

Westminster Forum Presentation

Cllr Keith Artus

Strategic Aviation Special Interest Group

SLIDE 1

advancing sustainable aviation policy
on behalf of local communities

Special interest group of the Local Government Association

Cllr Keith Artus
Chairman

sasig
Strategic Aviation
Special Interest Group

kartus@sasig.org.uk
sasig.org.uk

Good morning

My name is Cllr Keith Artus

I added the title councillor as that's the only certainty for a Conservative councillor until Thursday!

I'm the chairman of SASIG, which is the Special Interest Group of the Local Government Association.

Here you can see our strapline, which is "advancing sustainable aviation policy on behalf of local communities"

So who are we and who do we represent?

advancing sustainable aviation policy
on behalf of local communities

30+ member authorities
Representing 12m people
75% UK airport passengers
80% of freight



We currently have 30 member authorities of all different types and politics, be they County, Metropolitan Borough, Unitary or District, spread across the UK from Cornwall in the South West to Southend and Norwich in the east, Doncaster and Manchester in the North and the combined authorities in the West Midlands.

Members either own or jointly own an airport,
Or, are the planning authority for one or more airports,
Or, are sufficiently close geographically to one or more airports that their environmental, economic or infrastructure impacts fall within its statutory responsibilities

Our members represent 12 million people, and the airports for which they have a range of statutory responsibilities cater for more than 75% of UK airport passengers and 80% of its air freight.

We are ably supported by our Secretariat in Northpoint Aviation, Chris Cain, who's here today, is a font of knowledge and experience.

advancing sustainable aviation policy
on behalf of local communities

Important stakeholder for Government



Over the years SASIG has developed into an important strategic stakeholder for Government:

One, as an important sounding board on policy – historically with the Davis Commission and more recently with DfT through ANEG and its Airspace Management Board - the CAA Community Forum, DEFRA's Noise Policy Stakeholder Group and engagement with DCMS on the Tourism Sector Deal

Two, as statutory authorities with significant role in the oversight and approval of policy delivery. And

Three, by representing the collective interests of authorities with majority or minority shareholdings in a number of UK airports.

In addition, we engage not only with a number of Government Depts and their agencies but with Airport trade associations, regional growth agencies, LEPs, Highways England and Railtrack.

SASIG has also hosted several workshops covering a range of Environmental Issues, surface access policy and airport related economic development. We regularly attend or speak at industry conferences.

These roles are important as Local Planning Authorities liaise regularly with local community and business interests and surface access providers etc., and they often take the lead in bringing these organisations together locally in relation to one or a number of local airport facilities.

SLIDE 4



advancing sustainable aviation policy
on behalf of local communities

Global Connectivity

sasig
Strategic Aviation
Special Interest Group

When I first agreed to take part in this forum the title included the words Global Connectivity.

I might be wrong but the word 'Global' has somehow disappeared.

Well that suits me as my talk was never going to be about the 'external' international connectivity of the UK, but always more specifically about the immediate 'internal' local connectivity that airport's must of necessity build into their development plans.

advancing sustainable aviation policy
on behalf of local communities

*Addressing the concerns of local communities
following airport expansion
air quality, noise pollution and increased congestion.*



But also secondary impacts!

Likewise, I am billed as being here to talk about air quality, noise pollution and congestion.

What can I say about these?

Of course communities and their local authorities are concerned about these things.

Yes we want reliable measures and metrics that reflect real experience,
Yes we want proper mitigation,
Yes we want to impose reasonable limits on airport operations so that being a neighbour is not intolerable, and
Yes airport expansion does bring increased congestion.

The World generally is recognising the need to impose stricter environmental limits and we would embrace these efforts, and suggest others.

However, for today what I think is more important for me to is what we in SASIG refer to as 'Secondary Impacts' – the pressures placed on social infrastructure like GP and dental practices and schools, access to housing in overheated markets, the ability of small businesses to find and keep

employees in areas where an airport is a dominant employer; and the loss of green and quiet spaces.

All of these have practical, and often financial consequences, which local authorities have to address without recognition from Government or the airports themselves.

Government is making significant funding available to help address the infrastructure investment needed for large housing schemes – there is no equivalent scheme for airports, and I know that housing development is typically far more profitable than investment in airports.

SLIDE 6



advancing sustainable aviation policy
on behalf of local communities

Greatest Concern to SASIG
and Local Authorities?

sasig
Strategic Aviation
Special Interest Group

So, given these considerations, what are the greatest concerns about Aviation policy to SASIG and our local authority members?

Let me pose these questions:

Do we think there is joined up thinking between Govt depts, growth initiatives and various development programmes?

Do we think there is sufficient co-ordination between land use, airspace usage and surface access policy nationally or regionally?

Do we think there has been sufficient attempts to bring together key public agencies and private or community interests to develop a structured, coherent plan that can secure consensus?

Do we think there has been consultation overload, or that it is used to avoid real attempts to bring local/regional interests together and encourage search for consensus?

Do we think Government departments have joined up thinking in the requirements for airport growth and also the huge demand for housing and the associated infrastructure for both?

Do we think there is sufficient coordination for surface transport resources to support airport growth and new housing and a strategy to maximise economic benefits locally?

Have strategic noise and surface access corridors or for long term expansion of airports and related economic development been identified and safeguarded?

Are these rhetorical questions?

SLIDE 7

advancing sustainable aviation policy
on behalf of local communities

Is Government struggling with the amount
of top down strategy it should provide
hence just leaving it to the market?

On the basis of the questions I have just posed SASIG is concerned that Government is struggling to find the right balance between consulting for the sake of it and engaging positively and constructively;

Between standing aside and allowing market forces to set the direction of travel for the industry on the one hand ...

and providing a coherent 'top down' strategy to allow what historically has been one of the UK's great global success stories to continue to grow, albeit responsibly within clear defined environmental envelopes and with the support of the local communities that are most affected.

SLIDE 8



advancing sustainable aviation policy
on behalf of local communities

Strategic Vision?
Joined up thinking?
Wider infrastructure issues?

sasig
Strategic Aviation
Special Interest Group

So, I'm suggesting we need a national strategic vision and regional or local partnerships to start to seek common ground between the various parties with an interest in airport growth; in doing so, this would for example:

Allow the wider infrastructure needs of local authorities to be prioritised so that they can facilitate the development of airports together with the housing numbers they are required to provide, whilst also enhancing local service provision that a growing workforce associated with an airport will inevitably bring;

And at the same time seeking to reduce the noise and other impacts increased air travel will bring to local communities

Is this really an impossible balance to strike?

I don't believe so, for instance in Ireland Airport Local Area Plans are used to translate national and regional plans to a local development plan level.

The plan for Dublin airport, which is bigger than all but Heathrow and Gatwick in the UK is about to be published and set the framework for the airport's masterplan and airport related development proposals rather than responds to them on an ad hoc basis.

Should we also have HS2 style Growth Partnerships anchored by LPAs and LEPs to develop these local vision statements?

Should there be an Airport Sector Deal to deliver supporting skills, technology and infrastructure requirements, and should airports be given more priority in future growth funding, city deals and Enterprise Zone declarations?

SLIDE 9

advancing sustainable aviation policy
on behalf of local communities

Too many agencies?

Surface transport and housing?

Maximise economic benefits

Reduce nuisance through land use and
airspace planning?

So, why is this not happening?

Is it poor communications and lack of real engagement? Or

Are there just too many disparate agencies and unconnected departments?

Local Authorities need to be able to promote international connectivity and economic growth through strategically developed infrastructure, that is sustainable and will maximise economic benefits whilst reducing local nuisance through comprehensive land use planning that is closely integrated with airspace planning and has secured a measure of local consensus.

SLIDE 10

advancing sustainable aviation policy
on behalf of local communities

Create less fragmented structures that bring Government departments and key stakeholders together behind delivering the final strategy that encompasses the inevitable growth with local environmental, infrastructure and economic needs.



In summary, this is what we need.....

SLIDE 11

advancing sustainable aviation policy
on behalf of local communities

Ensure future aviation growth is sustainable
and that the UK takes a global leadership role
in developing technologies, protocols and processes
which enable this to be achieved.



And as a mission...

SLIDE 12

advancing sustainable aviation policy
on behalf of local communities

20th Anniversary Celebration



Finally, if you like what you've heard, or if you want to argue a point, or just want to join us for a celebration, SASIG is holding a 20th Anniversary

event at the House of Commons on 10th July. You are all more than welcome to attend.