation of Passenger Transport UK (CPT) to improve coach services and facilities. This includes the existing Airport coach park, which is not well used by coach operators as they consider it to be located too far away from the terminal and poorly signposted.

We will therefore explore the feasibility of improving the existing Airport coach park facilities. CPT operators can obtain a licence from the airport to use the set down road directly outside the terminal if they wish.

Furthermore, we will improve signage and wayfinding within and outside the terminal to better direct passengers and coach operators to the coach park and coach parking bays. We will also provide a map on the Airport website showing the walking route between the terminal and coach park.

Bus and Coach Usage

Modal Share	Existing	Target
Staff Modal Share	Not applicable	Not applicable
Passenger Modal Share	3.2%	4.5%

0% of staff arrive to work by Coach given it primarily provides a long distance service not suitable for staff.

Policy Four: Coaches

We will work with key stakeholders to:

- Explore new routes to local and national destinations that are currently difficult to reach.
- Further improve the on-site passenger experience for coach services through improved signage, and wayfinding.
- Improve on-site facilities and infrastructure for coach operators including the existing coach park and coach parking bays.

Public Transport

Rail

The Airport is located next to Birmingham International Station on the West Coast Main Line and is connected by an Air Rail Link that transports passengers to and from the station. The Airport is consequently the best connected airport in the UK by rail which offers local, regional and national links.

Currently, 23.1% of passengers and 12% of staff use the train to travel to and from the Airport. However, significant growth in passenger numbers in recent years has resulted in capacity constraints, including at Birmingham International Station.

In addition, improved connectivity is required between the Airport and 'hard to reach areas' including North Warwickshire, the Black Country, the Thames Valley (via Leamington Spa), Stratford-upon-Avon, the East Midlands, South West and North East.

As the Airport continues to grow, it is imperative that rail capacity and services are maintained and improved where necessary.

The Airport will continue to work closely with relevant authorities, transport bodies and infrastructure providers to improve rail access to the Airport. In particular we will work with Network Rail and Train Operating Companies (TOCs) to support delivery of the strategies outlined in the 'West Midlands and Chilterns Route Study' (2017) including improved connectivity between the Airport and the East Midlands. The Airport will also continue to strive for earlier services to meet staff and passenger demand.

We will also work with West Midlands Rail Executive (WMRE). This devolved body has jointly specified and now jointly manages the "West Midlands Railway" group of franchised rail services and has set out a 30 year Rail Investment Strategy for the West Midlands region. We will support WMRE's aspirations for further devolved influence over the regional rail network and its services to ensure that routes, service frequencies and fares improve connectivity to the airport by rail and provide an improved service for passengers.



Birmingham Airport Air Rail Link

Public Transport

Furthermore, the Airport will work with Midlands Connect and continue to endorse the 'Midlands Rail Hub' package which will provide up to 10 additional services per hour into central Birmingham, additional services between the East and West Midlands and improve the overall resilience of the rail network. We will continue to press for track doubling between Leamington and Coventry to provide new local and long distance services to the Airport (via Birmingham International) and Coventry.

We will also press for the delivery of the Birmingham International Station Integrated Transport Hub project, in particular to ensure that the station can cope with the increased rail footfalls expected from the arrival of HS2 and growth at UK Central Hub.

Furthermore, alongside the development of the 'One Station' project, we encourage the optimisation of the usage of the city centre stations to provide the right connections and make the most of increasing capacity. Alongside this, we will seek to ensure that there is improved information available for rail travellers to ensure they understand how best to get to the Airport via rail from Birmingham city centre.

In addition, we will improve signage between the Airport and Birmingham International Station to improve wayfinding and encourage greater rail use. We will also seek improved information at Birmingham New Street Station regarding services to and from the Airport to aid passenger wayfinding.

Rail Usage

Modal Share	Existing	Target
Staff Modal Share	12%	13%
Passenger Modal Share	23.1%	25.5%

Policy Five: Rail

We will work with key stakeholders to:

- Improve rail access to the Airport in terms of the passenger experience and additional capacity by supporting delivery of strategic studies and initiatives.
- Influence rail franchises including routes, service frequencies and fares by engaging in relevant consultations.
- Continue to encourage provision of earlier train services at Birmingham International Station.
- Explore enhancements to local and long distance services to the Airport, including from difficult to reach areas.
- Seek to provide improved information at Birmingham New Street Station regarding rail services to and from the Airport.
- Continue to offer discounted rail tickets for BAL staff to encourage greater rail use.
- Improve wayfinding for pedestrians between the Airport and Birmingham International Station.

HS2

Potential Location of HS2
APM Station at Airport
Terminal (Artist's Impression)



HS2

By 2026, the HS2 Birmingham Interchange Station will be built within the Hub providing a unique opportunity for the Airport to become the UK's first (and only) airport with direct connections to high-speed rail. This provides a unique opportunity to significantly improve surface access to the Airport.

An APM (Automated People Mover) will provide direct links between the Airport, Birmingham International Station and Birmingham Interchange Station. Passengers will be able to travel between the Birmingham Interchange Station and the Airport within approximately six minutes.

HS2 is expected to provide a valuable addition to the airport's surface access strategy. It is also expected to free-up capacity on the existing West Coast Main Line which can be re-deployed for an increased range and frequency of local train services. Both factors are anticipated to have a beneficial effect on public transport mode share for the Airport.

Additional capacity on the West Coast Main Line freed up by HS2 could also be used to accommodate more frequent services including between:

- Milton Keynes, Northampton, Coventry and Birmingham.
- Leamington Spa, Kenilworth, Coventry and Birmingham.
- Birmingham International, the Black Country, Shropshire and Staffordshire.
- Birmingham International and Tamworth, Derby and Yorkshire.
- Birmingham International and Thames Valley.

Changes are also proposed to the design and layout of Birmingham International Station, where a draft master plan layout has recently been produced by the UGC to develop an integrated transport hub. An improved Birmingham International Station with increased circulation space for passengers should have a positive impact on public transport modal share for the Airport.

We support the delivery of the Birmingham International Station Integrated Transport Hub project, to ensure that the station can cope with increased rail passenger volumes expected from HS2.

In order to improve passenger wayfinding between the Airport, Birmingham International Station and Birmingham Interchange Station we will press for the stations to be renamed with specific reference to the Airport.

We will continue to work closely with HS2 Ltd, Network Rail, Highways England, TfWM, Midlands Connect and the Department for Transport to ensure that the opportunities to minimise travel times to the Airport on a local, metropolitan and regional/national basis are realised as part of the arrival of HS2.

Finally, we will work closely with HS2 Ltd and other infrastructure providers to ensure the impact of HS2 construction works is mitigated to minimise disruption to surface access and the passenger experience, as outlined in Policy 18.

Policy Six: HS2

We will work with key stakeholders to:

- **Manage the construction impacts and maintain resilience of the transport network whilst the HS2 construction works are being undertaken.**
- **Ensure that the arrival of HS2 maximises the opportunity to improve connectivity at a local, metropolitan and regional/national level, and does not adversely affect existing connectivity.**
- **Support the delivery of key transport infrastructure schemes as part of the HS2 Connectivity Package and other local authority schemes.**
- **Support delivery of the HS2 Birmingham Interchange Station, with direct access from Birmingham International Station and the Airport via an APM.**
- **Support the renaming of Birmingham International Station and HS2 Birmingham Interchange Station to include reference to the Airport.**
- **Ensure that opportunities to minimise travel times to the Airport are realised.**

Rapid Transit Systems

Sprint

Two Sprint Bus Rapid Transit lines have been proposed to serve the Hub and Birmingham Airport:

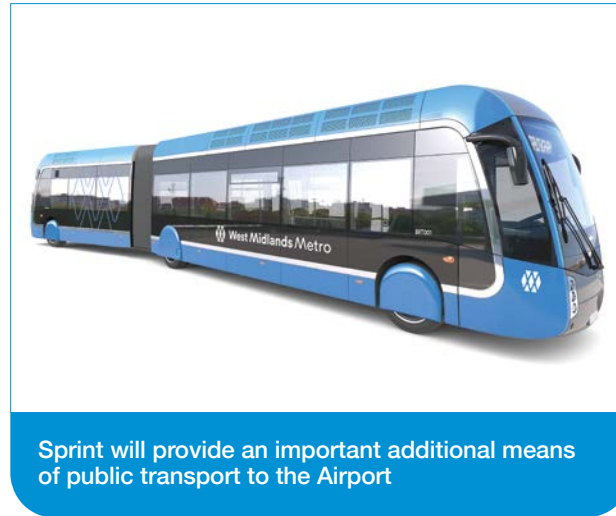
1. Birmingham city centre (via the A45) to the Airport, Birmingham International Station and Solihull town centre.
2. Hall Green to the HS2 Birmingham Interchange Station via Solihull.

Sprint services will provide an important additional means of public transport for the metropolitan area. They will offer a tram like experience with fast journey times as a result of dedicated lanes, more direct routes and less frequent stops than local buses.

The routes will provide important connectivity between Birmingham city centre, residential areas of east Birmingham and the Airport.

In addition, there will be an opportunity for passengers to interchange between the two Sprint services in Solihull town centre and at Birmingham International Station. Sprint services will be integrated with other modes of transport at transport interchanges and will include provision for cycle storage to accommodate multi-modal journeys. The Airport will work with key stakeholders including TfWM, the Bus Alliance and the UGC to support delivery of the two Sprint routes.

We will ensure that TfWM are able to provide appropriate infrastructure and signage to accommodate Sprint at the Airport. We will also seek to ensure that appropriate facilities are provided for PRM, including provision of a help point in proximity to the Sprint stop at the Airport.



Sprint will provide an important additional means of public transport to the Airport

Policy Seven: Sprint

We will work with key stakeholders to:

- Refine the final route of the Sprint services.
- Continue to support delivery of the A45 and Hall Green Sprint services and other Sprint routes.
- Help TfWM to provide appropriate infrastructure and clear signage throughout the Airport to inform customers and staff of the availability, location, pricing and simplicity of use of Sprint for onward travel options including facilities for PRM.
- Ensure that Sprint services are integrated with other modes of transport at the Airport, Birmingham International Station and HS2 Birmingham Interchange Station to minimise journey times.
- Explore the opportunity to improve local bus services by utilising the infrastructure upgrades to be introduced for Sprint.

Rapid Transit Systems

Metro

A Metro extension from Birmingham city centre to the HS2 Birmingham Interchange Station via North Solihull (e.g. Chelmsley Wood) has been proposed for delivery by 2026. The route will include a stop at Birmingham International Station, which will provide connectivity to the Airport via the existing Air Rail Link and proposed HS2 APM.

The Metro will provide another attractive means of public transport within the metropolitan area with potential to open up areas currently difficult to reach. The proposed route through East Birmingham & North Solihull will also provide a convenient public transport route to the Airport from one of the region's most deprived areas which will offer the opportunity of access to employment opportunities on and around the Airport site.

The WMCA will invest in new Metro lines and extensions to existing lines over the next ten years. The Midlands Metro Alliance, established by WMCA, will be responsible for delivering these schemes.

The Airport will work closely with the Midland Metro Alliance, TfWM and the UGC to support delivery of the proposed Metro extension and other new routes across the West Midlands to further improve connectivity to the Airport.

Furthermore, the Airport will work with stakeholders to ensure good connectivity between the Metro terminal at Birmingham International Station and the Airport. We will also work with stakeholders to provide appropriate signage to aid wayfinding between the Metro terminal and the Airport.

The Airport will also explore the opportunity to extend Metro operating hours to accommodate staff travelling early in the morning and late at night.

Policy Eight: Metro

We will work with key stakeholders to:

- **Support delivery of the proposed Metro line between Birmingham city centre and the HS2 Birmingham Interchange Station and any other Metro routes which will improve connectivity to the Airport.**
- **Provide appropriate signage at Birmingham International Station to direct passengers to and from the Airport.**
- **Understand demand for the Metro and explore the possibility of extending the current Metro operating hours to accommodate Airport staff travel.**

Rapid Transit Systems

Very Light Rail

In addition to Sprint and Metro, TfWM is considering the use of Very Light Rail (VLR). VLR is another form of rapid transit comprising a lightweight tram, which would run on-street. An initial VLR route is proposed between Coventry city centre and the University of Warwick and Whitley as part of TfWM's ten year 'Delivery Plan for Transport' (2017).

In addition to this, TfWM and Coventry City Council are seeking to provide a VLR route between Coventry city centre and the Hub in the future. This proposal is currently in its infancy and if taken forward would be delivered beyond 2026. The Airport will therefore work closely with TfWM, Coventry City Council and the Coventry and Warwickshire Local Enterprise Partnership (CWLEP) to support these proposals to provide improved connectivity for staff and passengers travelling from or via Coventry.



Very Light Rail will improve connectivity between Coventry and the Airport

Policy Nine: Very Light Rail

We will work with key stakeholders to:

- Support the proposals for a VLR link between the Hub and Coventry city centre to improve connectivity between the Airport and Coventry.

Active Travel

Walking

Walking is one of the most sustainable modes of travel and whilst it is recognised that walking would not be an appropriate mode for the majority of passengers it could be a viable option for Airport staff who live locally.

The results from the 2018 staff travel survey indicate that there is clear scope to encourage walking rates for people living within 1 mile of the airport as the majority of this group drive and only 8% walk. Indeed, 2% of car drivers indicated they would walk to work if the car was unavailable.

There are several barriers preventing the majority of staff walking to work, including distance, time constraints and unsociable commuting times. In order to achieve the staff modal target of 0.5% by 2023 it will therefore be necessary to improve pedestrian routes. Legible pedestrian routes should be provided within the Airport site, between the Airport, HS2 Birmingham Interchange Station, remainder of the Hub and at transport interchanges. In addition, pedestrian routes should be integrated with local routes to provide connectivity to surrounding communities (including Marston Green, Chelmsley Wood, Sheldon and Elmdon Heath). We will seek to ensure that pedestrian routes are convenient, safe and secure to encourage local staff to walk to work.

This includes providing effective signage, appropriate crossing facilities and a covered walkway between the terminal and car park areas (provided in 2018). We will continue to work with key stakeholders including local authorities, TfWM, HS2 Ltd, neighbouring landowners and the UGC to deliver improvements to pedestrian access.

We will also promote pedestrian routes on the Airport website and staff intranet pages to encourage staff to walk to work.

Modal Split for Walking

Modal Share	Existing	Target
Staff Modal Share	0.1%	0.5%
Passenger Modal Share (walking and cycling)	0.6%	0.6%

Policy Ten: Walking

We will work with key stakeholders to:

- Increase the number of staff who walk to work.
- Improve the quality of the public realm, road safety and wayfinding in the area around the terminal and between the key interchanges of the Hub.
- Support Hub-wide pedestrian routes, which provide connectivity to surrounding areas.
- Support the provision of pedestrian access at key locations and transport interchanges.
- Provide suitable information to enable an active journey to and from the Airport.
- Ensure that new infrastructure does not adversely impact existing pedestrian routes.

Active Travel

Cycling

Similar to walking, cycling could be a viable option for local staff to travel to and from the Airport.

Cycle rates have risen for staff from 1.6% in 2010 to 2% in 2018. The Airport has over the past year audited the existing cycle locker facilities and have made a number of redundant lockers available for staff to use. The Airport is now exploring the possibility to install more cycle lockers and cycle storage facilities. During airport safety week the airport promoted cycle safety and raised awareness of local designated routes for staff to use.

No staff living less than a mile from the Airport currently cycle to work and only 4% of staff living between 1-5 miles currently cycle. Staff living near the Airport have greater potential to be encouraged to cycle due to their close proximity to work.

We will therefore continue to work with key stakeholders including local authorities, TfWM, neighbouring landowners and the UGC to improve provision for cyclists. We will also utilise initiatives such as the WMCA's Cycling Charter and relevant funding streams to facilitate these improvements.

To encourage cycling, we have provided showering facilities and lockers for staff, and cycle parking facilities for staff and passengers. We will continue to publicise our facilities, ensure that they are clearly visible and monitor use of facilities to ensure that there is satisfactory provision.

We will also continue to encourage staff to use the 'Cycle to Work Scheme' whereby we part-fund the purchase of bikes for staff.

Furthermore, we will explore the feasibility of providing pool bikes and electric bikes at the Airport to further encourage staff and passengers to cycle to and from the Airport.

We will also actively influence the provision of new cycle routes to surrounding areas including Marston Green, Chelmsley Wood, Elmdon and North Warwickshire, and the following two specific routes:

1. Adjacent to the railway line to Elmdon Lane creating a direct route to Sheldon and Chelmsley Wood.
2. Between the Elmdon site, Jaguar Land Rover and Solihull town centre.

Cycling Usage

Modal Share	Existing	Target
Staff Modal Share	2%	3%
Passenger Modal Share (cycling and walking)	0.6%	0.6%

Policy Eleven: Cycling

We will work with key stakeholders to:

- Increase the number of staff who cycle to work.
- Improve the on and off-site cycle network including provision of clear signage and crossing facilities.
- Actively influence the provision of new cycle routes to improve connectivity between the Airport, Hub and the surrounding area.
- Provide more cycle parking, showers, lockers and shelters where required and ensure that facilities are clearly visible and located at key locations and transport interchanges.
- Improve security of cycle parking facilities by exploring new technologies including solar powered parking bays.
- Provide information on the Airport website and staff intranet, and hold events promoting cycle maintenance.
- Explore the feasibility of providing pool bikes and electric bikes at the Airport.

Road Connectivity

Road Access

The Airport is located at the centre of the national Strategic Road Network, with the M1, M5, M6, M40, M42 and A45 all in proximity.

The excellent accessibility by road has been a significant factor in the Airport's success to date and it is fundamental that this is maintained to achieve the Airport's growth aspirations and to continue to provide access for passengers, staff and goods deliveries.

Work has been undertaken to assess the impact of traffic associated with developments such as HS2 and UK Central. Airport related demand accounts for a comparatively small proportion of total demand, particular during peak commuting hours, and even this demand dissipates relatively quickly with distance from the Airport. Therefore, no significant highway improvements will be required solely as a direct result of the growth in demand for air travel through the Airport over the next 15 years.

Instead, non-airport related demand associated with housing and employment growth will be the key driver for investment in the road network during this period. The impact of local commuter traffic on access to the Airport will depend upon improvements to local infrastructure. The upgrading of the Damson Parkway/A45 junction and the Coleshill Heath roundabout is critical to facilitate growth in local traffic and provide the necessary resilience.

Development that has not yet received planning permission such as the ambitious growth plans put forward by Solihull Council and the Urban Growth Company should also be considered when designing and constructing new highway schemes. If this is not taken into account it is highly likely that the road network will not be able to cope with the resultant increase in vehicular movements in the future.



Policy Twelve: Road Access

We will work with key stakeholders to:

- Seek improvements to the Birmingham Motorway Box, Strategic Road Network and local road network.
- Continue to support the delivery of proposed road improvement schemes to reduce congestion and minimise journey times to the Airport.
- Explore minor highway improvement options which could be implemented prior to the larger Highways England schemes to help mitigate capacity issues.

In summary, the regional road network is heavily congested, particularly during peak times, which has a significant impact on the contribution that the Airport and other businesses can make to the Midlands Economy. This issue is recognised by Midlands Connect, who state in their Midlands Connect Strategy (2017) that;

*“The strategic road network is not performing at the level we need to support our economy. Road connectivity is ‘critical’ or ‘very important’ to 80% of logistics firms, 60% of manufacturing firms and 45% of professional services firms in the Midlands. Some 60% of these businesses report that conditions on the major road network causes them problems...
...Our own business research confirms that an effective, reliable and resilient road network is vital to our existing and future economy...”*

Birmingham Airport shares this view. The regional road network must be improved in terms of capacity, resilience and journey times if the region’s growth and the Airport’s contribution to the regional economy is to be maximised.

We will therefore work closely with Highways England, SMBC, the Midlands Connect Partnership, Local Enterprise Partnerships, the UK Central Hub Infrastructure Board and TfWM to progress improvements to the Birmingham Motorway Box (M5, M42 and M6 motorways) and the local road network to reduce congestion and minimise journey times to the Airport.

This is particularly important in the context of the planned growth at the Hub and arrival of HS2 which will put additional strain on the existing road network. For example, Junction 6 of the M42 has almost reached its capacity causing congestion on the road network. The junction will be over capacity by 2022 and therefore we will continue to work with our partners to support the delivery of Highways England’s M42 Junction 6 improvement scheme including the new junction to the south of Junction 6, which will increase capacity, relieve congestion, and provide better access to the Airport and the Hub.

We will also continue to support delivery of the following schemes:

- M6 Junctions 2 to 4 Smart Motorway.
- M6 Junction 4 improvements.
- M40/M42 Interchange Smart Motorway.
- A46 Link Road - Stoneleigh.
- New local highway between the M42 and Damson Parkway.

In addition, we will support other proposed highway improvements associated with HS2, which will improve surface access to the Airport (including those on the M6, A446, A452 and A45).

Finally, we will continue to engage with the Highways England working group to explore options for highway improvements, which could be implemented to help to alleviate capacity issues prior to delivery of the key schemes listed above.

Road Connectivity

Private Car

Whilst the Airport supports sustainable transport and seeks to improve the public transport modal share, it is inevitable that some staff and passengers will still need to travel to and from the Airport by car. This includes those who choose to park at the Airport and those who are dropped off by others, known as 'Kiss and Ride' trips.

The Airport will seek to continue to improve the experience of those travelling to the Airport by car by enhancing the on-site drop off facilities, long stay car parks and pedestrian routes between the terminal and car park areas.

As part of this, a Premium Set Down drop off facility (adjacent to the Airport terminal) and a free 30 minute drop off car park have recently been introduced.

In addition, a covered walkway has been provided between the terminal and the free drop off car park to improve the pedestrian experience of those using this facility.

Furthermore, the Airport will continue to engage with the UGC and their concept of a Hub-wide car parking strategy.

The Airport introduced a Car Park Levy in July 2014, which has helped to fund the implementation of the previous ASAS. The Airport will continue to manage the levy and its expenditure to implement the sustainable transport policies within this ASAS.

Notwithstanding the above, it is recognised that the use of private car is a less sustainable form of transport than public and active modes of transport and therefore we will seek to reduce the number of car trips made to the Airport.

To support this objective, we have introduced a car share scheme in collaboration with the NEC, Resorts World and Birmingham Business Park to reduce the number of single occupancy journeys made.

The Airport will continue to promote the car share scheme and encourage staff to make use of it.

We will also consider the introduction of a car club scheme, subject to demand. In addition to reducing the number of car trips made to the Airport, the Airport also seeks to minimise the carbon footprint of trips made and therefore, will encourage greater use of sustainable technologies including electric and low-emission vehicles and alternative fuels. To support this, the Airport will explore the feasibility of providing additional electric vehicle charging points.

In addition to the above, the Airport will continue to market the dedicated free to use shuttle bus service that operates between the terminal building and the car parks which is an important part of surface access for car users.

Car Usage

Modal Share	Existing	Target
Staff Modal Share	65%	57%
Staff Car Share	5%	7%
Passenger Modal Share	50.5%	47.5%



Birmingham Airport's Car Park 5

Road Connectivity

Taxi

We will continue to work with local licensing committees and our on-site taxi organisation to make best use of their provision for our passengers, visitors and staff although it is acknowledged that staff do not normally use a taxi to get to and from work.

This may include encouragement of the use of alternative fuels, low emission technologies and electric vehicles and the identification of priority pick-ups for more efficient vehicles.

We will also assess how taxis operate on-site in order to improve the service they provide. This includes making sufficient provision to meet the growing demand for private taxi pick ups/drop offs by PHV licence holders.

Taxi Usage

Modal Share	Existing	Target
Staff Modal Share	Not applicable	Not applicable
Passenger Modal Share	21.5%	19%



Taxi Stand at Birmingham Airport

Policy Thirteen: Private Car and Taxi

We will work with key stakeholders to:

- Improve on-site drop off facilities, car parks and pedestrian routes to car park areas to enhance the passenger experience.
- Explore the potential for a Hub-wide car parking strategy to rationalise car parking facilities and meet customer expectations.
- Encourage more members of staff to use the joint car share scheme.
- Undertake a survey to determine demand for a car club scheme.
- Continue to manage the Car Park Levy and its expenditure.
- Encourage use of sustainable technologies including electric and low-emission vehicles, alternative fuels and explore the feasibility of providing additional electric vehicle charging points.
- Make sufficient provision for private taxi pick up/drop off facilities as PHV companies continue to grow in popularity.
- Identify improvements that can be made in respect of how taxis operate on-site including use of low emission technologies, alternative fuels and electric vehicles.
- Explore the potential for the introduction of a licenced official PHV operator to provide more choice for customers.

Goods Access and Infrastructure

Airport Deliveries

To reduce its carbon footprint, the Airport will seek to minimise the number of individual vehicle trips required to accommodate deliveries.

The Airport has now opened an off-site Consolidated Delivery Centre to reduce the number of delivery vehicles accessing the Airport.



Birmingham Airport's Consolidated Delivery Centre

Policy Fourteen: Airport Deliveries

We will work with key stakeholders to:

- Minimise the number of vehicle trips generated by Airport deliveries.
- As the Airport grows, monitor the success and capacity of the recently developed (off-site) Consolidated Delivery Centre.

Goods Access and Infrastructure

Freight

Over recent years, the Airport has seen a steady increase in the quantity of freight it handles. In 2016/17 the Airport handled 28,112 tonnes of freight. In 2017/18 this increased to 40,739 tonnes, an increase of 45%.

To facilitate this growth, the Airport will work closely with its on-site freight organisations to understand their operations and to better facilitate their requirements. This includes ways we can boost freight traffic via our airlines and reduce the impact on the local and strategic highway network.

The 'West Midlands Freight Strategy' (2016), produced by TfWM, seeks to develop safer, more reliable, sustainable and efficient freight movements to support economic growth and reduce impacts on the community and environment.

In addition, the strategy seeks improved access to airports and the development of airports as air freight hubs to better connect the Midlands with overseas markets.

In line with the strategy we will encourage our freight operators to use new technologies as they become available to minimise vehicle emissions. This includes use of Smart Hybrid technology, zero emission vehicles, and autonomous/semi autonomous vehicles.

Furthermore, we will encourage our operators to improve the efficiency of freight movements by using more sophisticated distribution systems and fleet management to:

- Consolidate movements where possible.
- Reduce empty space in vehicles.

We will also prepare a freight strategy, which will set out the Airport's aspirations for improving the efficiency and sustainability of freight movements and how this will be delivered.

Policy Fifteen: Freight

We will work with key stakeholders to:

- **Assess how aspirations for increased freight use through the Airport can be best accommodated by the surface transport system.**
- **Align our approach to freight with the aspirations of the West Midlands Freight Strategy.**
- **Encourage use of new technologies as they emerge including zero emission vehicles, autonomous/semi autonomous vehicles and Smart Hybrid technology to minimise vehicle emissions.**

Smart Travel

The Airport recognises that there is a significant opportunity to utilise technology to further improve surface access by minimising journey times, enhancing the passenger experience and promoting the use of public transport and active travel over car use.

We will therefore continue to improve the journey planning page on the Airport website to ensure that it is based on TfWM's transport app, is reader friendly and offers functionality to enable passengers, staff and delivery/freight operators to plan their journeys efficiently. The Airport will also explore the feasibility of developing a mobile application including a journey planning function similar to that provided on the Airport website.

Furthermore, we will continue to maintain the 'Special Assistance' page on the Airport website to enable PRM to plan ahead for their journeys to the Airport.

In addition, we will improve the digital marketing of different public transport options within the terminal to ensure that passengers and staff are aware of all transport modes available to them.

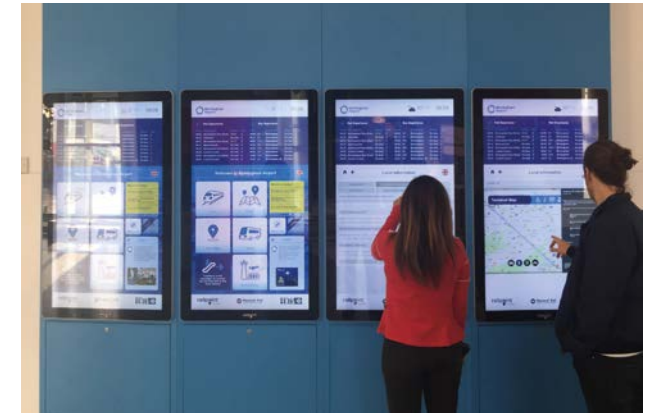
The Airport will also work with the Midlands Connect Partnership on their 'Smart Connectivity Programme' in order to:

- Help passengers to better plan their journeys by providing wider access to real-time information.
- Enhance the ability of passengers to make payments remotely using mobile applications.

We will work closely with TfWM and relevant transport operators to establish a fully integrated ticket (or smart card) which can be used for all modes of public transport (including exploring the possibility of providing public transport ticketing/ passes on a TfWM Swift platform within the terminal).

Furthermore, we will support TfWM as it continues to pilot and establish demand for the 'Mobility as a Service' (MaaS) platform.

MaaS is a mobile platform which will enable users to establish the best option for their journey by considering a range of transport modes (including car, taxi, public transport and hire bicycles).



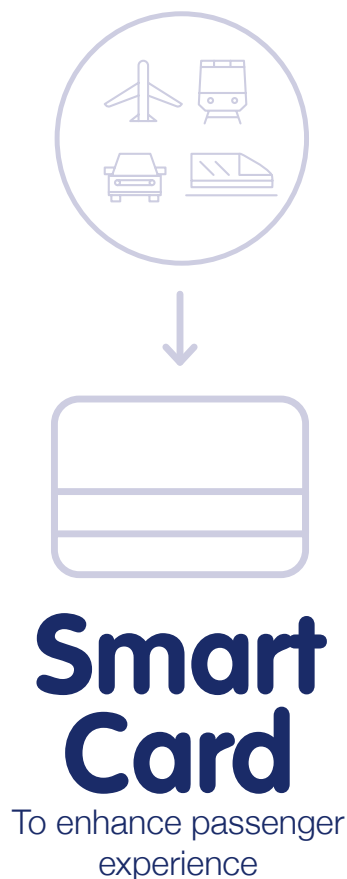
Interactive travel information screens in the terminal

Smart Travel

Users will have flexible payment terms and will be able to make payments remotely using their smartphone, bank card or smartcard.

If the ongoing pilot is successful, MaaS will be launched across the region. The Airport will therefore work with TfWM as it prepares to launch MaaS and to understand how best to publicise the service to passengers and staff who could utilise it to more efficiently plan and pay for their journeys to the Airport.

In addition, the Airport will also explore the opportunity to partner with taxi share/ride share providers which enable users to car share to reduce taxi fares.



Policy Sixteen: Smart Travel

We will work with key stakeholders to:

- Improve the Airport's website to make it more reader friendly and enhance its functionality in terms of travel planning.
- Explore the feasibility of developing an Airport mobile application, which can be used to aid journey planning.
- Support the establishment of an integrated ticket (or smart card) for all modes of public transport.
- Utilise and share real-time information to keep passengers informed and aid journey planning.
- Improve digital marketing of different public transport options within the terminal.
- Maintain up-to-date travel information making best use of internal, online and social media channels to increase staff knowledge of sustainable travel options.
- Support the launch of MaaS to enable users to more efficiently plan and pay for their journeys.
- Explore the opportunity for taxi/ride share providers to reduce taxi fares for staff.
- Maintain information provided on the Airport's website to enable PRM to plan ahead for their journeys to the Airport.

Sustainable Travel

Supporting Emerging and Future Technology

In alignment with SMBC and TfWM's aspirations to improve air quality in the area, the Airport will encourage its passengers, staff, service providers and freight and delivery operators to use low emission vehicles, alternative fuels and electric vehicles wherever possible.

The Airport will explore the feasibility of introducing a requirement to use low emission vehicles within its procurement specification for service providers (including taxis, car park buses, company cars, freight and delivery vehicles).

We will also ensure that sufficient infrastructure is available to accommodate these vehicles including electric vehicle parking bays.

In addition, we will work with the Midlands Connect Partnership and TfWM to explore opportunities to utilise autonomous vehicles for freight and delivery movements and to transport passengers and staff to and from the Airport, and around the Airport site.



Electric vehicle recharging point

Policy Seventeen: Sustainable Travel

We will work with key stakeholders to:

- Explore the potential to provide appropriate low emission vehicle infrastructure.
- Explore the potential to provide preferential access for low emission vehicles.
- Investigate the use of procurement and other contracts to encourage the use of low emission vehicles.
- Encourage service providers to utilise low emission technologies, alternative fuels and electric vehicles.
- Explore opportunities for autonomous vehicles to be used for freight and delivery movements and to transport staff and passengers to, and around the Airport site.

Network Resilience

The HS2 enabling, and main construction works, as well as a number of Highways England road improvement schemes (including those outlined in Policy 12) and other local projects will be ongoing during the ASAS period. It is important that construction of other transport infrastructure schemes in proximity can be delivered in parallel.

We will continue to work closely with relevant infrastructure providers and transport bodies to ensure that all schemes (including the redevelopment of Birmingham International Station, the Metro and Sprint and M42 junction 6 improvements) can be constructed in parallel to the HS2 enabling works.

In addition, we will engage with TfWM along with other key delivery and operations partners to improve the resilience of our transport network and keep people and goods moving during periods of disruption. We will seek to ensure that construction can go ahead smoothly whilst minimising any impact on access to the Airport and the passenger experience.

In addition, we will publicise planned construction works to ensure that staff, passengers and freight and delivery operators are well informed of any changes to surface access to aid their journey planning.



Construction of new Premium Set Down facility was completed in 2017

Policy Eighteen: Network Resilience

We will work with key stakeholders to:

- Ensure that transport infrastructure schemes are constructed with minimum impact on access to the Airport (including the passenger experience) and are designed to offer maximum network resilience.
- Ensure that periods of predictable high travel demand and major events are planned for to minimise impact on access to the Airport and the passenger experience.
- Ensure that passengers and employees are provided with advance notice of any construction works and events along with appropriate information to allow them to plan accordingly.

Implementation Monitoring and Reporting

The Airport will produce a 'live' monitoring document on an annual basis setting out what measures the Airport has and will put in place to meet the objectives of the ASAS, what progress has been made in implementation of the initiatives and how successful they have been.

The monitoring document will be shared with SMBC, the Airport Consultative Committee and the Surface Access Group. In this way, we will be transparent with key stakeholders regarding our progress towards implementation of the ASAS. The report will also include a breakdown of how the car park levy has been spent.

In addition, the Surface Access Group will meet regularly to consider and monitor measures to support the Airport in achieving our modal share targets. The Group will be involved in devising a strategy for meeting these targets and overseeing implementation of the strategy.

Furthermore, the emerging Airport Master Plan and Travel Plan Monitoring Report will include proposals to address the key priorities of the ASAS.

We will continue to monitor our modal share figures for passengers and staff using the Civil Aviation Authority's annual Passenger Survey and our annual Travel Plan Monitoring Reports to ensure that we are on track to meet our targets for 2023.



Birmingham Airport

The preferred national and international aviation hub for the Midlands



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