

The Future Development of Air Transport in the UK:

A Report on the General Public Responses to the Government's Consultation

December 2003

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GOVERNMENT'S CONSULTATION**

Introduction

The general public responded to the seven consultation documents by letter (sometimes through their Member of Parliament), and e-mail, or as signatories to a petition or part of an organised campaign. Overall there were some 47,000 responses by letter and e-mail, and some 437,000 responses sent in as part of an organised campaign or petition. This gives a grand total of approaching 500,000.

A more detailed breakdown of responses is given below, subdivided by region/country. Each subsection sets out the number of responses (rounded as appropriate) to the main development options, together with a general indication of the weighting in favour of or opposed to a particular option. In cases where there was no clear-cut view expressed either in favour of, or opposed to a particular option, the phrase "both for and against" has been used.

The principal reasons given by those objecting to development options include noise, air pollution, road congestion, loss of land and impact on the environment, wildlife and local community.

1. Midlands

Total letters and e-mails received: 20,000

Total campaign responses and petition signatures: 137,000

Summary of responses to main development options:-

Birmingham Airport: More than 42,000 (including a sizeable number of signatories to petitions). There was very strong opposition to further development or the building of an additional runway.

East Midlands Airport: More than 900 (including some cards). The majority were opposed to further development and the building of a new runway, although some 200 did support further growth.

Coventry Airport: More than 200, very largely opposed to expansion.

Proposed New Airport at Rugby: More than 87,000 (including a sizeable number of signatories to petitions). There was overwhelming opposition to the proposal.

Wolverhampton Business Airport: More than 27,000 (including some petitions). There was fierce resistance to further development.

RAF Cosford: More than 30, very largely opposed to the development of commercial activity at the airfield.

Airport expansion generally: More than 1,700, very largely opposed.

2. North of England

Total letters and e-mails: 750

Total campaign responses and petition signatures: 100

Summary of responses to main development options:-

Manchester Airport: More than 300 responses, in the form of letters and signatures to petitions. The vast majority objected to any further development of the airport or the building of a third runway.

Leeds/Bradford Airport: More than 20, both for and against increasing capacity.

Liverpool Airport: More than 20, largely in favour of development at the airport.

Newcastle Airport: About 10, both for and against further development.

Teesside Airport: Less than 10, very largely in favour of expansion.

Blackpool Airport: Less than 10, both for and against airport growth.

Carlisle Airport: Less than 10, very largely in favour of developing the airport.

Finningley Airport: More than 30, largely opposed to further development.

Airport expansion generally: More than 160, very largely opposed.

3. Northern Ireland

Total letters and e-mails: 20

No campaigns or petitions

Summary of responses to main development options:-

Belfast International Airport: less than 10, very largely in favour of further development.

Belfast City Airport: less than 10, both for and against growth at the airport.

City of Derry Airport: less than 10, very largely in favour of a runway extension at the airport.

Airport expansion generally: over 10, very largely opposed.

4. Scotland

Total letters and e-mails: 200

No campaigns or petitions

Summary of responses to main development options:

Edinburgh Airport: More than 50, both for and against further development or the building of an additional runway.

Glasgow Airport: More than 10, both for and against further development and the building of an additional runway.

Prestwick Airport: More than 10, very largely in favour of development.

New Central Scotland Airport: More than 10, mainly in favour of the building of a new airport in the Central Lowlands.

Aberdeen Airport: Less than 10, very largely in favour of development.

Inverness Airport: Less than 10, both for and against growth at the airport.

Airport expansion generally: More than 60, almost all opposed.

5. South East

Total letters and e-mails: 26,000

Total campaign responses and petition signatures: 300,000

Summary of responses to main development options:-

Heathrow Airport: More than 30,000 responses, in the form of letters, organised campaigns and signatories to petitions; very largely opposed to the building of a third runway.

Gatwick Airport: More than 4,800 responses, in the form of letters, organised campaigns and petitions. There was clear opposition to the development of a second runway, in particular before the expiry of the agreement between the BAA and West Sussex County Council in 2019; but there was some support for development.

Stansted Airport: More than 23,000 responses, in the form of letters, organised campaigns and petitions. There was strong opposition to the

building of any further runways at Stansted, with very few respondents in favour.

Proposed airport at Cliffe: More than 230,000 responses, in the form of letters, organised campaigns and petitions. The vast majority of respondents were opposed to the proposal to build a new airport at Cliffe.

Luton Airport: Some 2,800 responses, very largely opposed to expansion of the airport.

Alconbury: More than 100, very largely opposed.

Biggin Hill: About 9,000 responses, very largely opposed.

Airport expansion generally: Some 14,000 respondents commented on the need for additional capacity. Most were opposed but some 5,000 were in favour.

In addition to these responses, some airlines organised campaigns giving respondents a number of tick-box options, covering a range of airport developments within the South East. More than 16,000 responses were received in this format. In general, respondents were supportive of further development at Heathrow, Gatwick, Stansted and Luton but opposed to a new airport at Cliffe.

6. South West

Total letters and e-mails: 500

No campaigns or petitions

Summary of responses to main development options:

Bristol International Airport: Some 50, largely opposed to any further development at the airport.

Bristol (Filton) Airport: Less than 10, mainly opposed.

New North Bristol Airport: More than 200, very largely opposed to this proposed new airport.

Bournemouth (Hurn) Airport: More than 10, very largely opposed to further development.

Exeter Airport: Less than 10 responses, largely in favour of growth in capacity.

Plymouth Airport: Less than 10, both for and against development.

Newquay Airport: Less than 10, very largely in favour of development.

Airport expansion generally: More than 100, almost all opposed.

7. Wales

Total letters and e-mails: 70

No campaigns or petitions

Summary of responses to main development options:

Cardiff Airport: Less than 10, very largely in favour of growth at the airport.

New Severnside Estuarial Airport: Less than 10, both for and against the proposal for a new airport set in the Severn Estuary.

Airport expansion generally: More than 50, very largely opposed.

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