

Transport for London

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Dear Murad

London Assembly Environment Committee Report: Plane Speaking; Air and noise pollution around a growing Heathrow Airport, March 2012

Transport for London (TfL) welcomes this report. It presents a good analysis of how different stakeholders can work together to address the challenges and opportunities posed by a growing Heathrow. The report makes a number of positive recommendations and gives a clear steer upon where more can be done to lessen Heathrow's impacts upon its local community and the wider strategic transport network.

TfL has been keen to engage in a serious debate about the future of aviation in South East England, a central part of which is addressing its harmful noise and air quality impacts on the population around Heathrow. TfL has a particular responsibility to ensure adequate ground access to the airport and is supportive of mechanisms to encourage public transport use wherever possible.

A number of feasible options are identified in this report, some of which TfL is already committed to working towards. TfL supports the setting and enforcement of demanding surface access mode share targets – ones which are commensurate with London's ambitions for environmental sustainability. We are fully committed to maximising the role and attractiveness of public transport services supporting Heathrow. There are a number of operational and financial constraints that are a factor in the improvement of services, but we will continue to work with Heathrow Airport Limited, the Government and a range of local stakeholders to maximise the ways in which public transport underpins a successful and sustainable Heathrow. This will include exploring a range of ways in which London Underground and London bus services can best meet the needs of the tens of thousands of passengers and employees who travel to and from Heathrow every day. Clearly all considerations for additional investment will be subject to our normal appraisal and business planning processes and priorities but wherever possible we also work to identify where potential additional funding sources might be secured to deliver such improvements.

MAYOR OF LONDON



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The question of capacity allocation on the Great Western mainline is a good example of how meeting Heathrow's challenges must be balanced against meeting the population and employment needs of the wider London and South East region. In this, as in many other areas, we will work with all parties to identify and develop integrated transport solutions.

My colleagues and I look forward to working with the Mayor and the London Assembly after the May elections to further explore the important issues that this report raises.

Yours sincerely



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