

**Minutes of the Environment and Sustainability Committee
25 April 2023**

Present:

Councillor I.J. Beardsmore (Chairman)
Councillor R.J. Noble (Vice-Chairman)

Councillors:

M. Beecher	K.M. Grant	J.R. Sexton
T. Fidler	K. Howkins	
N.J. Gething	O. Rybinski	

Substitutions: Councillors J.T.F. Doran (In place of J. Button)

Apologies: Councillors A. Brar, V.J. Leighton and L. E. Nichols

24/23 Minutes

The minutes of the meeting held on 14 March 2023 were agreed as a correct record.

25/23 Disclosures of Interest

There were none.

26/23 Questions from Members of the Public

There were none.

27/23 Ward Issues

There were none.

28/23 Presentation from Heathrow Airport Limited

The Committee received a presentation from the Head of Local Strategic Engagement, the Director of Communications and Sustainability and the Head of Carbon Strategy at Heathrow Airport Limited (HAL) on Heathrow Airport's Sustainability Plan: "Heathrow 2.0 Connecting People and Planet".

HAL explained that the Heathrow 2.0 Sustainability Plan was embedded in the business strategy for the airport. They stressed that the benefits of aviation should not come at a cost to the planet or society. The focus of the 2.0 Plan was "net zero aviation" and "a great place to live and work", with 10 key sustainability objectives which HAL wished to achieve by 2030.

HAL gave examples of net zero target highlights from 2022 and set out targets for 2030, such as cutting emissions in the air by 15% and on the ground by 45%, compared with a baseline of 2019.

A sustainable travel zone had been created focussing on bus routes and incentives to staff to use public transport to get to work. There were increased early and late bus and coach services to accommodate shift workers. There was work on noise management with a new action plan due for 2024-28. In relation to biodiversity, HAL was working with partners to support a nature network around Heathrow.

Funding was available from the Heathrow Community Trust and Heathrow Community Take Off Fund for initiatives which would benefit the environment or local community groups. HAL welcomed input from councillors as to how they could do more for the benefit of local residents and were already engaging with local councils. The Committee noted work with communities in the north of the borough as part of Heathrow's Giving Back Programme.

The Committee raised a number of areas of concern, including the lack of public transport south of the airport, the need for increased bus, coach and rail routes through the borough, a light rail access link to Heathrow, the lack of tree planting by HAL, local air quality, the small amount of grant funding received by the borough, increased employment at the airport and the potential pressures on local housing. HAL stressed that geography was not a factor for grant applications and that grants were awarded purely on the quality of the applications received. They also expressed the wish that jobs would go to local people who already lived in the vicinity of Heathrow.

In accordance with Standing order 32.3 the Chair briefly suspended discussion of this item to allow consideration of the item on Proposed Strategic Community Infrastructure Terms of Reference due to time constraints. The Committee agreed.

The Committee and HAL discussed the anticipated growth in sustainable aviation fuel (SAF) which was waste-based, primarily cooking oils, and noted that a 50% blend could be used in existing aircraft. The life expectancy of aircraft was around 25 years, but hydrogen fuelled second generation aircraft

were expected to enter UK regional services by 2030. Despite challenges in green hydrogen production it was expected that it would ultimately replace bio fuels.

Questions were asked in relation to the new drop off charge for vehicles entering Heathrow. The charge had been implemented to address congestion and incentivise passengers to use sustainable transport. The revenue for HAL would be reinvested into sustainable travel.

The Committee thanked HAL for their presentation and for facilitating the ensuing discussion.

The Committee **resolved** to note the presentation from Heathrow Airport Limited.

29/23 Proposed Strategic Community Infrastructure Levy Terms of Reference

The Committee considered a report on the proposed Strategic Community Infrastructure Levy (CIL) Terms of Reference for the Working Group following the dissolution of the Spelthorne Joint Committee.

The Spelthorne Joint Committee had previously been the final decision maker with regard to CIL funding. Following its dissolution a new final decision maker was required. The proposal was for the Environment and Sustainability Committee to become the new final decision maker. The Committee was asked to agree the proposed changes to the Terms of Reference (ToR) for the CIL Working Group to enable this.

The Committee noted that the ToR had been amended to move from accepting applications for CIL on an ad-hoc basis, to a structured annual spending round, in agreement with the CIL Working Group.

The Committee **resolved** to agree the proposed Strategic Community Infrastructure Levy (CIL) Terms of Reference (ToR) following the dissolution of the Spelthorne Joint Committee.

30/23 Updates from Task and Finish and/or Working Groups

The Committee received a verbal update on the work of the Climate Change Working Group.

The Chair of the Climate Change Working Group provided a summary of progress in relation to the climate strategy and action plan. These included knowledge of the carbon footprint for Spelthorne, the purchase and use of electric cars and mopeds, increased use of solar panels, the establishment of the Climate Change Officer role, a carbon literacy training programme for staff, workshops for local residents and strategies for the future. The Chair

thanked officers of the Council for their work and his Co-Chair for his help and support.

The committee **resolved** to note the update from the Climate Change Working Group.

31/23 Forward Plan

The Committee considered the forward plan for future Committee business.

A member requested that discussion of working groups be added to the forward plan for the next meeting.

The Committee **resolved** to note the forward plan with the addition of the item referred to above.

HEATHROW 2.0: CONNECTING PEOPLE AND PLANET

25 April 2023

Becky Coffin – Communities and Sustainability Director

Matt Prescott – Head of Carbon Strategy

Heathrow

Heathrow 2.0

Connecting People and Planet



For more detail please visit:
www.heathrow.com/sustainability

Heathrow 2.0 Connecting People and Planet. Our 2030 Goals



Up to 15% cut in carbon in the air compared to 2019



At least 45% cut in carbon on the ground compared to 2019



Reduce NOx airside by at least 18% compared to 2019



Limit and where possible reduce the number of people highly sleep disturbed and highly annoyed compared to 2019



Work with partners to support a nature network around Heathrow



Maximise reuse, recycling and recovery of materials used at Heathrow



Maximise suppliers achieving gold standard against our Balanced Scorecard



Give back to 1 million people in our local communities



Reflect the diversity of our local community at all levels

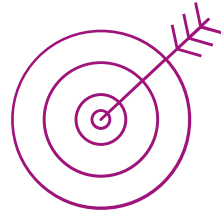


10,000 external jobs, apprenticeships, and early career opportunities

Net zero aviation 2022 highlights

NET ZERO BY 2050

Net zero 2050 goal for whole global aviation sector agreed at ICAO General Assembly.



CUT CARBON

Trial with American Airlines of a new plug-in electric cooling solution to save airlines running engines on stand and cut carbon.



0.5% SAF

At least 0.5% of fuel delivered to airlines at Heathrow during the year was sustainable aviation fuel.

ZERO EMISSIONS AIRCRAFT

Heathrow published findings from project NAPKIN, showing that hydrogen-fuelled services could dominate domestic air travel by 2040.

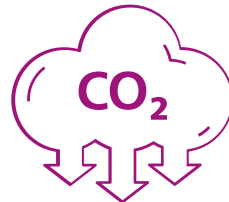


SUSTAINABLE AVIATION FUEL

SAF pocket guide launched at COP27 with Sustainable Markets Initiative – explainer for how to buy SAF and create corporate demand.

£200M

£200m investment in decarbonisation for our next five-year business plan backed by the CAA.



£500,000

£500,000 investment in carbon removal through UK woodland creation and peatland restoration by the end of the winter planting season.



6 Key actions at a glance

By 2030, our goal is to cut carbon by up to 15% in the air
(2019 baseline)

IN THE AIR – SUMMARY

There are four main solutions to cutting carbon the in air

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GOAL 1:

AIRSPACE AND OPERATIONAL EFFICIENCY

Contribute up to 1% of the 2030 goal with technology delivering more efficient operations and by **investing £70m modernising airspace around Heathrow**



GOAL 2:

NEW CONVENTIONAL AIRCRAFT

Use less fuel, contributing up to 8% of the 2030 goal, as a result of airline **fleet renewal improving conventional aircraft and engines**



GOAL 3:

CHANGE THE FUEL

Switch to low carbon sustainable aviation fuel (SAF) pumped into today's planes, contributing up to 7% of the 2030 goal, accelerated by our **SAF landing charges incentive**



GOAL 4:

CHANGE THE PLANE

New zero carbon aircraft entering into service will deliver further carbon reductions. We will continue **R&D to prepare the airport infrastructure for zero carbon flight**



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Actions in the net zero plan will help cut local air pollution too, particularly those focused on surface access and airport vehicles

6 Key actions at a glance

By 2030, our goal is to cut carbon by at least 45% on the ground
(2019 baseline)

ON THE GROUND – SUMMARY

There are four main solutions to cut carbon on the ground

GOAL 5:
NET ZERO SURFACE ACCESS
Changes to surface access for passengers and colleagues, cutting carbon by 49% by 2030, through the **switch to electric vehicles and new public transport links**



GOAL 6:
SUPPLY CHAIN
Leveraging our procurement role to deliver a net zero supply chain, cutting carbon by 35% **working with suppliers to set net zero targets**



GOAL 7:
AIRPORT VEHICLES
Shifting airport vehicles to zero emissions, cutting carbon by 87%. **By 2030, all airport vehicles will be zero emissions or use biofuels**



GOAL 8:
BUILDINGS AND INFRASTRUCTURE
Energy efficiency and technology cutting carbon by 39% by 2030 from our buildings and infrastructure, including through **starting to switch off gas**

Actions in the net zero plan will help cut local air pollution too, particularly those focused on surface access and airport vehicles

Heathrow Sustainable Travel Zone

PRIORITY 1

Ensure existing public transport operates at the times required by all colleagues. Many colleagues work early or late shifts which start or end at times when public transport is not always an option.

PRIORITY 2

Improve active travel options for those living close enough to walk or cycle.

PRIORITY 3

Improve campus connectivity by ensuring free, easy sustainable transport options are available for journeys needing to be made during the working day and for the first and last mile of commutes.

PRIORITY 4

Discounted travel. Bus service providers, particularly those operating from outside Greater London, will be encouraged to provide discounted tickets for Team Heathrow colleagues. This also includes some coach services where stops are within easy commuter distance.

PRIORITY 5

New or significantly improved services to serve new areas or improve the service on existing routes (eg increased frequencies).



67%

67% increase in the number of bus and coach³ services arriving at Heathrow before 04:00



47%

47% increase in the number of bus and coach services departing Heathrow after 23:00



326%

326% increase in passengers using bus route 4 (Slough – Heathrow)

50% SAVING

50% saving for Team Heathrow colleagues purchasing a 28-day ticket for bus routes 4, 7 and 8 (£35 instead of £70.90) (Maidenhead – Slough – Heathrow Central; Britwell – Slough – T5; Slough – Staines – T5)



40% SAVING

40% saving for Team Heathrow colleagues purchasing a 10-trip ticket for bus route 442 (£15 instead of £25) (Englefield Green – Stanwell – T5)



30% SAVING

30% saving for Team Heathrow colleagues purchasing an annual ticket for the Airline coach from High Wycombe (£1,000 instead of £1,440 for 12 monthly tickets)

FREE TRAVEL

Free travel between Heathrow terminals and Hatton Cross on the Piccadilly line

192

192 journeys on Christmas Day on route 4



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A great place to live and work 2022 highlights

SUSTAINABLE TRAVEL ZONE



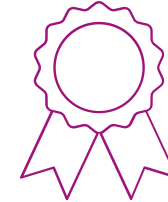
New Sustainable Travel Zone introduced to bring together the ways Team Heathrow can travel to work more sustainably, including enhancements to 14 local bus and coach routes.

GLOBAL NOISE TASK FORCE



Secured support to establish a Global Noise Task Force via Airports Council International (ACI).

BIODIVERSITY BENCHMARK



Successfully retained the Wildlife Trust's Biodiversity Benchmark award for the 14th year.

IMPROVED WASTE INFRASTRUCTURE



Improvements to waste infrastructure across the airport, with consistent colour-coding to provide clarity for Heathrow colleagues and passengers.

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SETTING STANDARDS



Launched a Procurement Balanced Scorecard to Tier 1 Suppliers, setting standards for Heathrow's strategic aims across carbon, social value and community.

LIVING WAGE EXTENSION



Extension of the London Living Wage to all directly employed colleagues and those working in Heathrow's direct supply chain, benefitting at least 1,300 people.

BUSINESS SUMMIT



Heathrow Business Summit attended by over 300 people including 100 Heathrow tier 1 suppliers and more than 100 local SMEs.

1m



Launched a new Giving Back Programme to benefit one million local residents by 2030.

INCREASED DIVERSITY



Improvements in gender (+2.38 to 39.48%) and ethnicity (+1.18 to 18.28%) representation at senior levels of the business.

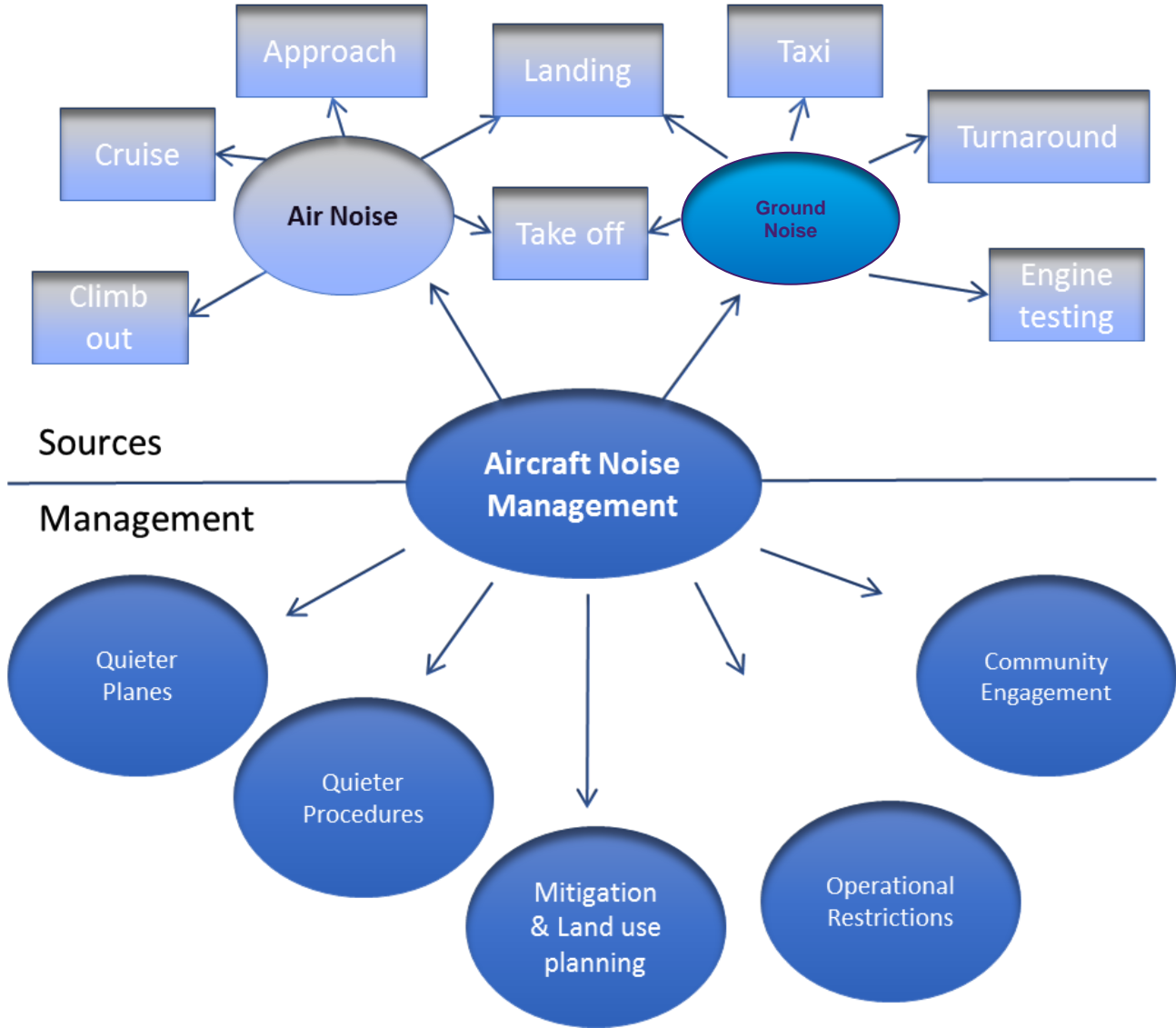
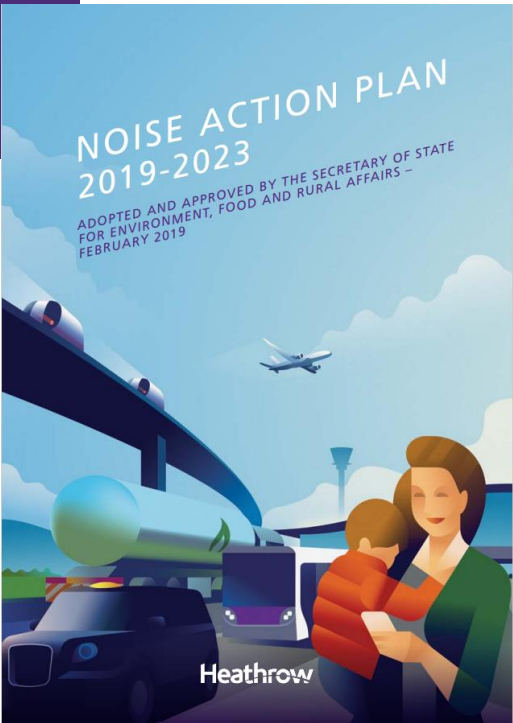
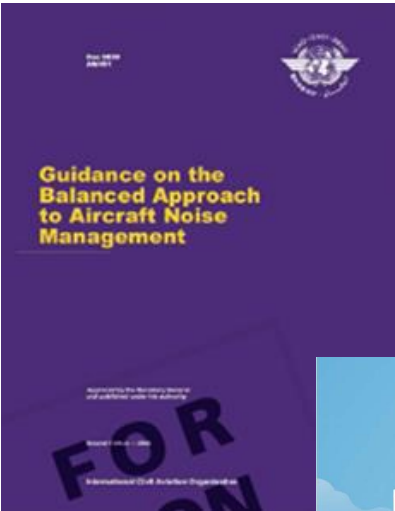
3,000

Delivered over 3,000 experience-of-work days to local young people across a range of programmes.

2,500

Over 2,500 career opportunities at Heathrow and other airport business, brokered by the Heathrow Employment and Skills Academy.

Our approach to noise management



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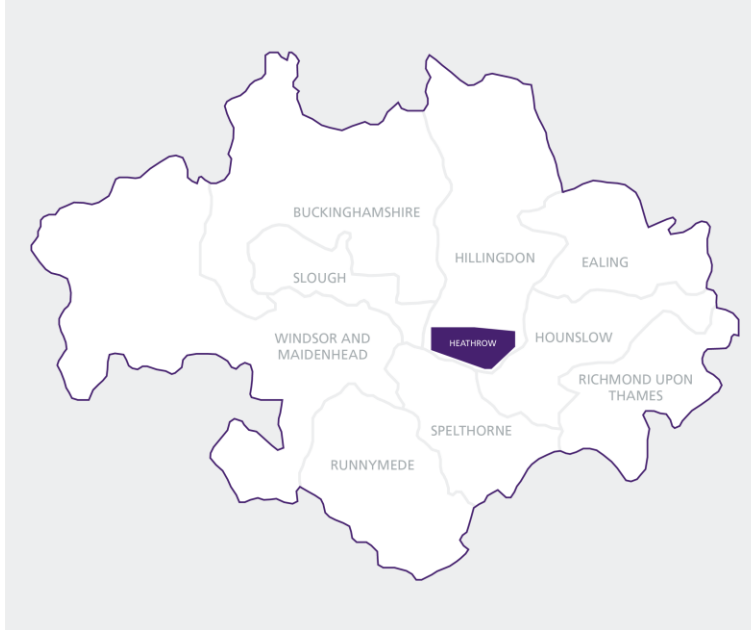
Where we engage locally

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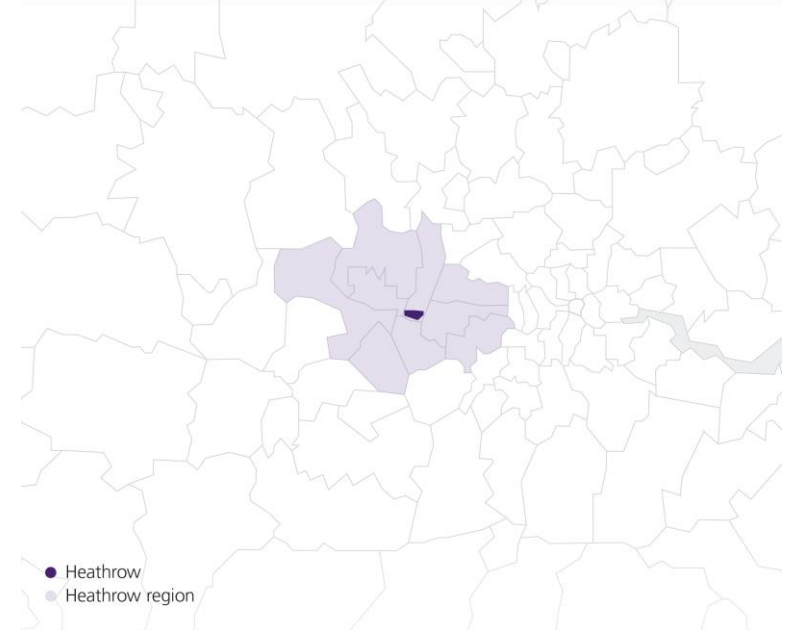
HEATHROW NEIGHBOURING VILLAGES



HEATHROW REGIONS



BROADER COMMUNITIES



GIVING BACK PROGRAMME

CONNECTING HEATHROW'S COMMUNITIES TOGETHER

ENTER



1 MILLION

Pledge to give back to more than one million local people by 2030.



Connecting communities to the World of Work



Connecting communities with the local environment




Connecting communities to funding & Team Heathrow

Heathrow Local engagement forums

The Local Community Forum (LCF) facilitates a positive dialogue between Heathrow Airport and its neighbouring communities to help build relationships and enable Heathrow to be a better neighbour. It is independently chaired by Dr Roger Green, and its members are nominated representatives of Local Community groups and organisations and Heathrow. In 2023 the forum will set out to grow and diversify its current membership, ensuring that a wide range of views and topics are discussed. As the LCF begins to grow, we will look to reintroduce The Local Liaison Working Groups, to ensure we are working with communities on the issues that matter most to the local community.

The Heathrow Local Recovery Forum (HLRF) was set up in 2020 to collaborate with stakeholders on local economic recovery and growth post-pandemic and to deliver the recommendations set out in Heathrow's Local Recovery Plan. It is independently chaired by Lord David Blunkett, and its members are representatives of local councils, enterprise partnerships, education providers, business groups, chambers of commerce and Heathrow.

The Noise and Airspace Community Forum (NACF) engages on issues related to noise, airspace and runway operations at Heathrow, including updates on day-to-day operations and future changes. It is independently chaired by Andreas Lambrianou, and its members are representatives of local authorities, community groups, aviation industry and government bodies and Heathrow.



The Council for the Independent Scrutiny of Heathrow Airport (CISHA) ensures independent oversight of the way in which Heathrow engages with stakeholders. It is a separate legal entity, integrated with Heathrow's wider community forum structure and provides a transparent mediation process for constructive and effective engagement with the airport as signified in Section 35 of the Civil Aviation Act. It is independently chaired by Baroness Liz Sugg, and its members are the independent chairs of other Heathrow forums, together with senior representatives of the aviation industry and government bodies, Heathrow Strategic Planning Group and Heathrow. From 2023, CISHA will undertake scrutiny on a limited number of distinct commitments within Heathrow 2.0 that will have a material impact on the quality of life in surrounding communities. These reviews will take stock of the current target and the direction of travel, what communities want – established through broad community engagement and involvement – and conclude with recommendations to Heathrow.

The Heathrow Area Transport Forum (HATF) provides input to ongoing surface access initiatives related to the Heathrow. It is independently chaired by Val Shawcross, and its members are industry bodies, trade unions and Heathrow.

The Heathrow Air Quality Working Group (HAQWG) provides a forum for consultation on Heathrow's air quality strategies and progress towards meeting those targets. It is chaired by Heathrow, and its members are representatives of local authorities and Heathrow.

The Heathrow Strategic Planning Group (HSPG) is a partnership of many of the local authorities and Local Enterprise Partnerships (LEPs) responsible for planning the land use, transport, environment, economic development and sustainable development of the sub-region surrounding Heathrow Airport. It is independent but works constructively with Heathrow.



Heathrow

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