

# **The Future Development of Air Transport in the United Kingdom: A National Consultation**

**A Report on Responses to the Government's  
Consultation: Midlands**



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A Report on Responses to the Government's Consultation: Midlands

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## Background

### A New Deal for Transport

A1 The Integrated Transport White Paper, *A New Deal for Transport: Better for Everyone*, published in July 1998, announced the Government's intention to produce a new UK airports policy that would look 30 years ahead. Since that date, the Government has undertaken a number of wide-ranging consultations, discussions with stakeholders, surveys and independent studies to help inform its policy decisions. This report is one component of that process of consultation and investigation. Other principal inputs are set out below.

### The Future of Aviation

A2 Between December 2000 and April 2001 the Government consulted upon the main issues to be addressed by the White Paper. Around 550 responses were made to that consultation exercise, *The Future of Aviation*, and a summary of responses was published on the Department for Transport's web site [www.dft.gov.uk](http://www.dft.gov.uk) in November 2001.

### Regional Air Services Studies

A3 A programme of studies was carried out to look at Regional Air Services between 1998 and 2002. This was carried out in three parts. Part 1 comprised six Regional Air Service (RAS) studies covering:

- Midlands
- Northern Ireland
- North of England
- Scotland
- South West
- Wales

A4 These studies gathered up to date information on aviation, assessed future needs and highlighted the major issues that needed to be addressed.

A5 Part 2 involved the co-ordination of the RAS studies and audited them for consistency and also looked at a range of cross regional issues. This work was known as RASCO (Regional Air Services Co-ordination) and identified where there might be constraints, what they might be and what would be necessary to address them, for example runway extensions, new terminals, new runways.

A6 RASCO identified that additional runways might be required in the Scottish Central Belt and in the Midlands. Additional work (Part 3 Runway Studies) was carried out for Glasgow and Edinburgh, and Birmingham and East Midlands.

### South East and East of England Regional Air Services Study (SERAS)

A7 The SERAS study, which began in 2001, examined a wide range of options for the South East, ranging from no development other than that already permitted or under consideration in the planning system, to additional runway and terminal capacity to meet demand in full.

A8 The Department for Transport considered some of the more technical or detailed issues in separate studies. A list of supporting documents can be found in the annexes to the consultation documents.

<b>A REPORT ON RESPONSES TO THE GOVERNMENT'S CONSULTATION</b>	<b>Report 2 Midlands</b>
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## The Future Development of Air Transport in the United Kingdom

A9 The results of the regional air services studies informed the seven consultation documents published collectively as [The Future Development of Air Transport in the United Kingdom](#) in July-August 2002

### NOP Questionnaires

A10 Alongside the seven consultation documents, the Government commissioned NOP to publish seven questionnaires which asked for views on issues covered in the consultation documents. Over 66,000 completed questionnaires were received and analysed by NOP and the results can be seen on DfT's web site [www.dft.gov.uk](http://www.dft.gov.uk).

### Consultation Events

A11 Consultation events and exhibitions were held across the UK to enable a wide range of stakeholders and members of the general public to meet with Government Officials and their consultants to discuss the issues raised and seek additional information.

### Subsequent Developments

A12 Since the publication of the consultation documents in July 2002, there have been a number of developments which respondents believe affect particular development options, the UK air transport industry or the global economic or environmental context. These developments are additional considerations for the Government in determining its policy for air transport in the UK and, to the extent that they are reflected in the responses to the consultation documents, they have been addressed in AviaSolutions' analysis. They include (the list is not exhaustive) -

- the war in Iraq and, in combination with the events of 11 September 2001, its effect on the global demand for air travel;
- the publication by Birmingham International Airport Limited of an alternative runway option for Birmingham Airport;
- the publication by London Luton Airport Operations Limited of alternative runway options for Luton Airport;
- the publication by BAA plc of alternative runway options for Heathrow and Gatwick Airports and British Airways' alternative runway option for Heathrow Airport;
- the results of the study into the feasibility of rail links to Glasgow and Edinburgh Airports;
- the decision by Office of the Deputy Prime Minister to approve the development of Finningley Airport near Doncaster;
- the outcome of the Department for Transport's multi-modal studies; and
- the results of the study undertaken on the future of air transport in the far South West;

A13 In addition, the Government announced in its 2002 Pre-Budget Report that it would discuss with stakeholders the most effective economic instruments for ensuring that the aviation industry is encouraged to take account of and, where appropriate, reduce its contribution to global warming, local air and noise pollution.

A14 Its report, *Aviation and the Environment: Using Economic Instruments*, published in March 2003, provided a platform for discussions with stakeholders. It set out estimates of aviation's external costs and outlined the Government's approach to using economic instruments. It also asked questions about the effectiveness and desirability of economic instruments for this sector.

<b>A REPORT ON RESPONSES TO THE GOVERNMENT'S CONSULTATION</b>	<b>Report 2 Midlands</b>
<b>Background</b>	

A15 In addition to the views that were expressed during the stakeholder discussions, a number of stakeholders provided the Department for Transport and HM Treasury with a written response to the issues and questions raised in the report. Those submissions are not included in this report, but where respondents to the consultation documents did raise points relating to the use of economic instruments, they have been noted in this analysis.

## The UK-wide Report

### The Consultation Exercise

- B1 In July 2002, the Government published seven consultation documents on The Future Development of Air Transport in the United Kingdom. The Scottish and Welsh documents were published jointly with the Scottish Executive and the Welsh Assembly Government respectively.



**Figure 1 – Regional Consultation Documents Areas**

- B2 The Government published revised versions of the South East main and summary consultation documents at the end of February 2003, following the decision of the High Court in November 2002 that options for runway development at Gatwick should be included. The Government also issued revised NOP questionnaires to take into account the Gatwick option. Respondents were invited to replace or supplement their original responses if they wished to do so, and the consultation period was extended to 30 June 2003 to allow time for this.
- B3 The Department for Transport (DfT) received over 400,000 responses to the consultation exercise. Some were detailed submissions; a large number of people across the UK completed NOP's questionnaire; and there were many thousands of individual letters. Some respondents addressed a large number of the issues raised by the consultation documents, while others concentrated their responses on a particular area of the UK, a specific issue, or a single option for development.

### The Process of Analysis

- B4 A team of consultants was appointed to analyse responses from those organisations and individuals that submitted detailed and often technical submissions to the consultation documents.
- B5 It was expected that there would be a large number of responses to the consultation and that these would cover a range of complex issues. A database was therefore created to assist with the logging and analysis of responses.

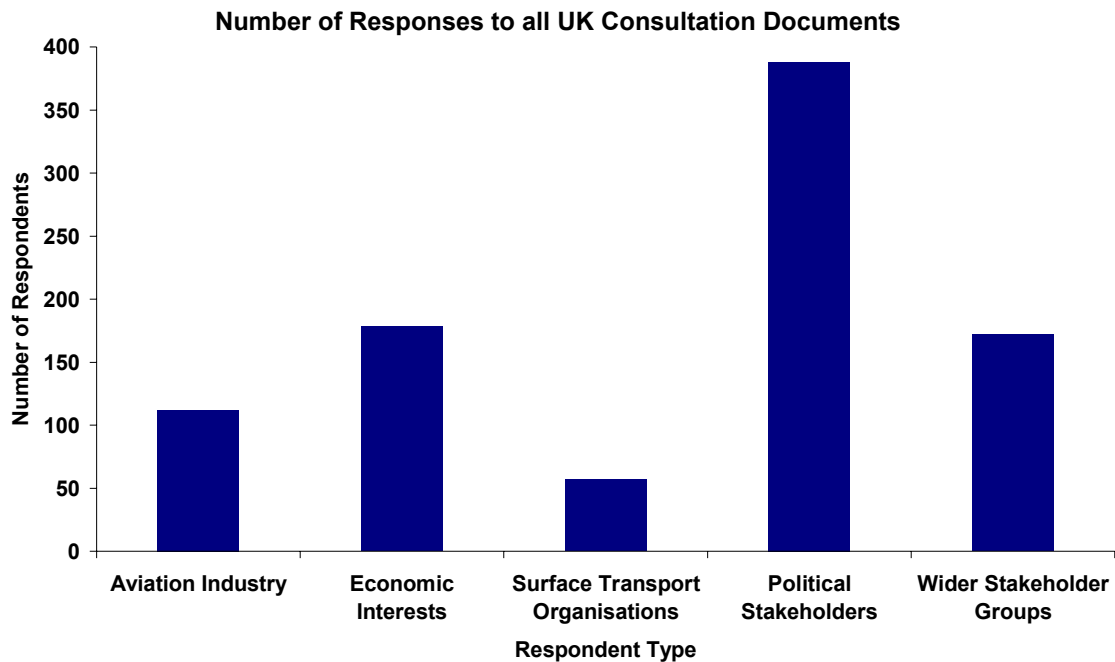
## Analysis

- B6 The key objectives of the analysis undertaken were to:
- capture respondents' submissions accurately and consistently;
  - provide the DfT with a clear understanding of the issues, concerns and wishes of stakeholders;
  - demonstrate a clear audit trail; and
  - make the process transparent.
- B7 Each response was allocated to a 'home region' for the purpose of entry onto the database. In most cases the postal address of the respondent determined the home region. However, those respondents with interests across the UK, for example British Airways, and those respondents from outside the UK, for example Delta Airlines, were designated as 'national' and 'international' respectively.
- B8 It should be noted that the home region of a respondent did not restrict their ability to comment on development proposals for other regions. Respondents were able to respond to as few or as many of the proposals in the consultation documents as they wished. For example a respondent from Northern Ireland was able to respond to proposals in the South East and / or the Midlands.

## The Grouping of Respondents

- B9 The views of respondents have been grouped, and presented throughout the report, in 5 categories:
- **Wider Stakeholders** – which includes both national and local environmental groups, consultative committees, airport development opposition groups;
  - **Surface Transport Organisations** – which includes bus, coach and rail operators and other organisations representing surface transport interests;
  - **Political Stakeholders** – which includes county, district and borough councils, members of parliament (national, devolved and European), devolved administrations, and regional assemblies;
  - **Economic Interests** – which includes regional development agencies, enterprise agencies, chambers of commerce, business interests and trades unions; and
  - **Aviation Industry** – which includes airlines, airports, aircraft manufacturers, aircraft maintenance providers and direct suppliers to the aviation industry such as ground handling and aircraft catering.

B10 A total of 907 responses were analysed, which were distributed between the 5 respondent categories as follows –



B11 Numerically Political Stakeholders dominate and Surface Transport Organisations have the smallest representation, although there are regional variations.

### The Quantitative Nature of the Analysis

B12 When reading the results of responses to individual questions, it should be borne in mind that at times the respondent sample size for a question may be small, and the conclusions that may be drawn from the analysis, may be limited in consequence.

B13 The analysis is predominantly represented in tabular or graphic form together with explanatory text. Where appropriate, the text draws on individual responses to illustrate a commonly held view, to articulate dissenting views, or to highlight an important perspective or insight.

### The Organisation of the Report

B14 This report can be read in its totality to provide a UK wide perspective for all parts of the UK. Alternatively there are individual documents available for each part of the UK and also for National and Cross Regional Issues (as set out in the table below) for those whose interest is limited to a particular region of England, or to Scotland, Wales or Northern Ireland.

B15 The report is structured as follows:

Report	Title
1	National and Cross Regional Issues
2	Midlands
3	North of England
4	Northern Ireland
5	Scotland
6	South East
7	South West
8	Wales

B16 Report 1 brings together a range of issues that respondents have raised and which are of relevance to either the whole of the UK or to more than one geographical area of the UK.

## The Midlands Report

### Synopsis

- B17 In the Midlands consultation document the UK Government set out the context for their consultation on the future of aviation. The consultation on airports sought to address a number of important questions:
- should new capacity be provided at Midlands airports over the next 30 years, and if so how much?
  - what measures would be needed to control and mitigate the environmental impacts of any airport growth?
  - how should we address other important issues which will affect the future of aviation in the Midlands such as route development, access to South East airports, securing airport investment, improving surface access links to airports (particularly by rail) and competition or complementary development of the airport sector?
- B18 Views with regard to the potential capacity options and where such capacity should be provided are core to the consultation. The capacity options presented were:
- a close-spaced second runway at Birmingham;
  - a wide-spaced second runway at Birmingham;
  - a wide-spaced second runway at East Midlands; and
  - a new airport for the Midlands at Church Lawford, a site between Coventry and Rugby.
- B19 Aviation is currently estimated to contribute £0.5 billion of added value to the Midlands' economy, accounting for 1.06% of the Midlands' GDP. Aviation is a key factor in attracting inward investment and supports 9,480 jobs directly and 41,250 jobs in total.
- B20 A sustainable long-term strategy for the Midlands means finding the right balance between benefits and impacts, and determining how impacts on people living close to airports, the built and natural environment and surface access infrastructure and services might be mitigated and managed.
- B21 The questions contained in the Midlands consultation document (which are set out in Annex A of this report) aim to gather respondents' views on the issues that are key to the development of that long-term sustainable aviation policy.

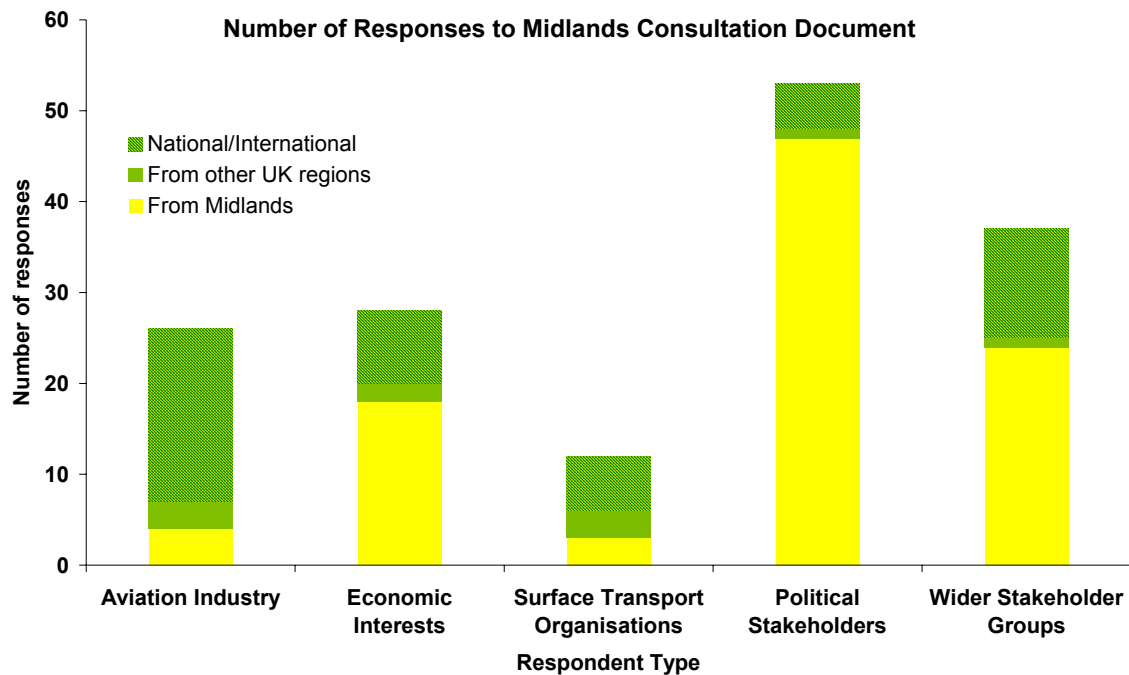
### Organisation of this Report

- B22 To assist way-finding through this report, at the head of each section is a graphic, like the one below, which indicates the issue under consideration and the order in which issues are being looked at.

<b>Should Additional Airport Capacity be Provided?</b>
Where to Provide any New Airport Capacity and Part 3 Options
Competition v Complementary Development
The Economic Benefits of Air Travel
Social Inclusion
Environmental Impacts
Surface Access
Aviation Strategy for the Midlands

- B23 Each section of this report begins with a brief introduction setting out the principal issues to be explored in that section, and a synopsis of the relevant part of the Midlands consultation document to provide context for the analysis. The introduction concludes with a summary of respondents' views.

- B24 Following the section introduction is the detailed analysis of respondents' views. The analysis is presented in tabular form together with explanatory text. Where appropriate, the text draws on individual responses to represent a commonly held view, to articulate dissenting views, or to illustrate a particular perspective or insight.
- B25 Within the Midlands consultation document a section was devoted to 'Part 3 Options', which examined long-term runway capacity in the Midlands region following the Regional Air Services Studies. 'Part 3 Options', however, also covered some issues that are common to the section entitled 'Where to provide any new airport capacity'. As a consequence, the analyses in respect of both the 'Part 3 Options' and 'Where to provide any new airport capacity' have been merged for the purposes of this report.
- B26 To enable further clarity of analysis, the individual questions asked within these sections are not taken in the order of their presentation within the consultation document. This reorganisation provides for a high level analysis initially, prior to examining the site related questions, in particular those relating to new runways.
- B27 Given the adjacent geographical location of the Midlands to the South East and the relative ease of access between each region and its airports, for consistency of analysis the opportunity has also been taken to incorporate Question 2 of the section entitled 'Should additional airport capacity be provided?' which discusses capacity issues in the South East of England.
- B28 AviaSolutions received 156 responses to the Midlands consultation document which were distributed across the 5 respondent categories as follows –



- B29 Numerically, Political Stakeholders provided the greatest number of responses. Of the Wider Stakeholder Groups responses (36), 27 represented environmental or residents groups (of which 5 were concerned with the proposal for a new airport at Church Lawford, 2 responded in respect of East Midlands and 1 each with regard to Birmingham and Wolverhampton). The varying numbers of respondents within each category should be borne in mind when reading the report, as no mechanism has been employed by AviaSolutions to weight responses or otherwise counteract the effects of a purely numerical analysis.

## Should Additional Airport Capacity be Provided?

<b>Should Additional Airport Capacity be Provided?</b>
Where to Provide any New Airport Capacity and Part 3 Options
Competition v Complementary Development
The Economic Benefits of Air Travel
Social Inclusion
Environmental Impacts
Surface Access
Aviation Strategy for the Midlands

### Introduction

- 1.1 This section is about the principal issue of whether or not the Government's policy to 2030 should support additional capacity at the UK's airports. It looks at the degree of support to be found for policy scenarios, which range from constraint to growth; the social, environmental or economic reasons why respondents favour one scenario over another; and the policy mechanisms that would help to deliver those scenarios.
- 1.2 This section draws on respondents' commentary on the matters contained in detailed Questions 1 – 6 under the heading National Policy Scenarios in Chapter 9 of the Midlands consultation document, pages 184 and 185.

### Synopsis

- 1.3 The UK Government utilised four illustrative national policy scenarios and two regional spatial scenarios to forecast the potential volume and distribution of passengers under a range of circumstances, ranging from constraint to growth. They were:
- *RASCO Reference Case (RRC)*, where 300 million passengers per annum (mppa) would pass through airports in the South East by 2030;
  - *South East Constrained (SEC)*, which would limit capacity at the London airports to the level already permitted (pre the Terminal 5 approval at Heathrow), but would not constrain the growth of airports outside the South East;
  - *UK Wide Constrained (UKC)*, in which growth would be severely constrained in all parts of the UK, and reinforced by measures to limit environmental impacts;
  - *Facilitated Growth (FG)*, which would actively encourage all airports to grow and maximise the related economic benefits;
  - *Fly Local* encouraged local airports within a region or country to meet as much growth as possible; as opposed to
  - *Concentrated Growth*, where a region's or country's demand for air travel would be focused on a limited number of airports to attract services to more destinations and with greater frequency.
- 1.4 The Government suggested some policy levers that might be available to help deliver one or more of the scenarios. These were:
- use of the planning system;
  - encouraging air services at airports outside the South East;
  - slots policy at South East airports;
  - financial levers;

- regulatory or voluntary frameworks;
- competitive or complementary development of airports;
- surface access schemes and charges; and
- availability of airspace.

## Summary of Findings

- 1.5 Seventy respondents commented on the National Policy Scenarios, of which just under half favoured RRC, drawing support from the Aviation Industry, Economic Interests and Political Stakeholders.
- 1.6 The majority of Wider Stakeholder Groups that responded proposed UKC.
- 1.7 SEC and FG attracted little support.
- 1.8 Those who described preferred scenarios other than the ones set out in the consultation document expressed views ranging from allowing regional airports to meet the travel needs of their regional markets, to reducing demand. Broadly, however, there was support for an unspecified but sustainable level of growth, utilising economic instruments, environmental limits and rail/air substitution, with concern about the prospect of uncurbed or uncontrolled growth
- 1.9 With regard to the Spatial Scenarios, Political Stakeholders and Wider Stakeholder Groups provided the majority of responses with the Concentrated Growth Scenario being supported by a small majority over those selecting Fly Local.
- 1.10 In providing reasons for their choice of scenario, respondents most frequently mentioned the importance of minimising the environmental impacts of growth, ensuring that aviation develops sustainably and the contribution that aviation makes to the economy. The Wider Stakeholder Groups focused principally on environmental issues as the reason for their choice of scenario.
- 1.11 A number of respondents, particularly Political Stakeholders and Wider Stakeholder Groups said that traffic forecasts were too high, mainly because of what was considered to be unrealistically low assumptions of aviation costs and thus fares to the passenger, with some respondents calling for the management of demand.
- 1.12 The most frequently mentioned policy mechanisms to deliver respondents' preferred choice of scenario were the use of the planning system to constrain or facilitate development, fiscal measures and prioritising surface access. None of the respondents were against the use of fiscal measures in principle, although there was a range of views on how they might be applied.
- 1.13 Principal amongst other policy mechanisms suggested were banning noisy aircraft and setting a cap on the number of aircraft movements.

## Respondents' Views

**Question 1: Which, if any, of the National Policy Scenarios do you think should form the basis of the UK Government's national airports strategy to 2030 and why? Considerations might include:**

- enhancing consumer choice and accessibility to air services;
- fostering a strong and competitive airline industry;
- facilitating existing businesses to compete effectively in global markets;
- attracting inward investment and inbound tourism;
- ensuring aviation develops sustainably and minimises environmental impacts of growth;
- minimising distance people have to travel;
- reducing congestion; and
- encouraging the use of public transport.

1.14 This question asked respondents for their views on the levels of growth, if any, which policy should look to encourage across the UK as a whole; how desired levels of growth within the Midlands should be distributed across the airports of the region; and the reasons that respondents gave for choosing one scenario over another.

**Table 1 – Which National Policy Scenarios should form the basis of the UK Government's National Airports Strategy to 2030?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
RASCO Reference Case (RRC)	10	8		11	4	<b>33</b>
UK Wide Constrained (UKC)				2	12	<b>14</b>
South East Constrained (SEC)				2		<b>2</b>
Facilitating Growth (FG)	4					<b>4</b>
Other	1	2		10	4	<b>17</b>
<b>Total Responses</b>	<b>15</b>	<b>10</b>		<b>25</b>	<b>20</b>	<b>70</b>
No Response	11	18	12	28	17	<b>86</b>
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

1.15 Seventy out of a total of 156 respondents chose to respond to this question, almost half favouring RRC.

1.16 The RRC scenario was supported by most of the Aviation Industry and Economic Interests, those from the former including Birmingham and Coventry Airport, Manchester Airports Group, Thomas Cook Airline and Britannia Airways. A number of comments were made in support of RRC:

- Birmingham International Airport commented that the most appropriate scenario was the one that encouraged the accommodation of demand arising in a region at airports that were located within the region and believed this to be RRC;
- Advantage West Midlands considered that RRC provided the most appropriate framework within which to address the future development of air transport in the Midlands;
- Coventry and Warwickshire Chamber of Commerce expressed support for RRC which they saw as the continuation of existing policies enumerating various economic-based reasons to support their position; and
- The Confederation of West Midlands Chambers of Commerce expressed the view that the Government's forecasts of traffic growth were realistic, calling for a second runway at Birmingham to meet demand as it arises.

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- 1.17 RRC was also the single option chosen most often by Political Stakeholders (11 of 25):
- East Midlands Regional Local Government Association noting the difficulty in predicting future trends in air transport, considered that RRC, as the most basic approach, probably represented the soundest basis for planning for the future;
  - Warwickshire County Council believed that the RRC scenario should form the basis of the UK Government's national airports strategy as it would provide the optimum level of service for the Midlands while being relatively sustainable in terms of surface access; and
  - West Midlands Local Government Association supported RRC as a basis for planning for the future.
- 1.18 Of the 15 Political Stakeholders who chose one of the four National Policy Scenarios, all those based within the west of the region chose RRC. Of those based in the east, however, whilst 4 supported RRC the remainder sought constraint, 2 each selecting SEC and UKC. Derby City Council expressed support for SEC because it would serve to reduce growth imbalances by spreading the benefits to other regions. UKC was supported by Mark Todd, MP for South Derbyshire.
- 1.19 A number of Political Stakeholders advocated 'other' scenarios, nearly all of which represented a level of constraint:
- Rugby Borough Council contended that SEC was unrealistic, South Derbyshire District Council adding that demand should be constrained through fiscal and capacity limiting measures plus a ceiling in terms of absolute environmental limits;
  - The Town Council of Royal Leamington Spa opposed the scenario of air traffic growth tripling in a thirty-year period;
  - The Borough of Telford & Wrekin sought a solution between UKC and RRC, Leicester City Council between SEC, RRC and CG and Nottingham City Council between RRC and SEC;
  - South Northamptonshire Council called for demand management by air/rail substitution and environmental taxation, with residual demand being met through the best use of existing and new capacity to the maximum of one new close parallel runway at Birmingham Airport; and
  - The Green Party called for an absolute reduction in demand to ensure that air transport is managed in a way that is compatible with wider social and environmental objectives.
- 1.20 The support for UKC was mainly from the Wider Stakeholder Groups and was fairly evenly split between residents and environmental groups, including Solihull Opposing Additional Runways (SOAR), CPRE – Warwickshire, English Nature and the Warwickshire Wildlife Trust. The Wider Stakeholder Groups included a number of groups opposed to the further development of airports.
- 1.21 FG was favoured by some respondents from the Aviation Industry, including Flybe and Royal Mail. British Airways suggested combining elements of RRC and FG.

1.22 In addition to the Political Stakeholders who defined 'other' preferred scenarios, other stakeholder groups offered alternative scenarios which largely, but not exclusively, promoted some level of constraint:

- Macquarie Bank supported the growth of regional airports to meet the travel needs of their respective regional markets;
- Environmental Law Foundation sought a sustainable level of growth without adverse environmental effects;
- Royal Town Planning Institute – West Midlands wished to see the management of growth and better use of existing airports; and
- CPRE called for the management and reduction of forecast demand, making best use of existing infrastructure within environmental capacity limits.

**Table 2 – Which Spatial Policy Scenarios should form the basis of the UK Government's National Airports Strategy to 2030?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Fly Local	1	2		3	2	8
Concentrated Growth	3	1		8		12
None of the above	2		1	1	2	6
Other	1	3	1	7	6	18
<b>Total Responses</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>19</b>	<b>10</b>	<b>44</b>
No Response	19	22	10	34	27	112
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

1.23 Of the 44 respondents to this question, 19 were Political Stakeholders who formed the largest group in the sample.

1.24 Less than half of the respondents chose one of the spatial scenarios set out in the consultation document, with a slight preference for Concentrated Growth over Fly Local.

1.25 Political Stakeholders, mainly local authorities, provided the majority of the support for Concentrated Growth, including 4 local authorities from the east and 3 from the west of the region. 11 comments in support of Concentrated Growth are shown in Table 3 below, and illustrate support for both Birmingham and East Midlands Airports as the focus for growth. The twelfth respondent wished to remain confidential.

**Table 3 – Comments in support of Concentrated Growth**

Respondent Name	Comment
Rugby Borough Council	Called for the retention of Birmingham Airport as the major hub for air transport in the West Midlands.
West Lindsey District Council	Assumed that capacity was concentrated at airports with scope for significant development, including East Midlands Airport
Birmingham International Airport	Considered that the Concentrated Growth scenario would evolve if RRC is adopted; the Government should not intervene in the market.
Derby City Council	Supported the limited development of East Midlands Airport to provide growth in passenger traffic in the Midlands
South Northamptonshire Council	Expansion should be met by maximising the use of existing runways at Birmingham and East Midlands but accepted the potential need for a second runway at Birmingham
East Midlands Regional Local Government Association	Investment to be concentrated primarily at the two existing major airports of East Midlands and Birmingham
Warwickshire County Council	Only at Birmingham, with development at other existing airfields in the region being subject to further assessment.
Manchester Airports Group	Only at East Midlands Airport
The Borough of Telford and Wrekin	At Birmingham with additional capacity at smaller local facilities (serving NW Midlands Region / Mid-Wales)
Birmingham Chamber of Commerce	Birmingham Airport should be viewed as the cornerstone of development of air services in the Midlands
Nottingham City Council	Supported the complementary development of Birmingham and East Midlands to serve mainly local needs

1.26 Support for Fly Local was drawn from across most of the respondent groups. Expressions of support included:

- Birmingham International Airport Consultative Committee, which considered that the use of existing airports in the Midlands should be maximised to enable the meeting of demand within the region; and
- Mark Todd, MP for South Derbyshire, who considered that while some specialisation was inevitable it was important to offer a range of local services minimising pre-flight passenger and freight travel distances where possible.

1.27 A larger number of respondents, however, either proposed 'other' spatial scenarios, or offered no view. Those suggesting alternative scenarios were broadly split between expressing support for meeting demand locally, without explicitly stating 'Fly Local', and others calling for a more restricted, sustainable approach. Some comments relating to the support for some demand included:

- Flybe did not wish to see development restricted at major regional airports; and
- Nottingham Chamber of Commerce believed that regional air travel should be encouraged to enhance consumer choice and accessibility to air services at a local level.

1.28 Those supporting the management of demand included:

- Solihull Metropolitan Borough Council wanted development in small increments to allow for an 'enough is enough' control scenario;

- CPRE wished to see the maximisation of existing infrastructure within environmental capacity; and
- Friends of the Earth (West Midlands) called for the management of demand and growth.

1.29 Having established preferences for the National Policy Scenarios, Question 1 then sought to establish respondents' reasons for their selection of preferred scenario. These are shown at Table 4.

**Table 4 – Reasons for National Policy Scenario Choice**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
<b>Economy sub-total</b>	<b>10</b>	<b>11</b>		<b>19</b>	<b>3</b>	<b>43</b>
Attracting inward investment	8	8		8		24
Good for economy	9	10		19	3	41
Attracting inbound tourism	5	9		4		18
Helping UK businesses compete in global markets	8	6		4		18
<b>Aviation Competitiveness sub-total</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>10</b>	<b>4</b>	<b>33</b>
Minimise distances people need to travel	6	5	1	7	4	23
Fostering strong and competitive airline industry	3	1		1		5
Enhancing consumer choice	6	3		7		16
<b>Environment etc. sub-total</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>23</b>	<b>19</b>	<b>63</b>
Rail/Air substitution		1	1	5	8	15
Reducing congestion	2	3	1	8	5	19
Ensuring aviation develops sustainably	7	6		12	16	41
Encourage use of public transport	1	3		8	7	19
Minimising environmental impacts of growth	3	7		19	15	44
Forecasts too high		1	1	7	15	24
Other	4		1	8	6	19
<b>Total Answers</b>	<b>62</b>	<b>63</b>	<b>5</b>	<b>117</b>	<b>79</b>	<b>326</b>
<b>Total Responses</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>27</b>	<b>22</b>	<b>76</b>
No Response	13	17	9	26	15	80
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

The sub-totals represent the number of respondents that have given at least one answer in that sub-group

1.30 Slightly less than half of all respondents provided 1 or more reasons as to why they had chosen a particular policy scenario. More than half of the Wider Stakeholder Groups and Political Stakeholders responded, emphasising their focus on environmental issues as a reason for their choice of scenario:

- 63 respondents gave at least one environmental reason for their choice of scenario whilst 43 mentioned at least one economic reason and 33 chose aviation competitiveness;
- The most popular individual reasons cited were the minimising of the environmental impacts of growth (44), ensuring that aviation develops sustainably (41) and being good for the economy (41);
- In terms of the number of respondents that gave at least one answer in a sub-group, the Aviation Industry and Economic Interests showed a fairly even balance between the 3 sub-groups; and

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- The Political Stakeholders considered both economic and environmental issues to be important whilst the Wider Stakeholder Groups' choice was dominated by environmental considerations.

1.31 A small number of respondents commented on the traffic forecasts presented in the Midlands consultation document. The following section covers the views, both at National and Midlands level, of these.

### **National Air Traffic Forecasts**

- 1.32 In the Midlands consultation document the Government set out its forecasts of passenger traffic to 2030 and described how the forecasts were used as the basis for appraising different options for new airport capacity. It did not specifically ask respondents for their views on forecasts but a sufficient number did make a range of comments, which were identified during the analysis process. (For example, the number of respondents who felt the forecasts were too high is reported in Table 4 above).
- 1.33 Respondents' views, both regionally and nationally, varied and covered forecasting methodology, comments on whether the forecasts were realistic, too low or too high, and whether the forecasts should be reviewed or not. Where respondents have commented on the forecasts, they have normally done so in the context of how they relate to the consultation document for the region they are in. Some commented nationally.
- 1.34 Many respondents felt that the forecasts were too high and commented on the difficulties of predicting demand so far into the future. Nationally, 149 respondents believed that the forecasts were too high, about 17% of the UK total sample of 907 responses. 24 of the 149 responses were from the Midlands, a similar percentage of total respondents to that nationally, being mainly Political Stakeholders and Wider Stakeholder Groups (including 13 environmental and residents groups). It should be noted that those regions with relatively easy access to a choice of air services, the South East and the Midlands, produced a significantly higher ratio of 'too highs' than those regions whose access to air services were more limited.
- 1.35 The Civil Aviation Authority's view, whilst accepting the inevitable uncertainties in looking forward over such a long period, was that the long-term forecasts were reasonably robust and experience suggested that long-term trend growth was resilient to shocks such as those faced by the aviation industry in recent years.
- 1.36 Birmingham International Airport clearly believed the RRC forecasts were the most appropriate basis for assessing long-term capacity requirements, including that in the South East, and that adoption of these forecasts ruled against a new airport in the Midlands.
- 1.37 Those from the Midlands who suggested that the forecasts were too high fell broadly within 2 groups, the first of which advocated some form of demand management to reduce the forecasts. The second group generally contended that the forecasts were wrong because there was insufficient consideration given to external factors that would increase the cost of flying and so reduce demand, including the removal of subsidies to aviation and the application of fiscal measures. A few respondents expressed the view that the forecasts were too high without qualification.
- 1.38 Given the Government's commitment to an integrated public transport system some respondents felt that not enough attention, if any, was given in the forecasts to the development of alternative forms of transport, especially high-speed rail links. Several respondents clearly felt that the forecasts did not acknowledge the possibilities for the substitution between short haul air and high-speed rail travel.
- 1.39 Most respondents, whilst often making passing comments on forecasts nationally, confined their detailed responses on forecasts to specific regions or airports. For example Rugby Borough Council, whilst accepting that that the Government's projections for national passenger numbers appeared reasonable, felt that the Government had considerably over-estimated the demand arising in the Midlands. In particular the forecasts for the proposed new airport near Rugby were seen as being excessively high and as these forecasts underpinned the assumptions for the new airport, the case for it was unsafe. The Council considered that the assumptions of no new runways in the South East and the closure of Birmingham Airport were not credible.

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- 1.40 Other comments, however, relating to forecasts for the same region, for example East Midlands Airport, demonstrate how individual responses to the same set of forecasts did vary. Manchester Airports Group, the owners of East Midlands Airport, whilst broadly accepting the Government's mid-range forecasts used in the RRC scenario, strongly argued that the forecasts for growth at East Midlands underestimated the potential growth by 2030 by at least 3mppa.
- 1.41 It is worth noting that Manchester Airports Group felt sufficiently strongly enough about the forecasts to have commissioned further analysis to support their view that the forecasts were low. Their new forecasts showed that, depending on whether or not a new runway was built at Birmingham, East Midlands would be likely to be handling between 18.7 mppa and 20.6 mppa by 2030. At the upper end of the forecasts they represented a difference of some 37% when compared with Government's 'maximum use' forecasts.
- 1.42 Conversely, East Midlands Transport Activists Roundtable believed that the forecasts were overstated and needed to be reviewed as a result of the development of Finningley being approved.

**Question 3: Which of the scenarios will most enhance consumer choice and accessibility to services in:**

- a) The UK as a whole?
- b) The Midlands?

- 1.43 The views of the respondents were consistent with the choice of scenario reported earlier.
- 1.44 SOAR considered that consumer choice should not be the priority, calling for a trade off between demand and consumption when considering scarce resources and suggesting that market stimulation through cheap fares was not real demand. The respondent wanted to see the environment taking precedence.
- 1.45 Having established respondents' views on their preferred choice of scenario, Question 4 invited suggestions with regard to other policy scenarios that might better meet respondents' aspirations.

**Question 4: Are there any other policy scenarios, including any combination of those set out in the document, which would better meet your aspirations for the development of regional air services and airports in the Midlands?**

- 1.46 Eleven respondents answered this question, of which 6 (2 Political Stakeholders and 4 Wider Stakeholders Groups) called for no growth over current levels, including The Woodland Trust, Wolston, Brandon & Bretford Anti-Airport Action Group, Friends of the Earth - West Midlands and WINGS.
- 1.47 Two Political Stakeholders (Nottinghamshire County Council and Leicester City Council wished to see greater constraint in the South East than RRC, but less than that contained within SEC.
- 1.48 The response to the first part of Question 1 sought views with regard to potential demand or constraint. Respondents were then asked for their comments in relation to the re-distribution of demand within a region, i.e. Spatial Scenarios.
- 1.49 One of the Government's principal policy objectives was to ensure that its policies for aviation were sustainable. Question 5 invited respondents to link their preferred choice of scenario to sustainability.

**Question 5: The Government is committed to bringing forward policies for civil aviation and airports that are sustainable. Please explain why you think your preferred scenario best supports the Government's sustainable objective.**

**Table 5 - Reasons for Scenario Choice to Support the Government's Sustainability Objective**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Environmental	5	4		21	19	<b>49</b>
Balances economic, social and environmental considerations	8	9	1	17	14	<b>49</b>
Economic	3	8	1	11	2	<b>25</b>
Social	3	1		8	1	<b>13</b>
Other	3	1	1	7	1	<b>13</b>
<b>Total Answers</b>	<b>22</b>	<b>23</b>	<b>3</b>	<b>64</b>	<b>37</b>	<b>149</b>
<b>Total Responses</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>28</b>	<b>23</b>	<b>76</b>
No Response	15	17	9	25	14	<b>80</b>
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

- 1.50 There were 76 respondents to this question contributing 149 answers, with the Political Stakeholders and Wider Stakeholder Groups combined providing two-thirds of all responses and answers.
- 1.51 Political Stakeholders and Wider Stakeholder Groups had a greater interest in environmental and 'balancing' reasons, which is probably because of the high number of residents and environmental groups within the sample and the recognition amongst the Political Stakeholders of the disturbance caused to local residents and the potential need to control the impact of aviation:
- SOAR took the view that sustainability could only be achieved if past adverse development practices could be reversed, in which case worthwhile development was achievable; and
  - Rugby Borough Council felt that the new (Church Lawford) airport development was in conflict with the Government's and the region's sustainable objectives.
- 1.52 The Aviation Industry and Economic Interest combined were broadly balanced between environmental, economic and social reasons:
- The Birmingham Chamber of Commerce and Industry considered that the 'Birmingham Alternative', a shorter runway variant promoted by Birmingham International Airport to the wide-spaced runway option proposed within the consultation document and hereafter referred to as the Birmingham 'Variant', offered the Midlands all of the economic benefits whilst seriously mitigating against environmental impact, a view echoed by the Confederation of West Midlands Chambers of Commerce;
  - Nottinghamshire Chamber of Commerce and Industry favoured the sustainable growth of air capacity but also believed that regional air travel should be encouraged to enhance consumer choice and accessibility to air services at a local level;
  - The Confederation of West Midlands Chambers of Commerce considered that the Birmingham 'Variant' was a commendable attempt to balance the needs of the Region's economy with those of local residents and the wider environment;
  - Birmingham International Airport suggested an appraisal framework that provided a means of balancing economic benefits and environmental impacts; and

- The Royal Town Planning Institute (West Midlands), however, commented that the growth strategy implied within the consultation document appeared to be completely out of step with the Government's wider sustainable development objectives.

1.53 Respondents were then asked to identify the policy mechanisms that they considered were essential to their choice of preferred scenario.

**Question 6: Which of the policy mechanisms set out in Chapter 3 do you think are essential to delivering your preferred scenario?**

**Table 6 – Essential Policy Mechanisms**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Use Planning System to constrain or facilitate development	8	7		13	19	47
Fiscal measures to limit demand	1	2	1	18	23	45
Prioritise Surface Access Improvements	7	8	3	15	10	43
Encourage air services to use regional airports	4	5		7	3	19
Restrictive regulatory or voluntary frameworks				7	11	18
Encourage airport competition / complimentary development	3	2		4	4	13
Slot Policy	3	2		1	2	8
Emissions Trading	1	1		3	3	8
Change economic regulation	1			1		2
Other	8	3		3	2	16
<b>Total Answers</b>	<b>36</b>	<b>30</b>	<b>4</b>	<b>72</b>	<b>77</b>	<b>219</b>
<b>Total Responses</b>	<b>14</b>	<b>13</b>	<b>3</b>	<b>27</b>	<b>26</b>	<b>83</b>
No Response	12	15	9	26	11	73
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

1.54 More than half the sample responded to this question with the most mentioned policy mechanisms being the use of the planning system to constrain or facilitate development, fiscal measures to limit demand, and prioritising surface access improvements, all widely supported by the Political Stakeholders and Wider Stakeholder Groups.

1.55 Support for use of the planning system included:

- Leicester City Council commented that the planning system should be used to redistribute growth by, for example, favouring infrastructure development at specified regional airports, allowing for development where there was an acceptable balance between economic, social and environmental considerations; and
- Shropshire County Council supported a plan, monitor and manage approach where new development would only be permitted where an acceptable balance was achieved.

1.56 A number of respondents from across the stakeholder groups made specific comments in relation to the use of fiscal measures as potential policy levers. These are explained in the paragraphs below. Further detail can be found Report 1, National and Cross Regional Issues.

1.57 None of the respondents were against the use of fiscal measures in principle, although there was a range of views on how they might be applied. Several respondents called for aviation to be subject to the principle of 'polluter pays' including North West Leicestershire and South Derbyshire District Councils. Others, such as the Warwickshire Wildlife Trust and the Melbourne Civic Society called for external environmental costs to be met. Several respondents expressed the view that by imposing fiscal measures, demand forecasts would be considerably reduced.

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- 1.58 The majority of respondents citing fiscal measures (28 out of 45) called for a tax or duty on aviation fuel. However, a number of respondents noted the difficulty and disadvantages for the UK unilaterally implementing an aviation fuel tax, and called instead for an EU-wide tax (Rugby Borough Council), or consideration of an EU-wide emissions charge (West Midlands Regional Assembly).
- 1.59 Other suggestions for fiscal measures were:
- VAT on air travel or aircraft purchases;
  - abandonment of duty free retail;
  - increased Airport Passenger Duty (APD);
  - slot auctioning and a tax on airside ground vehicle fuel;
  - noise charges (South Derbyshire District Council);
  - emissions trading, which was supported by West Midlands Regional Assembly; and
  - increased airport car parking charges and congestion charging (Nottingham City Council).
- 1.60 There were a number of recommendations to allocate the revenue of any fiscal measure to local mitigation and/or compensation, including the Strategic Anti-Rugby Airport Co-ordinating Group who stated that revenue should be used to mitigate the impact of aviation growth on communities.
- 1.61 There were 16 respondents proposing 'other' policy mechanisms, including:
- Birmingham International Airport supported a strong national aviation policy in the White Paper including regulatory issues and bilateral agreements; and
  - South Derbyshire District Council suggested that planning guidelines should have adequate measures for measuring noise impact.

**Question 6 (part): Are there any other policies that you consider might assist in doing so but you do not consider essential?**

- 1.62 There were only 5 respondents to this question with no specific pattern of response.

**Question 6 (part): Are there any policy mechanisms not considered in Chapter 3 that you think should be considered?**

- 1.63 The single most frequently mentioned mechanism was support for the banning of noisy aircraft, supported principally by the Political Stakeholders and the Wider Stakeholder Groups.
- 1.64 'Other' views were generally a mixture of environmental or governmental mechanisms, a representative sample of which are shown in Table 7:

**Table 7 – Alternative Policy Mechanisms**

<b>Respondent Name</b>	<b>Comment</b>
CSW Partnership Limited	Suggested mitigation strategies for surface access and noise, and managing air travel demand.
The Melbourne Civic Society	Considered that airports should be accountable in law for their environmental impacts and should meet their external costs.
Leicester City Council	Suggested using aviation tax revenues to fund improvements in public transport provision.
CPRE	Looked to night restrictions being extended with legally binding caps on air and noise pollution enforceable by fines.
United Parcel Services	Wanted the ICAO balanced approach to aircraft noise management implemented.
Manchester Airports Group	Suggested a preferential runway policy at East Midlands Airport to limit noise impacts.
The General Aviation Safety Council	Wished to see Planning Policy Guidance modification to facilitate creation of new environmentally friendly airports for displaced General Aviation activity.
Network Rail	Considered that the results of the consultation process should be integrated with the Strategic Rail Authority's Capacity Utilisation Policy.

1.65 In the next section, respondents' views on the location of airport capacity in the Midlands are described.

## Where to Provide any New Capacity and Part 3 Options

Should Additional Airport Capacity be Provided?
<b>Where to Provide any New Airport Capacity and Part 3 Options</b>
Competition v Complementary Development
The Economic Benefits of Air Travel
Social Inclusion
Environmental Impacts
Surface Access
Aviation Strategy for the Midlands

### Introduction

- 2.1 This section describes respondents' views about the principle of providing new runways or other airport infrastructure in the Midlands and the specific suggestions for new infrastructure described in the Midlands consultation document. It draws out respondents' preferred locations for growth or constraint, reflecting any proposals for growth over and above, or as alternatives to, those options or packages suggested by the consultation document. It reflects respondents' views on the importance of the Midlands meeting its own demand, rather than relying on connecting at UK or mainland European hubs.
- 2.2 The section draws on respondents' commentary on the matters contained in Questions 1 - 5 under the heading 'Location of Airport Capacity', page 185, in Chapter 9 of the Midlands consultation document.
- 2.3 There is also a section entitled 'Part 3 Options' in the consultation document, which covers similar issues. For the purposes of this report, respondents' views contained in Questions 1 – 6, pages 188/189, Part 3 options, have been merged within this section.
- 2.4 The opportunity has also been taken to incorporate respondents' views on South East capacity, which relate to Question 2 under the heading 'National Policy Scenarios' in Chapter 9 of the consultation document.
- 2.5 As a number of questions within the merged section cover the same or similar issues, some questions and their responses, although analysed, have not been included within Section 2 in order to avoid duplication. In addition, the order of the questions in the section is different from that in the consultation document to enhance clarity.
- 2.6 This section, therefore, considers several key issues raised in the consultation document and the reorganisation provides for a high level analysis initially prior to examining the site related questions, in particular those relating to new runways. The presentation of respondents' views is therefore as follows:
- should the region's demand be met from within the Midlands?
  - how much capacity should be provided in the South East, and where?
  - should there be new runway capacity in the Midlands?
  - where should new capacity be located?
  - what form should that new capacity take at Birmingham, East Midlands, Coventry and Wolverhampton?
  - should runway development be dependent on planning conditions?
  - should land be safeguarded?

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- should there be public funding for airport infrastructure development? and
  - if new runways are not supported, what are the reasons; does the region need all of its airports; should some be constrained?
- 2.7 Respondents' views in respect of RAF Cosford can be found in section 4 of this report, Economic Benefits

## Synopsis of the Relevant Part of the Consultation Document

- 2.8 The consultation document seeks to establish views on whether and where demand should be accommodated, including the South East, and if the Midlands was able to accommodate that demand.
- 2.9 The consultation document considers a number of potential sites for development and a variety of suggestions as to what form of development might be required. This includes the Midlands Part 3 Runway Study which was in two parts:
- optioneering; and
  - appraisal
- 2.10 At the heart of the section is the issue of location of any additional capacity with particular emphasis on Birmingham and East Midlands Airports. 4 core options were suggested:
- maximum use of existing runways at the airports;
  - Birmingham close-spaced new runway;
  - Birmingham wide-spaced new runway; and
  - East Midlands wide spaced new runway
- 2.11 The provision of a new airport and the development of Coventry, Wolverhampton Business Airport and RAF Cosford were also considered.
- 2.12 During the course of the consultation, Birmingham International Airport also produced an additional, shorter wide-spaced runway alternative, the Birmingham 'Variant'. This proposal produced substantial comment, which is also addressed within this section.
- 2.13 Impacts on the economy, people, the natural and built environment, regional planning, surface access and safety were all considered.
- 2.14 The options were appraised under two National Policy Scenarios, RRC and SEC.

## Summary of Findings

- 2.15 There was a substantial variation to the response rate between questions within this section with the major focus being on the provision of new infrastructure at Birmingham and East Midlands Airports. There was a broadly similar response rate amongst the Aviation Industry, Economic Interests, Political Stakeholders and Wider Stakeholder Groups. The response rate from Surface Transport Organisations was low.
- 2.16 At a high level, two-thirds of those who answered the question said that it was important that demand be met in the region or at least as far as possible.
- 2.17 With regard to the related issue of capacity provision in the South East, slightly less than half of the respondents supported providing capacity in line with demand. There was substantial support for all 3 principal London airports and in particular Heathrow, both as a preferred choice and as a subsidiary selection where Gatwick or Stansted was a respondent's preference.

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- 2.18 With the exception of one respondent, there was unanimous opposition to the construction of a new airport at Church Lawford, a site near Rugby. The respondent in favour of the new airport qualified its support by stressing that it was an option that should only be considered after capacity at other airports had been exhausted.
- 2.19 A clear majority of respondents supported, or provided qualified support, for the provision of new runway capacity at existing airports in the region. 93% of respondents agreed that existing airports could be developed to provide sufficient capacity.
- 2.20 In recommending a location for the accommodation of growth, 80% of respondents to a multi-choice question mentioned Birmingham and 50% identified East Midlands Airport. When given the option of a new runway, Birmingham was the choice of three-quarters of respondents, with support also being expressed for the Birmingham 'Variant', although this option was not one which was formally consulted upon, having been introduced by Birmingham International Airport Limited during the consultation period.
- 2.21 Half of those who responded expressed concern in respect of the environmental effects of new runways when opposing their provision.
- 2.22 All respondents agreed that development should be made dependent upon the imposition of planning conditions and nearly two-thirds supported the suggestion that land should be safeguarded for new runways.
- 2.23 There was agreement amongst respondents that the Midlands needed its current complement of airports. Those suggesting constraint (primarily to the extent of any development rather than development per se) did so on the majority of occasions for reasons of nature, environment and heritage, noise impacts on the local community, surface access congestion, air quality and impact on community life.

### **Birmingham**

- 2.24 The most favoured form of development at Birmingham was the provision of a new runway, although environmental and residents groups strongly supported the best use of existing capacity together with no infrastructure expansion.
- 2.25 Amongst those agreeing with the provision of a new runway, 30% more respondents preferred a wide-spaced option than the close-spaced option, with a further 14 expressions of support for the Birmingham 'Variant', principally amongst West Midlands and nationally based organisations.

### **East Midlands**

- 2.26 Opinion was evenly divided between the provision of a new runway and making the best use of existing runway capacity. The new runway was preferred by the Aviation Industry and Economic Interests, whilst the best use of existing runway capacity was supported largely by Political Stakeholders and the Wider Stakeholder Groups
- 2.27 For every 2 respondents who supported a new runway, however, there were 3 against.

### **Coventry, Wolverhampton and Cosford**

- 2.28 Support for development at Coventry, Wolverhampton and Cosford was limited, based on a small number of respondents. The most favoured forms of development were best use of existing runways in respect of both Coventry and Wolverhampton.

## Respondents' Views

### Should the Region's Demand be met from within the Midlands?

**Question 5 - Where to provide any new airport capacity: Is it important that demand should be met direct from the Midlands, or can the needs of the region be met by passengers interlining at hubs elsewhere in the UK or in continental Europe?**

2.29 The section commences by establishing respondents' views on the importance of accommodating demand in the Midlands region.

**Table 8 – Is It of Concern Whether Demand From the Midlands is served Directly From the Region?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Important demand is met direct from Midlands	8	14		10	5	<b>37</b>
Can be met by passengers interlining	3	3	1	3	1	<b>11</b>
Can be met at neighbouring regions airports					2	<b>2</b>
Not important				1	1	<b>2</b>
Other				2	1	<b>3</b>
<b>Total Responses</b>	<b>11</b>	<b>17</b>	<b>1</b>	<b>16</b>	<b>10</b>	<b>55</b>
No Response	15	11	11	37	27	<b>101</b>
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

2.30 Two-thirds of respondents to this question considered that it was important that demand be met in the region or at least as far as possible, including half of the Wider Stakeholder Groups. 11 respondents suggested that UK hubs could meet demand.

2.31 Shropshire County Council and Wolston, Brandon & Bretford Anti-Airport Association considered that it was not important for demand to be within the region.

2.32 Furthermore, most (29 out of 37) of the respondents suggesting demand be met (at least where possible) in the Midlands had expressed support for Birmingham as being the airport to accommodate traffic growth (Table 15, page 41).

2.33 The answers to this question were correlated with those in respect of Question 4 under the heading 'Location of Capacity' in Chapter 9 of the Midlands consultation document. There were 50 respondents who answered both questions and as might be expected, those respondents who supported meeting demand directly from the Midlands in large part also thought the region's airports could be developed to meet that demand. There were, however, some exceptions:

- Derby City Council and Leicester City Council recommended a combination of both meeting demand in the region and by interlining at hubs;
- British Airways considered that the Region's needs could be met by direct services or by good, frequent access to a major hub; and
- Church Lawford and Kings Newnham Action Group expressed the view that it was not practical to believe that total demand from any region can be met within it as there will always be a small percentage for which interlining to a hub was a necessity or a preferred option.

2.34 The Midlands and South East regions are geographically adjacent, with no air links and good surface communications. Midlands' residents are thus able to use airports in the South East. Respondents were asked, therefore, for their views on the provision and location of capacity in the South East.

### How Much Capacity should be Provided in the South East, and Where?

**Question 2 - National Policy Scenarios: If you think additional capacity should be provided in the South East to meet the needs of regional air passengers interlining or accessing services from London airports via surface modes:**

- how much capacity do you think should be provided?
- where in the South East should it be located?

**Table 9 - How Much New Capacity should be Provided in the South East?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
No additional capacity				2	3	5
Limited extra capacity				1	1	2
Significant extra increase, but less than market demand		1				1
Capacity in line with demand	13	4		1		18
Excess capacity (above commercial demand)						
Other	1	4	1	8	3	17
<b>Total Responses</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>12</b>	<b>7</b>	<b>43</b>
No Response	12	19	11	41	30	113
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

2.35 The Midlands adjoins the South East and enjoys accessible surface access links with the South East and its airports. Travel times are relatively quick by all principal modes. Several respondents mentioned the benefits of this relatively easy access to the South East's airports, including British Airways, Manchester Airports Group and Core Cities which all referred to long haul capacity being available within the South East which complements the air services provided for within the region.

2.36 The provision of capacity in line with demand (18) was the most mentioned, drawn almost exclusively from the Aviation Industry and Economic Interests. Aviation Industry respondents included Birmingham International Airport, British Airways, Coventry Airport, Flybe, Freedom to Fly Coalition, Thomas Cook Airlines Limited, Manchester Airports Group and Thomas Cook Group. Some examples of responses received were:

- Birmingham International Airport, which considered RRC to be the most appropriate policy scenario for all UK regions including the South East;
- CBI believed that Government policy should not only ensure airports can make maximum use of existing capacity, but also allow them to realise their expansion proposals set out in the South East consultation document;
- Manchester Airports Group supported new capacity being added in the South East in order to retain the UK's pre-eminence in air transport and avoid losing further traffic to Europe; and
- Flybe expressed the view that regional expansion and South East capacity should be seen as mutually supportive, not exclusive, developments.

**Where to Provide Any New Capacity and Part 3 Options**

- 2.37 Only 7 Wider Stakeholder Groups responded and were generally against the provision of additional capacity, SOAR calling for constraint at all airports in the South East.
- 2.38 There were nearly as many respondents suggesting 'other' views as there were supporting growth of capacity in line with demand. Nevertheless, the majority (including the majority of Political Stakeholders) was in favour of some growth being permitted within the South East.
- 2.39 The Local Government Association were of the view that there would be a need for additional air transport capacity in the South East and the West Midlands Regional Assembly called for 2 new runways; North West Leicestershire District Council considered that the constraints envisaged for the South East airports in the SEC Scenario were unrealistic and that the South East should be allowed to develop but did not specify where.

**Table 10 – Where in the South East Should New Capacity be Provided?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Heathrow	11	6			2	19
Gatwick	7	6		1		14
Stansted	7	6		1	1	15
Luton	3	6		1		10
London City	1	2				3
Cliffe / New Site only	1			1	1	3
Other smaller airport(s)		3				3
Where meets consumer need	1	1	1	2		5
Other	1	1	1	4		7
<b>Total Answers</b>	<b>32</b>	<b>31</b>	<b>2</b>	<b>10</b>	<b>4</b>	<b>79</b>
<b>Total Responses</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>30</b>
No Response	14	21	11	46	34	126
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

- 2.40 There was a fairly low response to this question but, nevertheless, a high level of support for the development of the 3 principal London airports (Heathrow, Gatwick and Stansted) and, in particular, Heathrow. Some support was also expressed for Luton. Not only was Heathrow the most popular individual choice, however, but 13 of the 14 respondents supporting Gatwick, 14 of the 15 supporting Stansted and 9 of the 10 supporting Luton also expressed support for Heathrow.
- 2.41 Manchester Airports Group suggested that runway capacity to meet demand would be needed at any or all of Heathrow, Gatwick and Stansted, whilst Coventry Airport was in favour of additional capacity at Heathrow and Stansted, expressing the view that at Stansted one additional runway was needed immediately and that Heathrow required a third runway as well as associated terminal infrastructure.
- 2.42 Birmingham International Airport advised that it was unable to comment on where additional airport capacity should be provided in the South East.
- 2.43 There was little consensus about preferred sequencing of developments.
- 2.44 Of the 30 respondents, 13 chose three or more airports for expansion whilst 8 were not specific about location, the balance suggesting 1 or 2 sites for development.
- 2.45 Of the 7 respondents offering 'other' views, the Rail Passengers Committee - Midlands suggested that the South East required another two runways (not site-specific) while Warwickshire Country Council indicated that ease of access by public transport should be one of the factors considered.

2.46 Having considered the issues of accommodating demand within the Midlands and related capacity and location issues in the South East, respondents were invited to comment upon whether there should, or should not, be new runway capacity in the Midlands.

### Should there be New Runway Capacity in the Midlands?

**Question 1 - Part 3 options: Do you think that Government should, as part of its policies for airports in the period up to 2030, support in principle the construction of a new runway / runways / new airport site for the Midlands?**

**Table 11 – Should the Government Support in Principle the Construction of a New Runway(s) and/or a New Airport in the Midlands?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
<b>Support for new runways</b>	<b>9</b>	<b>12</b>		<b>4</b>		<b>25</b>
New runways at existing airport	2			2		4
New runways at existing airport (new airport explicitly opposed)	7	12		2		21
<b>Qualified support for new runways</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>20</b>		<b>33</b>
New airport				1		1
New runways at existing airport	2	1		4		7
New runways at existing airport (new airport explicitly opposed)	5	4	1	15		25
<b>Opposition to new runways (at new or existing airport)</b>				<b>5</b>	<b>17</b>	<b>22</b>
<b>Opposition to new airport only</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>14</b>	<b>11</b>	<b>32</b>
<b>General views (where no explicit views expressed)</b>	<b>1</b>	<b>1</b>		<b>1</b>	<b>2</b>	<b>5</b>
Qualified Support		1				1
Opposition	1			1	2	4
<b>Total Responses</b>	<b>19</b>	<b>22</b>	<b>2</b>	<b>44</b>	<b>30</b>	<b>117</b>
No Response	7	6	10	9	7	39
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>
<b>Sum of opposition to new airport</b>	<b>14</b>	<b>20</b>	<b>2</b>	<b>36</b>	<b>28</b>	<b>100</b>

2.47 Table 11 summarises responses to a question that was generic in nature, as opposed to site-specific, examining attitudes about new runways and the proposed new airport at Church Lawford.

2.48 Only 1 respondent offered support for the new airport, Charnwood Borough Council, the support being qualified with the Council suggesting that the option only be considered after capacity at other airports has been exceeded. 32 respondents were opposed to the new airport only whilst the total sum of opposition was 100 respondents.

2.49 In relation to existing airports, there was a high response rate to the question with 58 respondents, more than half the responses received, offering support or qualified support for new runway capacity at the region's existing airports (a further 1 respondent offered qualified support for general growth) and 26 who were opposed, of which 4 were generally opposed to any growth.

2.50 There was a high level of support or qualified support for runway development at existing airports from the Economic Interests and the Aviation Industry stakeholder groups. Support was also offered by more than half (24 out of 44) of Political Stakeholders but from none of the 30 Wider Stakeholder Groups. The British Gliding Association, however, voiced concern that some airport developments could lead to serious reductions in uncontrolled airspace that would adversely affect General Aviation. Expressions of support included:

- Birmingham Chamber of Commerce expressed support for a new runway at Birmingham, considering that the Birmingham 'Variant' offers all of the economic benefits whilst mitigating against environmental impact;
- West Midlands Regional Assembly also supported the 'Variant' as offering promise as a regionally sustainable option;
- Nottingham City Council supported the complementary development of Birmingham and East Midlands Airports, including a new runway at East Midlands in the longer term, to obviate the need to develop a new airport in the Midlands, reduce environmental impacts in Birmingham and disperse urbanisation pressures;
- Thomas Cook Airlines Ltd supported a new runway at both Birmingham and East Midlands Airports as a sustainable solution for the Midlands;
- East Midlands Development Agency asserted that it was important that land was protected around East Midlands Airport from inappropriate development, thereby facilitating construction of a second runway if and when market conditions require it; and
- Nottinghamshire County Council wished to see the possibility of a second runway at East Midlands Airport being safeguarded.

2.51 A number of respondents declared their qualified support for the provision of new runways at existing airports. Table 12 analyses their reasons.

**Table 12 – Qualifications to Support**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Market or economic need proven	3	4		9		16
Environmental safeguards achieved	4	3	1	13		21
Other	2			3		5
<b>Total Answers</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>25</b>		<b>42</b>
<b>Total Responses</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>19</b>		<b>32</b>
No Response	19	23	11	34	37	124
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

2.52 Those respondents who offered qualified support did so for a variety of reasons, the most mentioned of which related to the achievement of environmental safeguards, although there was also considerable support for the need to prove market or economic need. Examples of comments include:

- Advantage West Midlands suggested that development should represent a balance between economic benefit and environment impact;
- Warwickshire County Council expressed a wish to see the new runway at Birmingham safeguarded and steps taken to minimise environmental impact and to improve surface access and public transport share;

- Liberal Democrats expressed support for expansion at Birmingham (if needed) after their proposals to manage demand nationally had been implemented;
  - Federation of Small Businesses considered that there was a need to provide infrastructure to support long haul flights and urgent airfreight; and
  - Coventry Airport supported development at East Midlands Airport for economic market driven reasons but not development at Birmingham for environmental reasons.
- 2.53 Twenty two respondents were opposed to new runways, at existing or new airports, and were exclusively Political Stakeholders and Wider Stakeholder Groups:
- Friends of the Earth – West Midlands were opposed to a new airport and did not support 'massive' growth at either Birmingham or East Midlands airports;
  - The National Trust – Midlands vigorously opposed the development of a new airport and, before any expansion of Birmingham or East Midlands airports was allowed, considered that it must be shown that it would satisfy genuine demand, based on the principles of sustainable development.
- 2.54 With the responses on the principles of accommodating demand and providing for new runways having been received, respondents were then asked to offer their views on whether and where any new capacity in the Midlands could and might be located, including the proposed new airport at a site near Rugby, Church Lawford.

#### Where should New Capacity be Located?

**Question 4 - Where to provide new airport capacity: If you are of the view that the Midlands should seek to accommodate its own demand (and attract demand from the South East, South West and Wales), how might this best be achieved?**

- Can the existing airports be developed to provide sufficient capacity?
- Should the case for constructing a new airport between Rugby and Coventry (replacing the existing airport at Birmingham) be considered? What would be the basis for such a case? When should it be built and how might it be funded?

**Table 13 – Are the Existing Airports Capable of being Developed to Accommodate Forecast Demand?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Yes	14	22	2	32	10	80
Possibly		1		4	1	6
No						
Other					2	2
<b>Total Responses</b>	<b>14</b>	<b>23</b>	<b>2</b>	<b>36</b>	<b>13</b>	<b>88</b>
No Response	12	5	10	17	24	68
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

- 2.55 This question sought responses to the generic issue of whether the existing airports could accommodate demand and did not imply support for individual runway development options or any other scenario such as best, or constrained, use.

- 2.56 There were 88 respondents to this question, slightly more than half the total sample, 93% of which agreed that existing airports could be developed to provide enough capacity to meet demand.
- Manchester Airports Group considered that expansion and development at East Midlands and Birmingham Airports could accommodate forecast growth, albeit that this was qualified by limiting Birmingham Airport to a single runway whilst supporting a second runway at East Midlands; and
  - Birmingham International Airport asserted that the Midlands should seek to accommodate its own demand subject to the principles of sustainable development.
- 2.57 This did not necessarily imply, however, that respondents agreed with the demand forecasts within the Midlands consultation document:
- Coventry Airport qualified their 'yes' response by relating such development to the provision of additional capacity in the South East;
  - SOAR offered support but by co-operative schemes for all airports and for justified needs and not commercially inflated demand; and
  - English Nature commented that, if extra capacity must be provided, measures should be taken to make better and more efficient use of existing airport locations within their environmental carrying capacity.
- 2.58 Of those that believed that existing airports might possibly be able to accommodate demand, Malvern Hills District Council related development to emerging Regional Planning Guidance and the need to minimise environmental impacts and undertake rigorous environmental assessment, whilst North West Leicestershire District Council expressed the view that development should be within current policies for sustainability.
- 2.59 Within the consultation document there are two further, but similar questions, 'How might this best be achieved?' (Question 4, 'Where to provide any new airport capacity?') and 'What, if any, alternative options would you support for increasing capacity in the region?' (Question 2, 'Part 3 Options'). In both instances strong support was expressed for providing additional capacity at main airports and making the best use of existing airports, which is consistent with the answers in Table 13 above.

**Table 14 – Should the Case for the New Airport be Considered?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Yes				1		1
No	16	21	2	38	25	102
<b>Total Responses</b>	<b>16</b>	<b>21</b>	<b>2</b>	<b>39</b>	<b>25</b>	<b>103</b>
No Response	10	7	10	14	12	53
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

- 2.60 The overwhelming viewpoint was that the case for constructing a new airport should not be considered (1 in favour, 102 against), including:
- Royal Town Planning Institute (West Midlands), which took the view that there is no logical planning argument for a new airport, being completely at odds with the Regional Strategy;
  - Manchester Airports Group saw no need for a new airport, contending that East Midlands and Birmingham Airports could accommodate forecast demand;

- Birmingham International Airport considered that the Midlands should not be seeking to provide capacity with the express objective of attracting traffic from other regions and in particular the South East;
- Church Lawford and King's Newnham Anti-Airport Action Group asserted that the new airport was ill-conceived, financially unsound and not necessary;
- Rugby Borough Council rejected the option of a new airport as it would have major impacts on the existing community, environment, economy and transport interests; and
- British Airways believed that proposing the new airport as a potential substitute for growth in the South East was highly flawed.

2.61 Newark & Sherwood District Council took the view that further consideration should be given to all issues relevant to the proposals for the new airport.

**Question 2 - Where to provide any new airport capacity (part): If your preferred strategy for the Midlands involves accommodating growth in air services, where would the projected levels of growth best be accommodated?**

**Table 15 – Where would the Projected Levels of Growth best be Accommodated?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Birmingham	12	23	3	39	7	<b>84</b>
East Midlands	11	12	2	20	6	<b>51</b>
Coventry	2	2	1	3	3	<b>11</b>
Wolverhampton	1	1	1	2	2	<b>7</b>
New airport				1		<b>1</b>
Other	2			6	7	<b>15</b>
Total Answers	28	38	7	71	25	<b>169</b>
<b>Total Responses</b>	<b>18</b>	<b>25</b>	<b>3</b>	<b>43</b>	<b>14</b>	<b>103</b>
No Response	8	3	9	10	23	<b>53</b>
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

2.62 There were 103 responses to this question, offering a total of 169 answers, from which it is clear that many respondents supported more than one location for growth. Some respondents qualified their support for a particular location by proposing limits to the volume of growth or the nature of the traffic to be catered for.

2.63 Forty one respondents supported both Birmingham and East Midlands Airports as locations for accommodating demand, predominantly from national organisations or those based in the east of the region. 80% of the respondents to this multi-choice question suggested Birmingham Airport and 50% mentioned East Midlands Airport. Those respondents who expressed a preference for Birmingham Airport over East Midlands Airport included British Airways, GB Airways, Flybe and Advantage West Midlands.

2.64 There was strong local support for Birmingham Airport with nearly half of the respondent organisations being based in the west of the region (including a clear majority of both Economic Interests and Political Stakeholders), nearly twice as many as those originating in the east of the region. Support for Birmingham from Political Stakeholders was fairly evenly split between the East and West Midlands. Expressions of support for Birmingham Airport included:

- Birmingham City Council – Liberal Democrats recognised the importance of Birmingham Airport to the local economy and supported growth based on capacity of existing facilities;

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- West Midlands Business Council suggested that if Birmingham Airport could grow its route network then this would claw-back traffic presently using the South East airports, subject to there being similar air fares from both regions and that low South East airport charges did not distort the market; and
  - Strategic Anti-Rugby Airport Co-ordinating Group argued for growth at Birmingham and East Midlands Airports with constraint at smaller airports. They anticipated some "claw-back" of Midlands demand within a much-reduced national total.
- 2.65 Fifty one respondents considered that growth should be accommodated at East Midlands, of whom 10 preferred East Midlands to Birmingham Airport, including Leicestershire County Council, Southern Derbyshire Chamber of Commerce, Coventry Airport, Manchester Airports Group and United Parcel Service. As in the case of Birmingham, there was strong local support with slightly less than half of the respondent organisations being from the East Midlands whilst 9 were from the West Midlands. Those in support of East Midlands Airport included:
- Nottinghamshire Chamber of Commerce and Industry considered that a new runway at East Midlands Airport would have significantly lower environmental impact than the provision of an additional runway at Birmingham;
  - United Parcel Service supported the provision of additional runway capacity at East Midlands in the coming years, considering that the environmental impacts of an additional runway at Birmingham Airport made it unsuitable as a site for further runway development;
  - England's Regional Development Agencies, which also supported Birmingham, confirmed the belief of the Regional Development Agencies that their airports should be able to maximise the opportunities offered by the growth in demand; and
  - Royal Mail stressed the importance of night-time capacity in the Midlands to its operations in the region.
- 2.66 Both Birmingham and East Midlands Airports attracted strong support from Economic Interests, Political Stakeholders, the Aviation Industry and international and national organisations.
- 2.67 Coventry (11) and Wolverhampton Airports (7) attracted a small measure of support.
- 2.68 There were 15 'other' responses of which 3 suggested Cosford, namely Shrewsbury and Atcham Borough Council, the Borough of Telford and Wrekin and English Nature.
- 2.69 The section has so far examined respondents' views in respect of generic development issues. It now turns to responses made with regard to site-specific options.

## What Form should that New Capacity take at Birmingham, East Midlands, Coventry and Wolverhampton?

### Birmingham International Airport

**Question 2 - Where to provide any new airport capacity (part): What form of airport development should be supported to achieve this (Birmingham)?**

- 2.70 With the principles of development established, the consultation document then sought respondent views on site-specific infrastructure development issues, both in terms of each individual site and its inter-relationship with others in the Midlands. This is particularly relevant in the analysis of respondents' views in respect of Birmingham and East Midlands airports.
- 2.71 The first part of this analysis examines respondents' attitudes to development at Birmingham Airport, including discussion with regard to the Birmingham 'Variant', a shorter version of the wide-spaced second runway option contained in the consultation document and promoted by Birmingham International Airport Limited.

**Table 16 – Forms of Development – Birmingham**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
<b>Airport Infrastructure sub-total</b>	<b>13</b>	<b>12</b>	<b>1</b>	<b>25</b>	<b>9</b>	<b>60</b>
New Runway (with accompanying infrastructure)	12	11	1	18		42
Extension to runway (with accompanying infrastructure)						
Best use of existing runway	1	1		7	9	18
<b>Surface Access sub-total</b>	<b>2</b>	<b>11</b>	<b>2</b>	<b>15</b>		<b>30</b>
Rail access	1	9	2	14		26
Improved road access links	2	11	1	15		29
Additional car parking		3		3		6
Other		7		8	4	19
<b>Total Answers</b>	<b>16</b>	<b>42</b>	<b>4</b>	<b>65</b>	<b>13</b>	<b>140</b>
<b>Total Responses</b>	<b>13</b>	<b>19</b>	<b>3</b>	<b>31</b>	<b>12</b>	<b>78</b>
No Response	13	9	9	22	25	78
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

Note. Airport Infrastructure answers treated as mutually exclusive

The sub-totals represent the number of respondents that have given at least one answer in that subgroup

- 2.72 There were 78 responses to this question, half of the total sample, contributing 140 answers. New runway development at Birmingham was preferred to making best use of the existing runway by a ratio of more than 2:1, drawing its support from the Aviation Industry, Economic Interests and Political Stakeholders. There were roughly equal measures of support for road and rail access.
- 2.73 All but 2 of those supporting new runway development were based in the West Midlands or were national or international organisations.
- 2.74 Wychavon District Council, Coventry and Warwickshire Chamber of Commerce, and British Airways all made reference to the Birmingham 'Variant' runway option submitted by Birmingham Airport during the consultation period. Although not formally consulted upon, the 'Variant' was an alternative to the wide-spaced option detailed in the consultation document and is further referred later.
- 2.75 Solihull Metropolitan Borough Council opposed the provision of a second runway at Birmingham and recommended that future development should continue to be agreed through local negotiation on an incremental basis.

- 2.76 SOAR commented that the solution was to make the most of what already existed, including the use of smaller airports and airfields, supporting a strategy of co-operation as opposed to competition.
- 2.77 The Wider Stakeholder Groups that answered this question unanimously supported the best use of existing capacity.
- 2.78 Two-thirds of respondents who suggested surface access improvements also supported runway capacity enhancement schemes.

**Table 17 – Comments on Infrastructure – Of those who Supported at least One Runway - Birmingham**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Support both options	3	6	1	11		21
Support Wide Spaced option only	6	4		3		13
Support Close Spaced option only	2	1		2		5

- 2.79 Table 17 shows the extent of support for the runway options at Birmingham. 21 out of 39 respondents were in favour of either the close-spaced or the wide-spaced runway options outlined in the consultation document without selecting a preference, including 3 respondents from the Aviation Industry. 13 supported the wide-spaced option only and 5 the close-spaced option only. Of the 39 answers only 2 were from organisations within the East Midlands, 15 were national/international and the remainder from the West Midlands (22).
- 2.80 Flybe supported the wide-spaced option only, expressing the view that the region's economic development could be enhanced by promoting Birmingham Airport as a major regional base with the extension of the existing runway and the development of a second short runway.
- 2.81 Thomas Cook Airlines Ltd supported the close-spaced option suggesting that because the environmental challenge was substantially higher at Birmingham there would be merit in spreading the growth in capacity and allowing for a close parallel runway at that airport.
- 2.82 Birmingham City Council supported the expansion of Birmingham Airport through the provision of a second runway subject to mitigation and noted that a second shorter runway looked beneficial in terms of land-take and noise.
- 2.83 The issue of a new runway at Birmingham was also addressed at Question 1 of this section where those who responded were invited to offer comments on suggestions for new infrastructure, Table 18 refers.

**Question 1 - Where to provide any new airport capacity: This document has described how airports in the region might develop, if policy is to meet demand. Do you have any comments on these suggestions for new infrastructure? (Birmingham)**

**Table 18 - Suggestions for New Infrastructure - Runways - Birmingham**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
<u>Birmingham new close-spaced runway</u>						
Approve	5	7	1	13		<b>26</b>
Against / Better Use	4	2		8	15	<b>29</b>
<u>Birmingham new wide spaced runway</u>						
Approve	9	10	1	14		<b>34</b>
Against / Better Use	4	3		7	14	<b>28</b>
<b>Total Responses</b>	<b>15</b>	<b>14</b>	<b>1</b>	<b>22</b>	<b>15</b>	<b>67</b>
No Response	11	14	11	31	22	<b>89</b>
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

- 2.84 To a large extent the responses to this question duplicate the information in Tables 16 and 17, with most respondents supporting either of the runway options described in the consultation document. The Wider Stakeholder Groups, however, were totally opposed to both options.
- 2.85 There is strong evidence of a geographic split in terms of approval or otherwise of both the close-spaced and wide-spaced options, with organisations in the east of the region having little comment with the exception of Manchester Airports Group, the owners of East Midlands Airport, which was against both options.
- 2.86 Of the 26 respondents that supported the close-space option and the 34 respondents that supported the wide-spaced option, 21 supported both options, including 3 Aviation Industry interests. Of those Aviation Industry respondents who did not support either Birmingham option, most had an interest in the development of a competitor airport.

#### **Birmingham 'Variant'**

- 2.87 During the consultation process Birmingham International Airport offered an alternative scenario similar to the wide-spaced option above but with a shorter runway, the Birmingham 'Variant'. Although not formally consulted on, some respondents took the opportunity to refer to the 'Variant' in their own responses and of those who did 14 expressed support whilst 15 were opposed. Declarations of support were principally from respondents within the west of the region but also included a number of national organisations in addition to others from within the Aviation Industry. All of those respondents who had approved the original proposal for a wide-spaced runway in the Midlands consultation document also approved of the 'Variant'.
- 2.88 West Midlands Regional Assembly did not express support for either of the second runway options proposed in the consultation document but supported the Birmingham 'Variant' subject to further study, noting that it sought to out-perform the consultation document options on environmental grounds whilst providing sufficient capacity.
- 2.89 West Midlands Business Council, who had previously endorsed the West Midlands Regional Assembly's response, took the opportunity in their own, later, response to approve the Birmingham 'Variant', taking the view that it was a balanced proposition providing a true regional solution and could be directly related to the policies set out by Advantage West Midlands in its Economic Strategy for the region. The Council also considered that the proposal recognised that the environmental considerations substantially reduced the impact when compared to the other options.

2.90 The majority of the respondents specifically against the Birmingham 'Variant' were predominantly those with an environmental interest, including English Nature, Friends of the Earth – West Midlands, East Midlands Transport Activists Roundtable, CPRE and Wildlife Trust. Of the remainder, 3 had a competitive airport interest elsewhere, including the privately promoted airport at Sevenside, outside the region, and East Midlands Airport.

### East Midlands

**Question 2 - Where to provide any new airport capacity (part): What form of airport development should be supported to achieve this (East Midlands)?**

2.91 Respondents were similarly asked to express their views with regard to infrastructure development at East Midlands Airport.

**Table 19 – Forms of Development – East Midlands**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
<b>Airport Infrastructure sub-total</b>	<b>10</b>	<b>9</b>		<b>13</b>	<b>8</b>	<b>40</b>
New Runway (with accompanying infrastructure)	8	6		6		20
Extension to runway (with accompanying infrastructure)						
Best use of existing runway	2	3		7	8	20
<b>Surface Access sub-total</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>7</b>		<b>16</b>
Rail access	2	5	2	7		16
Improved road access links	2	5	1	6		14
Additional car parking						
Other	4	8	1	8	5	26
<b>Total Answers</b>	<b>18</b>	<b>27</b>	<b>4</b>	<b>34</b>	<b>13</b>	<b>96</b>
<b>Total Responses</b>	<b>11</b>	<b>16</b>	<b>3</b>	<b>20</b>	<b>11</b>	<b>61</b>
No Response	15	12	9	33	26	95
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

Note. Airport Infrastructure answers treated as mutually exclusive

The sub-totals represent the number of respondents that have given at least one answer in that subgroup

2.92 Support was equally expressed for both a new runway and the best use of the existing runway at East Midlands, the new runway being preferred by the Aviation Industry and Economic Interests, whilst the best use of existing runway capacity was supported largely by Political Stakeholders and the Wider Stakeholder Groups.

2.93 With the exception of 1 respondent, support for new runway development was from organisations based in the East Midlands or from a national or international organisation, including United Parcel Service which has a based cargo operation at East Midlands Airport:

- BALPA called for a new runway at either East Midlands or Birmingham Airport;
- Manchester Airports Group asserted that East Midlands Airport was superbly placed to accommodate growth in both passenger and freight traffic, adding that a new runway should be built at the airport in preference to Birmingham as it would cater for both passenger and cargo traffic and have a far lower environmental impact than would be the case for Birmingham;
- Thomas Cook Airlines Ltd recommended a wide-spaced new runway at East Midlands;
- United Parcel Services supported the provision of an additional runway at East Midlands to enable it to maintain its position as an express freight air hub with consequent economic benefits for the UK;

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- Nottingham Chamber of Commerce and Industry expressed support for a new runway at East Midlands;
  - England's Regional Development Agencies called for the development of East Midlands as the national express freight hub and a major regional passenger airport; and
  - Leicester City Council wished to see land safeguarded for a second runway, subject to the need being monitored, noting that East Midlands' role as a national freight hub must also be safeguarded, a view endorsed by Derby City Council.
- 2.94 The issue of a new runway at East Midlands was also addressed at Question 1 of this section where respondents were invited to offer any comments on the document's suggestions for new infrastructure, Table 20 refers.
- 2.95 Those which favoured the best use of the existing runway included:
- South Derbyshire District Council, which in rejecting a second runway, called for proposals for further incremental growth to be considered on the basis of the need for the development set against the harm that would result;
  - Newark & Sherwood District Council wished to see opportunities firstly being taken to maximise the use of existing airport infrastructure capacity in the Midlands and considered that ambitious proposals for new infrastructure at East Midlands would result in a range of undesirable environmental losses;
  - West Midlands Regional Assembly supported the principle of developing East Midlands Airport as a national freight hub and providing commercial passenger services using the existing single runway; and
  - The National Trust – Midlands called for making the best use of existing runway capacity.
- 2.96 There was broadly the same level of support for improved rail and road access links.
- 2.97 Twenty six 'other' views were expressed, almost all in favour of some growth. The majority of comments fall primarily into 5 groups:
- the provision of unspecified new runway capacity (Coventry Airport, GMB, IATA , CBI and East Midlands Development Agency);
  - use of existing capacity (Birmingham International Airport Consultative Committee, CPRE, Town and Country Planning Association);
  - unspecified expansion (West Lindsey District Council, Wychavon District Council, Leicester County Council, South Northamptonshire Council and TUC Midlands Region);
  - East Midlands freight operations (Advantage West Midlands, Confederation of West Midlands COC, West Midlands Business Council, Coventry and Warwickshire COC); and
  - surface access (Derby City Council, South Derbyshire District Council, Confederation of Passenger Transport, Manchester Airports Group).
- 2.98 North West Leicestershire District Council expressed opposition to both a new runway and maximum use of the existing, supporting incremental growth within current planning limits on the basis of the need for the development set against the harm that would result, with a clear requirement for adequate mitigation and appropriate compensation.
- 2.99 A number of respondents made reference to adverse noise impacts of development at East Midlands Airport:
- East Midlands Transport Activists Roundtable commented that growth at East Midlands, especially of airfreight, would result in a very substantial increase in night flights which would be unacceptable as it would further increase the already significant noise disturbance for residents;

- The Melbourne Civic Society was opposed to any expansion of East Midlands Airport beyond existing boundaries, calling for the curtailment of unrestricted night-time operation at the airport; and
- Transport 2000 – Nottinghamshire considered that the allowance of any increase in night freight activities would not be acceptable and added that the existing situation was beyond acceptability.

**Question 1 - Where to provide any new airport capacity: This document has described how airports in the region might develop, if policy is to meet demand. Do you have any comments on these suggestions for new infrastructure? (East Midlands)**

**Table 20 – Suggestions for New Infrastructure – Runways – East Midlands**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Approve	8	6		6		<b>20</b>
Against / Better Use	1	2	1	11	17	<b>32</b>
<b>Total Responses</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>17</b>	<b>17</b>	<b>52</b>
No Response	17	20	11	36	20	<b>104</b>
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

- 2.100 For every 2 answers supporting a new runway at East Midlands there were 3 against or supporting better use of existing, with 28 out of 32 answers in opposition coming primarily from the Wider Stakeholder and Political Stakeholder groups, including 11 environmental and residents groups.
- 2.101 Amongst the 20 respondents that supported a new runway, 9 have strong links with the East Midlands, including Manchester Airports Group, the owners of East Midlands Airport. Support also came from 1 respondent from the West Midlands. In contrast, of the 32 respondents that were against the option or supported better use, 9 had strong links to the West Midlands and 13 to the East Midlands.
- 2.102 Within the 20 respondents that supported a new runway at East Midlands, 9 supported and 11 were against one or more of the Birmingham options. Those in favour were predominantly national organisations whilst those against were primarily based in the East Midlands or had an operational interest in East Midlands Airport.
- 2.103 Of the 32 respondents who were against a new runway at East Midlands or in favour of best use of existing, 27 were against one or more of the Birmingham options.

## Birmingham and East Midlands

2.104 From the foregoing it is apparent that there was support for new runway development at both Birmingham and East Midlands Airports. Table 21 provides an analysis of preference for location.

**Table 21 – Comments on Infrastructure – Of those who Supported at least One Runway at Birmingham or East Midlands**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Birmingham only	7	8	1	14		<b>30</b>
East Midlands only	4	3		4		<b>11</b>
Both	4	3		2		<b>9</b>

- 2.105 Nearly three quarters of the answers favoured Birmingham with the Political Stakeholders (14) providing nearly half of the support for this option. There was also strong support from Economic Interests and the Aviation Industry.
- 2.106 Of the 50 responses, 10 were from organisations in the east of the region, 18 were national/international and the remainder (22) from the West Midlands.
- 2.107 Twenty one of the 30 respondents showing a preference for Birmingham were based in the west of the region and 8 were national organisations. Only 1 respondent was from the east of the region.
- 2.108 In the case of support for East Midlands Airport, there were no respondents from the west of the region; there was one national organisation and the remainder were based in the east of the region or had operational links with East Midlands Airport.
- 2.109 Four Political Stakeholders supported runway developments at East Midlands Airport, namely East Midlands Regional Local Government Association, Derby City Council, Leicester City Council and Nottingham City Council.
- 2.110 With 2 exceptions, all those respondents nominating both locations for runway development were national organisations.
- 2.111 The issue of preferred location for runway development was also addressed in the responses to Question 3 'Part 3 Options', which, on the basis of the appraisal of options for new runway capacity at Birmingham and East Midlands Airports as well as a new airport for the Midlands, invited comments on which, if any, best serves the interests of the region. The criteria were providing accessibility to air services for passengers originating in the Midlands, maximising regional economic benefits and providing additional capacity in the most sustainable manner. Respondents were also asked to indicate their preference overall. In all instances the preference was for Birmingham, with respondents favouring the airport, as opposed to that at East Midlands, by a ratio of 4:1 when selecting their overall preference.
- 2.112 Having examined respondents' views with regard to Birmingham and East Midlands Airports, attitudes to development at other sites across the Midlands were invited and, in particular, at Coventry, Wolverhampton Business Airport and RAF Cosford. Those relating to Cosford are captured in Section 4, 'Economic Benefits'.

## Coventry

### Question 2 - Where to provide any new airport capacity (part): What form of airport development should be supported to achieve this (Coventry)?

- 2.113 There were 37 respondents providing a total of 52 answers to this question on Coventry Airport. Apart from the national organisations, the majority of the respondents had direct links with the West Midlands.
- 2.114 The most favoured form of development was best use of the existing runway (9) attracting support from Charnwood Borough Council, Loughborough University and Advantage West Midlands amongst others.
- 2.115 Sixteen answers were opposed to any expansion of which 9 came from Political Stakeholders and 7 from the Wider Stakeholder Groups, 5 of which were environmental or residents groups.
- 2.116 There were 12 answers expressing 'other' views, mostly supporting some form of growth at Coventry Airport, albeit subject to caveats. Some examples are:
- West Midlands Business Council called for development under regional and local planning control;
  - Rugby Borough Council required expansion to be subject to environmental impact assessment;
  - The Town Council of Royal Leamington Spa wanted expansion constrained to minimise impact;
  - Warwickshire County Council required a full assessment of impacts; and
  - The Wildlife Trust expressed concern about incursion into surrounding land.
- 2.117 Question 2, Part 3 options in chapter 9 of the Midlands consultation document, sought alternative options for increasing capacity in the region and 4 respondents supported the development of Coventry Airport.

## Wolverhampton

### Question 2 - Where to provide any new airport capacity (part): What form of airport development should be supported to achieve this (Wolverhampton)?

- 2.118 Twenty five respondents provided a total of 34 answers on Wolverhampton Airport, most responses coming from Political Stakeholders and Wider Stakeholder Groups. Apart from the national organisations, a large majority of the respondents had direct links with the West Midlands.
- 2.119 The most favoured form of development was the best use of the existing runway (6) supported by English Nature, West Midlands Local Government Association, Shrewsbury and Atcham Borough Council, GMB, Brinklow and Combe Field Parishes and a further confidential respondent.
- 2.120 As in the case of Coventry Airport, Question 2, Part 3 Options in Chapter 9 of the Midlands consultation document sought alternative options for increasing capacity in the region and 4 respondents supported the development of Wolverhampton Airport.
- 2.121 Having established respondents' views with regard to the principle, location and type of development, Questions 4, 5 and 6 addressed the need for planning conditions to be attached to any schemes for infrastructure development, the safeguarding of land and the principle of providing public funding in support of airport development.

### Should Runway Development be Dependent on Planning Conditions?

**Question 4 - Part 3 options: Should the development of a new runway/or new airport site for the Midlands be made dependent upon imposition of planning conditions, for example measures to regulate and govern local air quality emissions, aircraft noise exposure, public transport mode split etc?**

**Table 22 – Should Runway Development be Dependent on Planning Conditions?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Yes	4	3	1	18	15	41
No						
<b>Total Responses</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>18</b>	<b>15</b>	<b>41</b>
No Response	22	25	11	35	22	115
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

2.122 All respondents agreed on the need for planning conditions:

- Leicester City Council considered that no planning conditions should be ruled out;
- Solihull Metropolitan Borough Council called for a variety of controls including utilisation patterns and operational arrangements for day and night operations to minimise noise disturbance, noise quotas, water and air quality caps, and geographical constraints on development;
- Loughborough University noted that planning laws and regulations may not be enough to mitigate against the impact of intensified use of airports and that the Government may need to reach a view on environmental capacity to be followed by regulation to ensure environmental requirements are met; and
- Birmingham International Airport proposed that the issue should be addressed by a national framework within which local stakeholders would operate, enabling local implementation.

### Should Land be Safeguarded?

**Question 5 - Part 3 options: Do you agree the land required for an additional runway / or new airport site should be safeguarded in the forthcoming Air Transport White Paper?**

2.123 Of the 49 respondents who answered this question, 31 were in favour including all amongst the Aviation Industry and Economic Interests. 18 respondents were against, of which 14 came from the Wider Stakeholder Groups. Support for safeguarding was expressed by:

- Derby City Council supported safeguarding for a new runway at East Midlands Airport;
- Shropshire County Council considered that land must be safeguarded until it was known through monitoring whether or not it was needed;
- Thomas Cook Airlines Ltd believed that there should also be constraints on the construction of houses, schools and hospitals in the immediate area of a proposed new runway; and
- The East Midlands Development Agency suggested that boundaries could be reviewed with respect to safeguarding land around East Midlands Airport for a possible new runway.

2.124 Examples of those expressing an opposite view were:

- Leicestershire County Council, which contended that under no circumstances would the major environmental damage associated with a second runway at East Midlands be acceptable;
- The Birmingham International Airport Consultative Committee did not support proposals for a second runway, at Birmingham, on environmental grounds;
- Solihull Metropolitan Borough Council wished to see controls placed on the geographical expansion of Birmingham Airport to avoid the worst impacts on the natural, built and historical environments; and
- Phil Sawford, MP for Kettering, opposed the proposal for a new airport at Church Lawford for several reasons and considered that Birmingham, East Midlands, Coventry and Wolverhampton Airports could accommodate the growth in air passengers through the maximum use of existing runways.

### Should there be Public Funding for Airport Infrastructure Development?

**Question 6 - Part 3 Options: Our appraisal of the financial viability of new runways at existing airports and the new site for the Midlands, indicates that some form of public funding might be required to fund their development. Would you support the use of public money for airport infrastructure development?**

**Table 23 – Should there be Public Funding for Airport Infrastructure Development?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Yes	4	2	1	6	3	16
No	4			1	9	14
Don't Know				1		1
<b>Total Responses</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>12</b>	<b>31</b>
No Response	18	26	11	45	25	125
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

2.125 Support and opposition to the concept of publicly funding airport infrastructure development was finely balanced. It should be noted, however, that in some cases respondents broadened the issue to include references to the use of public funds for the provision of off-airport, as opposed to on-airport, infrastructure.

2.126 Some comments from those respondents seeing a role for private funding include:

- Macquarie Bank acknowledged that such investment in the past would have primarily been an issue for Government but following the privatisation of the vast majority of major airports in the UK, investment in the development of airports had become very largely a private sector issue; the Government must, however, create a climate in which developing airports is seen as being attractive to investors;
- British Airways asserted that it did not support the use of public money to develop uneconomic facilities; it would, however encourage the use of public monies to support infrastructure links to airports where these benefit the wider community;
- North West Leicestershire noted that a second runway at East Midlands Airport could only be financed through substantial public subsidy and took the view that such a subsidy would not be appropriate for this type of development; and

- SOAR totally rejected the concept of public funding commenting that the industry was already subsidised, the consumer must pay and ticket prices must reflect real costs.

2.127 Some examples of those respondents encouraging public funding included:

- Thomas Cook Airlines Ltd commented that given the importance of improving inward investment to the regions this was an appropriate use of public funds;
- Manchester Airports Group believed that the Government needed to examine the role of public funding in relation to regional airports and, in particular, set the framework determining the allocation of funds so that wasteful competition for such funds was avoided and a level playing field was maintained between airports; the priorities should be skewed towards heavy rail investment and also support to develop the widest possible network of air services at regional airports;
- Birmingham International Airport commented that assessing the financial case for a second runway at Birmingham was a highly complex issue and considered it difficult to be definitive in an environment where there were many development options and the lack of a clear national policy; it added that the funding of off-site surface infrastructure was an issue that the Government would have to consider carefully; and
- Birmingham City Council contended that the viability of expansion at Birmingham Airport would be at risk were there no public sector support for public transport investment.

**If New runways are not Supported, what are the Reasons; does the Region need all of its Airports? Should some be Constrained?**

**Question - 2 Part 3 Options (part): If you consider that a new runway for the Midlands should not be supported, on what grounds is this view based?**

2.128 Whilst the foregoing has largely focussed on those respondents wishing to see the development of new runways in the Midlands, other respondents opposed this view. The consultation document sought to establish the reasons for opposition, as well as seeking views as to whether the region needed its full complement of airports and whether some sites should be constrained, and why.

**Table 24 – If you Consider that a New Runway for the Midlands should not be Supported, Why?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Environmental effects	4	7		26	28	<b>65</b>
Economic benefits not proven	4	4		14	14	<b>36</b>
Surface access impacts	2	2		12	15	<b>31</b>
Social effects	1			9	12	<b>22</b>
Other	2	3	1	3	7	<b>16</b>
<b>Total Answers</b>	<b>13</b>	<b>16</b>	<b>1</b>	<b>64</b>	<b>76</b>	<b>170</b>
<b>Total Responses</b>	<b>8</b>	<b>10</b>	<b>1</b>	<b>27</b>	<b>30</b>	<b>76</b>
No Response	18	18	11	26	7	<b>80</b>
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

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2.129 There were 76 respondents to this question providing 170 answers, many of the responses relating to the proposed new airport at Rugby. Environmental effects were the most mentioned answer (65) particularly amongst the Political Stakeholders and Wider Stakeholder Groups, including:

- CPRE commented that the proposals for the new airport represented environmental vandalism on a massive scale;
- Lutterworth Town Council expressed concern with regard to a number of environmental impacts as well as the cost of land acquisition; and
- Transport 2000 – Nottinghamshire expressed the view that the catastrophic environmental impact of air transport makes any development questionable.

2.130 The failure to prove economic benefits was chosen by 36 of the respondents, primarily Political Stakeholders and Wider Stakeholder Groups. Some sample comments included:

- Stratford on Avon District Council considered that the economic impact of the new airport would be far less positive than the development of Birmingham Airport, it being in the wrong location to support the priority areas for investment identified in the Regional Economic Strategy; the net economic impact, having regard to the closure of Birmingham and Coventry Airports and the reduction in traffic handled by East Midlands Airport, would be relatively small across the region as a whole; and
- East Midlands Transport Activists Roundtable expressed the view that the true value of the aviation industry to the UK economy cannot be accurately judged whilst it continued to be supported by large Government subsidies.

2.131 Other comments relating to economic benefits included:

- Birmingham International Airport commented that in order to maximise the overall increase in economic benefits, Birmingham must remain as the Region's primary airport as opposed to alternative proposals; and
- CSW Partnership Limited, the economic development partnership for Coventry, Solihull and Warwickshire, did not support the development of a new airport on economic grounds but expressed support for Birmingham Airport in achieving regional economic development objectives.

2.132 Surface access impacts contributed 31 of the answers, again, primarily from Political Stakeholders and Wider Stakeholder Groups.

2.133 Twenty two answers considered that social effects were sufficient to justify constraint, from respondents which, with the exception of 1 further confidential respondent, were Political Stakeholders and Wider Stakeholder Groups, including:

- SOAR commented that the damage and cost to local communities could not remotely be justified;
- Brinklow and Combe Fields Parishes (Warwickshire) noted a range of social effects, including increased stress levels for people within the community; and
- Rugby Borough Council asserted that the proposed new airport at Church Lawford would change the Borough from a market town surrounded by a peaceful rural area consisting of small communities to an extension of the West Midlands conurbation; further, the community of the Borough and the individual communities within it would be shattered.

2.134 There were 16 'other' views, mostly referring once again to the new airport option:

- The Freight Transport Association expressed the view that the new airport would be less sustainable and lead to loss of the asset at Birmingham Airport;
- Confederation of West Midlands Chambers of Commerce contended that the new airport would move the focus of the region's economy further south;

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- Nottinghamshire Chamber of Commerce & Industry were against the development of the new airport as more sustainable options were available for airport operations to expand at East Midlands Airport; and
- Bridgnorth District Council expressed the view that the new airport would undermine policies to support urban regeneration, and to stop and reverse decentralisation; it would also lead to the closure of Birmingham Airport.

**Question 3 - Where to provide any new airport capacity: If it (your preferred strategy for the Midlands) does not (involve accommodating growth in air services), does the Midlands need all of its current complement of airports, and are there particular airports whose development should be constrained and why?**

**Table 25 – Does the Midlands Need its Entire Current Complement of Airports?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Yes	10	15	2	16	5	48
No						
<b>Total Responses</b>	<b>10</b>	<b>15</b>	<b>2</b>	<b>16</b>	<b>5</b>	<b>48</b>
No Response	16	13	10	37	32	108
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

2.135 All respondents to this question agreed that the Midlands does need all its complement of airports, the majority of Economic Interests having direct links to the West Midlands.

2.136 SOAR commented that by using existing airports intelligently, there was adequate capacity to accommodate much growth.

**Table 26 – Are there any Airports whose Development should be Constrained?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
New airport	15	18	2	33	20	88
East Midlands				9	9	18
Birmingham	4	1		3	8	16
Coventry	1			9	6	16
Wolverhampton	1		1	4	5	11
Other			1	2	5	8
Total Answers	21	19	4	60	53	157
<b>Total Responses</b>	<b>15</b>	<b>18</b>	<b>3</b>	<b>42</b>	<b>29</b>	<b>107</b>
No Response	11	10	9	11	8	49
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

2.137 There was a high response to this question with 107 respondents generating 157 answers. The high response rate can largely be attributed to comments made in respect of the proposed new airport at Church Lawford, which accounted for more than half the answers.

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- 2.138 In the analysis of this question, 'constraint' should not be interpreted in all instances as 'no growth' other than in the case of the new airport. Some respondents were prepared to see growth at airports but were not in favour of unlimited growth i.e. they wished to see some constraint upon the growth applied.
- 2.139 Of the Aviation Industry, 15 answers opposed the new airport, including Coventry Airport and Manchester Airports Group, which owns East Midlands Airport, who also opposed Birmingham, as did United Parcel Service.
- 2.140 Amongst the opposition to the proposed new airport at Church Lawford, 33 answers originated from Political Stakeholders. Of those Political Stakeholders calling for constraint at East Midlands Airport, 7 were based in the east of the region and 1 in the west, the remaining respondent being a national organisation. 3 Political Stakeholders called for constraint at Birmingham, 2 of which were based in the east of the region and who had also called for constraint at East Midlands, the third being located in the west.
- 2.141 The Wider Stakeholder Groups sought constraint across all sites, as did the Political Stakeholders, albeit not without a number of respondents accepting some level of growth:
- The Melbourne Civic Society sought constraint on development beyond the boundaries at East Midlands, with restrictions, in particular, regarding night noise; and
  - CPRE called for the Government to reject proposals in respect of the new airport, Coventry, Wolverhampton and Cosford as well as constraints at Birmingham and East Midlands; in respect of Birmingham the respondent wished to see the best use of the existing runway within clearly defined and independently monitored environmental and noise impact limits.
- 2.142 Eleven answers sought constraint at Wolverhampton, of which 9 were Political Stakeholders and Wider Stakeholder Groups, including 4 environmental or residents groups.
- 2.143 Rugby Borough Council called for no expansion at Coventry until development at the site has been properly assessed and Warwickshire County Council agreed with constraint unless there was proof of mitigated environmental and community impacts.
- 2.144 Of the 'other' views expressed the most notable was in respect of constraint at Cosford, which was mentioned by 4 respondents. The Green Party called for constraint upon all airports.

**Table 27 – Reasons for Constraining Development**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Impact on nature, environment and heritage	7	6	1	25	22	<b>61</b>
Noise impact on local community	4	2	1	26	19	<b>52</b>
Surface access congestion	3	5	1	22	17	<b>48</b>
Impact on air quality	2	2		21	16	<b>41</b>
Impact on community life	2	5		16	12	<b>35</b>
Loss of residential/commercial property	2	2		9	7	<b>20</b>
Overheating of local economy		3		10	7	<b>20</b>
Impact on flood plain		2		9	7	<b>18</b>
Lack of adequate long term growth potential		3		10	2	<b>15</b>
Not conveniently located	2	3		5	4	<b>14</b>
Impact on ability of other airports to reach critical mass	1	3		7	1	<b>12</b>
Safety				4	7	<b>11</b>
Airspace				1	3	<b>4</b>
Airport layout and licensing				1	2	<b>3</b>
Other	7	10	2	20	6	<b>45</b>
Total Answers	30	46	5	186	132	<b>399</b>
<b>Total Responses</b>	<b>12</b>	<b>15</b>	<b>2</b>	<b>38</b>	<b>25</b>	<b>92</b>
No Response	14	13	10	15	12	<b>64</b>
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

2.145 The five most frequently mentioned reasons were:

- nature, environment and heritage;
- noise impact on the local community;
- surface access congestion;
- air quality; and
- community life.

2.146 As in the previous question, opposition to the new airport for a variety of environmental and other reasons dominated the response:

- Stratford on Avon District Council commented upon the consequence of the closure of Birmingham Airport, as did a number of other respondents, and Coventry;
- CPRE – Warwickshire noted a range of impacts, including flooding, a view endorsed, amongst others, by the Environment Agency;
- Lutterworth Town Council referred to the costs of site acquisition; and
- West Midlands Business Council considered that the proposal was economically and environmentally unsupportable, was regionally unstable and would lead to the closure of Birmingham Airport and Coventry.

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2.147 A number of other respondents referred to impacts elsewhere:

- The Environment Agency commented that additional runway and infrastructure at Birmingham Airport could cause irreversible loss and disturbance to nationally designated sites (including Bickenhill Meadows SSSI) and other locally designated wildlife sites;
- Charnwood Borough Council expressed concerns about existing operations at East Midlands Airport in terms of noise, especially at night, and surface access issues, and sought no further expansion until these have been addressed; and
- Transport 2000 – Hereford and Worcestershire and CPRE Worcestershire noted concerns with regard to the expansion of Wolverhampton.

2.148 In the next section, respondents' views on competition and complementary development in the Midlands are described.

## Competition v Complementary Development

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### Introduction

- 3.1 This section considers if there is a role for complementary development between the airports in the Midlands, or if a competitive environment is better for the development of air services in the region.
- 3.2 The analysis draws on respondents' commentary on the matters contained in Questions 1 and 2 under the heading 'Competition v Complementary Development' in Chapter 9 of the Midlands consultation document, page 185.

### Synopsis of Relevant Part of the Midlands Consultation Document

- 3.3 The degree to which UK regional airports should compete with or complement one another is a complex issue.
- 3.4 There is competition from outside the region, with airports in the South East and Manchester able to attract traffic originating in the Midlands across a range of sectors; and within the Midlands there is strong competition in the charter market. The recent arrival of no-frills carriers at East Midlands, now a major airport for such airlines, means that it will compete with full scheduled carriers out of Birmingham. Coventry also has ambitions to enter the no-frills and charter markets.
- 3.5 Birmingham Airport has an advantage in terms of serving short and long-haul scheduled services whilst East Midlands Airport has developed a niche market in express freight. The airports could therefore be seen as being to some degree complementary.
- 3.6 The consultation document considered that the aims must be to build on the strengths of the region's airport assets, to address their weaknesses, to exploit key market opportunities where they arise, and to ensure that the region's airports are able to compete effectively with airports in adjacent regions.
- 3.7 The consultation document invited respondents to consider whether these aims could be delivered through airports and airlines without outside intervention, and whether public sector intervention might be desirable, and in what form.

### Summary of Findings

- 3.8 The response to the questions was low and, with the exception of 1 respondent, there was unanimous support for the development of partnerships between airports, airlines and public sector stakeholders to foster the wider economic interests of the Midlands.
- 3.9 Whilst there was no consensus as to whether competition was preferable to complementary development, the majority of respondents did agree that circumstances existed where complementary development could bring wider benefits, including all the Aviation Industry respondents to this question.

## Respondents' Views

**Question 1: Are there opportunities for greater partnerships between airports, airlines and the public sector stakeholders to foster the wider economic interests of the Midlands?**

**Table 28 – Are there Opportunities for Greater Partnerships between Airports, Airlines and the Public Sector?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Yes	8	7	1	5	4	25
No					1	1
<b>Total Responses</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>5</b>	<b>26</b>
No Response	18	21	11	48	32	130
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

3.10 With the exception of Church Lawford & Kings Newnham Action Group, which considered that airlines and airports should only become involved when fundamental discussions on structure, philosophy and strategy have been finalised, all supported partnerships. Those supporting included West Midlands Local Government Association, British Airways, Air Transport Users Council, Birmingham International Airport, Manchester Airports Group, Advantage West Midlands, Thomas Cook Airlines Ltd, GMB and TUC. Support is illustrated by the following comments:

- Advantage West Midlands commented on how Birmingham Airport was strategically placed to assist the Agency and its partners in the East Birmingham/North Solihull Regeneration Zone in making the connection between opportunities to link airport growth with employment and income gains; and
- Manchester Airports Group supported partnerships and proposed the concept of a 'Community Dividend' scheme, including social and economic benefits arising from aviation and its related activities, and argued for the need for participation by local government, Regional Development Agencies and other businesses to maximise effectiveness.

## Competition v Complementary Development

**Question 2: Is competition always preferable to complementary development? Do you think there are any circumstances in which the latter approach would bring wider economic or other benefits?**

Table 29 – Is Competition Always Preferable to Complementary Development?

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Yes	3			1	1	5
Usually	3					3
Sometimes (not always)	1	2		1	1	5
No	2	1		2	5	10
<b>Total Responses</b>	<b>9</b>	<b>3</b>		<b>4</b>	<b>7</b>	<b>23</b>
No Response	17	25	12	49	30	133
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

- 3.11 Ten respondents, including the operators of some smaller airports in the region, did not consider competition preferable to complementary development. The Birmingham International Airport Consultative Committee expressed a view that the Government should find a mechanism for achieving co-operation between airports rather than relying on competition.
- 3.12 Eight respondents, including 6 from the Aviation Industry (including Manchester Airports Group, Birmingham International Airport, Thomas Cook Airlines Ltd and Thomas Cook Group), supported (or usually did so) competition in preference to complementary development. Birmingham International Airport considered that competition dates back to the 1985 White Paper and has served the UK well, resulting in a competitive airline and airports industry that can truly be described as world class.
- 3.13 British Airways expressed the view that competition was usually preferable, commenting that competition best stimulated price and service quality. The comments were qualified by the suggestion that complementary development, however, can avoid duplicating expensive, specialised airport facilities.
- 3.14 Five respondents supported competition sometimes. Church Lawford and Kings Newnham Action Group took the view that the question could only be answered sensibly through a close analysis of specific situations and opportunities.

Table 30 – Are there any Circumstances in which Complementary Development would bring Wider Economic or Other Benefits?

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Yes	5	1		4	5	15
Sometimes (not always)	1	2				3
No					1	1
<b>Total Responses</b>	<b>6</b>	<b>3</b>		<b>4</b>	<b>6</b>	<b>19</b>
No Response	20	25	12	49	31	137
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

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- 3.15 All but 4 respondents agreed that such circumstances did exist, including all but one of the Aviation Industry that responded. Some comments included:
- Birmingham International Airport expressed the view that the airport had developed the business travel and scheduled service sector whilst the airport at East Midlands had developed a sizeable charter business, asserting that this had been through the operation of the market and not through Government intervention;
  - British Airways believed that complementary development would bring benefits where catchments overlap; and
  - Derby City Council considered that complementary development could increase accessibility to and viability of a greater choice of long and short haul flights.
- 3.16 Melbourne Civic Society took the opposite view, commenting that it was essential to have a competitive capability in all sectors of the civil aviation business and was therefore opposed to any concept of complementary development, at a regional or national level, which merely sought to exploit the lack of night flying restrictions at East Midlands Airport.
- 3.17 In the next section, respondents' views on the issue of the economic benefits of aviation in the Midlands are described.

## Economic Benefits

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Social Inclusion
Environmental Impacts
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Aviation Strategy for the Midlands

### Introduction

- 4.1 This section examines the degree to which the economic well being of the Midlands is assisted by the aviation industry and the importance or otherwise that respondents attach to the development of more direct services. It considers which aspects of the economy are most affected by aviation and identifies opportunities to encourage certain sectors of the industry. It also reflects on the implications for direct services of a relaxation of 5<sup>th</sup> Freedoms from the airports in the Midlands.
- 4.2 The section draws on respondents' commentary on the matters contained in Questions 1 to 12, pages 185 and 186, under the heading 'Economic Benefits' in Chapter 9 of the Midlands consultation document.

### Synopsis of Relevant Part of the Midlands Consultation Document

- 4.3 The Government's central economic objective is to achieve high and stable levels of growth and employment so that everyone can share higher living standards and greater job opportunities. Airports are usually in or near major cities and development brings with it a number of economic benefits. Beneficial impacts include wealth and job creation, inward investment, the development of economic clusters and the regional economy.
- 4.4 Aviation in the Midlands makes a significant contribution to the economy and social welfare of the region. Air services reduce travel times, increasing accessibility and therefore improving economic efficiency and productivity. They help to stimulate and sustain the growth of local businesses and encourage inbound tourism, cargo and freight operations, business aviation and airport related activities such as aircraft maintenance. Key growth sectors need access to air services to serve important markets both within the UK and overseas.
- 4.5 International air services agreements also have a part to play in influencing the economic benefits that may benefit a region such as the Midlands.
- 4.6 The Government wishes to see aviation contribute to its central economic objective and invites respondents to comment upon the issue of its impact upon economic and employment benefits.

### Summary of Findings

- 4.7 Three-quarters of respondents considered that the contribution of aviation to the Midlands economy to be important. 17 respondents, mainly Wider Stakeholder Groups, thought its importance was exaggerated.
- 4.8 80% of respondents suggested that the benefits were captured in creating employment and facilitating trade and economic clusters.
- 4.9 The time and cost of travel to airports and a low or inappropriate skills base were identified as the main barriers to capturing benefits, particularly in areas of low employment, which could be addressed, through improved and affordable public transport and skill training programmes.
- 4.10 The majority of respondents favoured the role of Government Offices and the Regional Development Agencies as being one of supporting and facilitating, although there was no consensus as to mechanisms to support any agreed approach.

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- 4.11 A clear majority of respondents, from all except Wider Stakeholder Groups, supported the view that improved air-links would help to increase inbound tourism to the Midlands and reduce reliance upon London.
- 4.12 87% of those responding agreed that there was a role for airports in the Midlands as a focus for economic clusters, and most were in full or conditional agreement that such clusters should be encouraged. However, there were reservations about the extent to which the development of clusters around airports would be consistent with existing regional strategies.
- 4.13 A clear majority of respondents indicated that air cargo services were important for the economic objectives of the Midlands. This sector could be encouraged by providing airport space for mail and airfreight operations and providing some degree of certainty for night-time operations.
- 4.14 A majority of respondents to the question on night-time slots wished to see them contingent on noise and/or emissions standards.
- 4.15 Few respondents specifically addressed the issue of aircraft maintenance, but a small number of respondents believed that there was scope for capturing more of the UK and global aircraft maintenance market. There was little support for a centre of excellence for aircraft maintenance to be developed at RAF Cosford.
- 4.16 Slightly more than three-quarters of a small sample of respondents supported the view that business aviation was important, two-thirds selecting secondary airports where access to major airports cannot be accommodated.
- 4.17 There was support, once again from a small sample, for the UK remaining the aviation Gateway to Europe.
- 4.18 Respondents were not unanimous about the benefits of relaxing international air services agreements, with some questioning the resultant value to the UK.

## Respondents' Views

4.19 The section commences with an analysis of respondents' views as to the importance of aviation to the Midlands' economy, including a correlation with the National Policy Scenario chosen by respondents and any relevant comments that were made in respect of infrastructure improvements.

**Question 1: How important is the contribution of aviation to the Midlands economy? How and where can the benefits be captured?**

**Table 31 – How Important is Aviation to the Midlands' Economy?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Important	14	22	3	24	1	<b>64</b>
Not important				2	2	<b>4</b>
Importance exaggerated		1	1	1	14	<b>17</b>
<b>Total Responses</b>	<b>14</b>	<b>23</b>	<b>4</b>	<b>27</b>	<b>17</b>	<b>85</b>
No Response	12	5	8	26	20	<b>71</b>
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

4.20 Of the 85 respondents to this question, three-quarters considered the contribution of aviation to the Midlands' economy was important. These included all the Aviation Industry respondents, all but 1 of the Economic Interests and Surface Transport Organisations, and all but 3 Political Stakeholders:

- West Midlands Business Council suggested that Birmingham Airport had been a catalyst for regional success and that East Midlands Airport should be developed as regional freight hub;
- British Airways considered that the Oxford Economic Forecasting report had shown aviation's major contribution to the UK economy and that the regions benefited from jobs at regional airports, access to global markets and major aviation support functions;
- Birmingham International Airport noted that aviation contributed £500m per annum to the Midlands' economy;
- The Borough of Telford & Wrekin expressed the view that air passenger services were vital for the region's economy;
- Derby City Council believed that aviation and aerospace were crucial to the city and the sub-region; and
- Birmingham International Airport Consultative Committee agreed that aviation made a significant contribution to the local economy.

4.21 There were 17 respondents who considered aviation's importance to be exaggerated, of which 14 were from the Wider Stakeholder Groups:

- CPRE (Warwickshire) considered that benefits had not been substantiated or were anecdotal;
- The Strategic Anti-Rugby Airport Co-ordinating Group believed that the economic benefits of aviation were greatly exaggerated by the Department for Transport, the economic arguments in favour of aviation had not been supported by factual evidence and the 'costs' of aviation had been ignored; and
- The National Trust – Midlands expressed the view that the value of the contribution of aviation was outstripped by the importance of a high quality environment.

4.22 Only 4 respondents considered that aviation was not important to the Midlands, including Mark Todd, MP for South Derbyshire, who suggested that aviation was not important now but might be in 10 years. The other respondents were East Midlands Transport Activists Round Table, Church Lawford and Kings Newnham Action Group and the Association of Airport Related Parish Councils.

4.23 The responses to this question have been correlated with those made in relation to Table 1, National Policy Scenarios, and Tables 18 and 20 which sought any comments on the suggestions for new infrastructure at Birmingham and East Midlands Airports respectively. Correlated responses might be expected to fall between two extremes, being those which considered aviation to be very important to the regional economy, supported RRC and generally supported new infrastructure provision, or those which see the importance of aviation being exaggerated, supported UKC and are against the provision of new infrastructure. In general, most respondents were consistent in their replies.

4.24 Those which did not correlate well often displayed a location and/or ownership factor:

**Table 32 – Correlation Inconsistencies**

Organisation	Aviation and the Regional Economy	National Policy Scenario	Infrastructure Comments
Manchester Airports Group, Coventry Airport	Very important	RRC	Against Birmingham Airport (both options)
Solihull Metropolitan Borough Council	Quite important	RRC	Against Birmingham Airport (both options)
Birmingham City Council – Liberal Democrats	Very important	No response	Against Birmingham Airport (both options)
Birmingham Airport Consultative Committee	Very important	RRC	Against Birmingham Airport (both options), against East Midlands Airport
Charnwood Borough Council	Very important	RRC	Against East Midlands Airport, supported new airport under specific conditions
United Parcel Service	Very important	No response	Supported East Midlands Airport, against Birmingham Airport (both options)
Nottinghamshire Chamber of Commerce & Industry	Very important	Other	Supported East Midlands Airport, against Birmingham Airport wide-spaced
Town & Country Planning Association	No response	RRC in South East; UKC elsewhere	Supported East Midlands Airport best use, against Birmingham Airport (both options)

4.25 With respondents' views established as to the importance of aviation to the regional economy, the second part of Question 1 invited comments with regard to how these benefits might be captured.

**Table 33 – How and Where can the Benefits be Captured?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Employment creation	4	7		12	1	24
Facilitating trade/clusters	8	10	1	4		23
Facilitation of inbound tourism		1	1		1	3
Safeguard / improve Midlands' competitive position		2		3		5
Other		2		1		3
<b>Total Responses</b>	<b>12</b>	<b>22</b>	<b>2</b>	<b>20</b>	<b>2</b>	<b>58</b>
No Response	14	6	10	33	35	98
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

- 4.26 A significant number of respondents believed that the benefits of aviation would apply to more than one area, but, for clarity of analysis, only the main area from each was extracted and recorded in the above table.
- 4.27 80% of respondents were of the view that the benefits can be captured in either creating employment or facilitating trade and economic clusters. The creation of employment was seen as important amongst Political Stakeholders in particular, whilst facilitating trade and economic clusters drew large support from amongst the Economic Interests and Aviation Industry.
- 4.28 Of the 'other' views, Rugby Borough Council, representing a net importer of labour with an already existing low level of unemployment, was concerned that development of a new airport would significantly alter the balance of local employment.
- 4.29 The government attaches importance to the relationship between aviation and the generation of employment, particularly for the jobless on benefit. Question 2 seeks to establish what barriers might exist and the solutions required to remove such barriers.

**Question 2: What barriers need to be addressed if the jobless on benefit, in particularly low employment areas, are to take advantage of the employment opportunities that arise from growth in aviation and airport services? Are there any solutions?**

**Table 34 – What Barriers Need to be Addressed?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Low/inappropriate skills base	3	3		4	1	11
Travel time/cost of travel to airport	4	1		7	1	13
Lack of affordable housing in vicinity of employment				1		1
Lack of childcare provision		1				1
Low pay				1		1
Prejudice						
Other	2		1	2		5
Total Answers	9	5	1	15	2	32
<b>Total Responses</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>21</b>
No Response	19	25	11	44	36	135
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

4.30 In a low response, 3 out of every 4 answers identified either the time and cost of transport to and from airports or a low skills base as the principal impediments to providing opportunities for the jobless.

**Table 35 – Are there any solutions?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Improved/more affordable Public Transport	6	1		7	2	<b>16</b>
Skill Training Programmes	3	3		4		<b>10</b>
Establish partnerships	2	1		4		<b>7</b>
Locate development in deprived areas				4	1	<b>5</b>
Job road shows		1		1		<b>2</b>
Encourage economic clusters/fiscal Incentives	1			1		<b>2</b>
Affordable housing/childcare provision		1		1		<b>2</b>
Other	1				2	<b>3</b>
No solutions						
<b>Total Answers</b>	<b>13</b>	<b>7</b>		<b>22</b>	<b>5</b>	<b>47</b>
<b>Total Responses</b>	<b>7</b>	<b>3</b>		<b>8</b>	<b>4</b>	<b>22</b>
No Response	19	25	12	45	33	<b>134</b>
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

4.31 Not surprisingly, the solutions reflected the impediments respondents had identified in the previous question with more than half of the answers calling for the improvement and provision of more affordable public transport or the implementation of skill training programmes. Some comments reflecting this majority view included:

- Advantage West Midlands wanted to see the delivery of a co-ordinated programme of 'Bridges to Success' covering training, business start up support, transport and information; and
- Leicester City Council envisaged that dramatic improvements to public transport would make jobs far more accessible to those in low employment areas, particularly if fares for airport employees were subsidised, possibly though the development of the East Midlands Airport's Travel Plan. The Council considered that training programmes for the jobless could be initiated by learning and skills providers, in association with the airport and employers located there.

4.32 The West Midlands Regional Assembly called for the location of development in deprived areas and the development of links between airport related companies and regeneration zones.

4.33 Amongst 'other' views, Birmingham International Airport commented upon the usefulness of airport job centres.

**Question 3: What systems or processes will help improve links between aviation industry employers and intermediaries assisting the jobless and why?**

- 4.34 In a low response the majority of respondents favoured some form of partnership to assist regeneration and Birmingham International Airport called for the identification of a lead agency with a defined objective of simplifying the process by which companies could get involved in regeneration activities.
- 4.35 The role of Regional Government Offices and Regional Development Agencies in ensuring that the economic benefits of aviation were captured was an important consideration in the consultation document. Question 4 invited respondents to comment upon the role that Regional Government Offices and Regional Development Agencies might fulfil, their priorities and in any mechanisms that could be used in support of any approach that might be agreed.

**Question 4: What should be the role of Government Office West Midlands / Government Office East Midlands and Regional Development Agencies in achieving this and what should be their priorities? What mechanisms are available to them to support any approach that is agreed?**

**Table 36 – The Role for Government Office and Regional Development Agencies**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Supporting / Facilitating	3	4		4	1	12
Leading	1	1		1		3
None					1	1
Facilitation of inbound tourism					1	1
Other				1	3	4
<b>Total Responses</b>	<b>4</b>	<b>5</b>		<b>6</b>	<b>6</b>	<b>21</b>
No Response	22	23	12	47	31	135
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

- 4.36 The majority of respondents favoured a supporting and facilitating role.
- 4.37 Three respondents suggested a leading role (England's Regional Development Agencies, Derby City Council and Birmingham International Airport), whilst Church Lawford and Kings Newnham Action Group considered that their selection of the UKC scenario rendered the question irrelevant.
- 4.38 Of the 4 'other' respondents expressing alternative views, SOAR believed that all Government agencies should co-operate to ensure that the most was made of all airports. Wolston, Brandon & Bretford Anti-Airport Action Group, however, believed that aviation should not be given any special treatment.

**Table 37 – What Mechanisms are Available to Support any Approach that is Agreed?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Funding for infrastructure (regeneration budgets or structural funds)	2	1		2		5
Facilitating international business/tourism links	1			1	1	3
Support for air services	1	1				2
Slot ownership	1					1
Other	2	2		2		6
<b>Total Answers</b>	<b>7</b>	<b>4</b>		<b>5</b>	<b>1</b>	<b>17</b>
<b>Total Responses</b>	<b>4</b>	<b>4</b>		<b>4</b>	<b>1</b>	<b>13</b>
No Response	22	24	12	49	36	143
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

4.39 There was no consensus in the response to this question with the provision of funding for infrastructure being most mentioned.

4.40 Respondents expressing 'other' views were greater than those selecting specific mechanisms:

- Advantage West Midlands asserted that they could work with airports to deliver a labour market and economic development package, to support the provision of training packages, to study and promote schemes to improve surface access and provide analysis of labour market conditions;
- CBI suggested joint marketing and employment training schemes; and
- Shropshire County Council called for a regional spatial strategy that incorporated transport and economic strategy.

4.41 Questions 5 – 8 of the consultation document sought respondents' views with regard to the inter-relationship of economic benefits and air links to the region, the development of economic clusters and air cargo services. In respect of air cargo services views were also invited on the issue of night operations, whether these should be guaranteed and subject to noise and/or emission standards.

**Question 5: Would improved air links help to:**

- Increase inbound tourism to the Midlands?
- Reduce reliance upon London as the primary point of interest for airborne inbound tourists?

**Table 38 – Would Improved Air Links Increase Inbound Tourism?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Yes	8	13	2	11	2	36
Maybe						
No		1			6	7
<b>Total Responses</b>	<b>8</b>	<b>14</b>	<b>2</b>	<b>11</b>	<b>8</b>	<b>43</b>
No Response	17	13	9	41	27	107
<b>Total Sample</b>	<b>25</b>	<b>27</b>	<b>11</b>	<b>52</b>	<b>35</b>	<b>150</b>

4.42 A clear majority of the 43 respondents supported the view that improved air-links would help to increase inbound tourism to the Midlands, with unanimous support from the Aviation Industry, Surface Transport Organisations and Political Stakeholders, and from all but 1 of the Economic Interests. Sample comments of those expressing support were:

- British Airways expressed the view that improved air links to the UK regions could contribute to increasing inbound tourism to those regions but were concerned about the potential impact on tourism if capacity in the UK was constrained;
- Manchester Airports Group commented that there was scope for expansion in the number of tourists who fly directly to regional airports, particularly East Midlands Airport, noting that expansion of airports, including those within the Midlands, will be necessary for the UK to maintain its position as one of the world's leading tourist destinations;
- Thomas Cook Airlines Ltd asserted that air links were vital to inbound tourism to both the Midlands and the UK; and
- Advantage West Midlands considered that the expansion of Birmingham Airport offered an alternative entry point for international visitors.

4.43 Whilst acknowledging the importance of air links to the development of inbound tourism, however, both Shropshire County Council and Warwickshire County Council noted the potential for outbound, as well as inbound, tourism, offsetting the benefit.

4.44 Six out of the eight respondents from the Wider Stakeholder Groups did not support the view that air links would help to increase inbound tourism, of whom 5 were environmental or residents groups, namely The National Trust – Midlands, CPRE, Church Lawford & Kings Newnham Action Group, SOAR and Wolston, Brandon & Bretford Anti-Airport Action Group.

4.45 The Royal Town Planning Institute (West Midlands) expressed the view that the promotion of air travel had a double impact in both weakening and distorting the UK tourist industry.

**Table 39 – Would Improved Air Links Reduce Reliance on London Access for Tourists?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Yes	7	8	1	7	1	24
Maybe						
No	1	1		2	4	8
<b>Total Responses</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>9</b>	<b>5</b>	<b>32</b>
No Response	18	19	11	44	32	124
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

4.46 Three-quarters of those who responded to this question agreed that improved air-links would reduce reliance upon London. In supporting this proposition, the Air Transport Users Council noted that notwithstanding the clear needs of regional passengers for access to London airports, there was a strong consumer interest in flying from airports nearer to home.

4.47 Eight respondents were of the opposite view, including a majority of the Wider Stakeholder Groups (3 of whom were residents groups), British Airways and TUC Midlands Region, the latter taking the view that there had to be guaranteed access to the major London airport hubs to ensure that efficient and effective transfers can be made between London and the Midlands airports.

**Question 6: If you think it would, what measures could Government, regional tourism interests and the aviation industry take to facilitate this?**

- 4.48 A small number of respondents offered suggestions of which 5 (including the CBI and GMB) suggested joint marketing of regional tourism. Manchester Airports Group and England's Regional Development Agencies called for support to be given to direct services to encourage inbound tourism.
- 4.49 Amongst 'other' views, Birmingham International Airport suggested that government and national agencies should not promote London gateways as the sole route to England and that there should be greater emphasis on international marketing of regional opportunities and regional gateways.

**Question 7: Is there a role for airports in the Midlands as a focus for economic clusters and should such clusters be encouraged?**

**Table 40 – Is there a Role for Airports to Act as a Focus for Economic Clusters?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Yes	6	7		9		22
Under some circumstances	1				3	4
No		1			3	4
<b>Total Responses</b>	<b>7</b>	<b>8</b>		<b>9</b>	<b>6</b>	<b>30</b>
No Response	19	20	12	44	31	126
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

- 4.50 87% of respondents in this small response agreed that airports might provide a focus for economic clusters, or would do so under certain circumstances:
- Thomas Cook Airlines Ltd considered that regional airports were a significant provider of inward investment and thus underpinned regional development as a whole;
  - Wolston, Brandon & Bretford Anti-Airport Action Group suggested Birmingham as a focus for economic clusters;
  - Southern Derbyshire Chamber of Commerce referred to the Regional Economic Strategy giving encouragement to cluster growth, providing potential for logistics, advanced engineering, financial and business services; and
  - Manchester Airports Group, the owners of East Midlands Airport, noted that employment benefits are associated with the development of logistics clusters.
- 4.51 Four respondents did not see a role for airports as a focus for economic clusters of which 3 were environmental or residents groups. The fourth, Advantage West Midlands believed that the development of such clusters would work against the objective of easing access to airports by placing further burdens on the already congested surface transport systems.

**Table 41 – Should Clusters be Encouraged?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Yes	5	6		3		14
Yes - Providing they do not take Green Belt/Equivalent land Under some circumstances				3		3
	1			1	2	4
No		1		1	4	6
<b>Total Responses</b>	<b>6</b>	<b>7</b>		<b>8</b>	<b>6</b>	<b>27</b>
No Response	20	21	12	45	31	129
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

4.52 There were 27 respondents to this question, 21 of which were in full or conditional agreement. Derby City Council wanted to ensure that further development around East Midlands Airport should only be related to the operational needs of airlines or freight operators and any cluster development not directly related to the airport should be directed to the cities of Derby, Leicester and Nottingham.

4.53 Six respondents (including Advantage West Midlands) did not believe that such economic clusters should be encouraged at airports, South Derbyshire District Council remarking that Planning Guidance for the region is seeking to direct development away from East Midlands Airport to avoid urbanisation.

**Question 8 (part): How important are air cargo services for the economic objectives of the Midlands?**

**Table 42 – Importance of Air Cargo Services to the Midlands' Economic Objectives**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Important	11	12	1	10	2	36
Not Important				1	5	6
<b>Total Responses</b>	<b>11</b>	<b>12</b>	<b>1</b>	<b>11</b>	<b>7</b>	<b>42</b>
No Response	15	16	11	42	30	114
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

4.54 Not surprisingly, most of the comment in response to this question concerned the role that East Midlands Airport had in airfreight operations. The prevailing view, with the exception of Wider Stakeholder Groups, was that air cargo services were important for the economic objectives of the Midlands. Amongst representative comments:

- British Airways contended that East Midlands Airport was the preferred choice of major freight operators;
- Birmingham International Airport suggested that East Midlands Airport's airfreight role should be recognised in national policy and emphasised Birmingham's role in increasing belly-hold capacity;
- South Derbyshire Chamber of Commerce wished to see the White Paper recognise East Midlands Airport's national air cargo role; and

- Manchester Airports Group commented that of the airports that they operate, the airfreight business was by far the most important at East Midlands Airport, which was also the home of the largest freight-only operations of any UK airport.

4.55 Six respondents, of which 5 were environmental or residents groups, believed air cargo services were not important. Melbourne Civic Society considered that most freight moving through East Midlands Airport did not originate or terminate in the region and thus made little contribution to the regional economy.

**Question 8 (part): What measures are needed to give airfreight and mail operators confidence to plan their long-term investment in airport facilities?**

**Table 43 – What Measures are Needed to give Airfreight and Mail Operators Confidence to Plan their Long-Term Investment?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Provide airport space for mail / air freight operations	3	5	1	1		10
Ring-fence slots for freight / mail operations	2				1	3
Develop multi-modal freight facilities				1		1
Liberalise 5th freedom rights				1		1
Other	8	3	2	2	3	18
<b>Total Answers</b>	13	8	3	5	4	33
<b>Total Responses</b>	9	7	2	3	3	24
No Response	17	21	10	50	34	132
<b>Total Sample</b>	26	28	12	53	37	156

4.56 In a low response, 10 respondents called for airport space to be provided for mail and airfreight operations, including Manchester Airports Group and the Freight Transport Association.

4.57 'Other' views provided the majority of responses, of which 9 referred to the need to protect night operations, which provided an important element of East Midlands Airport's airfreight activity. Some examples of comments supporting this view are:

- British Cargo Airline Alliance wanted to ensure that airports from which overnight flights operate were protected as 24-hour operational facilities;
- IATA considered that there should be guaranteed access for night flights during a relatively short window;
- Thomas Cook Airlines Ltd considered that night operations were vital; and
- Royal Mail wished to maintain night-time access to air services.

4.58 Advantage West Midlands wanted to designate East Midlands Airport as the national freight hub.

4.59 Some respondents expressed concern about the noise effects of night operations, the Freight Transport Association remarking that policies should be established to ensure that aircraft noise was minimised.

**Question 8 (part): Should night-time slots be guaranteed for airfreight and mail?**

- 4.60 There were 29 respondents to this question, of which 16 were in favour (largely Aviation Industry and Economic Interests) and 13 against (principally Political Stakeholders and Wider Stakeholder Groups). Of the 9 responses received from the Aviation Industry, only Manchester Airports Group were not in favour, taking the view that night slots should not be ring-fenced for any type of operation.
- 4.61 East Midlands Development Agency looked for the development of quieter planes and the improved management of airspace, which they considered would minimise night noise problems, as would attractive amelioration measures to compensate local residents against any increase in anticipated disturbance.
- 4.62 Amongst those against, most respondents were based in the east of the region and 6 were environmental or residents groups concerned with night flying at East Midlands Airport:
- North West Leicestershire District Council remarked that the substantial growth in air cargo forecasts for East Midlands Airport was artificially high because of the absence of night flight controls, which was skewing the market in favour of the airport in the context of competitor airports with such controls;
  - South Derbyshire District Council called for East Midlands Airport to become a 'designated aerodrome' as night flights at the airport caused sleep disturbance and health problems for a significant number of people;
  - Wolston, Brandon & Bretford Anti-Airport Action Group, responding in respect of the proposed new airport at Church Lawford, commented that night flights were illegal under EU law and should remain that way because they were anti-social; and
  - The Melbourne Civic Society expressed strong opposition to any guarantee of slots, night or day to particular operators or businesses.
- 4.63 Opposition to the noise disturbance resulting from night operations is further addressed in Section 7, Environmental Impacts.

**Question 8 (part): Should such guarantees be contingent upon noise/emission standards of the aircraft being operated?**

- 4.64 There were 14 respondents to this question, a very low response, 13 of which agreed that guarantees should be contingent on noise and/or emissions standards.
- 4.65 Church Lawford and Kings Newnham Action Group identified the need for such guarantees, a view confirmed by Leicester City Council, which sought nationally consistent noise and emission standards. Derby City Council agreed and suggested that national standards should be subject to local adaptation.
- 4.66 Only the British Cargo Airline Alliance were against, expressing the view that it should be recognised that freighters are often converted ex-passenger aircraft and thus would not be at the leading edge of technology.

**Question 9 (part): Is there scope for capturing more of the UK and global aircraft maintenance market at Midlands' airports?**

- 4.67 Section 2 discussed respondents' views with regard to the location of any infrastructure development. One of the sites upon comments were invited was RAF Cosford, particularly in the context of its potential to provide facilities for aircraft maintenance. Question 9 discusses the issues of the Midlands' airports capturing a greater share of the aircraft maintenance market and the potential of RAF Cosford.

**Table 44 – Is there Scope for Capturing More of the UK and Global Aircraft Maintenance Market at Midlands' Airports?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Yes	3	2		3	1	9
Under some circumstances	3	1			3	7
No					1	1
No - existing surplus capacity					1	1
<b>Total Responses</b>	<b>6</b>	<b>3</b>		<b>3</b>	<b>6</b>	<b>18</b>
No Response	20	25	12	50	31	138
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

4.68 In a very low response, 90% of respondents agreed, or agreed under some circumstances, that there was scope for capturing more of the market. Examples of comments were:

- SOAR believed that aircraft maintenance was best handled where it caused minimum damage;
- British Airways advised that the focus should be on existing Maintenance and Repair Operations clusters in Wales and Scotland and explained that the airline would need access to additional Heathrow slots for positioning aircraft; it saw potential, however, for other regional facilities without being site-specific;
- Advantage West Midlands supported possible Maintenance and Repair Operations at Wolverhampton or Cosford, but wanted more studies to fully consider the options; and
- Thomas Cook Airlines Ltd commented that the market is dependent on availability of labour and regional investment to support the market.

4.69 Two respondents indicated that there was no scope for expanding such an activity including the Melbourne Civic Society who noted that Rolls Royce already undertakes considerable engine maintenance at its plants in Derby.

**Question 9 (part): How might this be best achieved? What would be the advantages and disadvantages of encouraging growth of this sector? What support can be given for proposals for a centre of excellence for aircraft maintenance at RAF Cosford?**

4.70 Response to the remaining questions was very low at 12, 13 and 12 respondents respectively.

4.71 In terms of how might this best be achieved, 4 respondents including British Airways and Leicester City Council supported the establishment of training and development partnerships; 2 respondents (including Birmingham International Airport) suggested that achieving a greater share of the market could be facilitated by making available suitable sites and, of the 6 other views expressed, 4 considered that it was possible to use existing technical skills from within the region.

4.72 Some comments included:

- Birmingham International Airport commented that it was strategically important to provide the right facilities for based airline maintenance requirements; and
- Brinklow and Combe Fields Parishes (Warwickshire) believed that such growth would lead to the possibility of night-time noise and the environmental impact of building such facilities.

- 4.73 There was a very low response to the question relating to Cosford, with 3 respondents suggesting that no support be given to its development as a centre of excellence and the other tabulated options attracted little support. Of 'other' views expressed, 4 offered support to Cosford, 3 of which were subject to further study.
- 4.74 The Borough of Telford & Wrekin considered that Cosford had much to recommend it, particularly in terms of accessibility, regeneration and economic development, whilst Shrewsbury & Atcham Borough Council were one of those respondents calling for further work.
- 4.75 The section concludes with questions relating to the importance of business aviation to inward investment and the other economic objectives of the Midlands, the location of such aviation activities, the UK's role as the aviation Gateway to Europe and the potential relaxation of 5<sup>th</sup> Freedom rights.

**Question 10 (part): How important is business aviation for inward investment and other economic objectives of the Midlands?**

**Table 45 - Importance of Business Aviation for Inward Investment**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Important	5	3		5	2	15
Not important/Importance exaggerated		1			3	4
<b>Total Responses</b>	<b>5</b>	<b>4</b>		<b>5</b>	<b>5</b>	<b>19</b>
No Response	21	24	12	48	32	137
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

- 4.76 There was a very low response to this question with 19 respondents, 15 of whom supported the view that business aviation was important. Examples of expressions of support were:
- Thomas Cook Group, which commented that business aviation contributed directly to the economic success of the region and was a source of pilot training for commercial airlines;
  - The Borough of Telford & Wrekin believed business aviation to be potentially important for RAF Cosford, Wolverhampton Airport and the north west sub-region; and
  - Church Lawford & Kings Newnham Action Group suggested that the needs of business aviation must always be met through the existing major airports.
- 4.77 Four respondents thought that the importance of business aviation was exaggerated including Advantage West Midlands who were not aware of any evidence that the sector was important in relation either to inward investment or other economic objectives of the Midlands.

**Question 10 (part): If business aviation cannot be accommodated at the major airports, how should the needs of this sector be met?**

- 4.78 Fifteen respondents chose to answer this question, two-thirds selecting secondary airports with Advantage West Midlands nominating Coventry or Wolverhampton Airports.

**Question 11: How important is it for your business / organisation that the UK remains the aviation Gateway to Europe?**

**Table 46 – The Importance of the UK as the Aviation Gateway to Europe.**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Important	11	5		4	1	21
Not important/Importance exaggerated					3	3
<b>Total Responses</b>	<b>11</b>	<b>5</b>		<b>4</b>	<b>4</b>	<b>24</b>
No Response	15	23	12	49	33	132
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

4.79 In a low response, 87% of respondents agreed that it was important that the UK remained the aviation Gateway to Europe:

- British Airways believed that it was critical for success;
- Land Rover explained that effective air transport was essential to conduct business, and regional airports should play a role in this;
- Birmingham International Airport considered that it was vital that the UK remained the leading player in the European Air Transport Industry; and
- Leicester City Council and Derby City Council expressed the view that it was crucially important from an economic perspective.

**Question 12: Would the relaxation of the UK's current policy in relation to international air service agreements to allow unlimited 5th Freedoms from regional airports, materially affect the ability of the Midlands' airports to capture new services?**

**Table 47 – Would the Relaxation of the UK Air Service Agreements Policy Affect the Ability of Midlands' Airports to Capture New Services?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Yes	5	1		2	1	9
Maybe					1	1
No	3				3	6
Only relevant for large airports		1				1
<b>Total Responses</b>	<b>8</b>	<b>2</b>		<b>2</b>	<b>5</b>	<b>17</b>
No Response	18	26	12	51	32	139
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

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4.80 Slightly more than half of the respondents (5 from the Aviation Industry) agreed that the relaxation of international air services agreements would allow the Midlands' airport to capture new services:

- Town & Country Planning Association considered that this would help expand East Midlands inter-continental destinations; and
- Birmingham International Airport sought relaxation, quoting the present Pakistan International Airlines service, with flights transiting through Birmingham to Toronto and unable to pick up passengers because the airline has a limited number of transatlantic 5<sup>th</sup> Freedom rights from the UK and these were currently all used on services to Manchester.

4.81 Six respondents disagreed (including Thomas Cook Airlines Ltd and Thomas Cook Group). GMB believed that such potential benefits are only relevant for large airports with some additional but not substantial potential benefit for Birmingham Airport. Additionally:

- Melbourne Civic Society did not believe that 5th Freedom rights should be granted for freight services; and
- British Airways expressed the view that 5th Freedom rights give little benefit to the UK.

4.82 In the next section, respondents' views on the issue of Social Inclusion in the Midlands are described.

## Social Inclusion

Should Additional Airport Capacity be Provided?
Where to Provide any New Airport Capacity and Part 3 Options
Competition v Complementary Development
The Economic Benefits of Air Travel
<b>Social Inclusion</b>
Environmental Impacts
Surface Access
Aviation Strategy for the Midlands

### Introduction

- 5.1 This section looks at respondents' views with regard to the impact of airport development on deprivation and social inclusion should additional airport capacity be provided over the next thirty years and draws on respondents' answers to Questions 1 and 2 of the Midlands consultation document, section entitled 'Social Inclusion', page 187.

### Synopsis of Relevant Part of the Midlands Consultation Document

- 5.2 The development of airports brings benefits and dis-benefits. Advantages are commonly thought of as economic and disadvantages as environmental.
- 5.3 Social impacts can be either positive or negative but development of infrastructure, such as airports, can offer an opportunity for social improvements and inclusion and so accord with Government policy to reduce deprivation and hardship.
- 5.4 The Aviation Strategy for the Midlands offers an opportunity for co-ordination across a broad spectrum of policy areas, including social inclusion.
- 5.5 The consultation document invited respondents to comment upon the issue of social inclusion.

### Summary of Findings

- 5.6 The response to the two questions in this section was low. 85% of respondents, of whom more than half were Political Stakeholders or Wider Stakeholder Groups, agreed either fully or conditionally that the development of aviation within the Midlands can help to address deprivation and social exclusion.
- 5.7 Approximately half of respondents chose improving public transport as being needed to ensure that the benefits of growth in the air transport industry were transmitted to less economically successful areas within the Midlands. Of the remainder most referred to the establishment of partnerships.

## Respondents' Views

**Question 1: Can the development of aviation within the Midlands help to address deprivation and social exclusion?**

**Table 48 – Can Aviation Help Address Deprivation and Social Exclusion?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Yes	10	9		15	3	<b>37</b>
Under some circumstances		1		2	1	<b>4</b>
No			1		6	<b>7</b>
<b>Total Responses</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>17</b>	<b>10</b>	<b>48</b>
No Response	16	18	11	36	27	<b>108</b>
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

5.8 85% of respondents either fully or conditionally agreed that aviation could help address deprivation and social exclusion:

- Nottinghamshire Chamber of Commerce commented that East Midlands Airport was currently a major employer and a focus for clusters of development in and adjoining the cities and in the former coalfields;
- Coventry Airport suggested that the development of aviation could also facilitate closer family and social ties;
- Church Lawford and Kings Newnham Action Group commented that the adoption of the UKC Scenario (allowing for the development of Birmingham Airport to its maximum use capacity) would not only safeguard the employment prospects of those who would be threatened by the closure of the airport in favour of the proposed new site at Rugby, but would also create additional direct employment opportunities; and
- TUC Midlands welcomed the potential increase in employment.

5.9 Seven respondents did not agree, citing health concerns and the potential to make better use of the resources. SOAR referred to research which showed that noise pollution would pose a risk to young children's health and social exclusion was experienced by having to live in areas where the impact of air traffic debased standards of living and quality of life.

**Question 2: What measures are needed to ensure the benefits of growth in the air transport industry are transmitted to less economically successful areas of the Midlands?**

**Table 49 – What Measures are Needed to Ensure the Benefits of the Air Travel Industry are Transmitted to the Less Economically Successful Areas of the Midlands?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Improved public transport	3	2		6	2	<b>13</b>
Establish partnerships (strategic, training, marketing etc)	4	3		5		<b>12</b>
Other fiscal incentives						
Other	2	1		2	1	<b>6</b>
Total Answers	9	6		13	3	31
<b>Total Responses</b>	<b>6</b>	<b>4</b>		<b>9</b>	<b>3</b>	<b>22</b>
No Response	20	24	12	44	34	<b>134</b>
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

- 5.10 The most mentioned measures was improved public transport, which attracted 13 out of 31 answers, including Leicester City Council who considered that there was a need for dramatic improvements to public transport to and from airports. This is consistent with respondents' views calling for the improvement and provision of more affordable public transport to enable the jobless on benefit to take advantage of employment, which arises from growth in aviation (see Table 35).
- 5.11 The establishment of partnerships was supported in 12 answers with Advantage West Midlands suggesting a series of good practice criteria to be used by regional and local authorities and airport related companies in initiatives linked to labour market and economic development issues.
- 5.12 Respondents' 'other' views included references to the development of Finningley, the opening of a Job Centre at Birmingham Airport and the use of Cosford for charter and/or low fare operations (GMB).
- 5.13 In the next section, respondents' views on the issue of Environmental Impacts in the Midlands are described.

## Environmental Impacts

Should Additional Airport Capacity be Provided?
Where to Provide any New Airport Capacity and Part 3 Options
Competition v Complementary Development
The Economic Benefits of Air Travel
Social Inclusion
<b>Environmental Impacts</b>
Surface Access
Aviation Strategy for the Midlands

### Introduction

- 6.1 This section is about the environmental implications of growth in aviation across the UK in general and for the Midlands in particular, resulting from the various national policy scenarios and the development options at the region's airports. It identifies any environmental impacts that are thought to be unacceptable and incapable of amelioration. It looks at the issue of enforceable environmental targets as a corollary of growth and whether or not it would be advantageous to remove the airports from the green belt.
- 6.2 The section draws on respondents' commentary on the matters contained in Questions 1 to 4 under the heading 'Environmental impacts' in Chapter 9 of the Midlands consultation document, page 187. For clarity, Questions 1 and 2 are analysed and addressed jointly. They cover the extent to which respondents find certain impacts unacceptable and which of those can or cannot be controlled or mitigated in order to reduce them to acceptable levels.

### Synopsis of Relevant Part of the Midlands Consultation Document

- 6.3 Growth in airports brings impacts, both beneficial and adverse.
- 6.4 The adverse impacts are commonly expressed as being primarily environmental. Air noise, air quality, land-take, ecology, heritage, biodiversity, climate change and other environmental impacts are a concern not only for many who reside near airports and are potentially affected by development but also in national terms.
- 6.5 There are many different ways in which mitigation can help address these negative impacts and the most appropriate measures are dependent on the nature and scale of the impact.
- 6.6 Such mitigation may take the form of 'high level' international agreements or national policy initiatives but may also be regional or local frameworks.
- 6.7 The consultation document invited respondents to comment upon impacts and their potential for mitigation, including linkage to enforceable targets and Green Belt issues.

### Summary of Findings

- 6.8 The response rate within this section was variable between questions with the greatest interest being expressed by the Wider Stakeholder Groups, including environmental and residents groups, and the Aviation Industry.
- 6.9 Most concern was expressed with regard to noise, air quality and land and property take impacts.
- 6.10 80% of respondents agreed that environmental dis-benefits could be controlled, or might be able to be controlled or mitigated to acceptable levels.
- 6.11 Two-thirds of respondents offered support to the scenarios that kept pace with consumer demand if linked to enforceable targets, although a number made their support subject to the targets being challenging. About one-third, mainly Wider Stakeholder Groups, registered their opposition.
- 6.12 Although very few respondents answered questions about reviewing or removing airports from the Green Belt, there was no consensus for change.

## Respondents' Views

**Question 1: Are there any environmental impacts from the National Policy Scenarios or infrastructure projects appraised in this document which you regard as unacceptable?**

**Question 2: Could these environmental dis-benefits be controlled or mitigated to reduce them to acceptable levels? Do you have particular views on this in respect of:**

- noise (day-time and night-time);
- air quality (air traffic and surface access impacts);
- land and property take (residential, agricultural, green belt, landscape);
- biodiversity;
- climate change; and
- other environmental impacts

**either in general, or at particular Midlands' airports.**

6.13 The number of respondents that expressed the view that the impacts from the National Policy Scenarios were 'unacceptable', in those precise terms, was small. The bulk of respondents identified specific environmental impacts, described the extent to which they were concerned or otherwise by those impacts and then, depending on that level of concern, whether or not those impacts might be mitigated or controlled and how. In order to accommodate the terminology used in Question 1, and to ensure that the seriousness of respondents' concerns were captured, those respondents that expressed great concern about a particular impact or impacts were described as finding those impacts 'unacceptable'.

**Table 50 – Are there any Environmental Impacts that you Consider as Unacceptable?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Unacceptable impacts - cannot be mitigated	1			5	11	17
Unacceptable impacts - mitigation maybe possible				3	9	12
Unacceptable impacts - no comment on mitigation	1	2	1	13	8	25
Unacceptable impacts - can be mitigated	4	4	2	3	4	17
No unacceptable impacts highlighted - can be mitigated	9	1		6		16
<b>Total Responses</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>30</b>	<b>32</b>	<b>87</b>
No Response	11	21	9	23	5	69
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

6.14 Table 50 shows respondents' overall views on the acceptability of environmental impacts and whether their effects can be controlled or mitigated. 71 respondents indicated concern about impacts, of which 17 said that the effects could not be controlled or mitigated. There was a clear pattern of responses, with Political Stakeholders and Wider Stakeholder Groups expressing greater levels of concern and Aviation Industry and Economic Interests indicating that mitigation was possible.

6.15 Respondents that contended that impacts were unacceptable and could not be controlled or mitigated included the Environmental Law Foundation which stated that aviation at current levels was not sustainable, Leicestershire County Council, Stratford on Avon District Council, the Council for British Archaeology and the Woodland Trust.

- 6.16 Supporters of the view that unacceptable impacts may be capable of being controlled or mitigated included English Nature, which required that environmental carrying capacity and detailed impacts be established for each (airport) site. CPRE Warwickshire accepted the principle of setting environmental capacity limits for airports as base criteria for airport expansion and/or development and South Derbyshire District Council suggested that if the aviation industry was forced to pay a realistic cost for the detriment and impact caused to people living in the vicinity of airports through some form of compensation, then likely demand would decrease, although there would still need to be absolute limits of detriment which should not be allowed to be exceeded..
- 6.17 Those who identified unacceptable impacts but made no comment on control or mitigation, included Charnwood Borough Council which was concerned about pressure for new housing/business development, additional road congestion and harm to landscape & countryside or Green Belt at East Midlands, Transport 2000 - Derbyshire & Peak District and Friends of the Earth - West Midlands.
- 6.18 Supporters of the view that unacceptable impacts would be capable of being controlled or mitigated included England's Regional Development Agencies which expressed the view that Regional Development Agencies believed that demand should be met provided that the aviation industry worked together to address the environmental impacts of noise, energy, emissions & land use, the Birmingham International Airport Consultative Committee which took the view that Section 106 Agreements provided the basis for monitoring and controlling environmental impacts, Manchester Airports Group and the West Midlands Passenger Transport Authority.
- 6.19 Finally, those which did not identify any unacceptable impacts, but nevertheless noted that impacts could be controlled or mitigated included United Parcel Service, West Midlands Regional Assembly and the City Councils of Birmingham, Derby and Leicester.

**Table 51 – To what Extent can these be Mitigated?**

	Impacts can be mitigated	Impacts identified - no substantive comment on mitigation	Impacts cannot be mitigated	Sub-Total
Noise	37	24	12	<b>73</b>
Air Quality	30	20	11	<b>61</b>
Land and Property Take	18	20	11	<b>49</b>
Biodiversity	11	10	7	<b>28</b>
Climate Change	11	13	8	<b>32</b>
Other Environmental Impacts	16	42	9	<b>67</b>
<b>Total Answers</b>	<b>123</b>	<b>129</b>	<b>58</b>	<b>310</b>

- 6.20 Table 51 shows respondents' views on specific impacts. In this multiple choice question, noise and air quality were the issues of most concern, followed by land and property take, biodiversity and then climate change. There was no particular pattern of comments on mitigation, except that a higher proportion of comments about biodiversity and climate change were that these impacts could not be mitigated. The 'other' category included a range of impacts on the natural and built environment as well as some comments about non-specific impacts. As well as expressing concern about particular impacts, many respondents noted issues at particular sites.

6.21 Many respondents identified a range of impacts including:

- Newark & Sherwood District Council, which viewed ambitious proposals for new infrastructure at Birmingham and East Midlands Airports as being unacceptable, principally because of the range of impacts; and
- CPRE – Warwickshire, which detailed a range of unacceptable environmental impacts in respect of both Birmingham and the proposed new airport at Church Lawford.

### Noise

6.22 Thirty seven respondents believed that noise could be mitigated including a unanimous view amongst the Aviation Industry and Economic Interests. Among those who commented on noise impacts were:

- European Regional Airlines Association which looked to intensive development by airframe and engine manufacturers;
- United Parcel Service called for the use of the balanced approach to aircraft noise management on an airport by airport basis; and
- Birmingham International Airport provided a detailed submission on noise mitigation measures.

6.23 Twelve respondents contended that noise could not be mitigated of which 10 were Wider Stakeholder Groups (8 of which were environmental or residents groups) and 2 Political Stakeholders. Among those commenting were:

- CPRE - East Midlands Group, which was concerned about the effects of noise upon rural tranquillity;
- East Midlands Transport Activists Round Table, which took the view that the limits of technological noise mitigation had been very nearly exhausted;
- Leicestershire County Council; and
- Phil Sawford, the MP for Kettering.

### Air Quality

6.24 There were 61 responses on air quality, of which 30 considered that air quality impacts could be mitigated. The pattern of responses in respect of noise and air quality was generally similar. Birmingham International Airport considered that emission control measures should apply not only to aircraft but also to road vehicles.

6.25 Eleven respondents considered that air quality impacts could not be mitigated, of which 9 respondents were Wider Stakeholder Groups (7 of which were environmental or residents groups). SOAR believed that avoidance was better than mitigation. East Midlands Transport Activists Round Table suggested that at East Midlands Airport it was believed that improvements through technology would be offset by road traffic growth due to airport development.

## Environmental Impacts

**Land and Property Take**

- 6.26 Eighteen respondents believed that land and property take could be mitigated whilst 11 said not, 5 of which were environmental or residents groups. All but one of the Aviation Industry believed that impact could be mitigated, Coventry Airport being the dissenting voice. Of those others who said that impacts could be mitigated:
- 3 respondents referred to the reduction in land-take (as well as other environmental benefits) of the Birmingham 'Variant' option, namely Worcestershire County Council, British Airways and Birmingham International Airport;
  - Derby City Council suggested a need to assess opportunities for accommodating new homes on brown-field land; and
  - English Nature suggested that it was impossible to fully compensate for losses, but mitigation depended on the ecological quality of the land in question.
- 6.27 Eleven respondents believed that land and property take could not be mitigated including the National Farmers Union (E & W Midlands). Stratford on Avon District Council totally rejected the option of locating a new airport at Church Lawford.

**Biodiversity**

- 6.28 Eleven respondents believed that biodiversity issues could be mitigated whilst 7 (6 Wider Stakeholder Groups) said mitigation was not possible. Birmingham International Airport declared that the Birmingham 'Variant' proposal had been designed to reduce the impact of expansion on biodiversity.
- 6.29 Of those who considered that biodiversity impacts could not be mitigated, 4 were environmental or residents groups, including the Strategic Anti-Rugby Airport Co-ordinating Group and the Wolston, Brandon & Bretford Anti-Airport Action Group. English Nature commented that the loss of protected sites could not be compensated although some development could contain mitigation.

**Climate Change**

- 6.30 Of the 32 responses on climate change, Birmingham International Airport, Manchester Airports Group, British Airways and the Thomas Cook Group believed that impact on climate change could be reduced to an acceptable level. This was the view of all the Aviation Industry and Economic Interests respondents. Birmingham International Airport further considered that the impacts of aviation were primarily a matter for international action.
- 6.31 Amongst those respondents holding the opposite view, 6 were from the Wider Stakeholder Groups, (including 5 environmental and residents groups). The East Midlands Transport Activists Round Table commented that airport expansion would lead to a growth of climate change carbon dioxide emissions if not compensated for by technological improvements and a reduction in the volume of road traffic.

**Other Environmental Impacts**

- 6.32 Within the 67 answers noting other environmental impacts, 16 were that impacts could be mitigated, including Manchester Airports Group and British Airways which expressed the view that environmental impacts in general (or at specific airports) can be reduced to an acceptable level.
- 6.33 Nine respondents expressed the opposite view including 5 environmental or residents groups.

### Impacts at Specific Sites

- 6.34 In terms of impacts at specific sites, 6 organisations opposed to the new airport at Church Lawford, namely Church Lawford & Kings Newnham Action Group, Admirals Anti-Airport Committee, Strategic Anti-Rugby Airport Co-ordinating Group, Wolston, Brandon & Bretford Anti-Airport Action Group, Brinklow and Combe Field Parishes and the Earl Craven Electoral Divisional Panel mentioned all impacts with a fairly even distribution, except water quality and safety which received less support.
- 6.35 A number of respondents including Andy King, MP for Rugby & Kenilworth, Rugby Borough Council, Stratford on Avon District Council and Brinklow and Combe Field Parishes (Warwickshire) expressed concern over the risk of flooding at the proposed site of the new airport.
- 6.36 In addition, Manchester Airports Group, Phil Sawford, the MP for Kettering, Shropshire County Council and others, opposed the development of a new airport on environmental grounds.
- 6.37 Comments related to Birmingham Airport included South Staffordshire Council which suggested that developing only one airport (i.e. Birmingham) would be the best way of controlling impacts, while SOAR identified noise and air quality as issues.
- 6.38 In relation to East Midlands Airport, WINGS referred to noise impact from the operation of older aircraft at night, as well as the degradation in air quality and the threat of land-take. The Melbourne Civic Society considered that proposed increases in night flights would constitute a health hazard.
- 6.39 Having established respondents' views with regard to the unacceptability of impacts and their ranking of concern about specific impacts, Question 3 invited comments upon the concept of meeting demand but supported by enforceable targets for environmental improvement.

**Question 3: Would you support the scenarios to keep pace with consumer demand if they carried with them enforceable targets for environmental improvement (e.g. air quality, noise, public transport mode split, energy savings, and waste reduction)?**

**Table 52 – Support for Capacity Increasing in Line with Demand, with Enforceable Targets**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Yes	12	3	1	8		<b>24</b>
Yes, provided targets are challenging	1	3		5	1	<b>10</b>
No				2	13	<b>15</b>
<b>Total Responses</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>15</b>	<b>14</b>	<b>49</b>
No Response	13	22	11	38	23	<b>107</b>
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

- 6.40 More than two-thirds of those responding supported the concept of environmental targets, especially if challenging:
- British Airways supported the use of sustainability criteria; and
  - Birmingham International Airport agreed provided the targets reflected the impact of other parties on their achievement.

6.41 About one third, mainly Wider Stakeholder Groups, could not support growth scenarios even if combined with challenging targets. Sample comments included:

- SOAR commented that consumer demand was not the same as consumer need;
- CPRE – Warwickshire expressed the view that the criteria for airport expansion should be based on environmental capacity (CPRE National also responded 'no' to this question); and
- English Nature contended that seeking support for environmental targets linked to scenarios was the wrong approach and that the imposition of environmental protection would constrain growth.

6.42 Shropshire County Council considered that the question raised suspicions that the Government's approach to airport development was to meet consumer demand regardless.

6.43 The final question within the section, Question 4, concerned Green Belt Policy.

**Question 4 (part): Is there a case for reviewing Green Belt boundaries as they affect airports in the light of any of the scenarios.**

**Table 53 – Is there a Case for Reviewing Green Belt Boundaries?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Yes	2	1		1		<b>4</b>
Yes - some scenarios	4	1		2		<b>7</b>
No				1	13	<b>14</b>
<b>Total Responses</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>13</b>	<b>25</b>
No Response	20	26	12	49	24	<b>131</b>
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

6.44 In a low response, 11 respondents supported or provided qualified support for a review. Manchester Airports Group, expressed the view that airports could remain within the Green Belt but that there should be a change to Green Belt policy identifying airport development as an appropriate land use.

6.45 All the Wider Stakeholder Groups (including 10 environmental and residents groups) and 1 Political Stakeholder (Rugby Borough Council) opposed such a review, including Church Lawford & Kings Newnham Action Group, the Strategic Anti-Rugby Airport Co-ordinating Group, Wolston, Brandon & Bretford Anti-Airport Action Group, Admirals Anti-Airport Committee and Brinklow and Combe Fields Parishes, all of whom had links to the proposed new airport site at Church Lawford.

6.46 Of those others opposing:

- Melbourne Civic Society contended that as a rule modern airports were not appropriate Green Belt users and that Green Belts should be redrawn to exclude major airports but safeguarding zones around airports could remain within Green Belts;
- East Midlands Transport Activists Roundtable considered that Green Belts should be safeguarded as an important recreational and environmental asset (Derby / Nottingham region for example); and
- English Nature believe that the loss of Green Belt to airport development would result in the loss of open country, which may well include significant habitats with consequent impacts on the local wildlife.

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<b>Environmental Impacts</b>	

- 6.47 Fifteen of these respondents also expressed a view on whether or not economic clusters should be encouraged (question 7, Section 4) and, in general, those who supported economic clusters also supported a review of Green Belt boundaries. There were 2 respondents, however, who supported economic clusters but not a review of the Green Belt, namely Warwickshire County Council and Rugby Borough Council. Those who did not encourage economic clusters also did not support a review of the Green Belt.

**Question 4 (part): What would be the advantages and the disadvantages?**

- 6.48 There was a low response to this question with the most mentioned advantages being allowing airport infrastructure development in line with demand, timely airport infrastructure development, making room for aviation related development and wider economic development benefits. Birmingham International Airport took the view that airports, and their further development, were not compatible with the Green Belt.
- 6.49 Of the disadvantages, those most chosen were increased land and property take, visual intrusion, reduced quality of life for local residents and adverse impact on biodiversity and ecology. East Midlands Transport Activists Roundtable considered that there was economic competition with existing urban area development, the latter having higher priority for regeneration.

**Question 4 (part): Should airports be removed from the Green Belt altogether?**

- 6.50 There were 12 respondents to this question, a very low response rate. 10 respondents said that airports should not be removed from the Green Belt altogether of whom 6 were environmental or residents groups.
- 6.51 Thomas Cook Airlines Ltd considered that the use of Green Belt land, which was necessary in several scenarios, should not be ruled out unless there are significant additional adverse factors involved and called for the Government to give clear guidelines to planning authorities in each scenario.
- 6.52 SOAR commented that it was unrealistic to consider removing airports that were already within the Green Belt but continued by expressing the view that Green Belt once lost could never be recovered and continual creeping erosion removed from the centres of population the very amenity values which the population enjoyed and which Green Belt afforded.
- 6.53 In the next section, respondents' views on the issue of Surface Access in the Midlands are described.

## Surface Access

Should Additional Airport Capacity be Provided?
Where to Provide any New Airport Capacity and Part 3 Options
Competition v Complementary Development
The Economic Benefits of Air Travel
Social Inclusion
Environmental Impacts
<b>Surface Access</b>
Aviation Strategy for the Midlands

### Introduction

- 7.1 This section looks at respondents' views on the requirements for surface access if any airport capacity is to be provided over the next thirty years. It examines where the focus of public expenditure should be in improving surface access, individual scheme preference and linkages to planning conditions, funding and links to and from the South East.
- 7.2 The section draws on respondents' answers to Questions 1 - 4 of the Midlands consultation document, section entitled 'Surface Access', pages 187 and 188.

### Synopsis of Relevant Part of the Midlands Consultation Document

- 7.3 The consultation document recognised the inter-relationship between airport capacity development and the surrounding infrastructure and public transport services. Airports cannot be considered in isolation.
- 7.4 The Government policy for airport surface access set out in 'A New Deal for Transport' strongly promoted the concept of improving public transport links to airports and the share of airport-related journeys they attract, encouraging alternatives.
- 7.5 The consultation document examined the impacts of airport development in the Midlands on surface access infrastructure and noted the need for significant improvements to surface access connections (particularly rail) to both Birmingham and East Midlands Airports to improve connectivity and catchment within the Midlands and adjacent regions.
- 7.6 Improvements to the road network to reduce congestion and improve accessibility alongside a strategy for encouraging modal shift are also important considerations.
- 7.7 The consultation document invited respondents to comment upon the issue of surface access including those schemes identified within the document.

### Summary of Findings

- 7.8 Approximately two-thirds of respondents supported public expenditure on both local and inter-regional access, drawing support from all groups, including three-quarters of national and international respondents. Respondents from both the East and West Midlands alike predominantly favoured both, but one-third in the West Midlands favoured a focus on local access.
- 7.9 Nearly half of those who responded mentioned the wider regional use of airports as their reason for choice of focus.
- 7.10 90% of respondents accepted that surface access constraints should be addressed, with support expressed across all groups.
- 7.11 In general, support was indicated for improved heavy and light rail access to airports, new or improved road access and new or improved bus/coach access. Of the schemes not to be taken forward, nearly half of the answers were linked to those associated with the proposed new airport.

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- 7.12 A mix of private and public funding was the option most often chosen by respondents, including a majority of the Aviation Industry and Political Stakeholders. There was comparatively low support (mainly from the Wider Stakeholder Groups) for surface access improvements to be funded privately.
- 7.13 As a means of encouraging modal shift, the most mentioned answer was improving public transport quality and/or reducing fares which, taken together with public funding of public transport operations (having the effect of improving the quality or lowering the cost of public transport), accounted for slightly less than half of the answers provided by those who responded.
- 7.14 Two-thirds of respondents agreed that surface schemes that would facilitate journeys from the South East should be considered.

## Respondents' Views

**Question 1: Should the focus of any public expenditure which may be available to help improve surface access to the Midlands' airports be on improving local or inter-regional access or both, and why?**

**Table 54 – Should Public Expenditure on Surface Access be on Links within the Midlands or Inter-Regional?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Both	7	8	6	13	7	<b>41</b>
Local	3	5	1	6	1	<b>16</b>
Inter-regional		1		2	1	<b>4</b>
<b>Total Responses</b>	<b>10</b>	<b>14</b>	<b>7</b>	<b>21</b>	<b>9</b>	<b>61</b>
No Response	16	14	5	32	28	<b>95</b>
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

7.15 Two-thirds of respondents supported public expenditure on both local and inter-regional access, drawing support from all groups:

- Melbourne Civic Society supported high-speed rail access from the Midlands to London airports (or at least to Heathrow) and considered there to be a need for heavy rail access to East Midlands Airport;
- English Nature considered that local and inter-regional access should be part of an integrated national approach with emphasis being given to improving public transport surface access; and
- Birmingham International Airport took the view that the distinction between local and inter-regional was relatively arbitrary and all schemes should be assessed on their merits.

7.16 Sixteen of the respondents supported public funding for local schemes only:

- Walsall Metropolitan Borough Council required the improvement of road and rail access between Walsall & Birmingham Airport; and
- Friends of the Earth - West Midlands required, in particular, improvements to local rail services serving Birmingham Airport.

7.17 Four respondents supported funding being concentrated on inter-regional access.

7.18 Three times as many National and International respondents favoured both inter-regional and local schemes, as opposed to local schemes only. Respondents from the East Midlands predominantly favoured both but a third of those based in the west of the region favoured a focus on local access; their majority view was, however, in favour of both.

7.19 Having established where the focus for public expenditure should be, responses were analysed to establish the reasons for choice of focus.

**Table 55 – Reasons for Public Expenditure**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Maximise wider regional use of airport	3	9	2	9	1	<b>24</b>
Overcome local congestion/secondary benefits	3		1	3	3	<b>10</b>
Maximise local use of airport	3	3	1	1	1	<b>9</b>
Rail/Air substitution			1	2	2	<b>5</b>
Other	1			3	1	<b>5</b>
<b>Total Responses</b>	<b>10</b>	<b>12</b>	<b>5</b>	<b>18</b>	<b>8</b>	<b>53</b>
No Response	16	16	7	35	29	<b>103</b>
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

7.20 The most favoured selection from the 53 respondents to this question was to maximise the wider regional use of airports (24 responses of which 12 were from Economic Interests and Political Stakeholders). Sample comments included:

- Advantage West Midlands wished to see the Government review the agenda of the national transport agencies to deliver a truly integrated multi-modal strategy; and
- The West Midlands Regional Assembly considered that Birmingham Airport was well placed to maximise access by public transport and considered it essential that the White Paper incorporates the proposals of the multi-modal studies to improve road access.

7.21 Nine respondents were in favour of maximising the local use of airports supported mainly by Aviation Industry and Economic Interests including United Parcel Services, Air Transport Users Council, England's Regional Development Agencies and GMB.

7.22 The Wider Stakeholder Groups' focus was primarily to overcome local congestion and express support for rail / air substitution.

7.23 Of those wishing to overcome local congestion:

- English Nature favoured the transfer of internal, short haul flights to high-speed trains as this would result in significant environmental benefits and wider accessibility benefits; and
- Thomas Cook Airlines Ltd wanted to see the mitigation of local air quality pollution in the immediate area of the airport due to surface transport congestion and make new jobs available to a wider catchment area.

7.24 Amongst 'other' views, British Airways considered that the scale of investment and timescales act against inter-regional schemes, whilst Rugby Borough Council took the view that airports should be well served by all means of surface transport. Warwickshire County Council contended that airports were businesses and should improve their transport infrastructure in line with development.

**Question 2 (part): Under many of our National Policy Scenarios there will be a large increase in the number of passengers using the Midlands' airports over our forecasting period. Our analysis indicates this will place considerable strain on surface access provision, particularly key road links in a number of places. Should these surface access constraints be addressed?**

**Table 56 –Should Surface Access Constraints be Addressed?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Yes	11	15	5	22	10	<b>63</b>
Address broader congestion issues	1	1	1	1	1	<b>5</b>
No					1	<b>1</b>
<b>Total Responses</b>	<b>12</b>	<b>16</b>	<b>6</b>	<b>23</b>	<b>12</b>	<b>69</b>
No Response	14	12	6	30	25	<b>87</b>
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

7.25 90% of respondents agreed that surface access constraints should be addressed, including:

- Church Lawford & Kings Newnham Action Group, which advised that even under the UK-Wide Constrained Scenario there would be increases in air travel that would require improvements to surface access and that these improvements must be addressed;
- The Greater Nottingham Partnership agreed that constraints should be addressed, answering in the context of East Midlands Airport only;
- Shropshire County Council commented that the consultation process did not clearly identify the surface access implications of all the proposals but acknowledged that they were likely to be substantial and should be addressed; and
- Birmingham City Council offered support for Birmingham Airport subject to appropriate mitigation, including transport improvements based on the West Midlands Area Multi-Modal Study.

7.26 Five respondents supported the need to address broader congestion issues to maintain strategic access.

7.27 Wolston, Brandon & Bretford Anti-Airport Action Group, however, took the view that the 'predict and provide' approach to road travel did not work for road transport and would not work for air travel, suggesting that improvements should be concentrated on public transport; where improvements are required to meet the demand of an airport this should be the responsibility of the airport operator.

7.28 The remainder of Question 2 develops site-specific issues, examining respondents' views in respect of preferred schemes and those which were not supported, pre-condition requirements and funding issues.

Surface Access

**Question 2 (part): Which schemes outlined in the document do you consider are the key ones for improving access to the regions airports? Are there any surface access improvements, which should be regarded as pre-conditions before any new capacity can take place at airports within the study area?**

**Table 57 – Which Key Schemes Should be Taken Forward – General?**

**GENERAL**

	Key Schemes						Preconditions
	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total	
New or improved heavy rail access to airports	6	9	4	10	5	34	15
New or improved road access to airports	5	7	2	9	2	25	9
New or improved light rail access to airports	5	7	3	4	3	22	6
New or improved bus/coach access to airports	4	6	3	6	3	22	9
<b>Total Answers</b>	<b>20</b>	<b>29</b>	<b>12</b>	<b>29</b>	<b>13</b>	<b>103</b>	<b>39</b>
<b>Total Responses</b>	<b>7</b>	<b>10</b>	<b>4</b>	<b>12</b>	<b>5</b>	<b>38</b>	
No Response	19	18	8	41	32	118	
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>	

7.29 There were 38 respondents to this question providing a total of 103 answers. Improved rail access to airports (heavy and light) attracted half of the answers given, of which 21 were considered to be necessary pre-conditions to development. 25 answers (9 pre-conditions) referred to new or improved road access.

7.30 The Aviation Industry was fairly evenly split between preferences, as were, largely, the Economic Interests and Surface Transport Organisations. Political Stakeholders preferred heavy rail and road access solutions whilst 5 of the 13 Wider Stakeholder Groups answers were in favour of heavy rail access.

**Table 58 – Which Key Schemes Should be Taken Forward – Birmingham?**

**BIRMINGHAM**

	Key Schemes						Preconditions
	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total	
Rail improvements (West Coast Main Line)	2	8	5	8	3	26	10
Improved road public transport links (minibus/coach/bus)	2	4	3	8	1	18	5
Extension of 'Metro' light rail to airport	2	5	4	5	1	17	4
Improvements to M42 J3-J7 and A45	2	5	3	5	2	17	6
Remote check-in	1					1	
Other	1	3	3	7	2	16	5
<b>Total Answers</b>	<b>10</b>	<b>25</b>	<b>18</b>	<b>33</b>	<b>9</b>	<b>95</b>	<b>30</b>
<b>Total Responses</b>	<b>2</b>	<b>9</b>	<b>7</b>	<b>14</b>	<b>5</b>	<b>37</b>	
No Response	24	19	5	39	32	119	
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>	

7.31 Thirty seven respondents provided 95 answers in respect of Birmingham Airport, 27 of which had direct links to the West Midlands, with only Nottingham City Council (9599) responding from the east of the region. The remainder were national organisations.

7.32 At this site-specific level, 26 answers opted for rail improvements (West Coast Main Line) of which there were 10 suggestions of pre-conditions, then improved road public transport links (18 with 5 pre-conditions), followed closely by an extension of light rail to the airport and improvements to the local motorway network both attracting 17 answers with 4 and 6 pre-conditions respectively. Rail accounted for nearly half the answers given, including 14 which required improvements as pre-conditions.

7.33 There were 16 answers expressing 'other' views including:

- Warwickshire County Council, which considered that surface access constraints needed to be addressed but contended that it was too early in air transport strategy development to comment in detail on specific schemes;
- Bridgnorth District Council supported improved rail links between Shrewsbury and Birmingham Airport and Herefordshire District Council between Hereford and Birmingham;
- The National Express Group wished to see improvements to Birmingham Airport Railway Station; and
- Network Rail sought the development of an 'RER' type network linking Coventry, Birmingham and Wolverhampton.

**Table 59 – Which Key Schemes Should be Taken Forward – East Midlands?**

EAST MIDLANDS							
	Key Schemes						Preconditions
	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total	
Shuttle link between airport and Parkway rail station	1	3	3	5	1	13	5
Motorway key junction improvements	1	3	1	7		12	2
Re-open Trent & Weston rail line	1	3	3	3	1	11	4
M1 capacity enhancement	1	4	1	5		11	2
New guided transit system from Parkway station	1	1	1	5	1	9	3
Other	1	5	4	7	3	20	8
<b>Total Answers</b>	6	19	13	32	6	76	24
<b>Total Responses</b>	2	7	6	10	3	28	
No Response	24	21	6	43	34	128	
<b>Total Sample</b>	26	28	12	53	37	156	

7.34 There were 28 respondents commenting upon schemes at East Midlands Airport, contributing 76 answers.

7.35 There was a fairly even response between all options with no single dominant preference. The most favoured scheme was a shuttle link between the airport and Parkway rail station (13, with 5 as pre-conditions), followed by key motorway junction improvements (12, with 2 as pre-conditions), capacity enhancements to the M1 (11, with as 2 pre-conditions) and the re-opening of the Trent & Weston rail line (11, with 4 as pre-conditions).

7.36 Rail improvements were seen as pre-conditions to growth by more than a third of the answers given, while road schemes were less so at around one-sixth of answers.

7.37 The highest number of answers was in respect of 'other' suggestions (20), including 5 references to heavy or light rail where the respondent was not scheme specific. Those commenting included:

- Derby City Council, which called for direct rail links to Derby, Nottingham and Leicester, a light rail link from Derby rail station to East Midlands Airport and a regular re-assessment of bus and coach services to and from the airport;
- National Express Group looked for investment to connect main line rail to East Midlands Airport;
- Nottinghamshire Chamber of Commerce and Industry wanted to see improvements to the A453 corridor and the West Coast Main Line as well as a direct rail link to East Midlands Airport;

- South Derbyshire District Council required enhanced public transport provision to East Midlands Airport through rail access and links to urban areas; and
  - Southern Derbyshire Chamber of Commerce wanted to see improved public transport and, in particular, a heavy rail link, especially from Derby, Nottingham & Leicester.
- 7.38 Pre-conditional surface access improvements attracted little response other than in respect of the re-opening of the Trent and Weston rail line and the shuttle link between the Parkway railway station and the airport.

**Question 2 (part): What priority should they be given relative to other projects?**

- 7.39 In a relatively low response, most respondents favoured 'higher priority'. This reflects the general tenor of the responses and the interpretation of such but it should be cautioned here that very few respondents were specific on the point and even fewer referred to those 'other' projects over which priority would be given or which criteria would be applied to determine that decision.

**Question 2 (part): Which do you think should not be taken forward?**

- 7.40 There were 29 respondents to this question, generating 78 answers of which 38 were linked to schemes associated with the proposed new airport, including improvements to the West Coast Main Line and enhancing motorway and trunk road capacity.
- 7.41 There were only 3 answers against surface access schemes in general.
- 7.42 Nineteen answers, mainly from West Midlands based organisations, suggested Birmingham Airport related access schemes that should not be taken forward, primarily being the extension of light rail and road improvements. 14 answers suggested access schemes related to East Midlands Airport that should not be taken forward, being principally enhancements to the motorways and key junctions. Some examples of comments received were:
- The National Trust – Midlands considered that the environmental implications of surface access supported a fly local strategy not requiring substantial road improvements;
  - CPRE commented that the proposed fixed rail link at East Midlands should not be used to justify the increase in air traffic.

**Question 2 (part): How should these surface access improvements be funded?**

**Table 60 – How Should Surface Access Schemes be Funded?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Mix of Public & Private funding	5	3	1	6		15
Public funding	1	2	1	2	4	10
Private funding	1			1	4	6
Other	2		1		2	5
<b>Total Responses</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>9</b>	<b>10</b>	<b>36</b>
No Response	17	23	9	44	27	120
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

- 7.43 Nearly half of those who responded supported a mix of private and public funding including a majority of the Aviation Industry and Political Stakeholders:
- British Airways asserted that they would expect contributions from aviation to be limited to the benefits which aviation would gain from particular developments;

- Liberal Democrats suggested that an element of aircraft landing charges should be used to contribute towards the cost of surface access provision, plus congestion charging, funds released from slot auctions, and receipts from fuel duty; and
  - Birmingham International Airport looked for key access improvements to be funded by the public sector whilst believing that closer to the airport there were stronger arguments for private sector funding.
- 7.44 Ten respondents supported public funding from Central Government, including CPRE - East Midlands, which suggested that public funding should be directed towards rail alternatives rather than to more airport infrastructure.
- 7.45 Thomas Cook Group and Thomas Cook Airlines Ltd called for the use of Air Passenger Duty to improve access to airports.
- 7.46 There was comparatively little support (mainly Wider Stakeholder Groups) for surface access improvements to be funded by the airport operator. Mark Todd, MP for South Derbyshire, believed there to be strong arguments for placing an obligation on the airport owners to provide the major part of the costs of surface access.
- 7.47 There were 5 'other' suggestions, including the Strategic Rail Authority, which expressed the view that aviation should finance a rail project being undertaken entirely for the benefit of airport users and staff, although where a project also benefits non-airport rail users the broad aim should be to divide the cost. IATA believed that costs should be met by users and was strongly opposed to cross-subsidies.
- 7.48 One of the key objectives of the Government's transport policy is encouraging modal shift to public transport. Question 3 invited respondents to comment on how this might be achieved.

**Question 3: How might the share of public transport access to airports be increased?**

**Table 61 – How Might the Share of Public Transport Access to Airports be Increased?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Improving public transport quality/reducing fares	7	4	3	13	5	32
Enforceable % targets for public transport use	1	1	1	6	5	14
Discouraging use of private car			1	5	6	12
Public funding - public transport operation	3		2	5	1	11
Planning permission dependent on improved public transport provision			1	4	1	6
Green commuting plans	1		1	2		4
Other fiscal incentives				2	2	4
Other partnerships	1		1	1	1	4
Other	4		2	4	4	14
Total Answers	17	5	12	42	25	101
<b>Total Responses</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>19</b>	<b>13</b>	<b>51</b>
No Response	16	24	7	34	24	105
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

- 7.49 40% of answers given by respondents suggested improving public transport quality and/or reducing fares and providing public funding of public transport operations. Public funding would have the effect of improving the quality or lowering the cost of public transport:

- Thomas Cook Airlines Ltd expressed the view that existing initiatives such as Heathrow Express had been adopted to move passengers out of cars and onto public transport;
- Church Lawford and Kings Newnham Action Group cited availability, reliability and cost; and

- The Wolston, Brandon and Bretford Anti-Airport Action Group called for rail subsidies.
- 7.50 The selections of setting enforceable targets for the use of public transport, discouraging the use of private cars, planning permission dependent on improved provision of public transport and green travel plans (36 in total) indicate a strongly held view by respondents that the aviation industry should also be key in delivering a greater use of public transport.
- 7.51 There were 14 'other' views, including:
- IATA, which called for the linking of airports into high-speed train networks;
  - Birmingham International Airport suggested that there should be a wider range of frequent public transport services to airports and the use of public transport could be encouraged through airport car parking policy;
  - Friends of the Earth – West Midlands were of the view that planning permission should depend on the number of passengers (not percentage) using public transport; and
  - Newark & Sherwood District Council wished to see the promotion of the use of public transport by enabling agencies.
- 7.52 The section concludes with respondents being invited to offer their comments on the need for surface access schemes between the Midlands and the South East.

**Question 4: Were a new runway / runways or new airport site to be developed in the region we forecast that a significant number of passengers originating in the Midlands will still use airports outside the region, predominantly in the South East. Significant numbers of passengers from the South East would also be likely to use airports in the Midlands, (particularly if capacity in the South East were constrained).**

- **Should surface access schemes to facilitate journeys from the Midlands to airports in the South East be considered?**
- **Should surface access schemes to facilitate journeys from the South East to airports in the Midlands be considered?**

**Table 62 – Should Surface Access Schemes to Facilitate Journeys from the South East to Airports in the Midlands be Considered?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Yes	3	5	4	7	2	21
No	2		1	3	6	12
<b>Total Responses</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>8</b>	<b>33</b>
No Response	21	23	7	43	29	123
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

- 7.53 Two-thirds of this relatively small response agreed that surface access schemes that would facilitate journeys from the South East should be considered.
- 7.54 Thomas Cook Airlines Ltd took the view that this would be appropriate after local demand for air services had been satisfied, a view supported by Leicester City Council and Derby City Council.
- 7.55 Twelve respondents disagreed, including:
- Birmingham International Airport, which believed that the prime function of a regional airport was to serve demand from within the region;

**Surface Access**

- Shropshire County Council suggested that improvement schemes to facilitate journeys to Manchester and Liverpool were equally important; and
  - Church Lawford & Kings Newnham Action Group considered that as they supported the UKC growth scenario there was no need for new runway capacity and thereby surface access infrastructure.
- 7.56 There was a similarly small response to the question inviting comment upon the need for surface access schemes from the Midlands to airports in the South East. Those in favour included:
- The Strategic Rail Authority commented that should a new north-south High-Speed Line be developed the opportunity should be considered for a direct link to Heathrow to be provided.
  - Advantage West Midlands expressed support for the need for surface access improvements to/from Birmingham Airport and the other nearby airports which serve parts of the West Midlands region, including the London airports.
- 7.57 A number of respondents, whilst not directly answering the question, made reference to air/rail substitution, both within the UK and to continental Europe.
- 7.58 In the next section, respondents' views on the location of Aviation Strategy for the Midlands are described.

## Aviation Strategy for the Midlands

Should Additional Airport Capacity be Provided?
Where to Provide any New Airport Capacity and Part 3 Options
Competition v Complementary Development
The Economic Benefits of Air Travel
Social Inclusion
Environmental Impacts
Surface Access
<b>Aviation Strategy for the Midlands</b>

### Introduction

8.1 This section looks at respondents' views on whether there would be any value in the region developing and updating a region-specific aviation strategy and draws on respondents' answers to Question 1 of the Midlands consultation document, section entitled 'Aviation Strategy for the Midlands', page 189.

### Synopsis of Relevant Part of the Midlands Consultation Document

8.2 The consultation document is concerned to develop a strategy for the future of air services and airports within the Midlands.

8.3 The Government seeks to set out approaches that could form the basis of policy decisions and thereby outline the scope of the choices, which might flow from the consultation.

8.4 The objective is to develop strategies to minimise the impact of growth on the environment, recognise the value of Midlands airports as potential focal points of airport and non-airport related economic clusters, agree a framework for active involvement in realising economic benefits and ensure integration with Multi-Modal Studies, Regional Economic Studies and Regional Planning Guidance for the region.

8.5 Not least such a strategy has also to take account of the infrastructure implications that airport development would bring and air services development in the Midlands.

8.6 The consultation document invited respondents to comment upon the proposal to develop a region-specific aviation strategy.

### Summary of Findings

8.7 In a low response, a clear majority of respondents was in favour of a region-specific aviation strategy. Of those against all but 1 were Wider Stakeholder Groups.

## Respondents' Views

**Question 1 (part): Do you think there would be any value in the region developing and regularly updating a region-specific aviation strategy?**

**Table 63 – Do you think there Would be Value in Developing and Regularly Updating a Region-Specific Aviation Strategy?**

	Aviation Industry	Economic Interests	Surface Transport Organisations	Political Stakeholders	Wider Stakeholder Groups	Total
Yes	6	5	1	6	3	21
Under some circumstances				1	1	2
No	1				4	5
<b>Total Responses</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>7</b>	<b>8</b>	<b>28</b>
No Response	19	23	11	46	29	128
<b>Total Sample</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>156</b>

8.8 80% of respondents favoured, including under some circumstances, a region-specific aviation strategy. Some sample comments were:

- The Town & Country Planning Association suggested that this should go hand in hand with development of an updated national strategy;
- Local Government Association considered that a region-specific strategy was not useful unless set in the context of a national strategy for the regions and the development of the regions in relation to each other;
- English Nature expressed a wish to be involved in developing such strategies and the opportunity to advise on the potential environmental impacts of any proposed measures or solutions;
- Thomas Cook Airlines Ltd took the view that a strategy was very important for all stakeholders; and
- CPRE - East Midlands Group wanted to ensure that the impact of the strategy was monitored regularly, direction was informed by a plan, monitor and manage approach of which greater environmental sustainability was a key criterion and stakeholders were fully included in the process.

8.9 Five respondents were against a region specific aviation strategy of which 4 were Wider Stakeholder Groups. Some examples of comments were:

- Church Lawford & Kings Newnham Action Group considered that it was not feasible for the region to have specific transport strategies; the key was to have one regional strategic planning transport body responsible for ensuring that government policy was incorporated into regional transport policies; and
- Manchester Airports Group wanted to see National Policy actioned by Regional bodies.

**Question 1 (part): If so, what should be its objectives?**

- **to interpret the provisions of the Air Transport White Paper in a regional context?**
- **to provide a short-term plan for delivering improved air services and new airport development in the region?**
- **to ensure the needs and impacts of the aviation industry are properly integrated with other regional strategies on economics, land use, the environment and transport.**

8.10 There was a very low response to these questions with 17, 15 and 18 respondents respectively.

8.11 All but 1 respondent agreed that the Strategy's objective should be to interpret the provisions in a regional context, whilst all but 2 agreed to the objective being to provide a short-term plan. All agreed that the objective should be to ensure proper integration of aviation needs and impacts with regional strategies.

## Annex A - Questions for Consultees

This section brings together all the questions contained within the document and provides a questionnaire, which all respondents are requested to complete.

You are invited to comment on any aspect of airport and air service issues in the Midlands, especially on the issues covered by the questions set out below. If possible, please structure your responses to reflect the way the key questions have been set out; this will be of great help to the people who have to analyse and report responses.

We would also urge you to complete the accompanying questionnaire. We apologise if this seems repetitive, because the questionnaire focuses on some key issues also covered by some of our long questions. However, it is designed to allow a comprehensive statistical analysis of the views of the major stakeholder groups, alongside the more detailed and qualitative analysis offered by responses to the detailed questions set out in this section.

### NATIONAL POLICY SCENARIOS

While our UK wide National Policy Scenarios are not intended to be viewed as definitive statements of potential Government policy, they do provide a means of examining broadbrush alternative policy approaches.

- 1 Which, if any, of the National Policy Scenarios do you think should form the basis of the UK Government's national airports strategy to 2030 and why? Considerations might include:
  - enhancing consumer choice and accessibility to air services;
  - fostering a strong and competitive airline industry;
  - facilitating existing businesses to compete effectively in global markets;
  - attracting inward investment and inbound tourism;
  - ensuring aviation develops sustainably and minimises environmental impacts of growth;
  - minimising the distance people have to travel;
  - reducing congestion; and
  - encouraging the use of public transport.
- 2 If you think additional capacity should be provided in the South East to meet the needs of regional air passengers interlining or accessing services from London airports via surface modes:
  - how much capacity do you think should be provided; and
  - where in the South East should it be located?
- 3 Which of the scenarios will most enhance consumer choice and accessibility to services in:
  - the UK as a whole;
  - the Midlands.
- 4 Are there any other policy scenarios, including any combination of those set out in the document, which would better meet your aspirations for the development of regional air services and airports in the Midlands?
- 5 The Government is committed to bringing forward policies for civil aviation and airports that are sustainable. Please explain why you think your preferred scenario best supports the Government's sustainable objective?
- 6 Which of the policy mechanisms set out in Chapter 3 do you think are essential to delivering your preferred scenario? Are there any that you consider might assist in doing so but you do not consider essential? Are there any policy mechanisms not covered in Chapter 3 that you think should be considered?

## Annex A – Questions for Consultees

**LOCATION OF AIRPORT CAPACITY**

- 1 This document has described how airports in the region might develop, if policy is to meet demand. Do you have any comments on these suggestions for new infrastructure?
- 2 If your preferred strategy for the Midlands involves accommodating growth in air services, where would the projected levels of growth best be accommodated and what form of airport development should be supported in order to achieve this?
- 3 If it does not, does the Midlands need all of its current complement of airports, and are there particular airports whose development should be constrained and why?
- 4 If you are of the view that the Midlands should seek to accommodate its own demand (and attract demand from the South East, South West and Wales), how might this best be achieved?
  - Can the existing airports be developed to provide sufficient capacity?
  - Should the case for constructing a new airport between Rugby and Coventry (replacing the existing airport at Birmingham) be considered? What would be the basis for such a case? When should it be built and how might it be funded?

Please also refer to questions in Chapter 7 regarding new runways and a new site in the Midlands.

- 5 Is it important that demand should be met direct from the Midlands, or can the needs of the region be met by passengers interlining at hubs elsewhere in the UK or in continental Europe

**COMPETITION V COMPLEMENTARY DEVELOPMENT**

- 1 Are there opportunities for greater partnerships between airports, airlines and the public sector stakeholders to foster the wider economic interests of the Midlands?
- 2 Is competition always preferable to complementary development? Do you think there are any circumstances in which the latter approach would bring wider economic or other benefits?

**ECONOMIC BENEFITS**

- 1 How important is the contribution of aviation to the Midlands' economy? How and where can the benefits be captured?
- 2 What barriers need to be addressed if the jobless on benefit, in particularly low employment areas, are to take advantage of the employment opportunities that arise from growth in aviation and airport services? Are there any solutions?
- 3 What systems or processes will help improve links between aviation industry employers and intermediaries assisting the jobless and why?
- 4 What should be the role of Government Office West Midlands/Government Office East Midlands and Regional Development Agencies in achieving this and what should be their priorities? What mechanisms are available to them to support any approach that is agreed?
- 5 Would improved airlinks help to:
  - increase inbound tourism to the Midlands?
  - reduce reliance upon London as the primary point of interest for airborne inbound tourists?
- 6 If you think it would, what measures could Government, regional tourism interests and the aviation industry take to facilitate this?
- 7 Is there a role for airports in the Midlands as a focus for economic clusters and should such clusters be encouraged?
- 8 How important are air cargo services for the economic objectives of the Midlands? What measures are needed to give airfreight and mail operators confidence to plan their long-term investment in airport facilities? Should night-time slots be guaranteed for airfreight and mail? Should such guarantees be contingent upon noise/emissions standards of the aircraft being operated?

**Annex A – Questions for Consultees**

- 9 Is there scope for capturing more of the UK and global aircraft maintenance market at Midlands airports and how might this best be achieved? What would be the advantages and disadvantages of encouraging growth of this sector? What support can be given for proposals for a centre of excellence for aircraft maintenance at RAF Cosford?
- 10 How important is business aviation for inward investment and other economic objectives of the Midlands? If business aviation cannot be accommodated at the major airports, how should the needs of this sector be met?
- 11 How important is it for your business/organisation that the UK remains the aviation Gateway to Europe.
- 12 Would the relaxation of the UK's current policy in relation to international air service agreements to allow unlimited 5th Freedoms from regional airports, materially affect the ability of the Midlands's airports to capture new services?

**SOCIAL INCLUSION**

- 1 Can the development of aviation within the Midland's help to address deprivation and social exclusion?
- 2 What measures are needed to ensure the benefits of growth in the air transport industry are transmitted to less economically successful areas of the Midlands?

**ENVIRONMENTAL IMPACTS**

- 1 Are there any environmental impacts from the National Policy Scenarios or infrastructure projects appraised in this document which you regard as unacceptable?
- 2 Could these environmental disbenefits be controlled or mitigated to reduce them to acceptable levels? Do you have particular views on this in respect of:
  - noise (day-time and night-time);
  - air quality (air traffic and surface access impacts);
  - land and property take (residential, agricultural, green belt, landscape);
  - biodiversity;
  - climate change; and
  - other environmental impacts.either in general, or at particular Midlands' airports.
- 3 Would you support the scenarios to keep pace with consumer demand if they carried with them enforceable targets for environmental improvement (e.g. air quality, noise, public transport mode split, energy savings, and waste reduction)?
- 4 Is there a case for reviewing green belt boundaries as they affect airports in the light of any of the scenarios. What would be the advantages and disadvantages? Should airports be removed from the green belt altogether?

**SURFACE ACCESS**

- 1 Should the focus of any public expenditure which may be available to help improve surface access to the Midlands' airports be on improving local or inter-regional access or both, and why?
- 2 Under many of our National Policy Scenarios there will be a large increase in the number of passengers using the Midlands' airports over our forecasting period. Our analysis indicates this will place considerable strain on surface access provision, particularly key road links in a number of places:
  - Should these surface access constraints be addressed?
  - Which schemes outlined in the document do you consider are the key ones for improving access to the regions airports and what priority should they be given relative to other projects. Which do you think should not be taken forward?
  - Are there any surface access schemes identified in the analysis that you support or oppose? Please give your reasons.

## Annex A – Questions for Consultees

- Are there any surface access improvements, which should be regarded as preconditions before new capacity can take place at airports within the study area?
  - How should these surface access improvements be funded?
- 3 How might the share of public transport access to airports be increased?
- 4 Were a new runway/runways or new airport site to be developed in the region we forecast that a significant number of passengers originating in the Midlands will still use airports outside the region, predominantly in the South East. Significant numbers of passengers from the South East would also be likely to use airports in the Midlands, (particularly if capacity in the South East were constrained).
- Should surface access schemes to facilitate journeys from the Midlands to airports in the South East be considered?
  - Should surface access schemes to facilitate journeys from the South East to airports in the Midlands be considered?
  - Should the focus of any public expenditure which may be available to help improve surface access to the regions airports be on improving local or inter-regional access or both, and why?

**PART 3 OPTIONS (CHAPTER 7)**

- 1 Do you think that Government should, as part of its policies for airports in the period up to 2030, support in principle the construction of a new runway/runways/new airport site for the Midlands?
- 2 If you consider that a new runway for the Midlands should not be supported, on what grounds is this view based? What if any alternative options would you support for increasing capacity in the region? For example, development of secondary airports, notably Coventry, Wolverhampton Business Airport and potentially RAF Cosford, in order to serve commercial passenger flights.
- 3 On the basis of our appraisal of options for new runway capacity at Birmingham and East Midlands Airports as well as a new airport for the Midlands, which if any of these do you believe best serves the interests of the region in terms of the following:
- Providing accessibility to a wide range and frequency of air services for air passengers originating in the Midlands.
  - Maximising economic benefits for the Midlands (in terms of the impacts of both passengers and freight).
  - Providing additional capacity in the most sustainable manner.
  - Which of these options do you support overall?
- 4 Should the development of a new runway/or new airport site for the Midlands be made dependant upon imposition of planning conditions, for example measures to regulate and govern local air quality emissions, aircraft noise exposure, public transport mode split etc?
- 5 Do you agree the land required for an additional runway/or new airport site should be safeguarded in the forthcoming Air Transport White Paper?
- 6 Our appraisal of the financial viability of new runways at existing airports and the new site for the Midlands, indicates that some form of public funding might be required to fund their development. Would you support the use of public money for airport infrastructure development?

**AVIATION STRATEGY FOR THE MIDLANDS**

- 1 Do you think there would be any value in the region developing and regularly updating a region-specific aviation strategy? If so, what should be its objectives?
- to interpret the provisions of the Air Transport White Paper in a regional context?
  - to provide a short-term plan for delivering improved air services and new airport development in the region?
  - to ensure the needs and impacts of the aviation industry are properly integrated with other regional strategies on economics, land use, the environment and transport?

## Annex B – Glossary of Abbreviated Terms

ALARP	As Low as Reasonably Practical
AONB	Areas of Outstanding Natural Beauty
ATM	Air Transport Movements
BA	British Airways
BE	British European
bmi	british midland
CAA	Civil Aviation Authority
CAEP	Committee of Aviation Environmental Protection
dBA LEQ	Local Equivalent Noise Index in Decibels (A-weighted)
DETR	Department of the Environment, Transport and the Regions
DTLR	Department for Transport, Local Government and the Regions
EC	European Commission
ERCD	Environmental Research and Consultancy Department (of the CAA)
EPNdB	Effective Perceived Noise in Decibels
FG	Facilitating Growth
GA	General Aviation
GDP	Gross Domestic Product
GIS	Geographical Information System
GWR	Great Western Railway
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
LPA	Local Planning Authority
MPPA	Million passengers per annum
NATS	National Air Traffic Services
OEF	Oxford Economic Forecasting
PAX	Passengers
PPG	Planning Policy Guidance (Note)
PSO	Public Service Obligation
PSZ	Public Safety Zones
PTF	Propensity to Fly
RAS	Regional Air Service
RASCO	Regional Air Services Co-ordination Study
RCD	Regional Consultation Document
RET	Rapid Exit Taxiways
RRC	RASCO Reference Case
SAC	Special Area of Conservation
SERAS	South East and East of England Regional Air Services Study
SID	Standard Instrument Departure
SPAM	Second Passenger Allocation Model
SEC	South East Constrained Case
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
STAR	Standard Terminal Arrival Route
TMA	Terminal Manoeuvring Area
UKC	UK-Wide Constrained Case

WCML      West Coast Main Line

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