

# Climate Crisis – What more can Transport Planners do to address the climate emergency?

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*Is sustainable air travel an illusion? Searching for ways to reduce car travel to Manchester Airport by adopting successful surface access design elements from the world's most environmentally friendly airports.*

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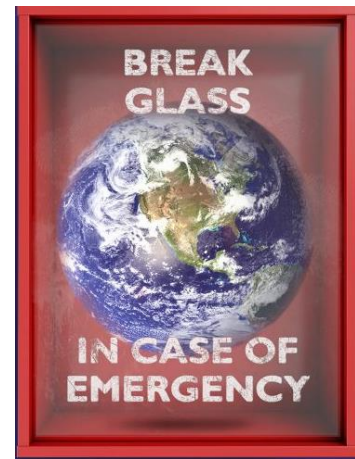
Transport Planning Society

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## 1. Introduction

All countries are now suffering from various climate irregularities resulting in a major emergency – the climate emergency. In the UK, transportation is the No.1 source of greenhouse gas emissions (1). Global air transport produces circa 2% of global man-made CO<sub>2</sub> emissions which are the dominant cause of climate change. From all transport sources, aviation is responsible for 12%, whereas road transport produces 74% of CO<sub>2</sub> emissions (ATAG, 2018). However, in present times, expecting people to just stop travelling is not exactly realistic; as travelling allows us to experience, understand and connect with each other better. Nevertheless, the clock is ticking, and governments are declaring climate emergencies, therefore creating a sustainable future for aviation and limiting its environmental impact becomes a shared responsibility. So how can Transport Planners help to minimise the effect of aviation on the climate?



According to Ryley (2013) much of the aviation-related focus has fallen on reducing aircraft emissions; nonetheless, one of the main sources of airport-related emissions is passenger and freight journeys to/from airports. It is important that we address that sustainable air travel does not start in the air, it begins on the ground, therefore we need a more holistic approach, starting with changes to the way people and goods access airports.

According to the Air Transport Action Group's (ATAG) report, in 2017, over 4.1 billion passengers were transported between the estimated 3800 airports worldwide which increased to 4.4 billion passengers in 2018. Manchester Airport (hereafter referred to as 'MAN') – the UK's third busiest passenger airport – handled over 29 million passengers in 2018/19 (2) which is expected to grow to up to 50mppa<sup>1</sup> by 2030 (SDP, 2016). However, the Department for Transport (DfT) and Airports Commission forecasts indicate that the airport could achieve a passenger movement of up to 55mppa if its two runways are fully utilised. On top of the billions of people travelling, over 61 million tonnes of airfreight were also transported between airports worldwide in 2017 with MAN accounting for 117,000 tonnes of freight annually (3).

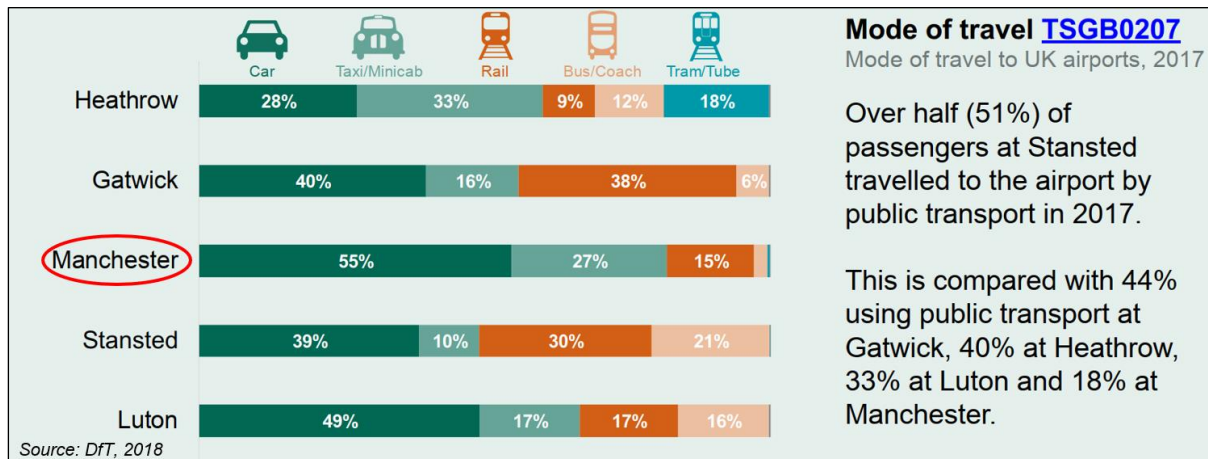
These figures show that airports are significant generators of surface access journeys and since this is concentrated at one site, surface access has '*serious implications for human health and wellbeing, traffic delays and congestion, energy use, noise, vibration, user safety and local air quality*' (BUDD, 2016).

MAN operates 24 hours a day and 7 days a week, creating different travel patterns for all consumers from most typical commuter and leisure journeys, therefore poses greater challenges for public transport operators. This challenge is reflected within DfT's 2018 Transport Statistics (**Figure 1**) which show that passenger access to the airport in 2017 was still dominated by car, therefore a significant shift to public transport is required.

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<sup>1</sup> Mppa = Million Passenger Per Annum

**Figure 1: Passenger Mode of Travel to UK Airports, 2017**



Whilst this study will focus mainly on passenger, visitor and staff mobility, achieving sustainable mobility of goods is equally as important. The paper will be structured as follows:

- Examination of how MAN's Surface Access targets and visions comply with United Nations' Sustainable Development Goals (SGD's), and offering recommendations as to which other Goals could be incorporated in their future proposals;
- Identification of the current challenges of MAN's surface access provision whilst examining opportunities for improvement of its existing and future infrastructure by using examples from other successful airports around the world; and
- Attempt to identify the most effective and successful ways to encourage behaviour change in accessing airports.

## 2. Methodology Statement

Airports have been striving to become more environmentally friendly. Architects, engineers and scientists are coming up with innovative ideas to create green airport buildings, electrical aircrafts, sustainable aviation fuel to reduce aviation's contributions to climate change. So, whilst we await the era of electric aircraft, how can transport planners help to create a world of 'sustainable air travel'?

In addressing this question, it became clear that surface access is an increasingly important issue for airports and if all the predicted growth in air passenger numbers are accurate, and strong changes in modal shift don't occur, the surface access situation will worsen. It is evident that we, transport planners, are at the heart of creating a sustainable world!

The UN recognises that transport planners are crucial in helping to implement the SDGs which represent a major joint effort to shift the whole world towards more sustainable ways of moving people, goods and services. Therefore, this paper presents a review of these Goals and the valuable opportunities that exist within surface access provision, to accelerate progress towards sustainable air travel by examining interlinkage across them and demonstrating how behavioural change plays an important part in achieving them.

The paper will aim to prove that airports can lower their emissions significantly by changing the travel behaviour of staff, passengers and visitors. Manchester Airport has been chosen as a case study, as it ranks highest in the UK for passenger access by car. In order to better understand the current situation at MAN, this desk-based research was complemented by a face-to-face discussion with Manchester Airport Group's (MAG) Planning and Surface Access Strategy Managers. With their consent, the interview notes have been enclosed in **Appendix A**.

Further information was collected via desk-based research focusing on the SDG's, relevant policies and strategies, and how MAN's surface access vision and targets align, whilst also investigating best practice on effective behavioural change at other successful airports. This research aims to highlight the challenges MAN faces in its provision of sustainable surface access whilst offering them further ideas on how to reduce their high percentage of private car trips by locating environmentally friendly airports and ascertaining what key elements of their surface access design helped them to reduce their own carbon emissions.

Exemplar airports that achieved either Level 2 (Reduction), Level 3 (Optimisation) or Level 3+ (Neutrality) Airport Carbon Accreditation (further information in **Appendix B**), based on their carbon management activities or recently pledged being Net Zero by 2050 and had available surface access strategy data were selected.

**Figure 2: Selected Airports**



Source: Created by K. Zsobrak, full map available at <https://bit.ly/35G4WQW>

### 3. United Nation`s Sustainable Development Goals (2015)

To help reduce airports` contribution to climate change, several universal policies are available that aim to reduce private vehicle journeys to/from airports and encourage a mode shift towards increased public transport use among consumers. The paper`s main focus is directed to the UN`s SDG`s, however national and local policies, such as DfT`s Aviation Policy Framework (2013), Manchester Airport`s Sustainable Development Plan (SDP, 2016), and Manchester Airport`s Travel Plan (TP, 2019) have also been reviewed and referenced throughout this paper.



The SDGs are a collection of 17 goals that are interconnected and address the global challenges we face, including but not limited to, areas such as climate, poverty, inequality and peace and justice. Each Goal and associated targets need to be achieved by 2030 (4).

In 2017 ATAG released a report called *'Flying in Formation – Air Transport and the Sustainable Development Goals'* which, amongst other elements of air transportation, sets out how airports` surface access contributes to achieving the SDGs. The analysis shows that aviation as an industry already supports and complements 15 out of the 17 SDGs through its day-to-day operations. The document suggests that individual airports should examine their own circumstances and assess how they can use the SDGs as a framework to best serve the future.

**Figure 3** overleaf details all 17 SDGs and the scale of relevance to the aviation sector as a whole.



Figure 3: Sustainable Development Goals and Aviation

			Direct relevance to 'global' aviation
	<b>1: NO POVERTY</b>	End poverty in all its forms every where	<input type="checkbox"/>
	<b>2: ZERO HUNGER</b>	End hunger, achieve food security and improved nutrition and promote sustainable agriculture	<input type="checkbox"/>
	<b>3: GOOD HEALTH AND WELLBEING</b>	Ensure healthy lives and promote well-being for all at all ages	<input type="checkbox"/>
	<b>4: QUALITY EDUCATION</b>	Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all	<input type="checkbox"/>
	<b>5: GENDER EQUALITY</b>	Achieve gender equality and empower all women and girls	<input type="checkbox"/>
	<b>6: CLEAN WATER AND SANITATION</b>	Ensure availability and sustainable management of water and sanitation for all	<input type="checkbox"/>
	<b>7: AFFORDABLE AND CLEAN ENERGY</b>	Ensure access to affordable, reliable, sustainable and modern energy for all	<input type="checkbox"/>
	<b>8: DECENT WORK AND ECONOMIC GROWTH</b>	Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all	<input type="checkbox"/>
	<b>9: INDUSTRY, INNOVATION AND INFRASTRUCTURE</b>	Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation	<input type="checkbox"/>
	<b>10: REDUCED INEQUALITIES</b>	Reduce inequality within and among countries	<input type="checkbox"/>
	<b>11: SUSTAINABLE CITIES AND COMMUNITIES</b>	Make cities and human settlements inclusive, safe, resilient and sustainable	<input type="checkbox"/>
	<b>12: RESPONSIBLE CONSUMPTION AND PRODUCTION</b>	Ensure sustainable consumption and production patterns	<input type="checkbox"/>
	<b>13: CLIMATE ACTION</b>	Take urgent action to combat climate change and its impacts	<input type="checkbox"/>
	<b>14: LIFE BELOW WATER</b>	Conserve and sustainably use the oceans, seas and marine resources for sustainable development	<input type="checkbox"/>
	<b>15: LIFE ON LAND</b>	Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss	<input type="checkbox"/>
	<b>16: PEACE, JUSTICE AND STRONG INSTITUTIONS</b>	Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels	<input type="checkbox"/>
	<b>17: PARTNERSHIPS FOR THE GOALS</b>	Strengthen the means of implementation and revitalise the global partnership for sustainable development	<input type="checkbox"/>

Source: ATAG, *Flying in Formation*, 2017

The most recently updated policies and strategies are being designed to incorporate the SDGs into their framework. A great example is MAG's Corporate Social Responsibility (CSR) Report 2018/19 which is now fully aligned with four areas of the SDGs (**Figure 4**), however there is only one Goal, (highlighted red), that incorporates elements of surface access, whereas it's possible that other Goals could also integrate these as illustrated in the following pages.

**Figure 4: MAG's SDGs**

UN SDG	Explanation	Relevant UN targets	Opportunity for MAG to contribute
<b>8</b> DECENT WORK AND ECONOMIC GROWTH 	Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all.	8.1 Sustain per capita economic growth.	With over 40,000 people working in businesses across MAG's airports, we can foster economic growth and productivity and support the creation of good jobs and quality employment, locally and regionally.
		8.3 Promote development-oriented policies, job creation, entrepreneurship, growth of micro, small and medium sized enterprises.	
		8.5 Achieve full and productive employment and decent work for all women and men, including young people and persons with disabilities.	
<b>10</b> REDUCED INEQUALITIES 	Reduce inequality within and among countries.	10.1 By 2030, progressively achieve and sustain income growth of the bottom 40% of the population at a rate higher than the national average.	As major businesses in the regions in which they operate, our airports have the opportunity to help to reduce inequalities in our communities. We can do this by supporting people into work and investing in areas of deprivation. As a major employer, we can also reduce workplace inequalities by ensuring we are an inclusive and diverse place to work.
		10.2 By 2030, empower and promote the social, economic and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status.	
<b>11</b> SUSTAINABLE CITIES AND COMMUNITIES 	Make cities and human settlements inclusive, safe, resilient and sustainable.	11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all.	We can work with the communities around our airports to be a positive force. Our businesses generate jobs, infrastructure, income, partnerships and investments and contribute to the sustainable development of the local area.
<b>13</b> CLIMATE ACTION 	Take urgent action to combat climate change and its impacts.	13.1 Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters.	Our airports have a proven track record, reducing emissions from our operations and achieving carbon neutrality. Our airports can go further, reducing remaining emissions, improving the climate resilience and climate preparedness of our operations and cultivating collaborative approaches to reduce the impacts of the wider aviation industry.
		13.3 Improve education, awareness-raising and human and institutional capacity of climate change mitigation, adaptation, impact reduction and early warning.	

Source: MAG, CSR Report 2018/19, edited by K. Zsobrak

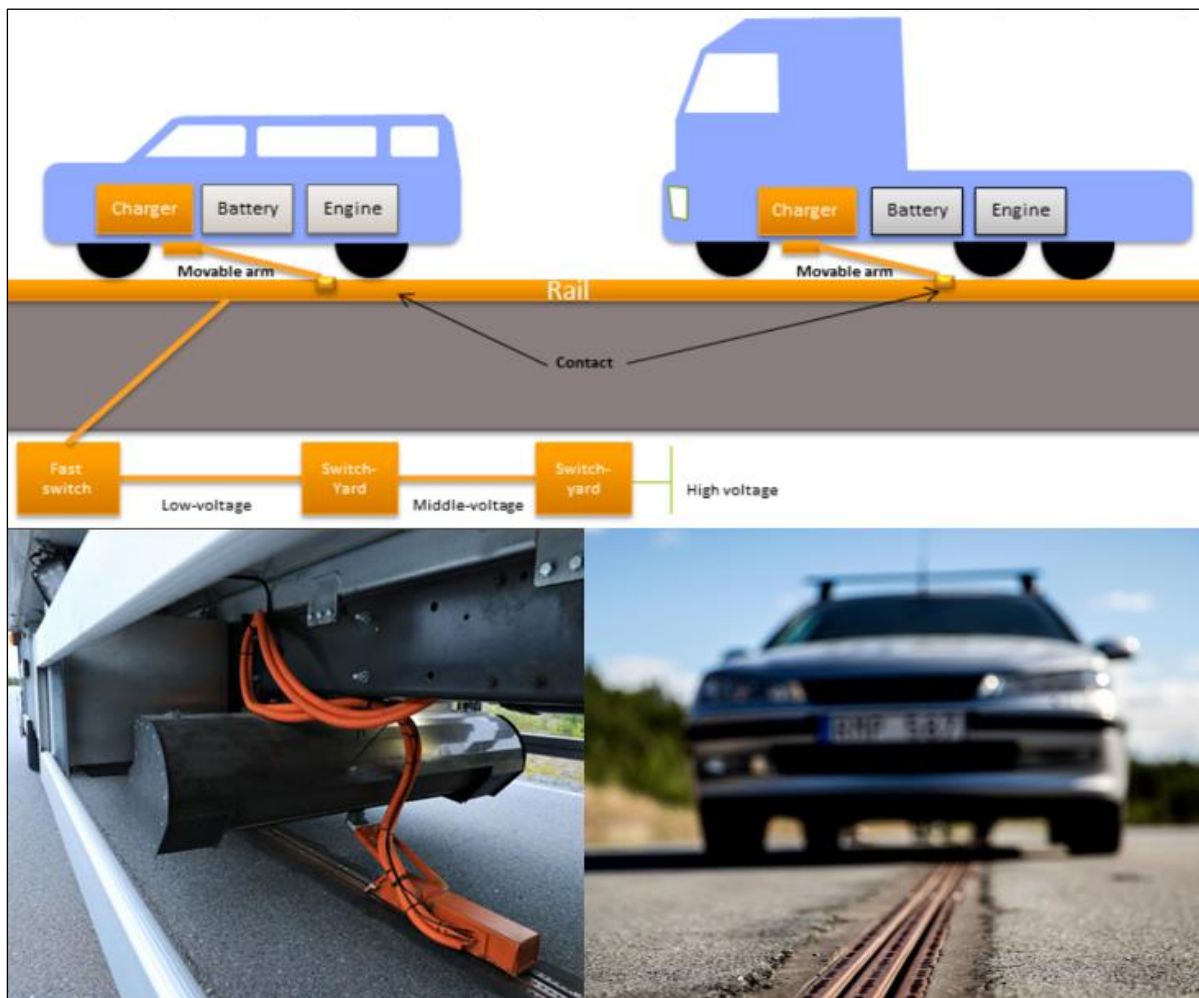
The following paragraphs will focus on how some airports` existing surface access strategies already help to deliver some of the SDGs as identified within ATAG`s report and will provide MAN with additional ideas on how further SDG Goals could be built into future strategies.

### SDG 3 – Good Health and Well-Being

The importance of healthy lives and promoting well-being has never been as popular as it is now. Airports could help raise awareness in their communities about the importance of healthy lifestyles by partnering up with local governments to support safe walking and cycling infrastructure. Airports such as Geneva and Vancouver have developed to be the centre of a cycle and pedestrian network, offering easy access to major services (LAIRA, 2019). Airport Cities are also encouraging walking and/or cycling on shorter journeys.

In addition, airports could also implement cleaner ground service equipment such as electric vehicles, which still offer the flexibility of car and taxi travel but with much lower emission levels which could help to reduce noise and air pollution, providing a better environment for those who live near the airport. Amsterdam Schiphol Airport has a large fleet of electrically powered taxis, offering fast charging stations whilst Stockholm Arlanda Airport opened the world`s first electrified road in 2017, that recharges the batteries of cars and trucks driving on it (**Figure 5**).

**Figure 5: Electrified Road**



Source: <https://www.greencarcongress.com/2018/04/20180415-arlanda.html>

Furthermore, East Midlands Airport was the first UK airport to introduce (2009) bio-methane powered buses that run on methane recovered from landfill to transport passengers to/from remote aircraft parking stands to reduce emissions (5).



## *SDG 5 – Gender Equality*

As much as progress is being made daily towards gender equality, women continue to suffer discrimination and violence around the world.

While gender equality seems irrelevant to sustainable surface access, personal safety and security plays a significant role in choosing the mode of travel when accessing airports. A review of relevant studies indicates that some airports are already trying to reassure female passengers. For instance, women only rail carriages are widespread in Japan whereas Salzburg and Frankfurt Airports introduced woman only parking zones within their car parks (BUDD, 2016).

Improving the safety of public transport facilities could help increase the number of female passengers and staff using sustainable modes of transport instead of private car or taxi to access the airport alone at anti-social hours.

## *SDG 7 – Affordable and Clean Energy*

As detailed in the ATAG Report, the aviation industry is developing sustainable aviation fuels and using renewable energy at airports. So, what can airports do to reduce their surface access emissions?

Many airports, such as Helsinki and Stuttgart Airports, are already using renewable diesel or electric vehicles for their ground fleet and Alaska Air Group is aiming to convert 44% of its ground vehicles to electric vehicles by 2020. Stuttgart Airport aims to be climate-neutral by 2050 (6). Furthermore, Denver International Airport offers fee reductions to taxi companies who choose to use hybrid vehicles (7) and as part of its continual environmental efforts, only eco-taxis serve Arlanda Airport in Stockholm. Similarly, San Francisco International Airport offers cash incentives for customers to rent hybrid vehicles (SFO, 2017).

The above examples show that airports could implement lower-carbon ground service equipment and could encourage their staff and passengers to use low-emission vehicles.

## *SDG 11 – Sustainable Cities and Communities*

The target for Goal 11 is to “...provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport” (8).

As stated in ATAG’s report, aviation-related infrastructure plays a major part in connecting communities through integrated transport links. The document refers to the sections of MAN’s SDP (2016) that concentrate on encouraging more use of public transport to access the airport, creating an efficient, convenient and reliable transport network. Similarly, Heathrow supports the sustainability of London through its targets for increasing the number of journeys made by public transport for all consumers as detailed in their Sustainability Report (2018).

To achieve the targets for SDG 11, airports will need to collaborate with other parties to improve public transport access and ensure that these services will reach rural populations and remote areas.

## *SDG 12 – Responsible Consumption and Production*

The document suggests collaboration with governments in order to increase the accessibility and affordability of public transport to staff and passengers. It also recommends participation in car-pooling and taxi ride sharing schemes which could help in reducing the number of car and taxi journeys to/from the airports.

While car-pooling in an airport context can be challenging due to the different shift patterns of airport staff, the scheme is already part of some airports such as Brussels, London Stansted and Vienna Airport’s wider program to manage the impact from staff commuting (LAIRA, 2019).

## SDG 13 – Climate Action

As climate change affects every country and sector in the world it has become a global challenge which requires solving.

As part of achieving Goal 13, the entire aviation industry has agreed on a climate action plan, and an Airport Carbon Accreditation programme run by Airports Council International (ACI) was launched in June 2009 that certifies airports based on their carbon reduction achievements. Each of MAG's airports<sup>2</sup> has received ACI's Level 3+ Airport Carbon Accreditation.



Using 2005 as the baseline, aviation aims to halve its net CO<sub>2</sub> emissions by 2050. To achieve this Goal, airports should promote integrated partnerships between industry and government to incorporate alternative transport options to staff and passengers via integrated transport links to airports.

## SDG 17 – Partnerships

Last, but not least, to achieve the sustainable development agenda, partnerships between governments, the private sector and civil society are indispensable.

The privatisation of both UK airport infrastructure, and the bus and rail services, provide airports with a lack of control over these services making the planning and coordination of surface access a major challenge. Therefore, collaboration with other transportation companies and stakeholders is key to establish services to better fit staff origins and destinations (HUMPHREYS, ISON, 2002).





As presented by the Williams Review (2018) there is an opportunity for the Government to give city-regions more control of rail services and stations, which would help to create an integrated transport system in Greater Manchester (BURNHAM, 2019). This would likely help to improve rail connectivity to MAN for visitors and employees.

**Figure 6**, which details seven of the above discussed SDGs, has been created in a similar way to the figure created by ATAG (**Figure 3**) and shows the scale of the SDGs' relevance to MAN's surface access only.

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<sup>2</sup> MAG owns and operates three UK transport hubs: Manchester Airport, London Stansted Airport and East Midlands Airport (CSR Report 2018/19).

**Figure 6: Sustainable Development Goals and Airport's Surface Access**

			Direct Relevance to Airport's Surface Access
	<b>3: GOOD HEALTH AND WELLBEING</b>	Ensure healthy lives and promote well-being for all at all ages	<input type="checkbox"/>
	<b>5: GENDER EQUALITY</b>	Achieve gender equality and empower all women and girls	<input type="checkbox"/>
	<b>7: AFFORDABLE AND CLEAN ENERGY</b>	Ensure access to affordable, reliable, sustainable and modern energy for all	<input type="checkbox"/>
	<b>11: SUSTAINABLE CITIES AND COMMUNITIES</b>	Make cities and human settlements inclusive, safe, resilient and sustainable	<input type="checkbox"/>
	<b>12: RESPONSIBLE CONSUMPTION AND PRODUCTION</b>	Ensure sustainable consumption and production patterns	<input type="checkbox"/>
	<b>13: CLIMATE ACTION</b>	Take urgent action to combat climate change and its impacts	<input type="checkbox"/>
	<b>17: PARTNERSHIPS FOR THE GOALS</b>	Strengthen the means of implementation and revitalise the global partnership for sustainable development	<input type="checkbox"/>

Source: ATAG, *Flying in Formation*, 2017, edited by K. Zsobrak

**Figure 6** illustrates that, in my opinion, based on the ATAG Report and other related research papers, Goals 7, 11, 13 and 17 are fully relevant to airports' surface access whereas the rest of the Goals have a broader influence. Therefore, MAN could boost sustainable air transport by incorporating the most relevant surface access related Goals in their vision, using existing examples as described above.

#### 4. Achieving Behavioural Change in Accessing Airports

People's awareness and understanding of climate change does not necessarily reflect in their actions with respect to mode of transport. Therefore, to achieve any of the proposed SGD targets by 2030, there is a need to better understand consumers' behaviour and how to influence them (DAVISON, 2014).

The first step would be to divide airport users into distinct groups as each group has different requirements and characteristics that place a diverse demand on airports as described in **Figure 7**.

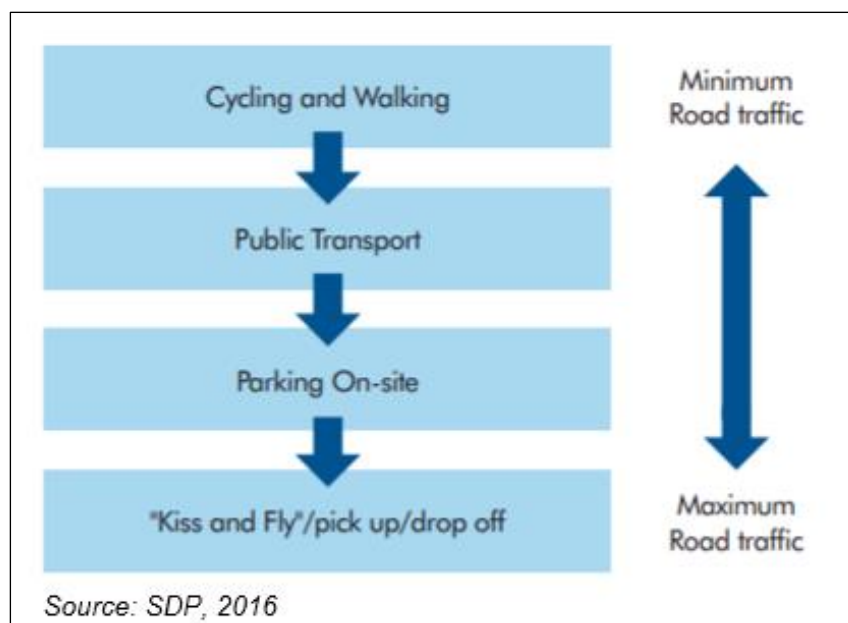
**Figure 7: Characteristics of airport users**

User category	Typical surface access characteristics
Passengers	<ul style="list-style-type: none"> <li>• Infrequent trips by a relatively large number of people</li> <li>• High private car and taxi usage levels due to perceived convenience, low marginal costs, flexibility, reliability and comfort (including ease of transporting luggage)</li> <li>• Time and cost dependent</li> <li>• Need to access one or two main areas at the airport site</li> </ul>
Employees	<ul style="list-style-type: none"> <li>• Often anxious/tired or unfamiliar with surroundings/language</li> <li>• Frequent journeys by a relatively small number of people</li> <li>• Very high private car usage levels (and subsequently low-level public transport usage) due to dispersed nature of trip origins, working hours lying outside the times of public transport operation, subsidised free car parking, safety concerns, perceived reliability, flexibility, comfort and low cost of the car</li> <li>• Can account for up to one-third of total access journeys</li> <li>• Shift patterns often result in several peaks in employee traffic during the day</li> <li>• Destination dispersed across the airport site</li> </ul>
Visitors	<ul style="list-style-type: none"> <li>• 'Kiss and fly' passengers dropped off/collected from directly outside the airport by car for cost and convenience reasons (especially at airports serving predominantly international routes)</li> <li>• Creates four access/egress journeys (versus two normally) and requires extensive curb and circulation space</li> <li>• May outnumber passengers in some cases</li> <li>• Visitors to airports catering/retail facilities</li> </ul>

*Source: Budd T., 2011 p.84*

As illustrated above, a mixture of commercial and personal decisions and other factors such as time, accessibility, affordability, comfort, personal safety, convenience and reliability play a part when choosing the method of accessing airports. Passengers and staff have different needs too which makes the tailoring of different measures even more challenging. Regardless of the differences in needs, the hierarchy of the preferred means of access focuses on all consumers and highlights that priority should be given to sustainable modes of travel (**Figure 8**).

**Figure 8: Hierarchy of Preferred Means of Access**



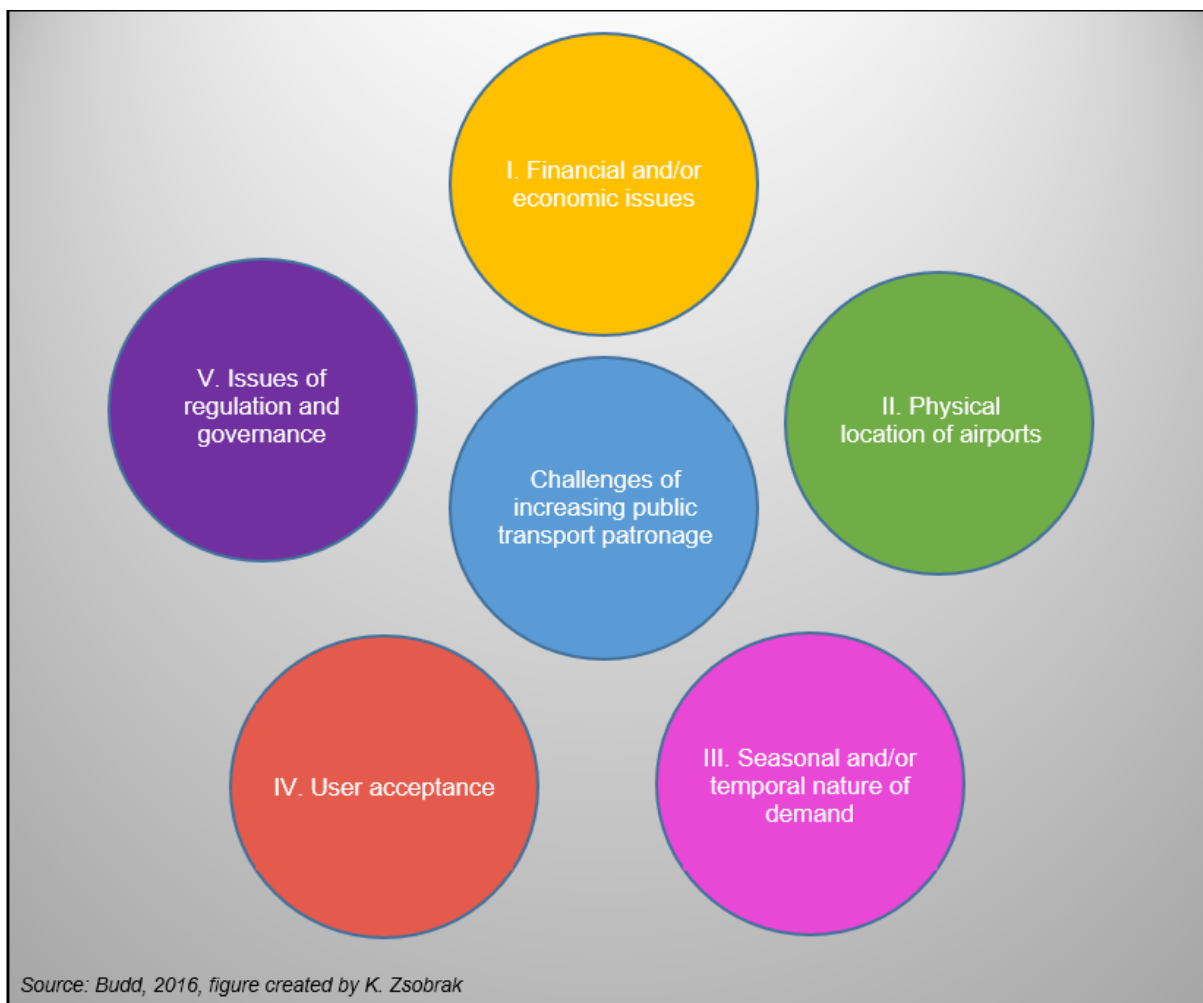
Sections 4.1 and 4.2 will focus on identifying current challenges in encouraging behaviour change based on both desk studies and the information MAG provided during the interview and will be examining how a modal shift from private cars to public transport could be achieved by using other successful examples and initiatives.

#### 4.1. Challenges in Achieving Behavioural Change

Needless to say, there are a number of challenges airports are facing when it comes to increasing the use of public transport, such as planning, promoting, sustaining, and meeting consumers' needs related to accessibility, affordability and attractiveness whilst predicting the increase in demand by doing all of these in an environmentally-friendly way (BUDD, 2016).

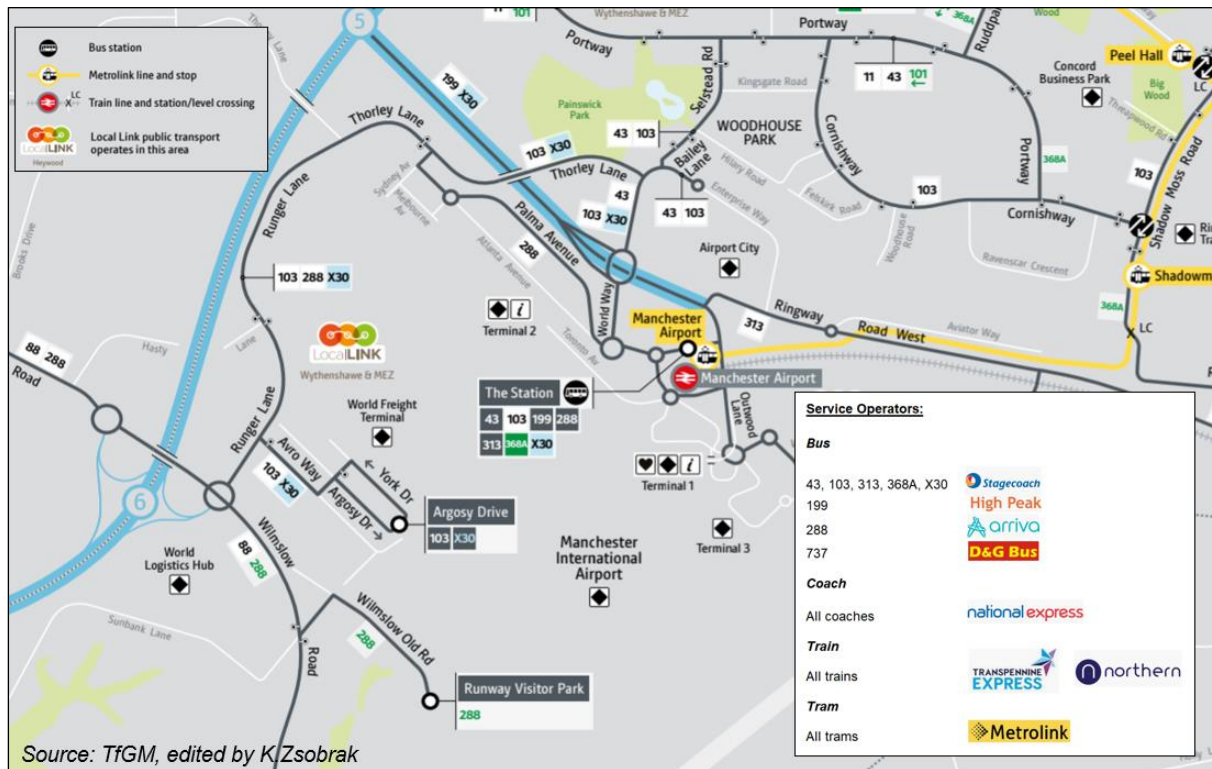
Budd (2016) identified that the challenges of increasing public transport patronage can be summarised into five areas as illustrated in **Figure 9**.

**Figure 9: Challenges of Increasing Public Transport Patronage**



When asked what MAN's major challenge in achieving behavioural change was, MAG's first response was the UK's privatised ground transport. Because of the number of different service providers responsible for the operation of key services and infrastructure (**Figure 10**), airports have a lack of control over the provision of public transport services and routes and become dependent on the commercial decisions of private companies. These companies are unlikely to provide transport links to airports unless there is a clear economic reason (HUMPHREYS, ISON, 2002). Having said that, increasing service provision is a clear way to make public transport more attractive and encourage more environmentally-friendly surface access behaviour by airport users.

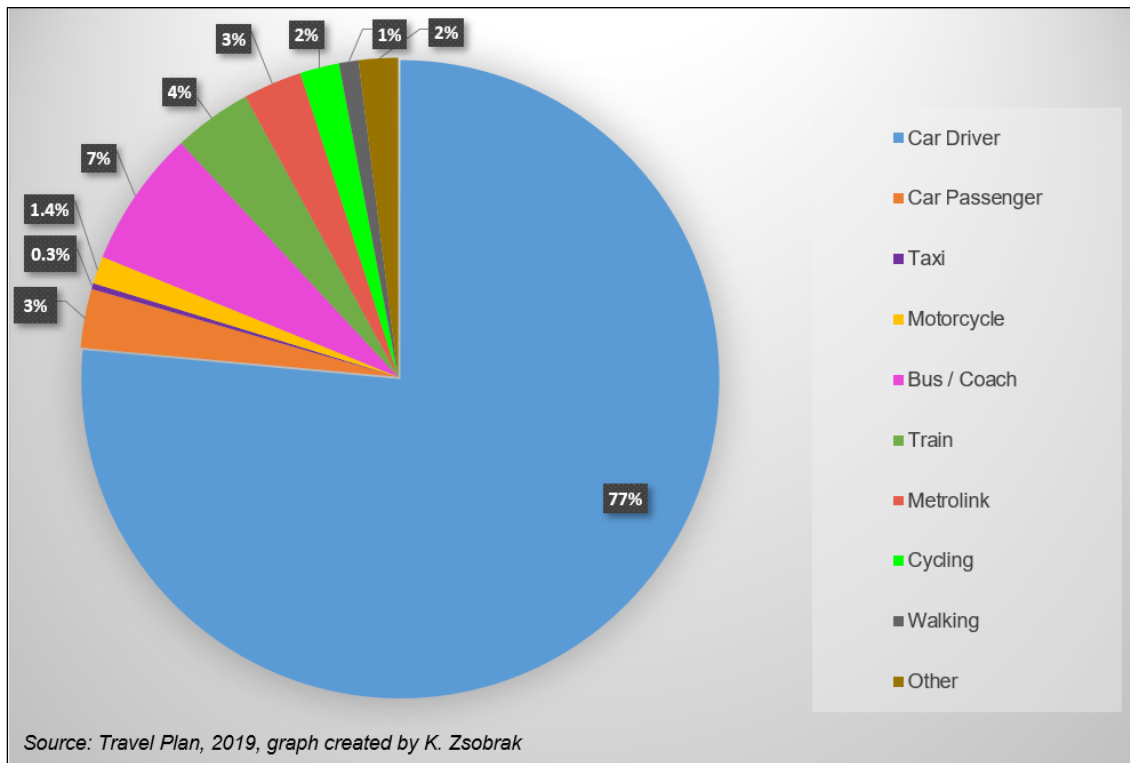
Figure 10: Public Transport Services/Operators



It was also discussed that Demand Responsive Transport (DRT) has been trialled at MAN as part of the free staff travel between the airport and nearby residential communities. This is seen as a way of reducing car journeys. However, according to MAG, it is currently not financially sustainable to implement permanently in the medium-long term.

As stated in the Travel Plan (2019) due to Local Authority budget constraints, a number of bus services have lost their subsidy and ceased operation within Cheshire East. MAN has also lost four direct services in the past two years. There has been a 5.5% reduction in bus patronage in the 2018 Staff Survey when compared to the 2010-11 survey results which may well be as a direct result of these cuts. Simultaneously, the number of car drivers have increased by 6%. **Figure 11** illustrates the mode share of airport staff in 2018.

**Figure 11: Staff Main Mode of Surface Access to Manchester Airport in 2018**



Whereas passenger catchment area for London airports' is mostly London city itself, Manchester Airport's catchment area (**Figures 12 & 13**) is much wider, which means consumers require connections further afield resulting in the geographical location of airports being a major challenge for increasing public transport services.

**Figure 12: Manchester Airport's Catchment Area (By Car)**

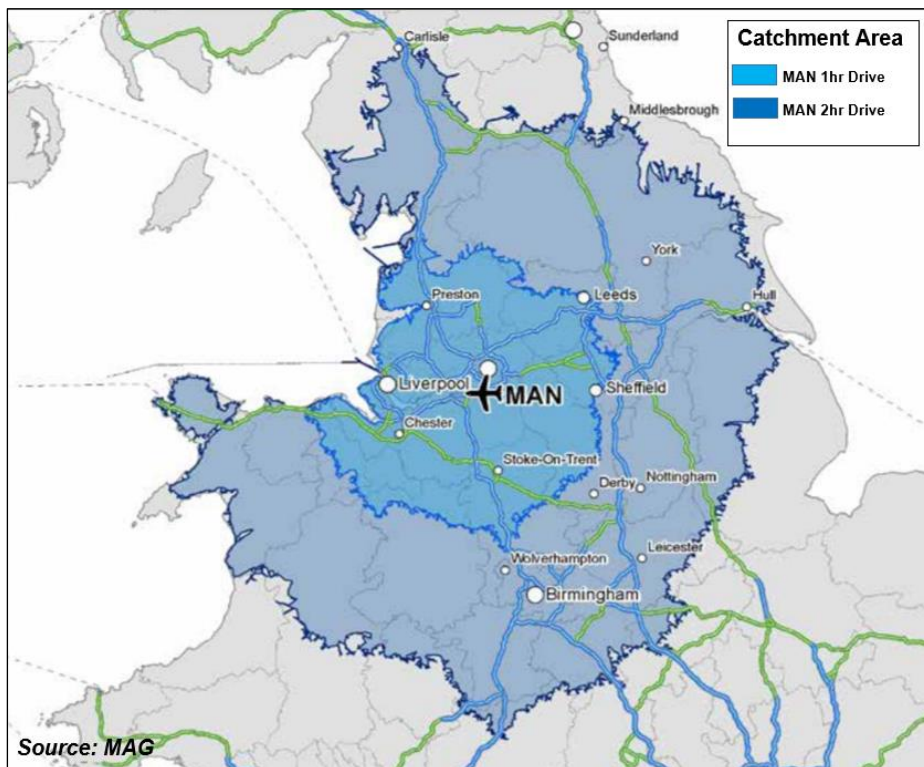
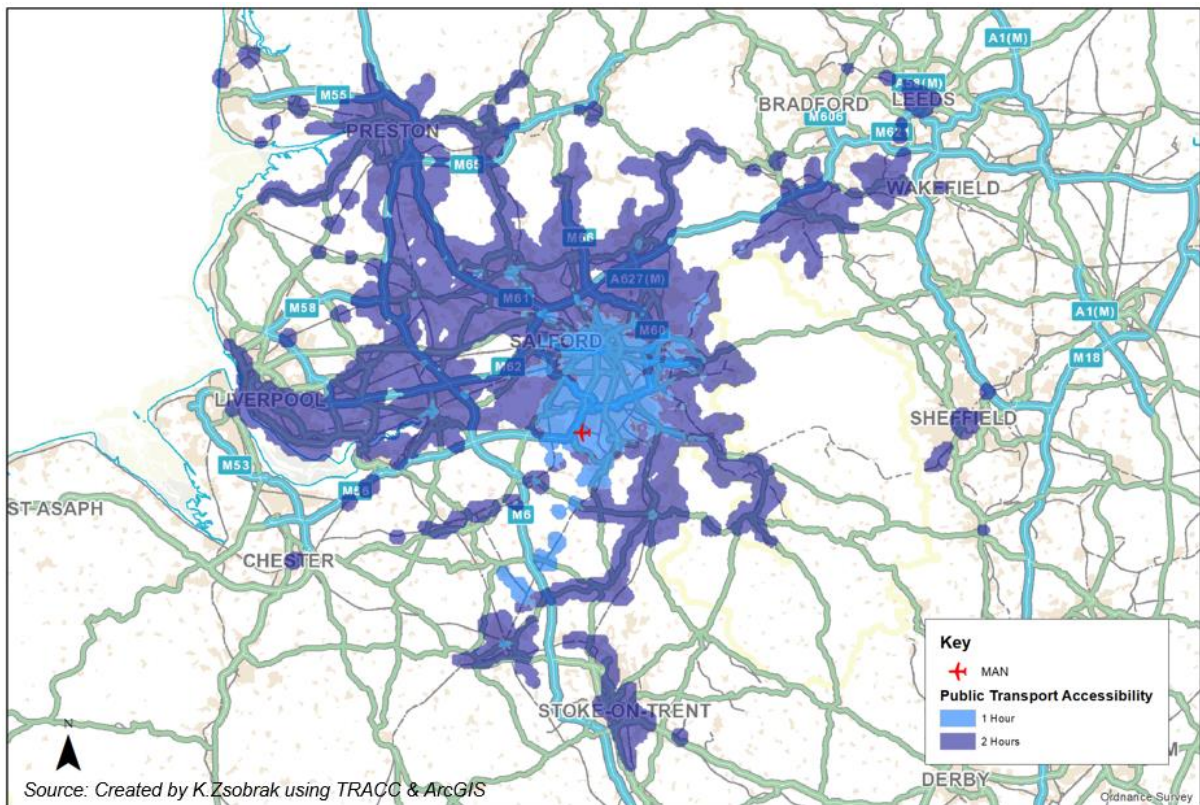
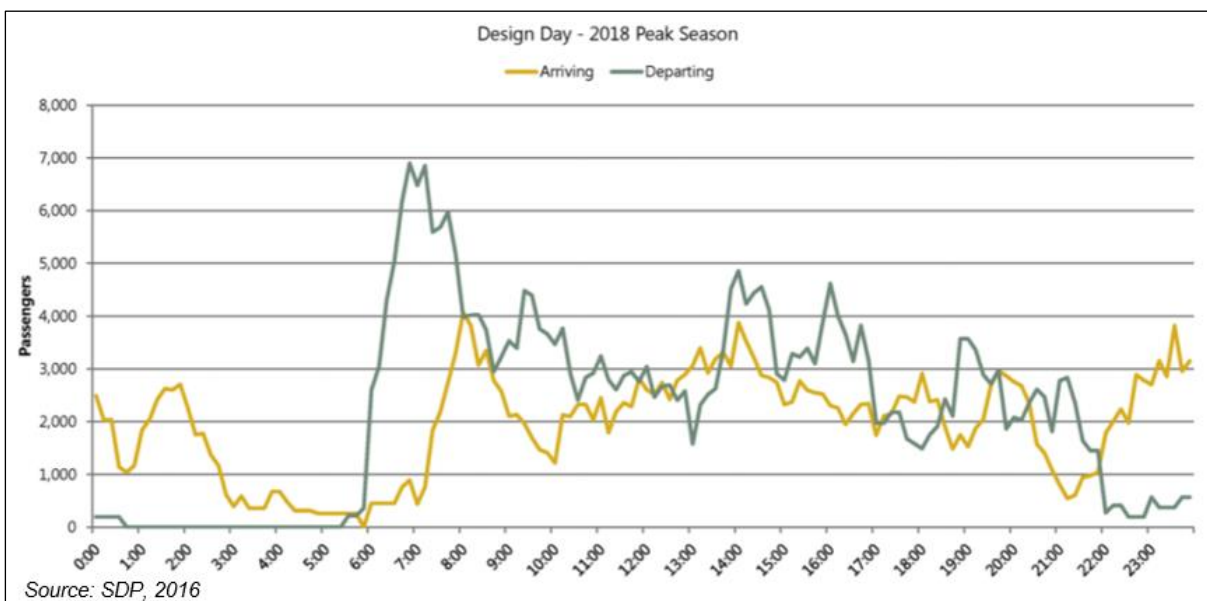


Figure 13: Manchester Airport's Catchment Area (By Public Transport)



Similarly, airports' peak hours are unique and could differ from airport to airport. MAN, for instance, has an early morning (6-7AM) departure peak according to the SDP, which means passengers will need to be able to use public transport services from 2-4AM (Figure 14). Passenger demand could also be highly seasonal which makes a year-round public service provision highly expensive (BUDD, 2016) whereas different shift patterns of employees could require them to access the airport outside of the normal commuter peak periods.

Figure 14: Rolling Hour Passengers





Due to previous bad experiences, consumers could have negative impressions of public transport and choose to use their private car for reasons such as reliability, cost, personal safety or even cleanliness (BUDD, 2016). MAN's Staff Travel Survey shows (Figure 11) that public transport usage has dropped by 2.5% in 2018 when compared to the last survey which could be explained by the loss of some direct bus services and rail performance issues from May 2018 onwards.

Figure 15 shows that circa 25% reduction in car trips is required within 10 years in order to achieve the 57% target in 2030. Is it possible to achieve that?

Figure 15: Staff Mode Share Targets / 2018 Passenger Survey

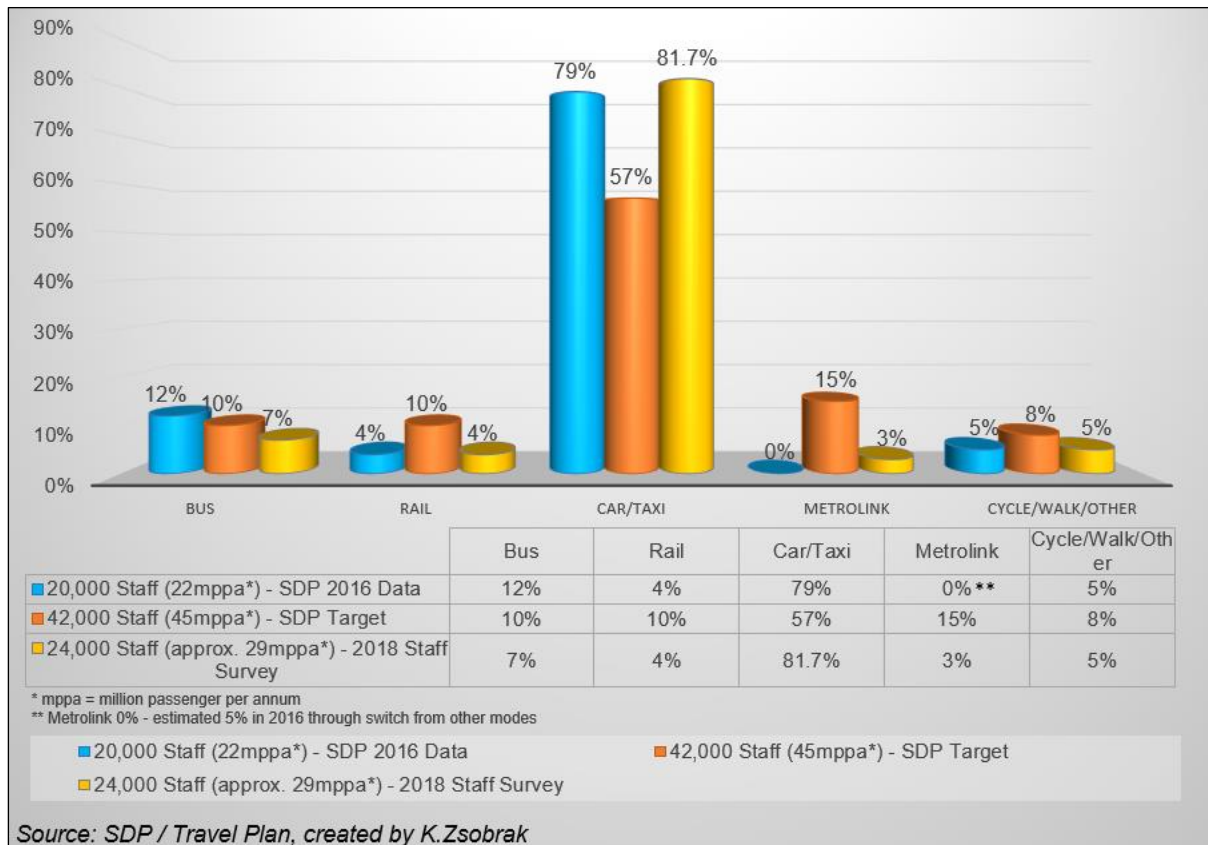
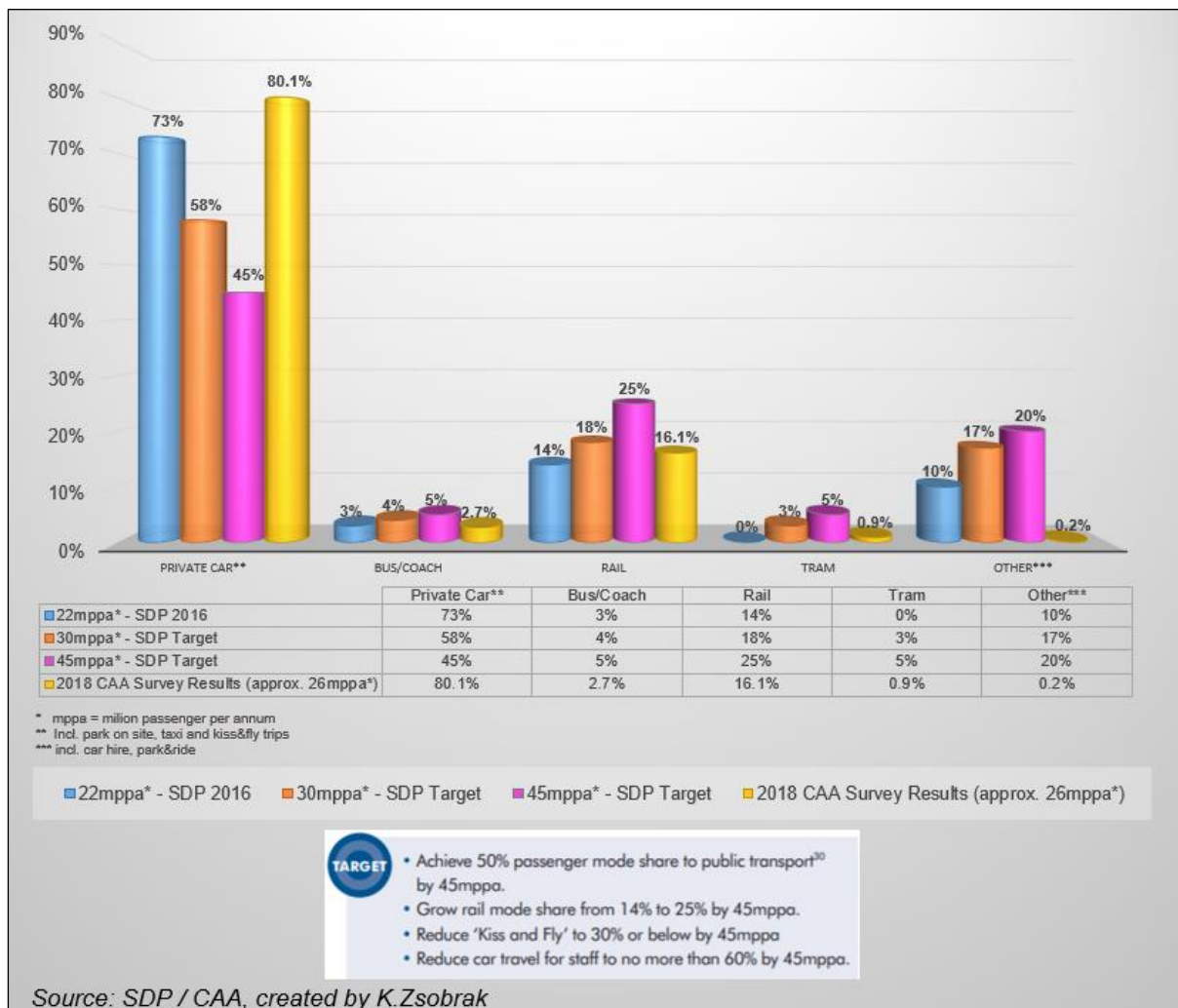


Figure 16 illustrates MAN's proposed passenger mode share targets set out in their SDP compared to the CAA 2018 Passenger Survey which highlights that MAN would need to almost halve its car journeys before it reaches 45mppa.

**Figure 16: Passenger Mode Share Targets / 2018 Passenger Survey**



Travel Plans are also considered common strategies to encourage employees to make less trips to the airport by car. However, Travel Plan negotiations are not as straightforward when staff are not directly employed by the airport (HUMPHREYS, ISON, 2002). At MAN, over 300 companies on its site are employing around 24,000 people out of which only 3,900 are directly employed by MAG (TP, 2019) which means that to achieve mode shift MAN would need to work in partnership with a variety of companies. Other than building successful partnerships, maintaining staff databases and influencing travel behaviour due to high turnover can be just as challenging.

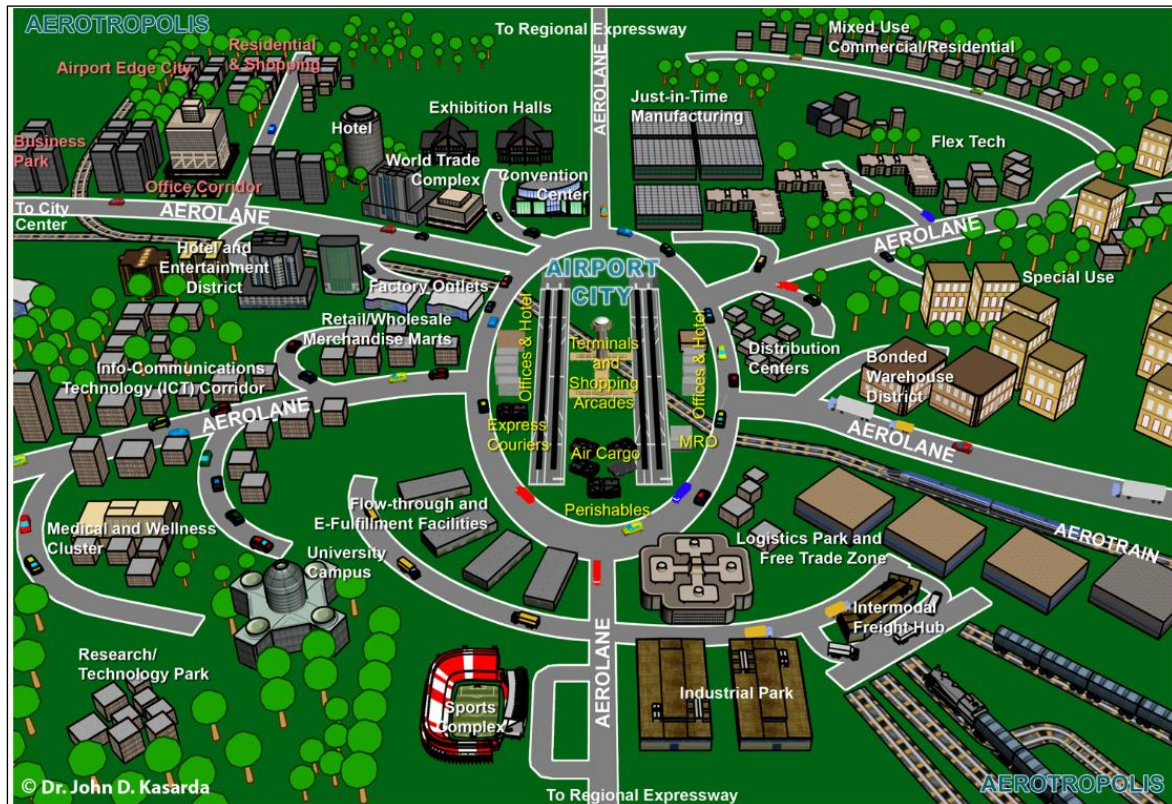
#### 4.2. Ways to Achieve Behavioural Change

So how can we achieve behaviour change? One way is by making public transport the most attractive choice when it comes to passengers and staff decision making. To achieve that, one of the first and key steps would be to build a solid relationship with stakeholders, Local Authorities and public transport operators to ensure that services are available for consumers of the airport (BUDD, 2016). This partnership then will need to be supported by new and improved services, better infrastructure and improved travel information. Airports such as Birmingham, Heathrow and Luton have worked in partnership with bus companies to establish services to better fit employee origins and destinations as well as some developing themselves into transport interchanges (HUMPHREYS, ISON, 2002).

However, public transport links are unlikely to be provided unless there is a clear economic reason. In order to ensure maximal access to airports and to local and distant businesses, a worldwide phenomenon – as reported by Dr John Kasarda in 2013 – called Aerotropolis or Airport City is evolving

around many airports such as Manchester Airport. This new urban form brings airport, urban and regional and business-site planning domains together to develop a more economically efficient, aesthetically pleasing, socially inclusive and most importantly environmentally sustainable place where both travellers and locals can conduct business, exchange knowledge, shop, eat, sleep and be entertained. **Figure 17** illustrates a compressed model of the Aerotropolis.

**Figure 17: Aerotropolis**



Source: <http://aerotropolis.com/airportcity/index.php/about/>

According to MAG, once Airport City is fully developed, there will be an increase in the number of commuters travelling to/from the airport which could add to the critical mass required to make certain services commercially viable. Could the increase to the number of total trips to MAN alone be the answer on how to reduce the number of private car trips?

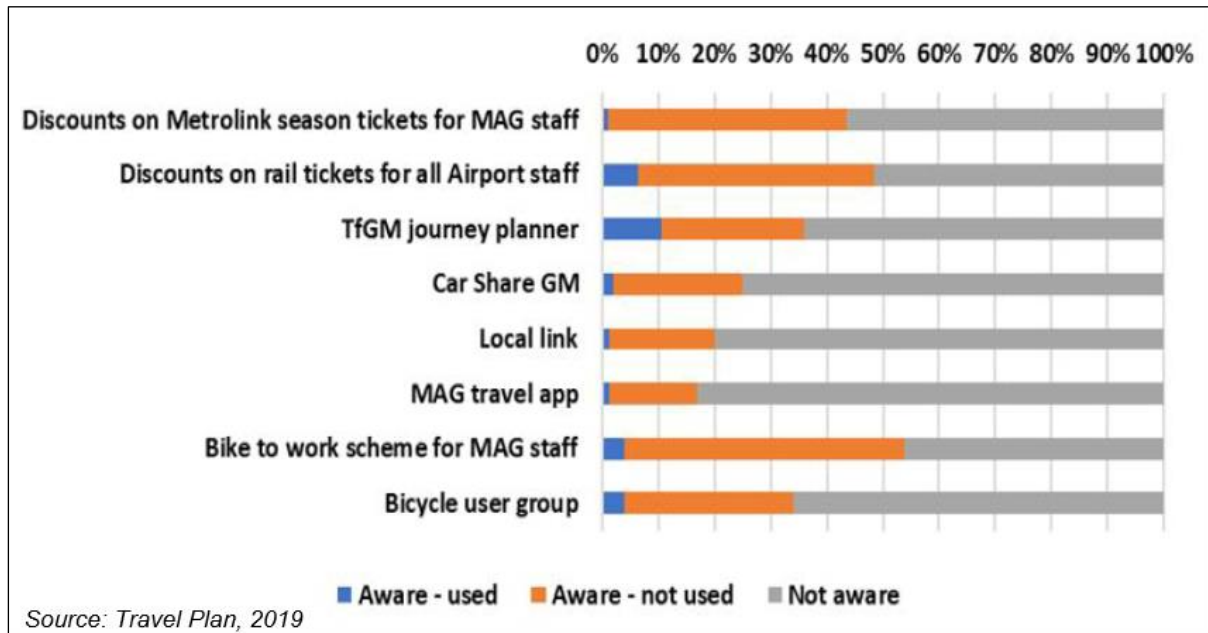
MAN will also benefit from the Government’s announcement to delegate control of rail services and stations to city-regions which gives Burnham’s (2019) ten-year plan a great opportunity to create an integrated, simple, London-style transport system in Greater Manchester with affordable ticketing. This will help to make public transport the most attractive choice for both passengers and staff.

Examples show that dedicated services such as The Heathrow Express, the Oslo Airport Express or the City Airport Train (CAT) in Vienna can offer fast and direct connections and could also benefit from being designed with a greater focus on passengers such as designing seating layout so users can always see their luggage. Due to the higher cost associated with these services the target group is mainly business passenger trips normally made by taxis. Equally, 24-hour operation of some public transport services such as route 43 between Manchester city centre and MAN, will help to increase trips being made at anti-social hours (BUDD, 2016).

However, these transformations will take time; therefore, we also need to focus on the changes that can be done now such as making the most of the available service capacity and building consumer trust through service reliability with the emphasis on different modes of transport complementing each other rather than competing.

So, what could be done in the short term? One of the simplest methods is to raise awareness about and to fully utilise the various initiatives that are currently available for staff. The Staff Survey indicates that a high percentage of participants are not aware of existing discounts and schemes (**Figure 18**) which could potentially help in achieving mode shift from private car use.

**Figure 18: Awareness of Initiatives**



Travelcard offers are an attractive incentive for employees, offering significant savings on various public transport fares. MAN is currently looking to introduce Staff Travel Cards ('Bee Card') which are already in operation at Stansted Airport and proving to be an effective way to encourage behaviour change. Once Burnham's vision for an integrated transport system is in operation, similar travelcards could be offered to passengers arriving to the Airport.

The enforcement of dedicated bus and high occupancy vehicle lanes could help to improve journey time and reliability for consumers. Higher occupancy vehicles could be achieved via car share or car-pooling schemes allowing employees who work similar patterns and live in close proximity to travel together. Equally, the adoption of shared ride vans for staff could become more common, providing a door-to-door service for small groups. This option may seem similar to taxi trips; however, the higher occupancy would provide greater environmental benefits. (BUDD, 2016).

Road based public transportation such as coach services can provide connections for locations further afield and these can be introduced relatively quickly. Currently National Express operates 50 direct services to/from MAN to major cities, however an expansion of the network to reach areas without rail connectivity is one of MAN's targets (SDP, 2016). In order to increase the passenger numbers, reliable journey times and reduction in congestion will be crucial.

It is clear that airports are keen to embrace measures such as improvement of infrastructure, public transport services, marketing and discounted fares, but what about the less popular, charging-based strategies such as increased staff parking fares, charging for drop-off/pick-up trips and charging road users to reduce congestion on the local highway network and encourage more sustainable modes of transport?

Stansted became the first UK airport to raise staff car parking charges, making public transport a much more affordable option, while investing the increased revenue in service improvement, car sharing bays and staff travelcards. Going a step further, MAN introduced drop-off/pick-up charges in July 2018 to reduce these trips, as these types of journeys, together with those by taxi, are twice the number of vehicle trips than by passengers who park at the airport (RYLEY ET AL, 2013). However, to have a

noticeable effect on behaviours, airports should provide realistic alternatives. A range of technological innovation options are available around the world such as telepresence, remote check-in systems and software developments which could have a major role in reducing carbon emission generated journeys (RYLEY ET AL, 2013). Whilst remote check-in systems could help to increase public transport usage, telepresence can provide an alternative solution to face-to-face meetings or farewells and could significantly reduce taxi and kiss&fly trips. LaGuardia Airport for example announced the 'LGA Connect' shared ride service which will help reducing private car journeys (9), and Munich Airport's travel information website features a 'travel assistant' providing tailored journey planning. Furthermore, London Gatwick provides a similar service to its staff which sends updates on transport disruptions (LAIRA, 2019). It is crucial that these technologies complement existing strategies and are not relied on as the only solution.

It is important to note that the competition between UK airports, with most of the population being in one hours drive of two airports, may discourage airports from implementing charging schemes that *"may make them unpopular with employees of airlines and related businesses"* (HUMPHREYS, ISON, 2002). So, would these more unpopular measures need to be implemented nationwide by Government in order to avoid local unpopularity for the airport?

Up to now, the potential to improve the employee mode share by public transport has been a priority area since these trips are easier to control and influence by airport management. (HUMPHREYS, ISON, 2002). However, to halve the private car journeys to MAN, it is imperative that going forward the focus shifts to reducing passenger and visitor's car journeys to/from the airport by creating a more tailored surface access strategy using regional, national and global policies as a guide only. To achieve this, it may become necessary to adopt 'harder' measures such as charging road users to address the increasing private car usage issues.

In summary, where available, the impact of any strategies mentioned are summarised in **Table 1**

**Table 1: Evidence of Impact**

Best Practice	Airport	Impact
Active Travel (Cycle & Pedestrian Network around the Airport)	Geneva Airport	For staff, private vehicles mode share reduced from 60% (2007) to 48% (2017). Sustainable mode share increased to 38% in 2017 including a 7% mode share for cycling (LAIRA, 2019).
	Vancouver Airport	Vancouver Airport continues to see growth in cycling. Its bike trackers recorded 87,688 cyclists on Sea Island in 2017, a 4% growth over 2016 (LAIRA, 2019).
Electrified Roads	Stockholm Arlanda	It is estimated that two-thirds of truck transportation in Sweden could be on electrified roads by 2030, reducing energy consumption by approximately 10 TWh/three million tons of fuel (LAIRA, 2019). It is also proposed that electrified-road transport cuts fossil emissions by 80 to 90% ( <a href="https://eroadarlanda.com/need-electrified-roads/">https://eroadarlanda.com/need-electrified-roads/</a> )
Car-Pooling	Vienna Airport	Specific impacts cannot be found however UK research indicates car club vehicles emit over 33% fewer CO2 emissions per kilometer than the average UK car (LAIRA, 2019).
	Brussels Airport	
	London Stansted	In 2017, the car pool programme had approximately 2000 members (LAIRA, 2019).
Dedicated Rail Services	Oslo Airport	Achieved a public transport share of 68%, the highest in all Europe (LAIRA, 2019).
	Heathrow Airport	Heathrow Express has saved 204 million kg of carbon emissions since launch and offers customers a 54% reduction in carbon emissions over a diesel taxi. ( <a href="https://www.heathrowexpress.com/about-us/facts-figures#/">https://www.heathrowexpress.com/about-us/facts-figures#/</a> )

## 5. Conclusions

Climate change is a global concern and while aviation accounts for 'only' 2% of global CO<sub>2</sub> emissions, achieving sustainability requires actions from different groups. As a universal call to action, transport planners' role in creating a sustainable world is more important than ever.

To highlight where and how transport planners could do more to create sustainable air travel, the paper examined how the SDGs could be further adopted to the surface access element of aviation by using examples from other airports around the world. After a detailed analysis of the SDGs a conclusion was reached that Goals 7, 11, 13 and 17 are fully relevant and Goals 3, 5 and 12 have a broader influence on the surface access of airports and by incorporating some of the suggested elements, MAN could boost its sustainable air transport.

At the time of writing, it also became clear that policies aiming to encourage public transport use are more likely to be successful when they are targeted at groups of airport users, using segmentation based on individual's needs, preferences and psychological attitudes or motivations regarding surface access travel not just sociodemographic classification. This will enable airport managers to predict how different users of the airport will respond to policy interventions.

The paper also highlighted the challenges MAN is currently facing in achieving mode shift to public transport and showed ways in which behavioural changes could be achieved. With regards to encouraging public transport use, one of the key actions should be to achieve a behavioural change in the method of travel by informing, inspiring and involving consumers and increasing their awareness of environmental issues whilst offering a suitable option to make more sustainable choices. However, the adoption of further hard measures might be unavoidable in achieving MAN's targets and halving their private car journeys. Whilst there is no 'one fits all' solution to achieve targets, considering alternative successful examples and tailoring it to the individual airport could be the way forward.

The clock is ticking, but there is still some time to achieve the SDGs, however, we need to act NOW and TOGETHER by taking advantage of the multiple links that exists across the UN Agenda.

## Acknowledgements

I would like to thank the following people for their help in writing this paper:

James Gleave, my bursary mentor, who has guided me throughout this whole process.

Manchester Airport Group for taking the time to discuss their current challenges, achievements and future visions and targets.

And all my colleagues who helped me to arrange the interview with MAG, helped me with software and advised me on my paper.

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## Appendix A

**From:** Andrew Saunders <[REDACTED]>  
**Sent:** 06 November 2019 10:12  
**To:** Zsobrak, Kitti; ANDREW MURRAY  
**Cc:** [REDACTED]  
**Subject:** RE: MAG Interview Notes Approval

Hi Kitti – I confirm that I'm happy for you to publish your notes.

I need to check when the Travel Plan will be "live" – I'll advise you shortly.

Regards,

Andy Saunders CMILT  
Surface Access Strategy Manager

M: [REDACTED]

E: [REDACTED]

[www.magairports.com](http://www.magairports.com)



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**From:** ANDREW MURRAY <[REDACTED]>  
**Sent:** 06 November 2019 09:25  
**To:** Zsobrak, Kitti  
**Subject:** RE: MAG Interview Notes Approval

Kitti

Sorry – I realise that you wanted our approval for the notes to be published – can I state that I am happy for them to be used.

Kind regards

Andrew Murray  
Planning Manager, Engineering Services.

M. [REDACTED]

T. [REDACTED]

E. [REDACTED]

[www.magairports.com](http://www.magairports.com)



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**From:** Zsobrak, Kitti <[REDACTED]>  
**Sent:** 05 November 2019 19:29  
**To:** Andrew Saunders <[REDACTED]>; ANDREW MURRAY  
<[REDACTED]>  
**Cc:** [REDACTED]  
**Subject:** MAG Interview Notes Approval

Hi Andy / Andy

Hope you are both well?

Please find attached my meeting notes collected from our meeting on 15/10/2019 and follow up emails.

As discussed earlier, in order to be able to enclose this in my research paper which will be published, I would require your written approval. Could you please read it and send a short note back via email that you approve my meeting notes to be published?

Kind regards,  
Kitti

**Kitti Zsobrak**, BSc MSc MTPS  
Graduate Consultant, Development Planning, Transportation  
M [REDACTED]

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## Interview with Manchester Airport Group (MAG)

**Meeting name**  
Interview with MAG

**Subject**  
TPS Bursary  
Research

**Attendees**  
Kitti Zsobrak (KZ) (AECOM),  
Scott Howard (SH) (AECOM),  
Andrew Saunders (AS) (MAG)  
Andrew Murray (AM) (MAG)

**Meeting date**  
15/10/2019

**Time**  
11:00

**Location**  
Manchester Airport

**Note:**  
Further information has also been gained via follow up emails.

Ref	Question	Answer
01	Introductions	N / A
02	What would MAG want to see in my research so there is a potential two-way benefit?	<p>Andrew Murray has suggested looking into Andy Burnham's 'Greater Manchester's Vision to Transform Rail Travel to Support Future Growth and Prosperity for all' prospectus which is aiming to create an integrated public transport system for Greater Manchester and then determine how Manchester Airport could benefit from his future vision.</p> <p>It has also been suggested to contact MAG's CSR Director regarding gaining access to their Corporate Social Responsibility (CSR) Report 2018/19 which covers Surface Access of airports. <a href="https://www.magairports.com/media/1611/mag_csr_report_2019.pdf">https://www.magairports.com/media/1611/mag_csr_report_2019.pdf</a></p> <p>It has also been recommended that when identifying sustainable airports around the world to try to look at secondary cities or airports of a similar size to Manchester. Airports such as Vienna, Dublin, Munich and Copenhagen have been mentioned as potential case studies.</p>
03	What are the current challenges of airports surface access provision? – (Both airports in general and Manchester Airport)	<p>The Airport's key partnerships in providing travel alternatives are the transport providers and local authorities.</p> <p>It was discussed during the interview that privatised ground transport in the UK, rail in particular, is one of the biggest challenges for airports in developing further surface access connectivity with Manchester Airport no exception.</p> <p>Another big challenge is engaging with other businesses around the airport (c. 300 companies) and encouraging them to increase their public transport modal share. This is a significant issue as the majority of employees at an airport do not work directly for the airport company and so cannot easily be governed by MAG requirements</p> <p>Furthermore, it was discussed that the airport's peak hours are unique and differs from other business peak times. (Manchester Airport for instance has an early morning peak). Therefore, it was suggested to use various airport strategy documents to assess when the peaks are for departing passengers. This is important when comparing</p>

Ref	Question	Answer
		peak number of passengers travelling to/and from the airport and the availability of public transport.
04	<p>What are the most effective / successful ways to encourage behaviour change in accessing airports / air travel in your opinion? – Do you have any successful example?</p> <p>According to the SDP 2016, around 80% of employees use a car as either a driver or passenger. By 45mppa, your target is to reduce the number of staff driving to the airport to no more than 60%. – What measures (both soft and hard) will help to achieve this target?</p>	<p>Short-term initiatives such as extending Stagecoach services in April – both in terms of running from the Ground Transport Interchange (GTI) onto Westside and the longer operating hours (route 103 now runs 23 hours/day during the week).</p> <p>They have also introduced forecourt management (charging for drop-off and pick-up) to reduce congestion on the local highway network and discourage ‘Kiss &amp; Fly’ activity. However, the airport are unsure if it actually having any demonstrable effect on behaviours yet. According to Andrew Murray <i>“pricing, without realistic alternatives tends to be a somewhat blunt tool and can serve to displace a problem rather than address it”</i>.</p> <p>Introduction of staff travel cards, incorporating discounts across multi modes are another effective way to encourage behaviour change which Manchester Airport are looking to introduce in the near future. Staff Travel Cards are already in operation at Stansted and are planned to be introduced in Manchester in the near future (to be called the ‘Bee Card’).</p> <p>Andrew Saunders has shared passenger data for National Express / Stagecoach passenger numbers.</p>
05	<p>You hold an annual Surface Access Forum to report on progress and help deliver and shape our transport objectives. – Could you provide further details on this forum? how does the forum report on progress?</p>	<p>This year’s forum had 2 main themes:</p> <ul style="list-style-type: none"> <li>• Rail – keynote address by Tim Wood (TfN) followed by a Q&amp;A session with Tim plus senior managers from Network Rail, Northern &amp; TPE.</li> <li>• Coach &amp; Bus – presentations by National Express and Stagecoach, again followed by a Q&amp;A session.</li> </ul> <p>There was also a presentation / discussion on staff travel, presenting the results of last year’s survey.</p> <p>The forum finished with a networking lunch and a marketplace where transport providers and airport departments had a stall.</p> <p>Next Year’s forum will be in June and the main topic is proposed to be the next version of the Sustainable Development Plan. It is planned that the forum will be held in a workshop style.</p>
06	<p>Manchester has a congestion/modal share issue now, are there any short-term opportunities to increase public transport modal share (noting rail improvements are not short term and take years to implement)</p>	<p>In January the Airport undertook a 3-month trial of demand responsive transport in conjunction with TfGM. They are currently reviewing future variations of this with several providers with a view to launching next spring.</p>
07	<p>Are there any other public transport schemes / improvements that have been completed and how does the airport benefits from them? Does the airport’s surface access by sustainable modes of transport improved?</p> <p>A lot has been made recently around Demand Responsive Transport (Dial-a-Ride transit (DART) or flexible transport services</p>	<p>MAG are working with the local transport authority to look at surface access improvements which are financially viable.</p> <p>Demand Responsive Transport, for example, has been trialled at the Airport as well as free staff travel between the Airport and nearby residential communities; however, this is currently not financially sustainable to implement permanently in the medium-long term.</p>

Ref	Question	Answer
	<p>is a form of transport where vehicles alter their routes based on particular transport demand rather than using a fixed route or timetable.)</p> <p>Manchester Airport supports TfGM's plans to expand the metrolink to Terminal 2 and the proposed Airport HS2 station reinforcing surface access improvements.</p> <p>TfGM are also exploring the potential for tram-trains services and underground services in Manchester city centre. – Do you have any update on this investment?</p>	
08	<p>It is understood that as per the MTP planning application and discharge of planning condition 10 –a Travel Plan is required for Airport City. – Could you provide an update on this and would it be possible to gain access to some/all of this as part of my research?</p>	<p>Manchester Airport advised that the Travel Plan will publicly be available towards the end of October / beginning of November.</p>
09	<p>Manchester Airport is developing as an 'airport city'. How do you think this will improve sustainable surface access to the Airport? (Benefits / challenges of an airport city)</p>	<p>The Airport is in a joint venture to develop Airport City. Once fully developed, there will be a significant increase in the number of commuters travelling to/and from the airport. This additional working population could add to the critical mass required to make certain services commercially viable.</p> <p>However, potential problems could be around wayfinding, suitable walking routes and avoiding overcrowding / bottlenecks.</p>
10	<p>Have the proposed improvements of public transport helped reducing the number of taxi and kiss and fly trips?</p> <p>How are you planning on reducing the number of these trips to the airport in the future? What are your targets?</p> <p>How would it be possible to associate reductions in Kiss &amp; Fly and increases in PT (noting that the modal shift could be from Kiss and Fly to car parking)</p>	<p>Charging for drop-off and pick-up has been introduced however demonstrable effect on behaviours remain unclear.</p> <p>The SDP targets remain in place, but more work needs to be done on providing and promoting suitable travel alternatives. Again, they are working with bus and coach operators to develop new schemes for 2020.</p> <p>The best way would be to undertake specific surveys of passengers when they arrive at the airport. However, this is expensive and time consuming – and would potentially conflict with the ongoing CAA survey.</p>
11	<p>How does your access strategy / Travel Plan comply with UN's Sustainable Development Goals? How do you think your future proposals could incorporate them to achieve your goals?</p>	<p>Their current Sustainable Development Plan doesn't reference the UN SDG Goals, however their most recent CSR report is aiming to comply with some of these Goals.</p>

## Appendix B



Airport Carbon Accreditation is a global carbon management programme that recognises airports' efforts to manage and reduce their carbon emissions.

There are 4 different levels of accreditation as follows:



### **Mapping:**

This step requires carbon footprint measurement. In order to achieve this level, an airport must:

- Determine the emission sources within its operational boundary;
- Collect data and calculate their annual carbon emissions;
- Prepare a carbon footprint report; and
- Gain an independent third party's verification on the report.



### **Reduction**

This step requires carbon management and progress towards a reduced carbon footprint. To achieve this level, airports must:

- Achieve the requirements of 'Mapping';
- Provide evidence of effective carbon management; and
- Demonstrate that a reduction in carbon footprint has occurred.



### **Optimisation**

This step requires third party engagement in carbon footprint reduction. To achieve this level, airports must:

- Achieve the requirements of both 'Mapping' and 'Reduction';
- Must include a range of Scope 3 (other indirect emissions) Greenhouse Gas (GHG) Protocol emissions;
- Demonstrate evidence of third-party operators' engagement.



### **Neutrality**

This step requires neutralising remaining direct carbon emissions by offsetting. To achieve this level, airports must:

- Achieve the requirements of 'Mapping', 'Reduction' and 'Optimisation'; and
- Offset all remaining Scope 1 (all direct emissions) and Scope 2 (indirect emissions from consumption of purchased electricity, heat or steam) GHG Protocol emissions.

Source: <https://www.airportcarbonaccreditation.org/>