

## NOTES OF LOCAL FOCUS FORUM MEETING – 17 March 2015

### PRESENT:

#### Residents

Cllr Khatra	London Borough of Hillingdon
Peter Hood	Colnbrook Parish Council
Sean Kelly	Colnbrook Residents Association
Mike Rayner	Colnbrook Residents Association
Jane Taylor	HASRA
Christine Taylor	Harlington Residents Association
Phil Rumsey	Friends of Harmondsworth Barn
Veronica Rumsey	Friends of Harmondsworth Barn
Armelle Thomas	Friends of Harmondsworth Barn
Kathleen Croft	Stanwell Moor Residents Association
Kevin Flurry	Stanwell Residents Association
David Blackett	Heston Residents Association
Nigel Mells	The Pavillions Association
Elaine Mells	The Pavillions Association
Cllr Rough	Spelthorne Borough Council
Cllr Taylor	Spelthorne Borough Council
Graham young	Richings Park Residents Association
Cllr Wendy Matthews	Richings Park Residents Association

#### Heathrow

Nigel Milton	Director of Policy and Political Relations
Lorna Johnson	Community Communications Officer
Cheryl Monk	Head of Community Relations
Laura Jones	Community Relations Manager
Theresa Gruber	Community Relations Manager

#### Apologies

Jean Purcell  
Philip Purcell  
Kate Birch  
Eilish Stone

### 1) Welcome & apologies

Cheryl Monk (CM) opened the meeting and gave apologies on behalf of Kate Birch, Jean and Philip Purcell and Eilish Stone.

### 2) Surface Access update

Chris Joyce (CJ) Surface Access Strategy Manager gave a presentation on surface access issues, outlining the long term strategy for the airport. He explained that Heathrow is already a transport hub and well connected to the strategic road network and looking to place Heathrow at the heart of the rail network. A copy of his presentation is attached.

CJ ran through the plans for improving public transport links. There are over 30 different bus services to the airport and he said that Heathrow is working with bus operators to double this figure

by 2030. The Piccadilly line will be upgraded with newer, faster and more frequent trains and Crossrail will be running by 2018.

CJ said Western Rail Access will connect Heathrow to the Thames Valley, the South West and Wales. HS2 will transform connections to key economic centres in the Midlands and the North and Southern Rail will close the connectivity gap to the south and provide choice and resilience. Western Rail to arrive at Heathrow by 2021 connecting to Slough, Maidenhead and Reading. Phase 1 of HS2 to arrive by 2026.

Graham Young (GY) wanted to know more about Old Oak Common. CJ explained that the Heathrow Express depot is currently based at Old Oak Common and will need to be moved because the land is required to facilitate the HS2 build. CJ said discussions were still on going about the possibility of a move to Reading or Langley but that the preferred location was Langley. He also said the number of trains on the Piccadilly Line will increase from 12 to 15 possibly 18 per hour. He explained that improvements to the signalling system will allow for the increase to take place. He said that upgrading the signalling system will not affect the frequency on the Uxbridge branch of the line but will allow for an overall increase in the number of trains across the whole line.

David Blackett (DB) wanted to know if the infrastructure was already in place to bring new services into the airport. CJ confirmed that works to Airport Junction for Cross Rail was complete and further enabling and signalling works are on going. He said passengers will be able to use Oyster cards on Cross Rail into Heathrow.

Kathleen Croft (KC) expressed concerns about passenger's luggage on the tube/trains. She wanted to know if anything could be done about it, for example the inclusion of luggage racks in new trains. CJ said that Heathrow was aware of this issue and to this end a working group had been set up with TFL to examine this as well as other issues.

Concerns were raised regarding the antisocial behaviour of private hire vehicle drivers and residents asked what Heathrow could do to stop this, since they were there because of the airport. CJ said Heathrow is working on an informal agreement with Transport for London to reduce the number of issues with private hire vehicle drivers. Details of the agreement will be communicated once finalised. CJ was aware of the problem and had recently been out litter picking in the Bolton's Lane area.

Armelle Thomas (AM) said the attitude of some of the private hire drivers was very poor and wanted to know if it was possible to ban them from the airport. CJ said they were working with TfL and looking at introducing a 'charter' for private hire vehicle drivers. The charter will provide a basic agreement linked to their licence that can be used as leverage to improve behaviour

Some members of the Forum expressed concerns about the car sharing scheme. One consequence of it was thought to be Heathrow workers parking vehicles in local streets, then getting into one car and driving to work. This is an on-going problem for local residents.

CJ suggested that we invite Theo Panayi, Sustainable Travel Manager to the next meeting, so he can listen to residents concerns and explain what Heathrow is doing to tackle their issue.

Peter Hood (PH) said that there was a huge amount of litter being generated by the freight industry connected to the airport.

CJ said that a pilot is also being looked at to ascertain whether there are suitable facilities anywhere on airport for HGV drivers to use.

He said that Heathrow is also looking at expanding the bus network, free travel zone and additional early morning services.

### **3) R3/Improved Heathrow Noise Mitigation announcement**

NM gave a brief update on the Airports Commission process. He said that we were almost at the end of the process. It was expected that the Airports Commission would make the recommendation in the summer and that it will then be for the Government to decide whether they accept this.

AT said that ultimately, it was the villagers that would pay the price. She said that Heathrow was told no by the Government in 2010 but yet is still pushing for expansion. She wanted to know if Gatwick was chosen whether Heathrow would accept that decision or appeal. NM said it would depend on the justification for the decision but that Heathrow understood that local residents had lived with the uncertainty for too long.

NM then followed on with an update on the revised noise mitigation scheme that was announced in February. He explained that the revised package came about as a result of feedback we had received during the blight and compensation consultation events.

He said that detail of the announcement include a zone based on the 55 decibel noise contour, the preferred measure of noise used by the European Union and the Mayor of London. He explained that this noise insulation offer goes above and beyond UK policy requirements, expands on Heathrow's previous proposals and is comparable to those offered by other European hub airports. An estimate of over £700 million could be spent through this insulation package, an increase of over £450 million from that previously offered by Heathrow in its May 2014 submission to the Airports Commission, and an increase of over £610 million from previous proposals for a third runway.

Phil Rumsey (PR) wanted to know whether people that had already received insulation from Heathrow in the past, would qualify. His view is that these windows deteriorate with age. NM said he would look into this but wanted to assure people that the quality of the product being offered has improved significantly.

Nigel Mells wanted to know if Horton was included. NM said it would depend on the final noise contours used and those couldn't be determined precisely until the final flights paths were known, which would need to be publicly consulted on.

The Forum wanted to know where the funds would come from for the scheme and NM explained that it would be funded by shareholders.

### **4) Airspace update**

CM gave a brief Airspace update. She explained that Heathrow had made an announcement the previous week regarding a change to airspace that NATS had made in June 2014.

She explained that prior to the change, aircraft using a departure route were directed across a wider swathe of airspace. Since NATS made the procedural change, this has resulted in more concentration of departure aircraft activity over some areas and a reduction in others. This "gateway" for departures has been narrowed to around 7 miles which means that aircraft are now climbing through a narrower area of the existing airspace in order to be in the correct location to go through the "gateway." It has altered the position of some flights before they reach 7,000 feet, but not below 4,000 feet.

CM went on to explain that areas affected by this concentration include Virginia Water, Ascot, Binfield and some parts of Bracknell. However, for some areas, including Windlesham, Lightwater and Bagshot, the number of departing aircraft over them has reduced. She said the change did not affect areas to the east of the airport such as Teddington, East Molesey and Twickenham, and it also would not result in aircraft flying over new areas. She stated that it applied to one departure route only, so arrivals were not affected.

CM said whilst the change to procedures made by NATS is not related to the airspace trials that took place last summer and finished on 12<sup>th</sup> November 2014, it does affect some of the same residents - specifically in Ascot and Bracknell. She explained that NATS are able to make procedural changes without informing residents. Most of these changes are not discernable to people living around the airport, however in light of this situation, NATS has agreed to urgently review the way it shares information with Heathrow on any changes which may have a discernable impact for communities living around Heathrow.

CM explained that the airport had asked NATS to consider reverting to the prior operational procedures on Easterly departures. They have advised that this change was made to improve the safe and efficient management of traffic departing from Heathrow and are not planning to revert.

#### **5) Cranford agreement update**

CM updated the Forum on the current status of the planning application for the works required for runway alternation on easterlies. She said the public inquiry is due to start on 2 June and is likely to last for 3 weeks. This follows the rejection of Heathrow's planning application by the London Borough of Hillingdon last year to build new taxiways off the northern runway to enable alternation on easterly operations. Hillingdon, Hounslow and the GLA continue to object to the ending of the Cranford Agreement on noise and air quality grounds. This is despite the Government having already assessed and considered these effects in making its decision to allow easterly departures.

Mike Raynor (MR) wanted to know if there would be Heathrow representatives at the hearing and CM confirmed there would.

#### **6) Property Update**

TG gave an update on a number of issues relating to Campsie's management of properties owned by Heathrow in Sipson and Harmondsworth. She said that since setting up regular internal meetings with property and the initial meeting with HASRA and Campsie things had improved significantly. HASRA and Campsie are having regular walkabouts in the villages to capture any issues. The introduction of a tracker to record complaints also means that they are resolved quite quickly before they escalate. Jane Taylor – HASRA Chair agreed that things were working much better.

#### **7) Heathrow report**

The update was tabled – a copy is attached

#### **8) AOB**

Christine Taylor raised the issue that the previous minutes were incorrect and did not mention how much money was put into the Harmondsworth and Sipson regeneration project by Heathrow Community Trust and she would like them amended to reflect that.

Cllr Matthews said that John Holland-Kaye had cited a donation to Iver Scout Hut during his speech at the Airports Commission Public Evidence session on 3 December, however she could find no record of it. NM explained that it was a mistake and that it should have read Langley Scouts not Iver and that he had already written to the group to apologise and clarify.

CT wanted to know if Heathrow provide funding for community projects and CM explained that we did through the Hillingdon Community Trust and Heathrow Community Fund which is partially funded through aircraft noise fines. CM said she would circulate details of the Heathrow Community Fund.

AT asked why the property compensation package Heathrow was offering if they are granted permission to expand would be the same for people that weren't subject to compulsory purchase as those that were. Her view was that people who stand to have their properties demolished should be treated differently since they do not have a choice. NM said that this was one of the messages from the public consultation since it was felt that people living very close to the new runway, should be compensated for the situation they would find themselves in. It was Heathrow's view that we should treat everyone the same.

PR asked which year would be used to calculate the blight payment. NM said that date has still not been decided. Once we know the outcome of the Airports Commission process then further work would be done on this and communicated.

It was asked where the extra money had come from to finance the revised compensation scheme since it was not in Heathrow's original proposals and costings. NM explained that this didn't increase the cost of the project but instead money had been moved from elsewhere.

MR asked if Slough Council was invited to attend LFF. CM explained that they hadn't been but that we were open to ideas regarding the membership of the Forum. She explained that the Forum was initially set up for resident associations and councillors from those wards bordering Heathrow. Councillors were welcome to attend, evident by the fact that there are already 3 members of the forum that are councillors.

VR raised the issue of freight traffic through Harmondsworth and NM said this would be picked up at the next LFF when Theo Panayi attends.

MR suggested that there is a presentation on air quality at the next meeting. NM agreed this could be arranged.

**Next meeting – 17 June 2015**