Birmingham Airport

Airport Surface Access Strategy 2023

The Midlands gateway to the world

Contents

Section

Move your cursor over each heading to direct you to that section.

Use the navigation buttons top right to help move through the sections.

Section

01 | Introduction

Birmingham Airport is the seventh largest in the UK, with 12.7 million passengers in 2019. Passenger numbers are expected to grow to 18 million by 2033, increasing our contribution to the West Midlands economy. There are around 5,500 employees working at the Airport as at December 2022.

The Airport is located 10 miles southeast of Birmingham's city centre in the metropolitan borough of Solihull. Forming part of the UK Central Hub, it is adjacent to the National Exhibition Centre (NEC) and the planned HS2 Birmingham Interchange Station and Arden Cross development.

We are committed to decarbonisation, aiming to become a Net Zero Carbon Airport by 2033.

At the heart of Britain's road and rail networks, Birmingham Airport is the country's best connected. Once HS2 is complete, offering fast connections to London, our connectivity will be further improved, helping to deliver our long-term strategy of sustainable, low-carbon surface access for our customers.

This document sets out the Birmingham Airport Surface Access Strategy (ASAS) for 2023 to 2028. It updates and replaces the preceding 2018 Surface Access Strategy and aligns with the Airport's 2018 to 2033 Master Plan, Sustainability Strategy 2020-2025 and Net Zero Carbon Plan (2022). The ASAS provides a high level framework to inform the enhancement of surface access to the Airport over the next five year period.

The Airport 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 excellent access to and from the Airport by train, bus, coach and car. This will be further improved during the period of this ASAS by the completion of the National Highways M42 J6 improvement scheme, relieving congestion and improving resilience. The commencement of construction works of the HS2 Birmingham Interchange Station, making it the first UK airport with a direct high speed rail connection.

The Airport is taking a leading role nationally in decarbonisation for airports, committing to becoming a sustainable Airport by 2033. We are committed to reducing Scope 3 emissions which include those resulting from travel to and from the Airport. Our commitment to sustainability underpins this ASAS, with a target of increasing non-car mode shares for both passengers and employees. Encouraging the use of sustainable modes of transport is particularly important to support the growth of the Airport, with passenger numbers expected to reach 18 million per year by 2033. This will increase the Airport's contribution to the West Midlands economy from an estimated £1.5 billion per year in 2019 to £2.1 billion.

The Airport's strategic goal is "To be proud of every journey" and this is supported by seven key pillars: Growth, Customer, People, Efficiency, Safety and Security, Neighbour and Carbon. The Surface Access Strategy is central to delivering on these, particularly to achieving the outcomes of growing passenger numbers and providing the best possible experience for the customer whilst remaining a responsible neighbour and reducing emissions.

The Airport is part way through construction works on the Next Generation Security Compliance (NGSC) project to meet Government requirements relating to passenger processing, which is having some short term impacts on bus operations outside the terminal. With construction works also progressing for HS2 and M42 J6 improvement scheme over the period of this ASAS, the Airport seeks to minimise disruption to access to the Airport.

Through application of the policies in this ASAS we will work with our stakeholders to improve and develop access to the Airport and maximise use of sustainable travel. The ASAS has been developed in consultation with our key regional stakeholders and transport providers who form the Airport Surface Access Group and support the Airport in meeting the targets set out here.

Section

02 | Policy Background

The 2013 Aviation Policy Framework recommends that ASASs are prepared to:

- **Establish targets for increasing the proportion of journeys made to the airport by public transport, cycling and walking by passengers and employees**
- **Promote a strategy to achieve these targets**
- **Provide a system to oversee the implementation of the strategy**

It also recommends that they should take account of Local Transport Plans (LTPs).

The West Midlands Combined Authority is currently updating its LTP and has published a draft Core Strategy "Reimagining transport in the West Midlands". This sets out the need to deliver action across 6 'Big Moves' to improve accessibility, reduce traffic and electrify transport.

This ASAS continues to reflect the Airport's 2018 to 2033 Master Plan, which provides a strategic overview of surface access at Birmingham Airport. It considers the Airport's Sustainability Strategy 2020-2025 and Net Zero Carbon Plan (2022) and the commitments made to net zero for emissions which we directly control (Scope 1 and 2[1]), as well as being committed to working with our airport partners to reduce the carbon emissions we can guide and influence (Scope 3) in and around the Airport, including those resulting from travel to and from the Airport.

In updating the ASAS, longer term spatial strategies have been considered including:

- The West Midlands LTP5 'Reimagining transport in the West Midlands'
- The Midlands Connect Strategic Transport Plan 'Fairer, greener, stronger' (2022) which refreshes the 2017 strategy and outlines priorities for the next five years, addressing the challenges since their first strategy and recommending transport projects to create a more productive, prosperous and sustainable Midlands.
- 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 Solihull Urban Growth Company's (UGC) Hub Growth and Infrastructure Plan (HGIP, 2019) which sets out the growth ambitions and infrastructure requirements for the Hub to 2029 and beyond.
- 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.

Solihull MBC has recently consulted on its draft Solihull Connected transport strategy, which seeks to meet the strategic transport needs of the borough over the next 10-15 year. The draft strategy has strong synergies in its policies with those of this ASAS.

National policy has also been considered in this ASAS, including the Government's Levelling Up White Paper, published in February 2022, which sets out plans to spread opportunity more equally throughout the UK. This offers further opportunities to Birmingham and the West Midlands.

This ASAS reflects the Government's Net Zero Strategy: Build back Greener, published in October 2021 and the Jet Zero Strategy, published in July 2022. This sets a target of net zero aviation by 2050 and includes a policy to work with airports and other bodies to help airports improve their surface access, to encourage passengers and employees to travel on sustainable modes of transport to and from the airport where possible. A key performance indicator in the Jet Zero Strategy is the monitoring of passengers travelling to airports by public transport compared to car, with airports encouraged to improve their surface access strategies to ensure easy and reliable access for employees and passengers, increase the use of public transport and minimise congestion, emissions and other local impacts. A Call for Evidence has been launched on how airports can reach zero emissions.

Also considered is the Government's 2035 delivery plan for transitioning to zero emission cars and vans, published in July 2021. This sets out plans to phase out petrol and diesel cars and vans by 2035 and includes a commitment to accelerate the rollout of charging infrastructure, including at workplaces. In September 2023, the Government published its zero emission vehicle (ZEV) mandate, requiring 80% of new cars and 70% of new vans sold to be zero emission by 2030, increasing to 100% by 2035.

[1] Scope 1 emissions are direct greenhouse gas (GHG) emissions that occur from sources that are owned or controlledby Birmingham Airport including gas consumption (excluding tenant and concession usage), LPG consumption, fuel consumption (owned and leased fleet), diesel fuel used in generators and refrigerants. Scope 2 emissions are indirect GHG emissions associated with the purchase of electricity, steam, heat or cooling. For the Airport this includes the consumption of purchased electricity (excluding tenant and concession electricity). Scope 3 emissions are indirect emissions that are a result of operations associated with the Airport but which occur from sources not owned or controlled by it. This includes landing and take-off cycle, on -stand power, engine testing, passenger and staff surface access, business travel (air, train, car and taxi), waste management, water use and treatment, electricity transmission and distribution, third party ground service equipment, tenant and concession gas and electricity.

Section

03 | Achievements

In response to the preceding ASAS the Airport has achieved the following to improve access to the Airport. These achievements have been made despite the impact of the Covid pandemic.

- Airport involvement and support for M42 J6 improvement scheme.
- Influencing the planning consent for HS2's Automated People Mover (APM) and associated infrastructure by being a key statutory consultee in support of the proposals.
- Introduction of fully electric bus fleet for landside use serving Airport car parks.
- Influencing the reintroduction of 96 bus service from Kingstanding to Airport.
- Continuation of discounted public transport tickets for employees.
- Operation of Cycle Scheme for employees.
- Continued provision of shower and locker facilities within Diamond House.
- Participation in Solihull Council trials of Connected and Autonomous Vehicles (CAV).
- Formed Airport Electric Vehicle Steering Group to help inform the Airport of EV requirements.
- Employee and business partner surveys on EV charging undertaken.
- Installed and operated Swift Kiosk to monitor usage.
- Contributions to subsidised travel.
- Regular meeting of the Airport Surface Access Group.
- Signatory of the Regional Transport Coordination Centre (RTCC) Charter.
- Collaborative working with partners such as HS2 and National Highways.

Section

04 | Our Vision and Objectives

Our Vision

Our vision for surface access is to decarbonise travel to the Airport, whilst making Birmingham Airport the most accessible Airport in the UK. This will be achieved by providing integrated, sustainable and accessible multi-modal transport options for passengers and employees. 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. Through this we will reduce our Scope 3 carbon emissions, whilst making it easier for passengers and employees to access the Airport.

Whilst the impact of the Covid 19 pandemic heavily impacted on passenger numbers in 2020 and 2021, these are now recovering and we anticipate that by 2023/24 passenger numbers will have returned to 2019 levels, with further growth to 18 million passengers by 2033.

Achieving this vision 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.

It is essential for key improvements to be made to public transport and connectivity to the Airport in order for it to reach its potential and service the growing passenger numbers. This will allow us to maximise our economic contribution to the region whilst also reducing carbon emissions.

Our Objectives

Our key objectives are to:

- Reduce the carbon emissions resulting from surface access to the Airport by increasing non-car mode share for both passengers and employees and encouraging use of lower carbon travel options.
- Influence the delivery of improved access to the Airport at times when there are currently limited transport options, through longer public transport operating hours.
- Work with key stakeholders to support and influence transport projects that will impact on the connectivity of the Airport.
- Minimise the impact of construction works on or near the Airport to surface access.
- Increase the Airport's catchment by influencing the improvement of direct public transport services to new areas.
- Meet increases in demand to travel to the Airport as our passenger numbers grow, in a sustainable way.
- Ensure that data is gathered to help understand whether customers are satisfied with their journeys to and from the Airport and seek to influence the delivery of improvements, where necessary.
- Help to minimise the impact that disruption on the transport network has on visitors' journeys.

Section

05 | Our Priorities

Our Priorities

1. Reduce Scope 3 carbon emissions resulting from travel to and from the Airport by passengers and employees.
2. Continue to encourage modal shift away from high emission vehicles by improving the quality, coverage and choice of options for public transport, cycling, walking and low or zero emission vehicles.
3. Enhance multi-modal accessibility for all those travelling to the Airport.
4. Sustainably improve the Airport's local, regional and national connectivity to support the Airport's growth ambitions.
5. Optimise the opportunities provided by the arrival of HS2 and the Birmingham Interchange Station to improve surface access.
6. Influence the need for connectivity to the Airport from Hub 1 (Arden Cross) and Hub 2 (UK2) and other major development areas surrounding the Airport such as the NEC masterplan and UK2 development.
7. Continue to work closely with key transport operators and stakeholders to align priorities, achieve common objectives and facilitate improvements to surface access to the Airport.
8. Engage with infrastructure providers and transport bodies delivering construction works near the Airport to ensure impacts on travel to the Airport are minimised.
9. Improve provision of travel information to passengers and employees to ensure they are well informed of all transport options to enable them to plan travel effectively.
10. Encourage employees and passengers to consider their carbon impacts when making travel choices for travel to the Airport.

Section

06 | Our Targets

Our priorities are intended to increase the proportion of journeys made by passengers and employees to the Airport by public transport, cycling and walking through improving the surface access to the airport. As a result of this, the Airport's Scope 3 carbon emissions will be reduced, contributing to our decarbonisation ambition.

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's Passenger Survey data and the Airport's Travel Plan Monitoring Reports and Employee Travel Surveys.

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 employees 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).

The passenger numbers in the Section 106 agreement are not expected to be reached during the period of this ASAS as the impacts of the Covid pandemic have delayed expected growth. Our current projected passenger growth is 18 million passengers per annum (mppa) by 2033. We have however set modal share targets for the end of the ASAS period (2028) when passenger numbers are expected to be 15.9 million per annum. These targets are set out below.

One of the main objectives of this ASAS is to ensure we meet these targets where possible and provide integrated, sustainable and accessible multi-modal transport options for all. The following tables set out our historic modal split data and our transport modal share targets for the end of this ASAS.

Passenger Modal Travel

Mode	2010	2016	2019	2021	2022	Target 2028
Car	60.6%	50.5%	51.6%	65.5%	48.3%	46.0%
Taxi	21.0%	21.5%	27.9%	21.3%	33.9%	29.0%
Train	14.8%	23.1%	17.4%	11.1%	15.4%	21.5%
Bus/Coach	2.8%	3.2%	2.2%	1.8%	1.9%	2.9%
Walk/Cycle	n/a	0.6%	0.8%	0.3%	0.6%	0.6%
Other[2]	0.8%	1.1%	0.0%	0.0%	0.0%	0.0%
Total private vehicle (car and taxi)	81.6%	72.0%	79.6%	86.8%	82.2%	75.0%
Total sustainable transport (public transport and active travel)	17.6%	26.9%	20.4%	13.2%	17.8%	25.0%

The 2021 and 2022 passenger mode splits show an increase in private vehicle (car and taxi) use since 2019, and decreases in train and bus/coach, though public transport use is higher in 2022 than 2021. A number of factors have impacted on the mode splits resulting in the 2023 targets set in the last Surface Access Strategy not being met:

- During 2021, passenger numbers were reduced due to the impacts of the Covid pandemic, which affected passenger numbers for all airports and had a widespread impact on travel patterns and use of public transport.

Whilst passenger numbers were recovering in 2022, flights were not able to operate to all destinations for parts of the year.

- As a result of the pandemic, fewer rail services were operating, meaning that there was less likely to be a service
- Public transport reliability is also likely to have been a factor, with roadworks on the network impacting on bus reliability and strikes affecting public transport.

[2] *Includes park and ride, unspecified Air Rail Link and other*

Similar to passengers, the employee[3] mode splits show an increase in those driving a car alone since 2019, with decreases in car sharing, cycling, train and bus.

Whilst the targets do not include an increase in the mode share for walking, as there is limited housing within walking catchment, the increase in employee numbers by 2028 means this target represents an increase in the absolute number of employees walking.

Factors which have impacted on the mode splits resulting in the 2023 targets set in the last Surface Access Strategy not being met include:

- The Liftshare scheme, which the Airport was previously part of alongside other businesses in the area, has not been operational at the Airport since Covid. This is likely to have impacted on the ability of employees to find car sharing partners.
- Fewer rail services have been operating than in 2019, with operators still not yet back to the full timetable post Covid. This has meant there are less likely to be services running at convenient times for employees.
- The continuing disruption to rail as a result of strikes is likely to have impacted on the number of employees using rail.
- Over recent times there have been a lot of roadworks on the network, particularly in the run up to the Commonwealth Games. This has impacted on bus reliability and made buses less attractive to employees.
- Due to the reduced passenger numbers as a result of Covid, the Airport had to reduce employee numbers. As passenger numbers began to recover, new employees had to be recruited rapidly. Newer employees may be less aware of travel options and promotions available to them. The survey data also suggests that they are travelling further than in previous surveys, which will impact on which modes they are likely to be able to use.
- Work patterns have changed since Covid, with office based staff now more likely to work at home some of the time. ONS data[4] shows that throughout 2022, the percentage of working adults reporting having worked from home varied between 25% and 40%, compared to around 12% in 2019. Working at home may make them less likely to use public transport if they do not have a season ticket as they are travelling on fewer days. There has also been a trend of people moving out of urban areas and further away from places of work if they are working at home part of the time.
- Employee and business partner surveys on EV charging undertaken.
- Road maps to achieving these targets are set out at the end of the ASAS.

Employee Modal Travel

Mode	2010	2018	2019	2022	Target 2028
Car	76.1%	65.5%	63.0%	76.3%	66.2%
Car Share	n/a	5.0%	7.0%	4.4%	7.0%
Cycle	1.6%	2.0%	2.0%	0.5%	2.0%
Walk	2.0%	0.1%	0.5%	0.6%	0.5%
Train	6.7%	12.0%	12.0%	9.4%	12.4%
Bus	11.4%	14.0%	13.0%	7.4%	10.4%
Other[5]	2.2%	1.9%	2.0%	1.5%	1.5%

New targets have been set for 2028. These targets use the 2022 mode shares as a starting point and consider historic rates of change achieved. These reflect the opportunities emerging as in the longer term, HS2 further increases the Airport's rail connectivity, but also the challenges over the next five year period as recovery from the pandemic continues alongside construction works and disruption from rail strikes. The targets also reflect the policies in place in this ASAS, and our commitment to reduce carbon emissions.

This includes a recognition of the continued growth in the uptake of EV vehicles which can provide a sustainable alternative to rail.

The targets will be continually monitored and updated if necessary in collaboration with key stakeholders including SMBC, Transport for West Midlands and the Airport Surface Access Group during the lifetime of this Surface Access Strategy.

[3] Employees include both those directly employed by Birmingham Airport Limited, and indirect employees working at the Airport for partners, tenants and contractors

[4] Characteristics of homeworkers, Great Britain - Office for National Statistics (ons.gov.uk)

[5] Includes park and ride, metro and taxi

Section

07 | Monitoring

A monitoring document will be produced on an annual basis which will set out the measures that 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, and how these have contributed towards reaching the mode share targets.

This is particularly important over the course of this ASAS as the Airport continues to recover from the impacts of the pandemic, and may experience some disruption resulting from construction works for the NGSC project, HS2 and M42 J6 improvement scheme works. The monitoring document will consider whether mode share targets should be adjusted if passenger numbers or mode shares are significantly different to those anticipated, or if further measures are needed to help to meet mode share targets. The CAA's annual passenger survey and our annual Travel Plan Monitoring Reports will be used as part of this monitoring.

Usage of electric vehicles as a percentage of all car users will also be monitored through the regular employee travel survey. This data will be used to help to identify the need for further charging infrastructure at the airport.
The monitoring document will be shared with SMBC, the Airport Consultative Committee and the Airport Surface Access Group, so that the key stakeholders are aware of initiatives and progress. The Airport Surface Access Group will continue to meet regularly to oversee the implementation of the ASAS and to assess the success of implemented measures.

The Airport will continue to manage and monitor the Car Park Levy and its expenditure, which will be used to implement the sustainable transport policies within this ASAS. The Airport is accountable to the Airport Surface Access Group in how it spends the Levy.

The Airport calculates and reports Scope 3 emissions annually, in line with Airport Carbon Accreditation* requirements and following the Greenhouse Gas Protocol Scope 3 Standard for calculating indirect emissions. This includes emissions from passenger and employee surface access.

Passenger surface access emissions are calculated using data from the annual passenger survey undertaken by the Civil Aviation Authority. Employee surface access emissions are calculated using data from the annual employee travel survey. The survey results are extrapolated to the number of passengers and employees for the reporting period. The Airport endeavours to continuously improve the calculation methodology to provide a surface access emissions total that is as accurate as is practical.

As key measures to improve passenger and employee surface access are implemented, the mode split will change and impact our indirect carbon footprint. The Airport's Net Zero Carbon Plan (2022) sets out our commitment to work with airport partners to reduce the carbon emissions we can influence (Scope 3) in and around our airport. Reducing emissions from surface access is a priority as it accounts for 44% of our total carbon footprint (68,170 t/CO2e in 2022/23).

Employee Modal Travel Emissions (2022/23)

Mode	Tonnes of CO2e
Car	788
Car Share	40
Cycle	–
Walk	–
Train	20
Bus	48
Other (Taxi, Motorbike, Coach)	11
Total	**907**

Passenger Modal Travel Emissions (2022/23)

Mode	Tonnes of CO2e
Car	41,911
Taxi	23,255
Train	1,268
Bus/Coach	829
Walk/Cycle	–
Total	**67,263**

A full greenhouse gas emissions report is published on the Birmingham Airport website every summer, covering the previous financial year. This includes key information about data sources and Scope 3 calculation methodology.

The modal spilt figures together with the carbon emission calculation, will be published on an annual basis. This will help inform the emerging Airport surface access roadmap for reducing scope 3 carbon emissions.

**Airport Carbon Accreditation was launched by Airports Council International Europe in 2009. It is the only voluntary global carbon management standard for airports. The purpose of Airport Carbon Accreditation is to encourage and enable airports to implement best practice energy and carbon management to reduce greenhouse gas emissions.*

Section

08 | Policies

POLICY

- 01 Decarbonisation
- 02 Rail Service Coverage
- 03 Stakeholder Engagement and Transport Infrastructure
- 04 Transport Interchanges
- 05 Buses and Coaches
- 06 Rail
- 07 Active Travel
- 08 Road Connectivity and Private Vehicles
- 09 Goods Access and Infrastructure
- 10 Innovation and New Technologies
- 11 Network Resilience

Policy 01
Decarbonisation

The Airport's Net Zero Carbon Plan (2022) sets out our commitment to be a net zero carbon Airport by 2033 for emissions that we directly control (Scope 1 and Scope 2) as well as committing to working with our airport partners to reduce the carbon emissions that we can influence (Scope 3) in and around our Airport. Carbon emissions resulting from surface access fall under Scope 3 emissions, with passenger surface access being the second largest source of greenhouse gas emissions in 2021-22[6] and passenger and employee surface access together accounting for almost half of the Scope 3 emissions. Through working to increase travel to the Airport by non car modes, and encouraging lower and zero emission vehicles, the ASAS can help to reduce these carbon emissions.

The construction of the HS2 Birmingham Interchange Station and its connection to the Airport by the Automated People Mover (APM), for use by rail users, offers a significant opportunity to reduce travel to the Airport by car. We will continue to work with HS2 to ensure the APM is fully integrated into the Airport and plays a key role in decarbonisation of surface access.

The Airport will also continue to encourage its passengers, employee, service providers and freight and delivery operators to use low emission vehicles, alternative fuels and electric vehicles wherever possible. This will be undertaken through continued communication, information provision and exploration of the provision of further infrastructure. As part of this, we will increase our provision of electric charging infrastructure available for employee use.

We also expect hydrogen to play a significant role in fuelling air transport in the future as a low-carbon fuel. Hydrogen production and/or supply at airports will therefore be very important. There may also be opportunities for the Airport to explore the use of hydrogen buses and providing hydrogen refuelling infrastructure for third parties.

Our vision of decarbonisation is fundamental to the ASAS and all of the other policies in subsequent chapters are also designed to contribute to achieving this.

The publication of the Jet Zero Strategy and subsequent Call for Evidence could have significant implications for the future of aviation and Scope 3 emissions including surface access. It is important for the Airport to be prepared for Jet Zero and be ready to respond as it develops. Over the course of this ASAS we will develop a response to Jet Zero and how it will influence surface access.

We will work with key stakeholders to:

- Work with HS2 to ensure that the APM becomes an integral part of the Airport and maximise the opportunities for decarbonisation arising from its construction.
- Expand our electric vehicle charging network to meet the needs of our partners and customers and ensure that sufficient infrastructure is available to accommodate low emission vehicles.
- Seek to encourage employees to consider carbon impacts when making travel choices travelling to work or for business purposes.
- Investigate providing information to passengers on carbon emissions resulting from travel to the Airport by different modes.
- Continue to use electric buses for landside transport.
- Encourage service providers to utilise low emission technologies, alternative fuels and electric vehicles.
- Explore any opportunities for the use of hydrogen buses at the Airport and the possibility of providing hydrogen refuelling infrastructure for third parties.
- Continue to monitor the development of Jet Zero and create a plan to respond quickly and effectively.
- Continue to monitor and report on Scope 3 emissions.

[6] *Source: Greenhouse Gas Emissions Report 2021-22, passenger travel surface access contributed 33,991 tonnes and staff surface access 1,071 tonnes of the total of 77,928 tonnes of Scope 3 emissions*

Policy 02
Rail Service Coverage

The Airport is located next to Birmingham International Station on the West Coast Main Line and is connected by an Air Rail Link. However, the times of the services do not always align well with the peak arrival and departure times for passengers and employees. This is particularly a problem for those travelling on early morning flights. This limits the opportunity to increase rail mode share as there are a proportion of travellers to the Airport who have no option to use the train.

Whilst our policy in relation to rail in more general terms is set out in Policy Six, the hours of operation of rail services to the Airport have been identified as a particular priority for this ASAS. This has therefore been addressed in a separate policy.

The peak period for passengers to turn up at the Airport is between 04:00 and 06:00, accounting for almost a third of all passengers across the year.

But with the first trains not arriving at Birmingham International Station until after 05:30, public transport options for passengers arriving at this time are very limited. If earlier rail services were available there is significant potential to increase rail use. The early peak of passenger departures also means that many employees are travelling to work at times when there are few public transport options. Car park data shows that the peak arrival time for employees is before 06:00, and in the 2022 travel survey, 26% said that they had arrived at work before 06.00.

The survey showed 3% of employees arriving between 00.00 and 03.00 and a further 23% between 03.00 and 06.00. Given the peak period for passenger arrivals, it is likely that many of those arriving between 03.00 and 06.00 arrive during the earlier part of this period.

A key priority for this ASAS is to work with train operating companies to investigate opportunities to extend the hours of rail services to Birmingham International station.

We will work with key stakeholders to:

- Continue to encourage provision of earlier train services at Birmingham International Station
- Provide information on flight times, passenger profiles and employee shift times to rail operators to inform their service timings
- Promotion and encouragement of use of journey planners for passengers and employees to ensure awareness of available options for those travelling outside of peak periods
- We will work with HS2 and try to influence the operational times of the APM.

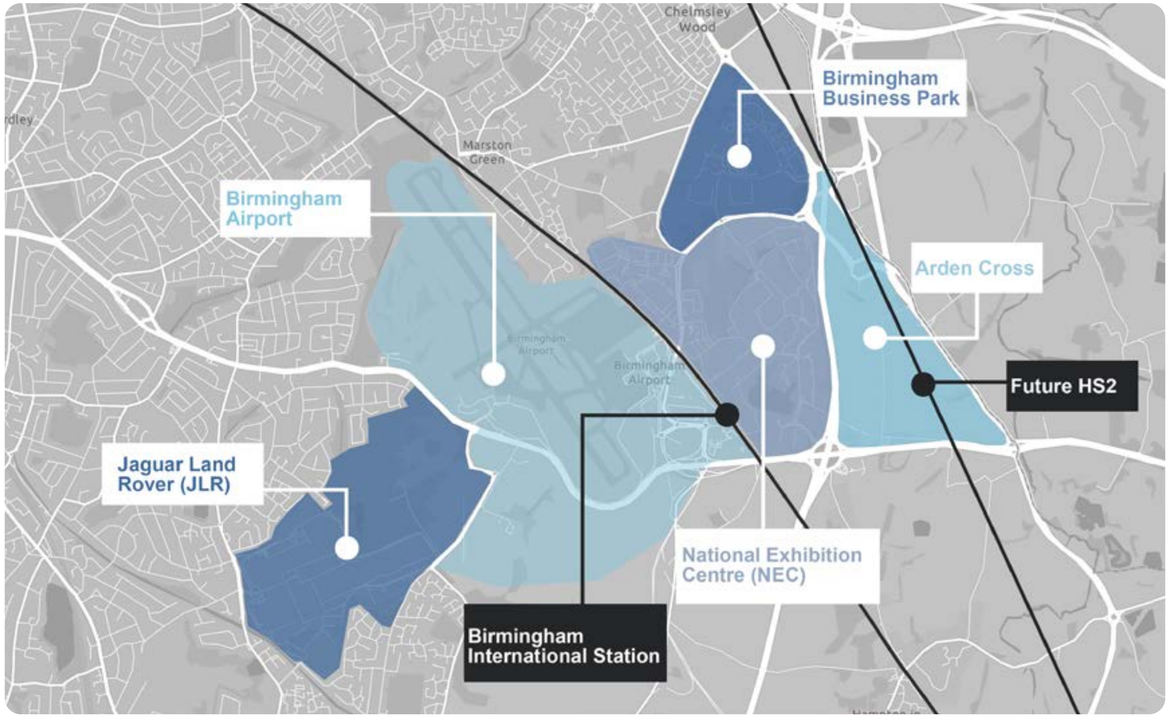
Policy 03
Stakeholder Engagement and Transport Infrastructure

Investment in transport infrastructure is influenced by policies made at a national, regional and local level, as well as initiatives lead by transport bodies and infrastructure providers.

Whilst we cannot directly control decision making related to transport infrastructure, we will continue to engage with relevant stakeholders to ensure that future investment takes account of the need to improve sustainable access to the Airport.

Continued engagement with Arden Cross, NEC and UGC is important to influence their masterplans as they develop, and seek to enhance connectivity to the Airport for buses, walking and cycling. We will also continue to work closely with key stakeholders to build the case for transport projects that will benefit and improve the connectivity of the Airport such as Sprint[7], the Metro extension and improvements to the Strategic Road Network.

The Airport Surface Access Group includes local authorities, public transport operators and regional and national transport bodies and forms a key part of engagement with stakeholders. This group will continue to meet on a regular basis.

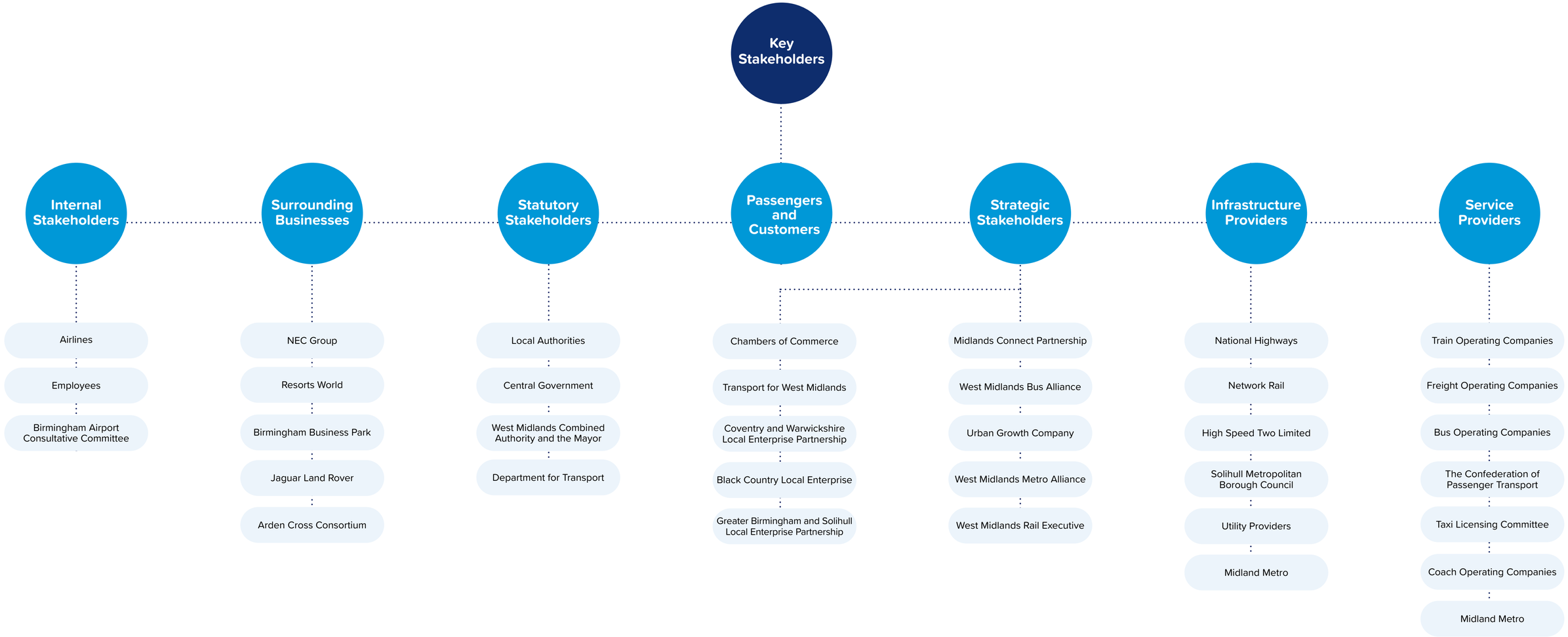


[7] *Sprint is a bus priority corridor with extended bus lanes and priority signalling*

We will work with key stakeholders to:

- Influence investment in transport infrastructure that will improve access to the Airport.
- Support local, regional and national transport infrastructure projects that will boost the region's economy and improve connectivity to the Airport.
- Collaborate and share best practice with neighbouring sites such as Birmingham Business Park, NEC and Resorts World.
- Engage with Arden Cross, NEC and UGC and seek enhanced connectivity to the Airport by sustainable modes as their masterplans develop.
- Continue to hold regular Airport Surface Access Group meetings.

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



Policy 04
Transport Interchanges

Transport interchanges enable transfers between different modes of transport as passengers travel from their origin to their destination.

After the construction of HS2, Birmingham Airport will be one of three key transport interchanges within the UK Central Hub area, alongside the HS2 Birmingham Interchange Station and Birmingham International Station. All of these interchanges will offer connections between buses, taxis, private vehicles, walking and cycling. In the future this may also include Sprint at some or all of these interchanges, and Metro at the International and Interchange stations.

The APM will connect the Airport, Interchange and International Stations with each other and the NEC, providing frequent services and taking approximately six minutes to travel between the Interchange and the Airport.

We will continue to work with key stakeholders to support the delivery and improvement of these transport interchanges. The interchanges are particularly important for those travelling by public transport and crucial to our vision of decarbonisation. To maximise the opportunities they offer to encourage travel by non-car modes, we will seek to minimise disruption during construction works. We will also work with partners to ensure that they are easy to navigate, with information provided at the interchanges making it clear how to get to the Airport. This is key to encouraging employees and passengers to use them for travel to the Airport.

We will work with key stakeholders to:

- Support the delivery and improvement of existing and new transport interchanges.
- Maximise the opportunities to integrate HS2 with other modes of transport.
- Minimise disruption resulting from construction and improvement works to the interchanges.
- Ensure interchanges are easy to navigate and provide clear information on how to travel to the Airport.

Policy 05
Buses and Coaches

Bus services provide important local and regional connections for passengers and employees, whilst scheduled and chartered coach services provide local, regional and national connections. They are an essential mode of sustainable transport to the Airport. Encouraging the use of buses over cars, especially low emission and electric buses, is a key part of reducing carbon.

In 2022, 1.9% of passengers and 7.4% of employees used buses and coaches to travel to the Airport. Our target is to increase this to 2.9% and 10.4% by 2028. In order to achieve these targets we will look at opportunities to improve bus and coach services and identify gaps in current provision and work with bus and coach operators to increase services.
We will share data with bus and coach operators to provide evidence of demand for new services and seek to obtain data from operators to help us understand usage of existing services.
As access for buses and coaches is constrained by bus stop capacity, bus facilities may need to be tendered.

It is important to ensure that new employees are provided with information on public transport services and ticketing offers available to them to encourage the use of non-car modes before their travel patterns become established.

To encourage the use of buses, it is important that they continue to have a prominent position at the Airport so that they are attractive and convenient.

The construction of the NGSC project will result in Airport Bus Stop G being temporarily removed from Comet Road for up to two years. During construction of the HS2 APM, Bus Stop A may be permanently removed. A review of the bus stops has shown that services currently using Stop G can be reassigned to other stops without any loss of capacity. Services currently using Stop A can then be relocated to the current Stop G location once the NGSC project is complete, enabling all of the current bus services to continue to stop at the Airport. The future layout of bus stops and the inner roads once the NGSC and the HS2 APM are constructed are shown in the plan on the following page.

We will work with bus operators to encourage the use of low or zero emission vehicles to further contribute to decarbonisation of travel to the Airport. Most bus services at the Airport are currently operated by National Express West Midlands who have pledged to have a fully zero carbon fleet by 2030, and have retrofitted their buses with Euro VI exhaust systems to reduce emissions.

A potential solution to fill gaps in existing bus service coverage is Demand Responsive Transport (DRT), with a number of trials currently taking place in the local area such as Meriden and Coventry. This could operate across the Hub area to provide steady demand across the day. We will work with partners to consider opportunities for a trial to demonstrate the need for a commercial service.

Sprint

The ultimate vision for the Sprint Bus Rapid Transit lines include two routes proposed to serve the 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.

The first phase, providing bus lanes and priority junctions along the A34 and A45, has been completed. Phase 2 includes further extension of bus lanes on the A45 to create one continuous bus route from Sheldon to Birmingham city centre and is due to commence construction in 2024.

Once fully completed, the Sprint services 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 to the above, there will ultimately 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 Sprint routes.

We will work with key stakeholders to:

- Explore new bus and coach routes to fill gaps in current provision.
- Encourage greater use of buses through appropriate routes, service frequencies and fares.
- Share data with operators to provide evidence of demand for new services and to obtain data on current usage.
- Ensure that there is sufficient road space for bus services and bus stands allocated at Birmingham Airport to accommodate bus services.
- Maintain a prominent location for bus stops at the Airport to ensure they are visible and attractive to users and potential users.
- Continue to offer discounted bus tickets to BAL employees to encourage greater bus use.
- Promote information on services and ticketing offers to new employees to influence mode choice at the start of their employment.
- Explore opportunities for a trial of Demand Responsive Transport in the local area.
- Continue to support delivery of the A45 and Hall Green Sprint services and other Sprint Routes.
- Improve public transport infrastructure at the Airport where required.

Policy 06
Rail

Birmingham International Station is located next to the Airport and is connected by an Air Rail Link. The station is on the West Coast Main Line and provides local, regional and national links, making the Airport the best connected by rail in the UK.

The recent Midlands Rail Hub Outline Business Case sets out plans to improve rail in the West Midlands, with faster, more frequent or new rail links for over 30 locations including Birmingham, Bromsgrove, Nuneaton, Worcester, Hereford, Cardiff, Bristol, Cheltenham and Leicester. It would give better east-west connections in the Midlands and enhance access to HS2. It is anticipated that works could begin in 2025 with completion by 2030. These improvements will benefit routes which could be used to connect to the Airport.

The most recent data shows that in 2022 15.4% of passengers and 9.4% of employees travelled to the Airport by train. Our target is to increase this to 21.5% and 12.4% by 2028.

Whilst rail services have been operating on a reduced timetable over the pandemic, the number of services is now increasing again, improving opportunities for passengers and employees to use rail.

As passenger numbers at the Airport grow, it is critical that rail capacity and services are maintained and improved where possible, and consideration given to opportunities to enhance connectivity to areas which are currently harder to reach.

We will continue to work closely with relevant authorities, transport bodies and infrastructure providers to improve rail access to the Airport, including Network Rail, the Train Operating Companies, West Midlands Rail Executive and Midlands Connect. Ongoing public transport strikes are impacting on travel to the Airport and acting as a deterrent to passengers and employees using rail. Whilst these impacts are outside of the Airport's control, we will communicate information about planned disruption including rail strikes to our employees and passengers to allow them to plan alternative travel and minimise disruption. We will also seek to gather data on rail reliability to influence public perception of the levels of rail disruption.

We intend to hold public transport open days at the Airport to provide information on available travel options to employees and encourage employees to use public transport.

HS2

The Birmingham Interchange Station will be built within the Hub, making the Airport the first in the UK to have direct high-speed rail connections.

The Interchange Station will be directly connected to the Airport and Birmingham International Station by the APM, enabling travel between the Interchange Station and the Airport in approximately six minutes. The APM will be a replacement for the current Air Rail Link.

Once HS2 is operational (expected to be between 2029 and 2033), the Airport will be just over half an hour from West London (Old Oak Common). This presents a substantial opportunity to increase rail travel to the Airport, although, current services from the North are not planned to stop at the Interchange Station.

Opportunities are also likely to arise from non HS2 services making more local stops once HS2 is operational, potentially improving frequencies from some locations.

We will work with HS2, Network Rail, National Highways, TfWM, Midlands Connect and the Department for Transport to ensure that we maximise the opportunities presented by the opening of HS2 in increasing the rail mode share.

Metro

A Metro extension from Birmingham city centre to the HS2 Birmingham Interchange Station via North Solihull (e.g. Chelmsley Wood) has been proposed subject to funding, to include a stop at Birmingham International Station.

Whilst this is a longer term aspiration and unlikely to be delivered during this ASAS, in the future it will provide another form of public transport to the Airport.

We will continue to work closely with the Midlands Metro Alliance, TfWM and the UGC to support delivery of the Metro extension and other routes that will improve connectivity to the Airport.

Very Light Rail

Coventry Very Light Rail is a research and development project, developing an innovative track design and vehicle to deliver an affordable light rail system. The vehicle has been designed to be autonomous, allowing it to operate at a high frequency and providing a turn-up and go service.

The Airport will support any VLR proposals that would provide improved connectivity for employees and passengers.

We will work with key stakeholders to:

- Improve rail access to the Airport by supporting initiatives to increase capacity and enhance connectivity.
- Engage with DfT and Great British Railways to influence routes, service frequencies and fares.
- Provide information on planned disruption to passengers and employees, whilst seeking to improve perceptions of poor reliability.
- Continue to offer discounted rail tickets for BAL employees to encourage greater rail use.
- Hold public transport open days in the Airport to provide information on travel options to employees.
- Maximise the benefits of the arrival of HS2 and the opening of Birmingham Interchange Station to connectivity at local, regional and national level.
- Support the delivery of the proposed Metro line between Birmingham city centre and Birmingham Interchange Station, and any other Metro proposals that will benefit travel to the Airport.
- Improve public transport infrastructure at the Airport where required.

Policy 07
Active Travel

Whilst walking is not a realistic mode for the majority of passengers, it could be an option for employees who live locally. Similarly, cycling could also represent a viable option for employees living within a slightly wider radius of the Airport.

However, there are barriers which may discourage employees from using active modes to travel to work, including distance, time constraints, and shift patterns resulting in travel during early or late hours.

Data from the most recent employee travel survey in 2022 shows that 0.5% cycle to work and 0.6% walk. Our target is to increase this to 2.5% across the active modes by 2028. 1% of employees live within a mile of the Airport whilst 17% live between 1 and 5 miles from the Airport, indicating that there is potential to encourage greater use of active modes.

We will work with key stakeholders to seek to ensure that pedestrian and cycle routes are convenient, safe and secure, both for connections to surrounding communities and within the Airport site and connecting to the Birmingham Interchange Station and the rest of the Hub.

We will continue to provide and publicise our facilities for cyclists such as showers, lockers and cycle parking and encourage BAL employees to use the Cycle to Work Scheme or any equivalent scheme' introduced by the Airport.

The 2021 Solihull Cycling and Walking Infrastructure Plan (LCWIP) includes a number of routes which serve the Airport and surrounding area including:

- Elmdon and Catherine-de-Barnes to UKC Hub
- Balsall Common to north of A452 Kenilworth Road
- Castle Bromwich to NEC / Birmingham Business Park
- Solihull to Damson Parkway.

The Solihull Town Centre to Birmingham Airport via Catherine De Barnes corridor is one of the Solihull LCWIP's priority cycle corridors, with the A45 connecting Birmingham to the Airport also a route in the West Midlands LCWIP. We will work with TfWM and the local authorities in exploring opportunities for improvements on these corridors.

As part of the A45 Damson Parkway junction improvement scheme, crossing facilities will be upgraded, improving access to the back entrance of the Airport.

We will work with key stakeholders to:

- Increase the number of employees who walk and cycle to work.
- Where possible influence the improvement of 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.
- Ensure that new infrastructure does not adversely impact existing pedestrian or cycle routes.
- Where possible influence the improvement of 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.
- Assess the need to 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.
- Provide information on the Airport website and intranet on walking and cycling routes.

Policy 08
Road Connectivity and Private Vehicles

Road Access

The Airport is well located on the Strategic Road Network with close proximity to the M1, M5, M6, M40, M42 and A45. This gives the Airport excellent connectivity by road, and whilst our focus is on sustainable travel and decarbonisation, access by road also remains important.

The regional road network is heavily congested, particularly at peak times. Whilst much of demand for travel to the Airport is outside of peak times, this congestion can impact on those accessing the Airport.

Midlands Connect recognise that even with changing travel patterns, congestion is likely to continue to impact the economy, stating in their Strategic Transport Plan (2022) that;

> *"...even in a scenario where we all travel and use cars less at a household level, current national forecasts indicate that the overall growth in population and economic activity will likely lead to an increase in overall travel demand, including the demand to travel by car. Whilst electric vehicles will remove carbon and most particulate emissions at the point of use, they will not reduce the congestion that is already holding back our economy."*

Reducing journey times on the regional road network and improving resilience are therefore necessary to maximise the Airport's contribution to the regional economy.

We will therefore work closely with National Highways, 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. As demand for travel by car will continue to be important to both the regional economy and the Airport, the Airport will continue to grow its electric vehicle charging network to encourage the use of low carbon vehicles in and around the Airport boundary.

We will continue to support the delivery of the M42 Junction 5a scheme, which is currently under construction and due to be completed in 2025. Once completed this will increase capacity, relieve congestion and provide better access to the Airport.

We will also continue to engage with National Highways to explore and support other options for highway improvements that will improve journey times and reliability for those travelling to the Airport.

Private Car

Whilst the Airport supports sustainable transport and seeks to improve the public transport modal share, it is inevitable that some employees 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 considering any further enhancements to the on-site drop off facilities, long stay car parks and pedestrian routes between the terminal and car park areas, though this needs to be balanced against the need to encourage use of non-car modes. Current facilities include the Premium Set Down drop off facility, a free 10 minute drop off car park and a covered walkway between the terminal and the free drop off car park.

Furthermore, the Airport will continue to engage with other stakeholders on car parking across the Hub, including the planned car park at Birmingham Interchange Station and what opportunities that may present for access to the Airport.

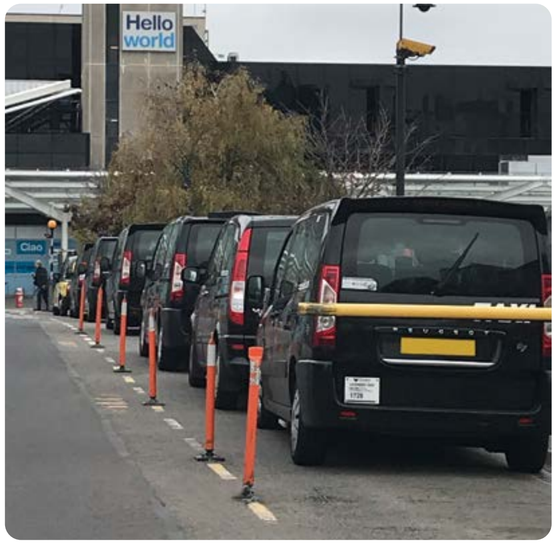
The Airport introduced a Car Park Levy in July 2014, which has helped to fund the implementation of previous ASAS actions and targets. The Airport will continue to manage the levy and its expenditure to implement the sustainable transport policies within this ASAS.

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. Therefore we will seek to reduce the number of car trips made by high emission vehicles to the Airport through the implementation of the public transport, active mode and decarbonisation policies set out in this ASAS.

We will also look to re-introduce Liftshare or a similar car sharing scheme to encourage employees to car share and reduce the number of single occupancy car trips. Car sharing had reduced to 4.4% in the 2022 employee travel survey, however the survey also showed strong interest in the re-introduction of the Liftshare scheme, with 41% very or fairly interested in using it.

Whilst we will seek to encourage the use of other modes and reduce the number of car trips made to the Airport, for those who do travel by car we also seek 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. The most recent travel survey indicated that 8% of employees travel to work in an electric or hybrid vehicle, which has increased since 2019. This number is likely to grow further as 30% of those whose household does not currently own or lease an electric or hybrid vehicle are considering doing so in the next 5 years.

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



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 employees although, it is acknowledged that employees 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 that will occur as a result of increasing passenger numbers, even with the targeted reduction in taxi mode share.

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.
- Continue to enhance the passenger experience by considering improvements to on-site drop off facilities, car parks and pedestrian routes to car parks.
- Engage with stakeholders across the Hub in relation to car parking.
- Consider the re-introduction of the Liftshare 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.

Policy 09
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 an off-site Consolidated Delivery Centre to reduce the number of delivery vehicles accessing the Airport.

Freight

Prior to the last ASAS, the Airport had been seeing an increase in the quantity of freight it was handling. However, this had reduced in 2019 to 29,866 tonnes from a peak of 41,803 tonnes in 2017. We are not expecting a significant increase in freight volumes over the period of this ASAS.

In line with our net zero ambition, we will encourage our freight operators to use new technologies as they become available to minimise vehicle emissions. We will also encourage the operators to improve the efficiency of freight movements to consolidate movements where possible and reduce empty space in vehicles.

We will work with key stakeholders to:

- Minimise the number of vehicle trips generated by Airport deliveries.
- As the Airport grows, monitor the capacity of the (off-site) Consolidated Delivery Centre.
- Encourage use of new technologies to minimise vehicle emissions.
- Encourage the improved efficiency of freight movements.
- Engagement with the supply chain on transport issues such as disruption.

Policy 10
Innovation and New Technologies

We will continue to support innovations through the use of technology which enhances the experience of employees and passengers travelling by public transport to the Airport and encourage new users. We will also continue to use technology as part of the data gathering for monitoring and seek to utilise improvements in technology to enhance our calculations such as surface access emissions.

This includes the use of smart ticketing using Swift cards to allow flexible travel across different modes.

It will also include improving the journey planning page on the Airport's website to ensure that it is up to date and easy to use. We will explore further enhancements to the travel planning information available to passengers and employees such as providing information on carbon emissions by different modes to enable them to make informed choices on how they travel.

We will work with key stakeholders to:

- Support integrated/smart ticketing for all modes of public transport.
- Maintain up to date travel information and communicate this effectively to passengers and employees to increase knowledge of sustainable travel options.
- Continue to improve the journey planning page on the Airport's website.
- Investigate further enhancements to travel planning information such as providing information on carbon emissions.

Policy 11
Network Resilience

A number of construction works are currently ongoing or will take place during the period of this ASAS. These include the NGSC, HS2 enabling works and National Highways works on M42 J6 improvement scheme.

We will continue to work closely with the relevant infrastructure providers and transport bodies to ensure that disruption to travel to the Airport and the passenger experience is minimised during these works.

We will also continue to engage with TfWM and other key delivery and operations partners to improve the resilience of the transport network to minimise impacts during expected periods of high travel demand and major events.

We will ensure that planned construction works are publicised in advance so that employees, passengers and freight operators are aware and able to plan their journeys.

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.

Section

09 | Roadmap

ROADMAP:

- Rail
- Bus/Coach
- Active Travel

Roadmap: Rail

Figures

Mode	2022	2028
Passengers per annum	10.4 mil	15.9 mil
Average passengers per day	14,267	21,804
Passenger mode share	15.4%[8]	21.5%
Passenger rail users per day (inbound to Airport)	2,197	4,688
Employees on site per day	1,650	2,522
Employee mode share	9.4%[9]	12.4%
Employee rail users per day (inbound to Airport)	155	313

Key Measures

Measure	Cost	Ease of implementation	Level of impact
Extend hours of rail services at Birmingham International	Medium	Medium	High
Increase capacity on rail services to the Airport	Medium	Medium	Medium
Enhance connectivity to areas which are currently harder to reach by rail	High	Low	Medium
Discounted rail tickets for BAL employees	Low	High	Medium

Key Stakeholders for Delivery:

- Train Operating Companies
- DfT
- Network Rail
- West Midlands Rail Executive

[8] *Based on 2022 CAA data*

[9] *Based on 2022 Employee Survey data*

Roadmap: Bus/Coach

Figures

Mode	2022	2028
Passengers per annum	10.4 mil	15.9 mil
Average passengers per day	14,267	21,804
Passenger mode share	1.9%[10]	2.9%
Passenger bus users per day (inbound to Airport)	271	632
Employees on site per day	1,650	2,522
Employee mode share	7.4%[11]	10.4%
Employee rail users per day (inbound to Airport)	122	262

Key Measures

Measure	Cost	Ease of implementation	Level of impact
Increase frequency of bus services	Medium	Medium	Medium
Provide new bus and coach routes to fill gaps in current provision	High	Medium	High
Discounted bus tickets for BAL employees	Low	High	Medium
Delivery of Sprint	High	Low	High

Key Stakeholders for Delivery:

- TfWM
- Bus operating companies
- Coach operating companies

[10] *Based on 2022 CAA data*

[11] *Based on 2022 Employee Survey data*

Roadmap: Active Travel

Figures

Mode	2022	2028
Passengers per annum	10.4 mil	15.9 mil
Average passengers per day	14,267	21,804
Passenger mode share	0.6%[12]	0.6%
Passenger active travel users per day (inbound to Airport)	86	131
Employees on site per day	1,650	2,522
Employee mode share	1.1%[13]	2.5%
Employee active travel users per day (inbound to Airport)	18	63

Key Measures

Measure	Cost	Ease of implementation	Level of impact
Provision of new cycle routes	Medium	Medium	Low
Provision of additional cycle parking, showers and lockers	Low	High	Low
Improve public realm and wayfinding around the terminal and Hub	Low	High	Low
Provision of walking and cycling information on the website and intranet	Low	High	Low

Key Stakeholders for Delivery:

- Solihull MBC
- TfWM

[12] *Based on 2022 CAA data*

[13] *Based on 2022 Employee Survey data*

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