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REPORT TO:	FINANCE AND MANAGEMENT COMMITTEE	AGENDA ITEM:	7
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REPORT FROM:	DIRECTOR OF SERVICES	OPEN PARAGRAPH NO:	
MEMBERS' CONTACT POINT:	RICHARD GROVES (EXT. 5738)	DOC:	
SUBJECT:	THE FUTURE DEVELOPMENT OF AIR TRANSPORT IN THE UK CONSULTATION EXERCISE	REF:	FM14
WARD(S) AFFECTED:	ALL	TERMS OF REFERENCE:	C:/myfiles/richard/committees/ES1

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## 1.0 Recommendations

1.1 Members' views are requested.

## 2.0 Purpose of Report

2.1 To seek a response to the Department for Transport consultation exercise "The Future Development of Air Transport in the United Kingdom".

## 3.0 Detail

- 3.1 The Department of Transport has undertaken an analysis of the future development of aviation in the UK and has identified a number of key policy choices. Consultation documents have been prepared for each region of the UK setting out issues that have implications for the development of air services and airports. The views of all interested parties are sought. A copy of the Midlands consultation document has been placed in the Members' Room for reference. The full suite of consultation documents can be viewed on the Department for Transport website at [www.aviation.dft.gov.uk](http://www.aviation.dft.gov.uk).
- 3.2 Responses to this exercise will inform the preparation of the forthcoming UK Air Transport White Paper. The White Paper will consider aviation's effect on:
- people (air passengers and those whose lives are affected by aviation);
  - the economy;
  - the environment;
  - regional development; and
  - integration with surface transport
- 3.3 Around 180 million passengers passed through UK airports in 2000 of which 10 million used the Midlands major airports. If unconstrained the national total is forecast to grow to between 400 and 600 million by 2030. The mid-point of the forecast, 500 million, has been used as a basis for the evaluation of regional air services. It is anticipated that demand at the main Midlands airports could rise to 60 million by 2030.
- 3.4 The three principal airports in the Midlands are Birmingham (handling approx. 7.5 million passengers and 10,000 tonnes of freight in 2000), East Midlands (approx. 2.25 million passengers and 179,000 tonnes of freight) and Coventry (Approx. 4000

passengers and 5,000 tonnes of freight). Members will note that East Midlands Airport handles far more freight than the others.

3.5 Background studies have been undertaken to inform policy making on aviation development in three stages. Regional Air Studies were undertaken to gather information, consider potential policy options and highlight major issues that needed to be addressed in each region. This work was further refined through the Regional Air Study Co-ordination exercise (RASCO) which included consideration of cross-regional issues. Further studies were then undertaken to examine long term runway capacity in the regions.

3.6 Four alternative National Policy Scenarios are identified:

- The RASCO Reference Case (RRC) - involves the continuation of current policies and therefore represents a baseline for evaluation.
- The South East Constrained Scenario (SEC) - capacity at London airports is constrained whilst regional airports are permitted to grow in line with demand.
- The UK-Wide Constrained Scenario (UKC) - capacity is constrained throughout the UK. Development is restricted to that which has already been supported in the planning system. Environmental impacts are limited as far as possible.
- The Facilitating Growth Scenario (FG) - all airports in the UK are permitted to grow in line with demand. Growth in demand is encouraged.

3.7 In addition two alternative spatial strategies are considered in relation to each of the growth strategies:

- The Fly Local Scenario (FL) - encourages growth at all regional airports to meet as much demand locally as is possible.
- The Concentrated Growth Scenario (CGS) - growth is focused on a limited number of airports within a region in order to allow those airports to attract services to a wider range of destinations with increased frequencies.

3.8 The RASCO appraisal indicated that:

- Passenger demand at Birmingham airport is forecast to exceed the capacity of its single runway before 2030 under all National Policy Scenarios except UKC.
- Under UKC the existing runway at Birmingham would not be fully utilised as it could serve more passengers than the available terminal facilities would allow.
- The existing runway at East Midlands Airport would be able to serve forecast levels of passenger and freight traffic to 2030 under all scenarios except SEC.
- Pressures on the existing runway at East Midlands Airport would be particularly acute under SEC if no new runway was provided at Birmingham.

3.9 The RASCO appraisal suggested that there was a case for examining the potential for developing additional runway capacity to serve the Midlands, focusing on Birmingham and East Midlands airports. The following options have therefore been considered in detail:

- The maximum use of existing runways at Birmingham and East Midlands Airport.
- A new runway close to the existing runway at Birmingham.
- A new runway further away from the existing runway at Birmingham.
- A second runway at East Midlands Airport South of the village of Diseworth.
- The establishment of a new airport near Coventry.

3.10 An extract from the Department for Transportation's Midlands Region Consultation Summary Document setting out forecasts and impacts associated with each of these options is included at Annexe A.

#### **4.0 Financial Implications**

4.1 None that may be identified at this stage.

#### **5.0 Corporate Implications**

5.1 None that may be identified at this stage.

#### **6.0 Community Implications**

6.1 Aviation can generate significant community benefits through economic activity leading to job creation and allows many people to travel over long distances with relative ease and convenience.

6.2 It can also generate significant disbenefits including noise disturbance, highway congestion and damage to the environment through aircraft emissions and the loss of land including wildlife habitats. For Members' information the request made by North West Leicestershire District Council to the then Secretary of State for the Environment, Transport and the Regions to make East Midlands Airport a "designated aerodrome", as reported to Planning and Economic Development Committee on 22 February 2002 (minute PED/55 refers), has recently been rejected. The designation would have allowed the Secretary of State to prohibit specified aircraft from taking off and landing and to limit the number of occasions on which other aircraft may take off and land during specified periods. In particular this would have offered the opportunity to address the issue of noise generated by night flights.

#### **7.0 Conclusions**

7.1 The Consultation Paper indicates that East Midlands Airport is able to accommodate projected demand to 2030 under all national policy scenarios except SEC without further physical expansion. However the Midlands airports as a whole are unable to accommodate projected regional demand to 2030 in all national policy scenarios except UKC. Therefore, if demand is to be met, a new runway will be needed in the Midlands. There would be particular pressure for this under the SEC scenario.

7.2 Two of the potential options for accommodating growth in the Midlands would directly affect East Midlands Airport these being to maximise use of existing capacity and to develop a second runway. Both would result in an increase in the frequency of flights although it seems probable that the impact on South Derbyshire would be far greater under the latter option. Members may therefore wish to oppose these options.

7.3 The Consultation document offers the opportunity to comment on measures to ameliorate the impact of aviation such as controls over the types of aircraft used, frequency of flights and numbers of flights permitted during particular periods of the day. Measures to improve public transport access to airports thereby mitigating road congestion and disturbance caused by traffic travelling through villages may also be considered. This Council supported the recently declined application by North West Leicestershire District Council to make East Midlands Airport a "designated aerodrome" (para. 6.2) and Members may therefore wish to take this opportunity to once again press for the introduction of such controls.

#### **8.0 Background Papers**

The Future Development of Air  
Transport in the United Kingdom:  
Midlands – A National Consultation

Department for Transport,  
July, 2002

