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Locally driven sustainable airport surface access solutions: Case of Buckinghamshire

Strategic Aviation Special Interest Group (SASIG) Meeting
30 October 2024

BNU Team: Prof David Warnock-Smith, Dr Uchenna Nweke

Project: BNU Alliance Fund (2024)

INSPIRED.
EMPOWERED.
EMPLOYED.



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- Introduction to research problems and goals for stages 1 and 2
- Summary of methodology
- Update: work-in-progress towards end of stage 1
- Next steps





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Research Problems

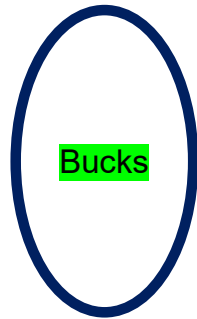


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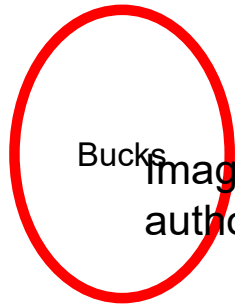


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Source: IFT, 2015

- Airport catchment areas lying outside the relevant local authority (LA) boundaries generally have poorer sustainable surface access alternatives and choices
- Lack of granular flow data from these areas to inform airport, LA and operator decision-making
- Dearth of airport, LA and operator budgets to support additional infrastructure and services



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Research Goals

- For the two nearest airports to the Buckinghamshire ceremonial county area – London Heathrow Airport and London Luton Airport:
 - Stage 1: Develop a granular view of current access alternatives available and flows for 97 MSOA areas
 - Stage 2: Measure possible impact of a shortlist* of locally driven initiatives to encourage more sustainable surface access to/from Bucks

* Shortlist of initiatives jointly determined with stakeholders (LAs/airport operators) by estimated cost versus emissions reductions



Summary of methodology (Stage I)

Middle layer Super Output Areas (MSOA) information

- List (97) and population weighted centroid points – ONS Geography

Current capacity information (linked to MSOA)

- Road options – Google maps (cost information 0.45p per mile)
- Rail options – National Rail/Train Operator websites/TfL website
- Bus/Coach options – Bus and Coach operator timetables and fare information from websites

Flow information (linked to point of origin – MSOA)

- BNU Airport Surface Access Survey – qualitative data: open comments (August-October 2024)
- CAA IPS – quantitative survey data (2023)



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Work-in-progress update on preliminary findings – Stage 1

Overall comments (London Heathrow Airport)

- A handful of locations in South Buckinghamshire have connecting rail options to Heathrow (nothing direct) along with an improved half hourly bus (Flightline 102) and one half-hourly coach service (The Airline) that run from and through High Wycombe respectively.
- No MSOAs in Aylesbury vale, MK areas of the county have any 1.5 hrs or less public transport options (LHRs sustainable surface access strategy target)
- All areas of the county in the highest catchment category for pax (120k-450k per annum in 2023 according to CAA)



Work-in-progress update on preliminary findings – Stage I

Overall comments (London Luton Airport)

- Currently no viable bus or rail option from any location in the Buckinghamshire Council area of the county to Luton Airport (with CAA data suggesting catchment area for pax of 250k-375k per annum in Aylesbury Vale area)
- No connecting bus option currently competitive with private vehicle road option (2 hrs & no more than 2 connections threshold used)
- New hourly bus service (MK1) from Milton Keynes area of county to Luton Airport (with CAA data suggesting catchment area for pax of 500k-625k per annum)
- Wycombe, Amersham and South Bucks areas to Luton have smaller catchment areas (for pax)



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Next steps

- Complete MSOA level flow data (97 areas) linked to regulator survey data from 2023
- Analyse open comments from BNU Airport Surface Access survey
- Generate capacity and flow heat maps highlighting areas of county most in need of additional alternatives
- Feedback to stakeholders
- Undertake Stage 2 phase of research – initiative shortlisting analysis in conjunction with stakeholders



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Thank you for Listening

Questions?

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